

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

WAFS Barbara Towne Fasken and Barbara Erickson London

November 1978



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 10 November 1978

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Editor Marilyn Ratzlaff (405) 682-4425
Circulation Manager Loretta Gragg
Headquarters Secretary Virginia Oualline
Contributing Editors Sylvia Paoli, Joan Kerwin
Editorial Assistant Nema Masonhall, Nancy Smith
Advertising Manager Marilyn Ratzlaff (405) 682-4425

Regular Article and Features

Calendar	4
Activities	5
Legislation	6
Project "Amelia"	7
NIFA	8
Fairladies Race	9
Wright Day Celebrations	10
Backward Glance	12
The Women With Silver Wings	14
Personal Glimpses	22
General Information	25

Advertisers

Sporty's	4
Page Travel	5
Airline Pilot Seminar	8
Classified	30
India Tour	Third Cover

INTERNATIONAL OFFICERS

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

BOARD OF DIRECTORS

Ruth S. Dobrescu, 4 Norman Court, Glen Cove, NY 11542
Charlene Falkenberg, 618 S. Washington St., Hobart, IN 46342
Lois Feigenbaum, 26 Pinewood Dr., Carbondale, IL 62901
Barbara Goetz, 8041 Ravina Court, Fair Oaks, CA 95628
Esme Williams, P.O. Box 3283, Tequesta, FL 33458

HEADQUARTERS HOSTESS

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

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Thoughts From Thon

You may be sure I am up to my ears in the happy duties of being your President. It keeps my at my desk almost all of every weekday and sometimes requires a bit of homework. We're trying to get our idea of sharing going both ways. It's early in the term, but we do wish we were hearing from more of you. We really want to know what you think needs changing, or eliminating, or adding—perhaps areas in which you think we should become involved—or less involved. In this month's column, I want to discuss communications to and from the Board in order that you may be better informed. So let's dive right in.

Have you ever heard, "The Board does not communicate with the members"? So have I, but let me tell you what channels we have used in our efforts to reach you. For the past few years some Director, selected at each Board Meeting, has been responsible for writing a report on Board actions for the 99 NEWS immediately following the Meeting. Do you like those reports?

A year ago Director Ruth Dobrescu assumed the interesting job of Governors' Liaison and she has sent interim reports and messages to all twenty Governors. Also, the Governors receive the same set of Board Minutes the International Directors receive. Through newsletters or bulletins Governors are able to use these two additional sources of information to inform and advise Chapter Chairmen (or members, in Sections where no Chapters exist) in a more timely manner than is possible through the 99 NEWS.

Each year at the International Convention Ninety-Nines International Secretary gives a summation of Board activities for the year. Would you like to see a copy of this report in the 99 NEWS for the benefit of those who are unable to attend Convention?

As you undoubtedly realize, it would be impossible to share the dozens of letters received each month with each and every member. We, The Ninety-Nines, are invited and asked to do many things. We are asked to exhibit at industry shows and airports days; to attend special celebrations; to participate in panel discussions; to give talks to other organizations; to donate money or services to a wide variety of causes; to attend FAA meetings; to sponsor clinics—the list seems endless. This is why we elect Ninety-Nines to run our organization who have the interest, the desire and the qualifications to represent us as Directors. They are also required to give a great deal of time to the everyday business of The Ninety-Nines.

There is a definite need to keep all Directors completely informed and since we live thousands of miles apart, your Secretary, Hazel Jones, recaps the information I send her and turns the data into numbered "Updates" which I feel is the best way to be sure you have a knowledgeable, productive group of leaders.

This by no means exhausts the subject of Board/Membership communications. For instance, would you be interested in a Question and Answer column in the 99 NEWS? We should also try to deal with the question of why so many officers are running unopposed. That will be covered in another column.

For the moment, I would hope for some responses to the questions and requests for ideas in this column. You may be assured you will receive a reply by letter or in future columns if the subject would interest many.



NOVEMBER

1 November 99 Renewals Due
Deadline — December issue 99 NEWS

25- *The Bahamas Flying
Dec. 1 Treasure Hunt

DECEMBER

1 December 99 Renewals Due
Deadline—Jan./Feb. issue 99 NEWS

JANUARY

1 January 99 Renewals Due
No Deadline 99 NEWS

*RACE INFORMATION AVAILABLE

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

EAST AFRICA

Sheila Beatrix Laws Bell — East Africa — ATR
Denise Morchand-Holz — East Africa — CFI

WESTERN CANADA

Leslie Smithers — Alberta — CFI
Kim Sutherland — Alberta — CFI
Lynn Shaw — Saskatchewan — IFR

MIDDLE EAST

Kathy Royer — Central Penn. — ATR

NEW ENGLAND

Mary Shea — Western New England — SES

NEW YORK — NEW JERSEY

Kathy Lustig — Long Island — BGI, AGI, IFR
Ida Van Smith — Long Island — AGI

NORTH CENTRAL

Sharon Fall — All-Ohio — ATP
Velma Innes — All-Ohio — IFR
Loretta Jones — Gr. Kansas City — ATP
Judy Graham — Indiana — IFR

NORTHWEST

Kathleen Heckt — Intermountain — BGI
Marion Service — Willamette Valley — Comm.

SOUTH CENTRAL

Duane Perry — Texas Dogwood — CFI
Mary Able — Houston — Instr.-Examiner
Paula Bowman — Houston — IFR

SOUTHEAST

Nan McNamara — Florida Gulfstream — SES
Genie Merrell — Florida Gulfstream — IFR
Lolly Shaw — No. Georgia — CFI

SOUTHWEST

Gwen Haynes — Orange Co. — Comm.
Eleanor Todd — Orange Co. — IFR
Del Haas — Reno Area — IFR
Sue Koppel — Reno Area — ME
Christa-Maria Engle — Sacramento — CFI
Marie Morgan — Sacramento — Glider
Jean Patrick — Sacramento — Comm.
Molly Flanagan — San Joaquin Valley — Comm. — IFR
Barbara Hepner — Utah — ATP, Lear Jet
Carol Rayburn — Utah — ATP



The Ninety-Nines' GOLDEN JUBILEE

**Welcome to Albany and the 50th Anniversary
Golden Jubilee of The 99s**

July 17-22, 1979

Albany Has It All!!

Plan Now to Join Us!

General Chairman
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NOTAM

TWA is now accepting applications for Pilot-Flight Engineer Trainees. Applicants must be 21 or over and hold a Commercial Pilot License with Instrument Rating plus FCC Restricted Radio-Telephone Permit and First Class Medical Certificate.

Contact TWA for more details.

FREE CATALOG

From World's Largest Pilot Shop

Send to: Sporty's Pilot Shop
Clermont County Airport
Batavia, Ohio 45103
Phone: (513) 732-2411

Legislation

Return of the Mugwump

By Joan Kerwin

The current Airport Development Aid Program funded through the Airport and Airways Trust Fund expires in September, 1980. Under new legislation being drafted by FAA and DOT officials, there could be increased funding and more attention paid to commuter, reliever and general aviation airports. (Notice the word, could?) However, in typical bureaucratese, here are two mugwump quotes from Robert Aaronson, associate administrator for airports programs: "Everyone seems to be saying the same thing—that those airports need some increased financial attention—so we are likely to have some recommendations in that area. It would be the last subject we would be

likely to ignore because of all the concern we have had about it." And, "unless there are substantial reasons to do something different from what has been done, we are not likely to suggest change. — "Basically the existing program is very well received by the people it affects." The question to Mr. Aaronson and the FAA is, which side of the fence will they show general aviation, the mug or the wump?

Now for some good news. Three cheers for Rep. Gene Snyder (R-Ky.) who offered an amendment to the aviation regulatory reform bill, HR 1261, which prohibits FAA and DOT from imposing administrative

user charges. The amendment, approved by a voice vote, prohibits the imposition of user charges by FAA for certificates and examinations "without congressional approval. These user charges, Snyder says, "are nothing more than regressive excise taxes levied on the aviation community by the executive branch—without congressional authority." This amendment will prevent the yearly hassle over the user charges included in DOT's budget.

For your edification: The Airport and Airway Trust Fund increased \$145 Million in June. At the end of June, there was \$3.83 Billion in the Fund.

The Silver Wings Aviation Museum



The newest gift to Headquarters are these two large white planters which were presented by the Tennessee Chapter.

The Silver Wings Aviation Museum has been set up as a joint project of the Sacramento, California military and civilian aviation communities. Construction of museum exhibits is now under way at Mather Air Force Base under the direction of Captain Ken Gifford, USAF, Chief of the Museum Branch of the 223rd Flying Training Wing. An official Grand Opening was set for September 23, 1978 for the public.

Design and construction of the prospective exhibits of the museum is a joint effort of the Air Force and several civilian groups associated with the Sacramento aviation community. Included will be a history of aviation from its beginnings, with an emphasis on aviation, both military and civilian, in the greater Sacramento area.

Exhibits being developed by the civilian community include those of the Sacramento Valley Pilots' Association; The Ninety-Nines (presenting a display on Women In Aviation; the Experimental Aircraft Association; the Sheriff's Air Squadron; the

Sacramento Metropolitan Chamber of Commerce; and the Rancho Cordova Chamber of Commerce.

The Ninety-Nines are represented by Sacramento Valley Chapter members Connie Conolley, Coordinator, and Miriam Burcham, Design Chairman. Some of the display highlights planned will include a display of Women In Aviation, Experimental and Antique Aircraft, and changing displays on famous aircraft and pilots as well as many photographic and lithographic exhibits. Artifacts which support these and the more general aviation displays are being solicited.

You are invited to take part in the building of Sacramento's Museum, and urged to search attics, garages or otherwise donate or lend articles. For further information, Captain Gifford may be contacted by calling (916) 364-2177, or by writing him c/o Silver Wings Aviation Museum, Mather Air Force Base, CA 95655. Also contact Connie Conolley if you have anything for the 99's display on Women in Aviation.

Project "Amelia"

By Lois Feigenbaum

As you can tell, the Lockheed Electra Project reported on in the July-August issue of the Ninety-Nine News has been named "Amelia". The preliminary plans, proposed route and budget has been submitted to and approved by the International Board of Directors.

It is proposed that the Ninety-Nines, in conjunction with the Experimental Aircraft Association, sponsor a flight in a Lockheed Electra 12A, similar to the one flown by Amelia on her attempt to set a West to East record flight around the world in 1937. It is planned that the flight will start on June 14, 1979 in Milwaukee, Wisconsin and visit fifty-five cities in forty-one states, with a major stop in Albany, New York during our Fiftieth Anniversary Convention and terminating in Oshkosh, Wisconsin on July 25th for the EAA Convention. The cost of this project would be paid for out of contributions from industry, businesses and individuals. Chapter Chairmen of the various Chapters lying along the route of flight have been contacted to commence plans for hosting the stops and handling local arrangements and publicity.

The purpose of "Amelia" is threefold. The first is much needed publicity for General Aviation, its role in the economic well-being of the nation and its growth over the years. The second purpose is to publicize the Ninety-Nines and our fifty years of leadership of women in aviation.

The host Chapters will have to develop formulas or a type of contest or other method to select a person at each stop to be a passenger on the next leg of the flight. We will have available autographed pictures and other mementos at the stops, and would hope to coordinate local publicity with proclamations by the various state governors and local mayors honoring Women in Aviation and General Aviation. At the conclusion of the flight of "Amelia", we will have covered 13,000 miles in forty days, with the "special" stops at Albany for our Fiftieth International Convention and Oshkosh for the EAA Convention. We would hope that this flight will direct good publicity (much needed at this time) to the private pilot and aircraft and to the Ninety-Nines on this unique occasion.

The mountain of work required to make "Amelia" a reality is beyond comprehension. We need help. If you have ideas, talents, or can help in any way, please contact me to be a part of this exciting project. Without a lot of help from many dedicated people, this project will never happen.



"Amelia" Project Proposed Route

6/14	Milwaukee, Wisconsin	7/6	Memphis, Tennessee
6/14	Minneapolis, Minnesota	7/6	St. Louis, Missouri
6/15	Des Moines, Iowa	7/7	Marion, Illinois*
6/15	Lincoln, Nebraska	7/8	Louisville, Kentucky
6/16-17	Atchison, Kansas	7/8	Chattanooga, Tennessee
6/18	Wichita, Kansas	7/9	Birmingham, Alabama
6/19-20	Oklahoma City, Oklahoma	7/9	Tampa, Florida
6/21	Denver, Colorado	7/10	Miami, Florida
6/22	Rapid City, South Dakota	7/11	Daytona, Florida
6/22	Casper, Wyoming*	7/11	Macon, Georgia
6/23	Salt Lake City, Utah	7/12	Greenville, South Carolina
6/24	Boise, Idaho	7/13	Greensboro (High Point), North Carolina
6/25	Spokane, Washington		Richmond, Virginia
6/26	Seattle, Washington	7/13	Washington, D.C.
6/27	Portland, Oregon	7/14	Long Island, New York
6/28	Oakland, California	7/15	Hartford, Connecticut
6/29	Las Vegas, Nevada	7/16	Boston, Massachusetts
6/29	Los Angeles, California	7/17	
6/30	San Diego, California	7/18-19-	
6/30	Phoenix, Arizona	20-21	Albany, New York
7/1	Albuquerque, New Mexico	7/22	Rochester, New York
7/1	Lubbock, Texas*	7/22	Cleveland, Ohio
7/2	San Antonio, Texas	7/23	Pittsburgh, Pennsylvania
7/3	Dallas, Texas	7/23	Dayton, Ohio
7/4	Shreveport, Louisiana	8/24	Detroit, Michigan
7/4	New Orleans, Louisiana	7/24	Lafayette, Indiana
7/5	Jackson, Mississippi	7/25	Chicago, Illinois
7/5	Little Rock, Arkansas	7/25	Oshkosh, Wisconsin

*No EAA Chapter at location

By Pauline Gilkison

NIFA Associate Membership is open to all individual Ninety-Nines. The tax deductible dues of \$10.00 a year will get you the NIFA newsletter for the school year. NIFA has helped many young women become an important part of the aviation industry today and that's a good reason to join the National Intercollegiate Flying Association as an Associate Member.

Because NIFA has 501(c)3 status please make check payable to: NIFA

Mail to: Pauline Gilkison
131 Walker Ave.
Clarendon Hills, IL 60514

Note check Associate Member with your 99 Chapter.

Just heard about two Regional SAFE-
CONs for November:

Central Texas State College, Killeen
Texas . . . Nov. 3-4

Central Missouri State University,
Warrensburg, Missouri . . . Nov. 10-11

Sincerely,
Pauline Gilkison

A Pilot's Thanksgiving

I am thankful for the joy and feeling
of elation when climbing
up into the infinite blue sky.

I am thankful for the beauty of the
fluffy blanket of cloud
tops below me after a
climb to "on top."

I am thankful for that beautiful runway
straight ahead after an
IFR approach through clouds
and weather.

I am thankful for the instructor whose
infinite patience made the
wonderful world of flight
possible for me.

I am thankful for this beautiful country
of mountains, lakes and wooded hill-
sides, and
patchwork fields which we
are privileged to see as
no "landlubber" ever can.

— Joyce Nash

*Ed. Note: Joyce is a former Orange County
Member now living near Phoenix.*

THE REGIONAL SAFECON SCHEDULE

Region I and Region III will be holding a combined air meet on October 13th and 14th in Salt Lake City with Westminster College as the host. The Pacific Coast Intercollegiate Flying Association has returned to the format they successfully used for many years, i.e., holding their SAFECON on the Palm Sunday weekend which, in 1979, will be April 7th & 8th. The competition at the Regionals is based upon the National Rules, however, some flexibility is allowed due to local conditions and situations.

The schedule and contacts for the eight SAFECONs this fall follows:

- | | |
|-------------------------------|--|
| Oct. 13-14, 1978 | Region I and III at Salt Lake City, Utah
Host: Westminster College
Contact: Prof. Jon Atzet (801) 484-7651 |
| Oct. 20-21, 1978 | Region V at Saint Cloud, Minnesota
Host: St. Cloud State College
Contact: Prof. John Colomy (612) 255-0121 |
| Oct. 20-21, 1978 | Region XI at Trenton, New Jersey
Host: Mercer County Community College |
| Oct. 27-28, 1978 | Region VIII at Mattoon, Illinois
Host: University of Illinois
Contact: Fred Greene (217) 333-2127 |
| Nov. 3-4, 1978 | Region IV at Killeen, Texas
Host: Central Texas College
Contact: Prof. James Reynolds (817) 699-4579 |
| Nov. 10-11, 1978 | Region VI at Warrensburg, Missouri
Host: Central Missouri State University
Contact: Prof. Robert Mock (816) 429-4921 |
| Nov. 17-18, 1978 | Region IX at Melbourne, Florida
Host: Florida Institute of Technology
Contact: Prof. C. C. Truver (305) 727-0461 |
| Dec. 1-2, 1978
(Tentative) | Region X at Athens, Ohio
Host: Ohio University
Contact: Prof. Frances Fuller (614) 698-4114 |
| Apr. 7-8, 1978 | Region II at Marana, Arizona
Host: University of Arizona |

Seminar for Airline Pilot Applicants

Designed for those who want to fly for a major airline—civilian pilots, flight and ground school graduates and students. Presented at major cities throughout the country. An afternoon, weekend seminar. Covers resume writing, obtaining interviews, what qualifications count the most, interviewing hints, interview demonstrations, etc. Seminar fee \$38. Irv Jasinski, your instructor, spent recent years recruiting pilots as Manager of Employment for the Flying Tiger Line. For brochure, write P.O. Box 28756, San Diego, CA 92128.

Fairladies?? Not Anymore

Saturday morning, September 16, 1978, was cloudy, windy and dark with thunderstorms predicted for all day ending Sunday A.M. Just what we needed for our F.A.I.R. True to good Indiana tradition, we waited five minutes and the weather changed. Indiana just couldn't disappoint everyone two years in a row. Around noon, all cells had dissipated and the race was on with entries from Florida, Illinois, Kentucky, Ohio, Pennsylvania, Michigan, Georgia and Indiana.

Our first year with Male PIC's was a great success with eleven. A few of the guys are really veteran co-pilots of this race, and at last had their big chance. Wally and Ruth Ruggles almost had to buy a bigger plane at Seymour to transport all their trophies. Vi Blowers and Marcia Greenham travelled light to accommodate all their trophies. Lillie Danek and Judy Thom also received multiple awards.

At the awards dinner Saturday night, Donald Heiwig, airport manager of Freeman Field was master of ceremonies. Also present were the USAC timers and starters from the Indianapolis Speedway, and Lois Kennard, Governor of the North Central Section. Co-chairpersons for the FAIR were Lois Hawley and Barbara Simmons, Indianapolis and Midge Snyder, Indianapolis as hospitality chairperson.

Thirty-four planes were entered this year, but four scratched before the start of the race. We are anticipating a bigger field next year. So, if anyone wishes to join in our FAIR to get acquainted, under congenial circumstances with a little stiff competition, send in your reservations early.

1978 Fairladies Annual Indiana Race

NAME	HOMETOWN	AIRCRAFT	TOTAL %
1. Wallace Ruggles Ruth Ruggles	Fort Wayne, IN	Cessna 182 E	99.66304
2. Vi Blowers Marcia Greenham	Dayton, Ohio Middletown, OH	Piper PA 28	99.60422
3. Lillie Danek Judy Thom	Indianapolis, IN Jasper, IN	Cessna 172K	99.49638
4. Betty Cull George Young	North Vernon, IN Versailles, IN	Piper PA 28	99.39153
5. Virginia McKee Murray McKee	Greenwood, FL	Piper PA 32	99.25526
6. Gene DeVane Margaret Dant	Bloomington, IN	Cessna 210	99.05346
7. Bruce Normington Carol Miller	Indianapolis, IN New Palestine, IN	Grumman American	98.83188
8. Sophia Payton Tannie Schlundt	Clearwater, FL Indianapolis, IN	Piper PA 28	98.53724
9. Nellie Reynolds Jo Jackson	Indianapolis, IN	Cessna 172K	98.52212
10. Margaret Ringenberg Carol Iruse	Grabill, IN	Mooney Ranger	98.50557

HEADQUARTERS NOTAM

**THE NINETY-NINES HISTORY BOOK WILL
NOT BE MAILED UNTIL AFTER JANUARY, 1979**

Notice

The Bylaws Of The Ninety-Nines, Inc.

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

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

The Bylaws Committee requests that all Section and Chapter Officers study the Bylaws, and that any proposed amendment be sent to the Chairman, postmarked NO LATER THAN FEBRUARY 1, 1979.

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

Send proposed amendments to Bylaws Chairman Cathy Jones, P. O. Box 187, Addison, TX 75001.



Roster Notam

Contact Headquarters if you have not received your 1978-79 Roster. Many have been returned to HQ due to faulty mailing labels.

The Way It Was

Seventy-five years ago Wilbur and Orville Wright made the first powered flight at Kitty Hawk, North Carolina. It was an event that would reshape the world. "Seems a bit strange today when you learn that the original flight was seen by only four men and a boy, and afterwards most newspapers either ignored it or described it in 2 inches on the last page", noted EAA Foundation President Paul H. Poberezny. The original flyer flew four times that December 17th, and was airborne for a total of 1 minute 38 seconds before it was damaged in a landing. Shortly after that, gusting winds caught the two forty foot wings, lifted the frail plane and demolished it. It never flew again.

On September 27, in honor of the seventy-fifth anniversary of the Wright Brother's accomplishment, the EAA Aviation Museum unveiled an exact copy of the original flyer. The occasion marked the first time a Wright Flyer has stood ready, engine running, props twirling and poised for flight in 75 years. As Daryl Lenz and Philippe Van Pelt pulled the props through for the third time, the engine kicked over and ran up immediately to full power (there's no throttle control, only "on" and "off"). The noise level was surprisingly high, made up as it was from a curious collection of clattering chains, sprockets, long prop shafts and huge, crude wooden propellers that shook every part of the airframe as they swung round. The engine steadily belched white puffs of smoke. Everyone in the audience of several hundred people who had gathered for the run up, seemed impressed, if not actually shocked by the strange sounds and unusual sight before them. Following the running of the engine and an extensive photo session, the Flyer was dismantled for movement inside the Museum where it will be placed in a special, permanent display.

The airframe of this replica was built for the EAA Air Museum from blueprints provided by the Smithsonian Institution. Construction work was



Full-scale flying replica of the Wright Brothers' flyer recreates the historic moment of man's first powered flight at Kitty Hawk in "The Winds of Kitty Hawk", two-hour dramatization of the struggle of Wilbur and Orville Wright to conquer the laws of gravity. The ITT television special airs Dec. 17 — 75th anniversary of the Wrights' victory — on NBC-TV at 8 p.m. (ET) with Michael Moriarty as Wilbur (seen here using man power to help get the flyer off the ground) and David Huffman as Orville, piloting the plane on location at San Luis Obispo, Cal., where the elements — howling winds and blowing sands — duplicated conditions at Kitty Hawk, N.C.

done by students of the Blackhawk Technical Institute in Janesville, Wisconsin. Steve Hay and his sons, Steve Jr. and Jim, of Lake Geneva, Wisconsin, also used plans from the Smithsonian to build a duplicate of the original 200 pound, 12 horsepower engine that the Wright Brothers had hand crafted specifically for their Flyer.

Members of the EAA Museum restoration staff trucked the components of the Flyer to the Museum in Franklin, Wisconsin in June and have since worked steadily to complete the covering and assembly of the Flyer.

The EAA Air Museum is located at 11311 West Forest Home Avenue, one mile west of Highway 100 in Franklin, Wisconsin (a Milwaukee suburb). The Museum owns the world's largest non-government aviation collection. Hours are 8:30 a.m. to 5:00 p.m. Monday through Saturday and 11:00 a.m. to 5:00 p.m. on Sunday.

Courtesy of the EAA Air Museum

WRIGHT FLYER MEASUREMENTS

Span: 40 ft. 4 in.
Chord: 6 ft. 6 in.
Gap: About 6 ft. 2 in.
Camber: About 1/20
Wing Area: 510 sq. ft.
Horizontal rudder area: 48 sq. ft.
Vertical rudder area: 21 sq. ft.
Length: 21 ft. 1 in.
Weight: 605 lbs.

Kansas City Celebrates Wright Day

An exciting Kansas City aviation tradition is being reestablished.

For years, the annual Wright Day Dinner was a time for Kansas City Aviation enthusiasts to meet and enjoy good friends, good food and the love of flying. In celebration of the 75th Anniversary of Wright Day, the Greater Kansas City Ninety-Nines are sponsoring a gala banquet.

The Wright Day Dinner will be held on Friday, December 15th, at 6:30 p.m. at the brand new Granada Royale Homotel at 43rd and Wornall. The banquet speaker is Mr. Robert Serling, UPI aviation correspondent and the author of a dozen fiction and non-fiction books about aviation.

Serling's latest novel, *Wings*, chronicles the growth of a major airline in America over five decades. *Wings* is currently being

made into an ABC television movie. Serling's earlier novel, *The President's Plane Is Missing* enjoyed great popularity, as have his histories of Continental, Western and North Central Airlines. Serling is currently researching the history of Eastern Airlines.

All parts of the Kansas City Aviation Community — FAA, the carriers, general aviation, sports enthusiasts — are warmly invited to share this exciting event. Tickets are \$15 per person. Checks payable to "Greater Kansas City Ninety-Nines" should be mailed to: Mrs. Ginny Hansford, 6015 West 94th Terrace, Overland Park, Kansas 66207.

Aviation groups are encouraged to attend this special celebration together by reserving entire tables in the name of their organization.



The relentless battle of the Wright Brothers to enter the dominion of the sky will be recreated when "The Winds of Kitty Hawk" airs on NBC-TV Sunday, Dec. 17, at 8 p.m. (ET) — 75th anniversary of the first powered flight at Kitty Hawk. Michael Moriarity (left) plays Wilbur and David Huffman is Orville in the ITT two-hour special which is highlighted by full-scale flying replicas of the original flyers and gliders the Wrights used to achieve their historic goal.

Another Celebration

Another celebration to honor the 75th Anniversary of the first powered flights by the Wright Brothers is being planned for October 27th & 28th.

The Wisconsin Chapter of the 99s has joined with seven other organizations to conduct the commemorative symposium.

On Friday evening, the Experimental Aircraft Association Museum will be on display and then on Saturday, Bolton Hall on the campus of the University of Wisconsin-Milwaukee will be the workshop location.

Of particular interest to 99s should be the workshop, "Women in Aviation," which Wisconsin 99s are organizing.

Highlighting the workshop which will focus on the changing roles of women in aviation will be Barbara Wiley, the first female pilot hired by North Central Airlines and first officer aboard a DC-9 fan jet and Nancy Simpson, Station Manager for Hughes Airwest Airlines, the newest airline to serve Milwaukee.

EAA tours will begin at 6:30 Saturday while the registration for the workshops will start at 8:00 a.m. on Sunday.



Daryl Lenz and Phillippe Van Pell prop start the EAA Air Museum's replica Wright Flyer. It marks the first time in 75 years that a Flyer has been run and the sound it produced was most unusual. (Milwaukee Sentinel Photo)

1979 Tours Offered by India Ninety-Nines



Dear Ninety Nines:

We in the Indian Section were very delighted to have had the opportunity of welcoming you to India when you last visited us in February 1977. It was even more thrilling to learn from so many of you that you enjoyed your trip and were looking forward to visiting India again.

With this in mind, my committee and I have planned a departure from the USA in February and in March 1979. For those of you who have already visited North India on the the last trip we have set up a tour to exotic South India and Ceylon. We are also repeating our very successful tour of North India and Nepal since many of you could not be accommodated on the last trip due to limitation of hotel space and airline seats. This time, we are adding to the trip an optional stay in Kashmir. Besides the usual complement of sightseeing tours in each city by private coaches and accompanied by English speaking guides, the real highlight of the tour will be in meeting our members, local civil aviation officials and flying enthusiasts all over India at cocktail parties and dinners specially arranged for this purpose.

Won't you please join us!

Chanda Sawant

General Information:

Air Transportation: Based on round trip economy class 14/45 days GIT fare for minimum of four passengers on Air-India or any ATC/IATA scheduled airlines.

Hotels: Deluxe first class hotels. Price is based on two persons sharing a twin-bedded room: single room at supplemental cost.

Meals: Breakfast, lunch and dinner except at Bombay, Delhi and Kathmandu where only two meals will be provided.

Tips & Taxes: All tips, taxes, service charges and portorage of two pieces of baggage.

Sightseeing: As detailed in itinerary.

Baggage: Two pieces of baggage the total dimensions of which should not exceed 106 inches and that of any one piece 62 inches.

Not Included: Cost of passport, personal and baggage insurance and all other items not specifically mentioned.

Responsibility

Convention Group Specialists is responsible to participants for supplying services and accommodations offered as stated, but disclaims all responsibility for loss, damage or injury to property or person due to any cause occurring during any tour

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Inside Back Cover
to
Reserve Your Place
on Tour**

under its management, sponsorship or otherwise. All tickets, coupons and orders are furnished and issued subject to the foregoing and to all terms and conditions under which transportation and/or other services are offered and/or supplied. Convention Group Specialists reserves the right to change or alter any itinerary, hotel accommodations or bus equipment without notice and for any reason, but if reduction in services is substantial, proportionate refund will be made. The right is reserved to decline or retain at any time any tour participant, or to cancel any tour. No refunds for voluntary absence from tour unless prearranged at time of booking in writing. In the event of cancellation of the tour the only responsibility will be for full refund of the money actually paid.

Brief Description of India Tours

TOUR OF THE NORTH

March 17 thru April 5, 1979

Mar.17 - Leave New York for Bombay and stay at the Taj Mahal Hotel. City tours of Bombay, Gateway of India, etc. as in Tour of South.

Mar.21 - Leave Bombay for Aurangabad and stay at the Rama International Hotel - excursions to Ellora Caves. Three distinct groups of temples relate the story of the evolution of Hinduism, Jainism and Buddhism. Also visit the Ajanta Caves which consist of 24 monasteries and 5 temples, some of which are over 2000 years old and hewn out of solid rock. Enjoy leisure time and shopping.

Mar.23 - Leave Aurangabad for Udaipur. Enjoy a boat ride on Lake Pichola, city sightseeing and excursions to Sabelion-ki-Bari, drive round Fateh Sagar Lake, City Palace, Jagdish Temple and Gulab Niwas Garden.

Mar.24 - Leave Udaipur for Jaipur. Excursion by deluxe coach to Amber visiting this deserted city and the Amber Fort. City sightseeing and visits to the Pink City of India, the City Palace and Palace of Winds.

Mar.26 - Leave by deluxe coach for Agra where you will visit the Taj Mahal one of the seven wonders of the world, built by Emperor Shah Johan as a mausoleum for his Queen Mumtaz Mahal in white marble. Enjoy a visit to Fatehpur Sikri, a city built to commemorate the birth of Akbar's son plus some leisure time.

Mar.28 - Leave Aggra for Varanasi. Visit the buried Buddhist city where the Buddha preached his first sermon and the new Buddhist Temple. Enjoy a boat ride on the Holy River Ganges plus some leisure time.

Mar.29 - Leave Varanasi for Kathmandu for city sightseeing and visits to Hanuman Dhoka or Durbar Square, temple of White Machendranath, Sri Gha Vihar, Bhatgaon, the picturesque medieval capital and the Golden Gate, the courtyard of the Kings and Dattatraya. Excursions by coach to Patan, founded in the 3rd century, a typical Nepalese city, famous as the city of Arts. Visit Mangal Bazaar, Krishna Temple and other famous temples. Again some leisure time.

Apr.1 - Leave Kathmandu for Delhi for city sightseeing, visits by coach to Old Delhi, visiting the Red Fort, Chandai Chowk, Jamma Masjid, Raj Ghat. Also visit New Delhi, visiting Safarjung's Tomb, Qutub Minar, Humayun's Tomb, India Gate, Rashtrapati Bhuvan, Parliament House, Connaught Place, Birla Temple and National Museum. Also enjoy some shopping and leisure time.

Apr.5 - Leave Delhi for New York arriving at 3.35 p.m. that same day.

ALL INCLUSIVE COST
\$1838.20.

TOUR OF THE SOUTH

February 24 thru March 17, 1979

Feb.24 - Leave New York for Bombay and stay at the Taj Intercontinental Hotel. You will remain here until Feb.28 during which time you will have city sightseeing, shopping and excursions to the Gateway of India, Dhobi Ghat, Tata Institute, Marine Drive, Kamla Nehru Park, Hanging Gardens, Mahalaxmi Temple, Haji Ali Tomb, and the Prince of Wales Museum.

Feb.28 - Leave for Dabolim and transfer by deluxe coach to the Fort Aguada Beach Resort. See Basilica of Bom Jesus where the body of Saint Francis Xavier is enshrined in a silver casket and Cathedral of Saint Catherine.

Mar.2 - Leave Dabolim for Bangalore then proceed onwards to Mysore and check in at the Lalitha Mahal Palace Hotel. More sightseeing to the Maharaja's Palace, Mysore Arts and Crafts centre, the beautiful Brindavan Gardens and the Chanmudi Temple. Return to Bangalore and visit the Hindustan Aircraft Factory plus city sightseeing.

Mar.5 - Leave Bangalore for Cochin for a boat ride on the Back Waters, city sightseeing, shopping, etc.

Mar.7 - Leave Cochin for Trivandrum for sightseeing, daily excursions and leisure.

Mar.9 - Leave Trivandrum for Colombo where you will have a pleasant drive through rice fields and pretty villages depicting facets of Ceylonese village life. Visit the Campus University of Ceylon and the world famous Royal Botanical Gardens. Tour the city of Nuwara Eliya and visit a tea factory..

Mar.13 - Leave Colombo for Madras. Visit the Seven Pagodas, an ancient rock hewn monument, monolithic temples and figures with carvings and sculptures of the 6th and 7th Century. More sightseeing and shopping in Madras.

Mar.16 - Leave Madras for Bombay for an overnight stay.

Mar.17 - Leave Bombay for New York, arriving at 3.35 p.m. that same day

ALL INCLUSIVE COST
\$1875.00

AOPA Revalidation Clinics

Just a reminder for all members of Ninety-Nines, Inc. AOPA has said that any member may be an invited guest at AOPA CFI Revalidation Clinics. You may be asked to assist in registration or transportation, but your clinic is free. This is open to anyone who is a member in good standing whether you are an Instructor or not. Another good reason to be a member of our group.

Format Modification of 99 NEWS

After careful consideration by your Board of Directors and 99 NEWS Editor, a new format for the magazine has been developed. Since our basic objective is to publish as much information about the chapters as possible, and still retain the same number of pages in the magazine, some changes had to be made.

We believe that we have found a solution to this problem that will accomplish the objective. However, as the news reporter for your chapter, we must have your cooperation and help to make it work.

Here are the specifics:

1. Please limit your report to **no more than** two 8-1/2 x 11 pages typed double spaced.
2. Break your report down into these categories: Activities & Projects, Calendar, New Ratings, New Horizons and General Information.
3. Be sure to list the most important information first. If the copy must be shortened for space reasons, it will be done from the bottom up.
4. If your chapter has participated in an activity or project that merits more than the usual space in that section, write it up as an article or feature and send lots of photos.
5. Be sure to illustrate your report with photos if they are interesting and available. Black & White photos are preferable.
6. Material must reach the editor by the **first** of each month. That means allowing several days transit time.
7. Please report only the information that would be of interest to the entire membership.

A copy of this information will also be mailed to each chapter reporter and chapter chairman for future reference.

Hope You Respond

Please get a copy of *Business and Commercial Aviation* / October 1978. Read Page 118, *Greenhouse Patter* by Torch Lewis. It is hoped that all will respond to this article. If you have no copy or cannot get a copy, contact the 99 NEWS Editor.

After you have read this article respond to:

Hangar C-1
Westchester City Airport
White Plains, N.Y. 10604

The Women with Silver Wings

Jacqueline Cochran and her WW II WASPS

By Mardo Crane

Part Two

In 1942 while Nancy Love was establishing the first "elite corps" of women to fly for the Ferry Command, Jacqueline "Jackie" Cochran was rounding up a group of twenty-five to take to England. Both were recruiting women who already flew, and whose experience was on larger-than-Cub size aircraft. All of them had well over 500 hours in the air.

Nancy's immediate goal was to use women pilots to "help out" in a war effort which saw the need of pilots in the Ferry Command at once. Jackie's was perhaps a more feminist view, to show that women could fly anything men could, and could fly under war conditions. She wanted this impact of women and their capability felt, acknowledged, and definitely to cause some waves among the brass.

When she approached General Olds in 1941 with a proposal to establish Airforce training (flight and ground school) for women in this country, the top brass wasn't ready for such action. So, with her usual aggressive tackling of a problem, she sought a better way to prove her point. Her first move was to contact women pilots by phone and wire.

One of these was Margaret "Peggy" Lennox (Brown), a tall, good looking natural blond, full of energy and the love of flying. Peggy had taught flying in the CPT program at several eastern colleges. In 1941 she applied for an instructing job at Reno Sky Ranch. The trip en route involved a friend (also a pilot), and a mechanic. It started out in a car and trailer. At Alliance, Ohio, the other woman, Marge McCormick and she, took delivery of a Taylorcraft, which they were to fly on to Reno, while the mechanic went ahead with the car and trailer. Her part of this delivery ended at Chicago, where she went into the hospital for an emergency appendectomy. Her friend flew on in the T-Craft.

However, all was not lost, according to Peggy. In six days she was ready to go, and luckily someone wanted a Funk delivered to Reno. This, too, was doomed. On Thanksgiving day in 1941, Peggy had a forced landing with a rod through the block. A frantic effort to get a mechanic failed, and effectively zapped the flight. The plane was crated and sent on by rail.

Still determined to get to Reno for that hoped-for-job, she boarded a bus to finish the trip. En route she learned of Pearl Harbor. To her dismay, arriving at her destination, she was struck with the news that all pilots' licenses had been cancelled.

Reinstatement required a birth certificate, which because of her adventuresome flying life, she habitually carried with her other pilot qualifications. Despite this, and the fact that she had logged more than 1,200 hours, had an instructor's license and a designated 2-engine rating, the flight school in Reno wouldn't take a woman instructor. It was suggested that Thunderbird Field in Arizona might be interested, since they were employing civilian instructors to teach U.S. Army cadets and Chinese.



Inspection was a very important duty for the WAFS before they took off in an Air Force plane. The women were constantly taking courses in Aircraft and Engines, with each and every plane in which they checked out. Here WAFS Barbara Towne (Fasken) (L), and Barbara Erickson (London), make the necessary pre-flight on a B-25 they are to ferry.



Director of Women's Training Program, Jacqueline Cochran (L) and her Chief Executive, Ethel Sheehy, anticipate the next graduating WASP. Leoti "Dedie" Deaton, Chief Establishment Officer at Sweetwater, and General "Hap" Arnold congratulate the WASP as she gets her certificate and her wings.

It was then, just before she took off via car and trailer, that she received a two-page straight telegram from Jacqueline Cochran detailing the plan for American women pilots who had sufficient training to ferry planes in England for the British Air Transport. Transportation overseas would be by boat, after qualifying by being checked-out in an AT-6 at a Montreal airport; contract was for eighteen months; billeting would be with private residences, the ferry pool, or small hotels; weekly pay envelopes with cash of about seven pounds (one pound worth \$4.03), plus \$25 per week deposited in a U.S. bank for each woman pilot. There was already a British Air Transport Auxiliary, and American women would start as Third Officers. As they advanced to First Officer, their weekly cash amount would increase to 15 pounds for most. It was a dangerous ferry job, due mostly to bad weather, and the balloons strung up to prevent low enemy attack. U.S. women pilots were vitally needed.

At first, it didn't sound too inviting to Peggy Lennox. She put the wire aside and went on to Arizona. Passing the check flight in a Stearman (says she, "It was a piece of cake to aerobat compared to the Waco UP-F-7 I had trained on."), she awaited acceptance by the West Coast Training Center, USAAF. While this seemed to drag on without word, she went to Texas to instruct flying for a month. A letter finally came: No job. She was a woman pilot.

Disappointed, she tried again at Grand Prairie, Texas, a headquarters of ATC. Commanding Officer Col. Ferguson told her, "If and when they let women ferry for Uncle Sam, I'll be happy to check you out."

It was another let-down, but as she put it, "I had to get used to eating again, so I took a job at Love Field instructing. As fate would have it, Jacqueline Cochran was in town on her cosmetic business. "Jackie" phoned her and they had lunch together. Peggy heard once more about the developing plan to take a group of women pilots to Britain. This time, because of her experience with the anti-woman attitude of our Air Force, she was ready to join.

Peggy and five others went to Montreal where they were checked out in the AT-6. Other groups of six arrived at specific times. More than half were washed out. "This

made Jackie very unhappy, and some changes were made before the last groups passed through," says Peggy. "The check pilots had been quite prejudiced against women pilots."

Those who made it formed a nucleus on whom Jackie's program depended. Reportedly, they gave a good account of themselves in England. The twenty-one women pilots were: Myrtle Allen (Carter), Opal Anderson (Averitt), Dorothy Bragg (Hewitt), Emily Chapin, Virginia Farr, Mary Zerbel (Ford), Suzanne Ford (De Florez),



Sue Ford, a U.S. volunteer in the group that went to England in 1942 to serve with the British Air Transport Auxiliary. Taken at #4 Charles Street, handy to the Red Cross Officer's Club. Besides being a fun lounge it was Walter Cronkite's address before invasion. He was a UP war correspondent at that time. No, Sue was not waiting for him.

Evelyn Hudson, Margaret Lennox (Brown), Roberta Sandoz (Leveaux), Hazel Raines, Helen Richey, Edith Foltz (Stearns), Grace Stevenson, Katherine Van Doozer, Ann Wood (Kelly), Louise E.M. Schurman, Virginia Garst, Una Goodwin, Helen Harrison, and Gloria Large. Six other women enlisted on their own: Ruby D. Garrett, Sheila Garrett, Violet Milstead, Joan Ratcliff, Jane Plant (Spencer), and Leslie Murray.

Experiences in reaching England ranged from that of Kay Van Doozer, who with her group, was tucked into a PBY and flown all the way to Prestwick, Scotland, direct, (a very long, hard flight at the time)—to Grace Stevenson's, whose trip was with a convoy on a zig-zag trip to avoid German submarines. Peggy Lennox, Mary Ford, and Una Goodwin were among those who made the arduous crossing on a Danish fruit boat. The start was made in a convoy, but they were too fast to stay with the others, even at half-speed. Abandoning convoy protection, they made it to Liverpool in five days, where most other boats had a 23-day sea trip.

Jackie Cochran met her groups as they came in, and saw to it that they were billeted and fed, and uniforms fitted. The women were issued a tunic, two pairs of slacks, one skirt ("which was god-awful"), one hat, a great coat, and a rain coat. Jackie's first thought was to arrange "for us to send cables to our homes to say that we arrived safely," according to Grace Stevenson. "She even invited us to tea, took us to dinner, and then to a theater, where we saw the long-running Noel Coward play, 'Blythe Spirit'. What a way to introduce us to the job we were to do!"

Duty started with classes in navigation, where they learned about camouflage of check points on the map, which they must recognize. Weather was their worst enemy.



Ready for a tow target mission are WASP pilots Dorothy Avery (R), Mardo Crane, Tim Thomas, war correspondent, Pfc. C. Frudzinaka, Sgt. J. Bellettiere, (crewmen).



U.S. women flying for the British Air Transport (L to R) Opal Laster Anderson, Kay VanDoozer, and Una Goodwin, find the parachute release different from the U.S. type (1942).

Most WAFS in the ATC Auxiliary never saw an attacking German plane, and luckily. While they ferried planes, such as the Spitfire, Typhoon, Sea Otter, Avenger, Wildcat, Hellcat, Vengeance, Mosquito, Wellington, Ventura, Lockheed Hudson, and B-25 (to name a few), all with guns, they had no ammunition. They would have been no match, even with skillful maneuvering, against trained enemy fighters.

Two women were killed while ferry duty in the United Kingdom. Two came back to enter the WASP training in 1944. One, Kay Van Doozer, served 18 months before she came back to instruct at Avenger Field, Sweetwater, Texas. One of those killed in ferry action had come in after the first U.S. women, and served one year before losing her life. Her name was Mary Webb Nicholson. The other woman who lost her life in this service was one who enlisted on her own, Leslie Murray.



Katherine Van Doozer, after her check-out flight in Montreal, Canada, in 1942, which qualified her for the group Jacqueline Cochran was taking to join the British Air Transport Auxiliary. After serving 18 months, "Kay" came back to teach WASP trainees at Avenger Field, Sweetwater, Texas.



Close order drill by the trainees at Sweetwater, Texas, under the critical eye of an Air Force Officer, was part of the regular routine. There was no difference in the WASP training program and that of the male Air Force cadets.



Lt. Col. Keene talks to WASPs who just had an orientation flight in a B-17. They will now go into training both in ground school and flight instruction, with their goal—1st pilot in the (then) giant bomber.

Once the women she had recruited were firmly entrenched in their ferry jobs for the United Kingdom, Jacqueline Cochran was convinced that she had made her point. She returned to the U.S. to renew her assault on the Air Force brass for the formation of a women pilot's training program. The need seemed obvious, for there was no longer a reserve of trained woman pilots. Nancy Love had already taken the cream of the crop into the Ferry Command, and was gradually increasing the number of WAFS over her "Originals". Those who went to England under "Jackie", were still there. If we were to use more women successfully in military flying, they would have to be trained, just as male cadets were trained.

Jacqueline Cochran had "clout". She was already famous in her own right, with several flying records to her credit. And, just as important, she was married to Floyd Odlum, a wealthy and influential man, whose contacts reached into the White

House itself. Thus, armed with a letter from Mrs. Franklin Roosevelt, she set the wheels in motion by presenting this to General 'Hap' Arnold. As one noted aviation pioneer, Cliff Henderson, said, "You just didn't say 'No' to Jackie!" And, of course, she won her case with the Commanding General.

It was a remarkable set-up, actually. A special Civil Service was established for women trainees, under which they would be paid a slight sum (about \$150 per month) while training. They got the regulation AAF overtime, making their pay about \$172.50. Out of this they paid \$1.65 per day for 'maintenance'. This included no insurance benefits, such as cadets received. Then, after being assigned to fly actively for the military, pay would rise to about \$250 per month. However, in order to be uniformed properly, each WASP had to put up about \$100 of her own money (this in contrast to the \$250 allowance for uniforms granted 2nd Lieutenants).

The promise under which the women served was that they would eventually be commissioned, so their present "status" was the same as that of an Airforce Officer.

Once assigned to duty, they would live in Officers' barracks, be saluted, fly military aircraft under military orders, and be subject to military discipline. They would have uniforms with everything except the bars—which Congress would surely approve if the training program was as successful as Jackie believed it would be—based upon the present unqualified approval of women in the United Kingdom, and in our own Ferry Command.

Jacqueline Cochran was named Director of Women Pilot Training. The first class of trainees began in November, 1942, in Houston, Texas, with 28 qualified in the first group. However, 23 actually completed the training in April, 1943. Unlike the WAFS



Those who accused the WASPs of joining the service because of the "glamor" involved, never wore the "zoot suit" issued to the trainees. Mardo Crane stands outside the "cattle truck" used to transport the women pilots to the site of the day's training. The women studied for their ground school courses while awaiting either instruction in flight, or a check ride—or both.

who wore the Air Transport Command Civilian Pilot wings, these women had a specially designed shield with their class and detachment designations thereon. With the 8th class graduated (then from Avenger Field, Sweetwater, Texas), the class of December, 1943, had wings which were changed to an amazon-type shield, first super-imposed upon the original shield; and then finally developed as a satin-finished silver lozenge-type shield alone.

The first trainees graduated into duty with the Ferry Command, which was directed by Nancy Love as Administrator. They had received the same training as did the Airforce cadets. Half of the day they spent in ground school; half in physical training and flight instruction. The courses were strictly no-nonsense, covering everything the women would need to know in their service for the Airforce—Navigation, Meteorology, Code, Aircraft and Engines, and Military Procedures. Flight training for most of the trainees included two months in Primary trainers, two months in Basic, two months in Advanced, and one month in the UC-78 for twin engine transition. They all had instrument training. At the end of each phase they were given check rides by both civilian and Airforce pilots. Many were washed out, and some found the going too rough and the anti-woman syndrome of a number of check pilots too much. One of the biggest "wash-out" records was held by the class which graduated in March of 1944—only 49 women received their wings out of 112 who had entered the training.

While the training program had started in Houston, only one class graduated from there. The second class was transferred to Sweetwater, Texas, (Avenger Field), delivering their own AT-6s and UC-78s for continued training. A third class, which had

also started at Houston, came on in BT-13s. This transfer of all women pilots from Houston was accomplished by May 16, 1943.

At Avenger Field there were four long barracks buildings, each divided into "Bays" with six cots. Shower and toilet facilities were provided between two such "bays", and thus shared by twelve trainees. They stood a "white glove" inspection once a week. Often the 'Inspectors' found themselves distracted by straight-faced, at-attention women pilots who had arranged some "Gimmick" to lessen the chances of their getting 'demerits' for slight infractions. Once Bay 4 pulled a very successful such dodge on a Lieutenant

La Rue. He stopped short, dropping his stern look, when he saw an action photo of himself atop each locker in the room. The inspection was forgotten, and the Inspector very much pleased at the flattery.

The trainees were issued a "zoot suit", which was an over-sized coverall to be worn while flying; a parachute; a leather jacket; and a helmet. For themselves, they provided goggles, white scarf, and dress uniform, which was merely tan slacks, white shirt, and overseas cap. Hair was such a problem—getting it done and keeping it neat—that the Establishment Officers decreed white cotton scarves as headwear. There was always a difference of opinion as to whether the scarf was an improvement or just another mess.

Head of Avenger Field was an Airforce Major. A civilian pilot headed the flight training. There was a Captain medical officer. Several so-called "check pilots" drifted in and out as assigned by the AAF. Many of them did not like the duty, and considered it a "put-down" to have to check women pilots. Once the wash-out rate became so involved that Miss Cochran was said to have arranged the transfer and replacement on the Field of every Airforce officer then on duty at Avenger. That there were some flagrantly illegal wash-outs, there was no doubt. One trainee was told, after a check ride, "I don't like your face now, and I won't like it any better when I check you again tomorrow". Aside from his unnecessary and illogical choice of reasons, he was NOT, under the rules, allowed to give two unsatisfactory rides to the same student pilot. It didn't seem to bother him. Old "Wash-out" was himself shipped out soon after. Unfortunately, the woman trainee just packed up and left the field saying, "I will not stay around for an automatic wash-out". She went to Reno, where she instructed flying for the duration.

Some civilian instructors had to be fired as well. There wasn't supposed to be any



Sue Ford, flying for the RAF, shown with the "little doll baby" DeHaviland Mosquito—"a dream to fly".



Proud WASPs Christiansen (L) and Pedroncelli pose in their newly-issued formal uniforms. Complete with wings, gloves and tams they look mighty sharp in the "blues".

dating between trainees and instructors. However, everyone knew it was going on. The town of Sweetwater had opened its heart to the women pilots, but it was a small city with one very long Main street, and right in the middle a small hotel which made a pleasant meeting place. Because she wouldn't 'date' him, an instructor blusteringly informed an attractive Italian girl that, "Nobody has ever been graduated who is an Italian or a Jew." This was not only blatantly false, but intended to frighten the poor trainee into a wash-out. Instead it made her angry enough to report him to the Civilian Head of Instructors—and "canned" was a mild way of describing his quick exit from the Base.

The Establishment Office was headed by a woman whose background was a great deal of Red Cross work. Mrs. Cliff Deaton was known by most as 'Dedi'. She had a staff of women, many of whom had washed out as trainees, and therefore became an understanding group to run the affairs of the trainees on the Base. They ran a fairly 'tight' establishment, with bedtime 'checks', demerits and confining to the Base for violations. They took care of the sometimes complicated jobs of supervision, feeding, and providing whatever entertainment the women pilots might not be too tired to enjoy. Some things got by them anyway. One incident will never be forgotten by the two trainees involved. Since Texas was dry, it was necessary for those who enjoyed booze to patronize the bootleggers. Usually when someone went off Base, she collected orders (and money) from those who wanted a bottle. This particular time, two trainees with time off together, made their purchases as planned. They always suspected that the bootlegger they had not patronized that day must have turned them in, for they were hauled over by the police and spent several

crying hours in jail. The booze was confiscated, which was really the worst blow.

There was a lot of marching for the trainees. They were marched to meals; they were marched to classes; they were marched to the flight line. In Physical Training they marched. In graduation ceremonies they marched. When a VIP hit the Base they marched. "We marched absolutely everywhere except to the john," one woman pilot complained, wryly. "If we'd all had to go at the same time, they'd have marched us there, too."

Texas was a wonderful place for the training of flyers. There was rain, snow, wind, sand storms, and heat. It proved to be true, as the instructors told the women pilots, "If you can fly the Army way here, you can fly anywhere."

It was fun, but it was hard work. The trainees were a very determined group, and their attitude was one of being grateful just to fly "those big, beautiful planes". There were some rather odd happenings, too. There were 'wash-out set-ups' in which an instructor sent up a student he wanted to get rid of for a pre-arranged unsatisfactory ride. SNAFUs occurred, as once when the wrong student was 'washed-out'. The instructor hadn't meant her, and he caught it in time to right the wrong. Some of the incidents were laughable—afterwards. Trainee Marie Mountain was being taught inverted flight and other maneuvers, when somehow her safety belt snapped open. Unaware that Marie had presence of mind to pull the rip cord, and was quietly floating to earth, the instructor righted the plane, still talking to her. After a moment of no response he turned around to realize with a stabbing shock, that she was no longer with him. Frantically, he banked the plane in an effort

to locate her in the sky. There she was, swinging back and forth in the parachute harness, and waving gaily. He circled until she landed in a field, then radioed the Base to have her picked up. Marie carries the rip cord handle with her to this day, no matter where she goes.

The training accidents ran about the same type and number as those of the male Air Force cadets. There were, of course, the usual ground loops, which resulted (mostly) in embarrassment to the pilot, who became a target for much ribbing. Running out of gas was not tolerated, and the trainee involved was simply "washed-out" without a second chance.



Peggy Lennox, flying for the RAF, shown on a ferry trip which required RON (Remain Over-night). She met this handsome Dutch pilot, who wore a black uniform, belonging to the "Free Germans", and flying a B-25.



Lauretta B. Foy, WAFS stationed at New Castle Air Base, walks away from a forced landing in a Cub, after finally getting aid. This was on "Icicle Lane" en route to a delivery in Canada.



WAFS Barbara Erickson (London) getting "propped" in the snow at the factory, for a ferrying flight in 1943. The women flew in all kinds of weather, and very rarely were unable to complete a delivery for the Airforce.

There were three women instructors: Helen Duffy, Kay Van Doozer, and Ziggy Hunter. There was also a Tower Operator, Eleanor Riley. They had a perfect record on Avenger Field. While at first given grudging acceptance by the male instructors, they went on with the job at hand, and won the respect of everybody.

When the training program was first started, the requirement was 500 hours; the age bracket 21 to 35 years. However, in the fourth class, the age was lowered to 18, and the flying hours to 100. Later the hour requirement was dropped to 75 and finally to 35. The wash-out record soared, and some of those who did graduate lacked the experience that Nancy Love wanted in her Ferry Command pilots. However, the Ferry Command became overloaded with these graduates, so that by February, 1944, the Class designated as 44-W-1, found most of its pilots going into the Training Command instead of the Ferry Division. This caused a change in the set-up for placing the graduates, and some, unfortunately, were assigned to Bases where the preliminary contacts had not been made. There were several embarrassing encounters, and some actual rejection and unfriendliness by certain Base brass. Gradually, these unhappy encounters were cleared up, and the women were accepted, but those involved will never forget the experience.

New duties such as, test pilot, tow target pilot (both in air-to-air and ground-to-air firing), flight instructor, link instructor, searchlight missions, search and destroy (with photo guns shooting at camouflaged units) radar missions, administrative flying, and pick up and delivery of parts, were added to the job roster.

With the advent of these missions it became necessary to change the name from

Women's Auxiliary Ferry Service (WAFS), to Women's Airforce Service Pilots (WASP). Jacqueline Cochran was able to promote good looking uniforms—a blue tunic and skirt for dress, blue slacks, battle jacket, and blue shirts for regular wear. Zoot suits now actually fit the trainee and they, too, were blue. A fine winter suit was issued. An English-style blue tam was for dress, and a blue cap with a visor was the flight cap. Even scarfs of dark blue soft cashmere, and knit gloves, were available. The women were indeed ready for the critical eye.

General Arnold and his Airforce wanted the WASP to be militarized. They had

prepared a Bill for Congress, indicating that Jacqueline Cochran was to be commissioned a full Colonel. No mention was made of Nancy Love, a circumstance which angered many of the Ferry Command brass. Perhaps the most unfortunate circumstance, however, was the fact that the CPT (Civilian Pilot Training) schools all across the country had their contracts abruptly cancelled. The men, for the most part who had chosen to instruct in the CPT program rather than go into the Airforce, were capable, and should have been automatical-



Peggy Lennox (Brown) shown in the uniform and wings issued by the British Air Transport to the women from the U.S. who were recruited by Jacqueline Cochran to ferry in the United Kingdom in 1941.



Jacqueline Cochran attends the wedding of one of the women pilots she recruited to serve in England.

Meet the Board of Directors



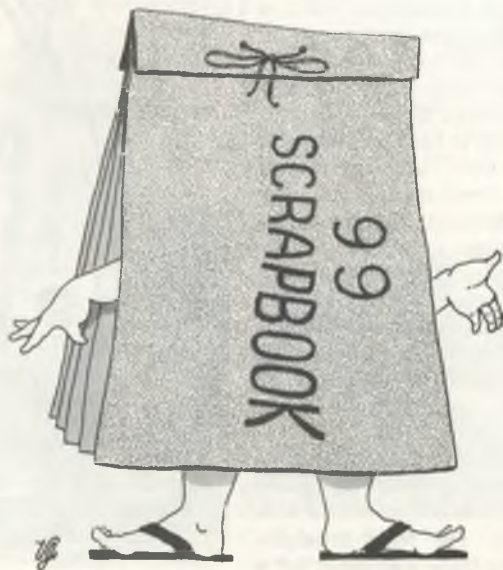
Front Row (L-R): Charlene Falkenburg, 99 Director; Gene Nora Jessen, Treasurer; Hazel Jones, Secretary; Esme Williams, 99 Director; Dora Strothers, AE Trustee. Back Row (L-R): Barbara Goetz, 99 Director; Ruth Dobrescu, 99 Director; Lois Feigenbaum, Past President; Thon Griffith, President; Susie Sewell, AE Trustee; Alice Roberts, AE Trustee; Alice Hammond, AE Trustee; Sylvia Paoli, 99 Legal Counselor; Janet Green, Vice President.

Are You or Your Chapter in the 99 Scrapbook?

Actually it would be easiest to just send your **clippings** (or photo copies of them)* to . . .

99 Scrapbook Chairman
Ginny Flanary
18771 Fairhaven Ave.
Santa Ana, CA 92705

*Be sure to include proper ID—name, city and date of paper, names and chapters of 99 members included in the articles.



Personal Glimpses

Think of words like courage, loyalty, intelligence, determination, sportsmanship, ladylike grace and ageless 'true grit', and you have a composite picture of a real Ninety-Nine. And a 'real-live-active 99' is what Val Johnson of the Greater St. Louis Chapter has been for the past fifteen years.

Val learned to fly from an airport in Central Missouri . . . Vichy . . . an all but deserted military field with super runways, located some 50 miles round trip from her home in St. Clair, Missouri . . . to which she drove daily with characteristic zeal, until she obtained her private license. She discovered the 99s in nearby St. Louis, and quickly became a valued and respected member of the Greater St. Louis Chapter which rewarded her enthusiasm by putting her on most committees in rapid succession, and then crowned her Chapter Chairman in 1967. In the meantime, she progressed with her ratings, adding Commercial, Instrument, and Instrument Instructor to the list. Her 49½-yr, Belmont, also a pilot bought a Cessna 182, and then a Beech Bonanza, and encouraged her to fly as corporate pilot for their business, Belmont Industries. She has since logged some 5500 hours as a fixed wing pilot. When "Dinger," as Belmont is affectionately known, decided they needed a faster way to transport customers, he and Val learned to fly a helicopter, and then added one to their hangar. She has thrilled many, and motivated some, of her sister 99s with rides in her 'chopper'.

Besides her corporate flying duty, she finds time to fly charter for St. Clair Flying Service in St. Clair, Missouri from the airport that she and Dinger worked diligently to create. She got the 'racing bug' way back in '67, and has flown nine Powder Puff Derbies, four Angel Derbies, and several Sky Lady Derbies. Since she became proficient (300 hours) in her helicopter, she joined the Whirly-Girls, and was elected their International Secretary this year. Val also serves on the Missouri Pilots Association's Board of Directors and has for fifteen years. She was also just recently appointed to serve as a representative of her Franklin County in Missouri, on the Missouri Metropolitan Airport Authority . . . a commission made up of business and civic leaders prominent in their community, in the St. Louis area.

Educated in Missouri schools, she was a teacher in elementary schools until World War II when she patriotically joined the U.S. Navy as a WAVE. The Navy promptly utilized her teaching skills, and made her a gunnery instructor, a job which she held for

some three years until discharge at the war's end. The pattern of teaching figures throughout her life, and serves her in good stead as a Flight Instructor.

Modest and unassuming as this soft-spoken lady is, she is most articulate when the subject discussed is close to her heart as flying, which she rates, in her own words, "First, above all else". With this kind of dedication, she has attended most all Sectional Meetings and International Conventions held, since she joined the 99s and began to count her friends as 'legion'. We of the Greater St. Louis Chapter salute her as 'one of our own', proud of her accomplishments and achievements . . . we acknowledge her as a perfect example, and answer to the question . . . What is a 99?

Mary O'Brien, Australia Section, flew home via Europe, Middle East, Asia, ferrying a Grumman Cougar to Sydney. The flying was routine, but the paperwork was horrendous with a war between Greece and Turkey, a state-of-national-emergency in

Thailand, an Australian Immigration official who wouldn't let her enter the country ("but I'm a citizen!") and a co-pilot who kept saying to Customs, "Oh, you didn't find the guns!" adding excitement to a mind-boggling experience. While in the USA she toured much of the country by C172 and obtained all her U.S. licenses up to ATP with CFII single- and multi-engine. She thanks the Eastern New England 99s for adopting her during her stay and invites any and all 99s to "come on down."

All-Ohio Sharon Fall was hired by Federal Express to fly as first officer on one of their Falcons. Sharon's story is one of hardship and perseverance and one that deserves to be told.

In 1972, Sharon started her flying and obtained her private pilot's license. But family and a job kept her from continuing. Then a fellow employee (All-Ohio Sally Brockman) started to fly and Sharon became interested all over again. At this



Val Johnson

time, Sharon had a well-paying job, but elected to put her whole heart and soul into flying and quit. In a matter of three years, she had acquired all her ratings. The money came from a second mortgage on her home and flight instructors pay. Just recently, Sharon got her ATP and Federal Express offered her a job. At the present, she is in a class of 10 pilots and she is the only woman.

There are four women (including Sharon) flying for Federal Express, all first officers and all on Falcons. After completing her ground school of six weeks, the class will bid on trips. The bidding is by seniority, but in Sharon's class's case it will be by age. This is one time that age is beneficial and Sharon will probably get the first bid. Federal Express presently owns and operates 8 727s and is purchasing 5 more. They have 32 Falcons and 280 pilots. Sharon's goal is, of course, a 727 job and with her perseverance, don't be surprised if you hear a woman's voice over the air. "Sharon, is that you?"

The St. Louis Section of the American Institute of Aeronautics and Astronautics selected **Nelda Lee**, our helicopter rated Aerospace Engineer, to receive the Young Professional Award for the year 1978-79. This award is given to a young engineer or scientist for meritorious technical contributions to his employer's products or goals. This year, the award was based in part on her contribution to the design of graphite/epoxy wing skins for the F-18 fighter, being built by McDonnell-Douglas Co. These wings skins are the first "strength critical" primary graphite/epoxy structure to be committed to production.

There is yet another first associated with the award. Nelda is the first woman in the St. Louis Section YPA history to receive this citation. This lady just keeps on gaining recognition.

Greater St. Louis Chapter is mighty proud to have her as one of our very active members.

Nelda, along with **Sue Mathies** and **Val Johnson**, had breakfast and a lovely visit with **Jean Ross Howard** when she was in St. Louis for the NBAA convention, Sept. 14th. Sue is still flying the evening traffic watch for KMOX radio, however, she has temporarily been relegated to a Cessna 150, due to a

tragic hangar fire at Bi-State Parks Airport, destroying the helicopters used for traffic watch.

All-Ohio Charleen Mehaffie and her 49½ year husband, John flew their Citabria to Stillwater, OK to visit relatives. Charleen reports they flew 500 to 1000 feet over super highways and railroads due to weather and or wind problems. "It's a great way to navigate if you don't have a reliable radio or vertical card compass", states Charleen.

The highlight of the trip was when they were forced to land due to a storm at an out-of-the-way airport. The airport operator was standing in the doorway of his mobile home and told Charleen, "You go watch my wife—she's having a baby and I'll gas your airplane!" The wife was fully clothed and moaning every two minutes and the FBO and his wife left for the hospital immediately after the Citabria got gas. "That was the only time on our trip I felt real panic!" gulps Charleen.

Despite soaring temperatures, a large gathering of 99s, 49½ers and guests turned out to meet Sheila Scott, author of "Barefoot in the Sky" at a potluck buffet dinner held at Palms Chapter's Judy Benjamin's home in Beverly Hills.

"It's really great to be here," said Scott as she addressed the group.

Scott, an attractive redhead, had just been introduced by Claire Walters, Palms Chapter Chairman. It was obvious that both women were happy to see each other. Affectionately holding each other around the waist, each one said how the other was "the greatest."

Light banter followed after the introduction and ears perked up when Walters asked, "How many times did you fly your plane around the world, Sheila? Was it four times?"

"Oh, no," answered Scott modestly with her soft British accent. "It was only three."

Then Walters related an experience that brought the two closer together: "I was flying from Oakland to Australia and made

a fuel stop at Honolulu, Hawaii when I saw Sheila's plane being fueled also. She was flying from Honolulu to Australia. She wasn't near the plane so I left a message on the windshield."

Scott continued the story . . . "Two years later we met and I said, 'Claire, I'm finally answering your message.'"

When flashbulbs popped, Scott asked the photographers to be cautious about her left eye. "I'm still recuperating from a recent eye operation as a result of a car accident."

Scott, visiting the States from England for a three-week "convalescent holiday" attended the Southwest Sectional in Apple Valley with Palms Chapter members and the AOPA Convention in Las Vegas as a guest of CAMA (Civil Aviation Medical Assn.). The CAMA, dedicated to the promotion and practice of aviation safety for the public benefit, performs basic mental and physical tests on volunteer pilots. At one time, it was strictly a man's territory but at her insistence, Scott became the first volunteer woman the CAMA accepted.

But Scott is used to firsts. Among her many credits, she has broken 100 world flight records and was the first solo flier to pass directly over the North Pole in a light aircraft.



99s gather to meet "Barefoot in the Sky" author Sheila Scott (third from right, top row) at home of Palms Chapter's Judy Benjamin (directly below Sheila) for a buffet dinner.



(L-R) Author Sheila Scott, Elizabeth Dinan, Cara Lund and Claire Walters together at a buffet dinner to welcome Sheila.

8,500 miles—VFR

Long Island Chapter Member Joan Fleishman and her 49½er Arthur, flew across our great nation in their newly refurbished Cessna 172. After working on the plane for two years it was great to fly for 5 weeks to see places previously only read about in aviation magazines.

After towing the plane home they worked on it in their garage. They tore out the inside and replaced the headliner, upholstery and carpeting. After adding two radios and a transponder which came in very handy many times during their 5 week trip, they installed gas temperature gauges specifically for leaning over the high mountains they knew they would encounter out west.

Their first stop was unscheduled as cumulus and weather forced them down at Johnstown, Pa. Neither pilot is instrument rated. It wasn't long though before they were on their way to the Dayton Air Force Museum and parts west. When they reached the Oshkosh EAA Show they camped in a tent next to the plane for three days using a sterno stove for cooking. By chance they met another Long Island 99, Ronnie Minnig, and her 49½er George.

On through the Black Hills of South Dakota. They flew over the Badlands and right in front of the faces on Mount Rushmore.

Flying into Jackson Hole, Wyoming in the Grand Tetons was quite a challenge for flatland pilots. The elevation at Jackson Hole Airport is 6300 ft. They flew at 12,500 ft. to get into a pass that led to a big broad valley that opened up to the airport. It was at this point that the decision to go farther west or return home was decided by the weather.

After waiting for the broken clouds to clear and having given up their motel all routes were IFR except the western portion. So, Westward Ho.

They flew mostly in early morning to avoid density altitude problems over the high mountains. Also they found less turbulence early in the day. Lake Tahoe became a challenge—a sunken caldron completely rimmed by mountains. Because of the density altitude their C-172 couldn't climb over the 12,000 ft. mountains so flew over the 10,000 ft. ridges instead. A breathtaking sight.

Flying through the Donner Pass in the Sierras of California, under 10,000 ft. topped by cumulus clouds provided another thrill. They continued over beautiful Yosemite, and headed to the foggy coast of Southern California. They wanted to fly out over the Pacific Ocean to make it a complete cross-country trip from the Atlantic of Long Island to the Pacific of California. Smog

covered Morro Bay, and Santa Barbara like "brown mud" but there was enough visibility for VFR flying and they managed to fly a mile out over the Pacific Ocean. Heading to E. Ontario and Cable Airport covered with forest fire smoke—they landed and visited friends, having completed one way of their journey.

The return trip was beautiful and only slightly weather prone. They visited Las Vegas, Hoover Dam, Grand Canyon, Monument Valley, Utah, Santa Fe, Oklahoma City. Leaving the Ozarks in marginal VFR—typical Long Island August weather which they were quite accustomed to, they reached Charleston, W. Virginia when weather from the storm Debbie caught up with them and they were grounded for four days. This was the only time that Joan wished for an instrument rating. After clearing weather and a trip to Ithaca, N.Y. to visit a daughter, they arrived home on Long Island exactly 5 weeks to the day since they had taken off.

At Republic Airport, Farmingdale, N.Y., their home base, they pondered their 8,500 miles cross country. Total flying time came to 70 hours divided between the two pilots. They flew an average speed of 100 miles per hour.

A Note from Jerrie

Dearest Family and Friends,

Rejoice with me! I've had some serious problems, but God has performed miracles to see me through—what a privilege it is to serve Him!

The Islander lost her right engine but she is safely at a missionary jungle base, and no one was hurt. If it had happened any other time, we'd still be sitting in the trees somewhere.

Wondering how I could ever afford a new \$11,000 engine, I made my way back to Florida only to find that the Avco Lycoming company had already volunteered a new engine to help my work in Amazonas! How grateful I am to those wonderful folks.

Now I have to find another airplane to fly the new engine down to Amazonas—And get tools and parts to change engines in that remote area—but I'm sure God can solve

these problems too.

For fourteen years flying in Amazonas I've been constantly amazed by how God has always been my Pilot, supplied every need, and blessed my work among the primitive Indians. The way He is solving these current problems only confirms what a wonderful God we serve.

Just wanted to let you all know that I'll be 'out of business' for awhile—and will be doing some consultant work to pay the additional expenses—but only until I can get the Islander back in the air, serving the Amazonas tribes.

All your prayers, love, and support means so very much to me. Blessings.

With love,
Jerrie

NOTAM

Reverend William Laird, a friend of so many 99s, was killed instantly in an auto accident September 22 enroute to his pastoral commitment.

Reverend Laird participated in many 99 functions, including Section Meetings, Powder Puff Termini, etc. For this reason, plus his own contributions to the field of aviation, it is suggested that he be honored in Memory Lane. If you would like to make a contribution in any amount, please send it to Jerry Roberts, 1011 N. Park Ave., Haddon Heights, NJ 08035 marked "William Laird Memorial Fund, Memory Lane, IFF.

GENERAL INFORMATION

About 99s and their Activities

East Canada

The third annual Niagara Trillium Air Rally was held from Waterloo-Wellington Airport on Saturday, September 9th. Although the terminal forecast for the day remained steadfastly appalling, someone in the **Niagara Trillium** Chapter of the 99s had plenty of influence—the whole day remained CAVU with light winds and summer temperatures. Consequently, those who were undaunted by those forecasts had ideal flying conditions. The course, designed by Dr. Alan Frosst, ran from Kitchener in a northwest loop of 250 NM with contestants identifying features and answering questions pertaining to the route. Dr. Frosst, as always, found several opportunities to trip the unwary aviator with varying success.



Gerry Mewhirter (far right) President of FIESTA and donor of the first prize, makes the presentation to the winners. Joe Kachanovsky (holding FIESTA bag) and Bill Clark, while Niagara Trillium Air Rally Chairman, Wendy Fowler, looks on.

Niagara Trillium Chapter members plus representatives from the **Maple Leaf** and **First Canadian** Chapter, had an opportunity to participate in a wilderness survival course in Dorset, which was small enough to preclude a Fall Section Meeting as planned. The course is run by the Wilderness Survival, Inc. out of the Leslie Frost Resource Centre just south of Dorset. The facilities used to train firefighters at the end of WW II, but now offer varying courses in survival, forest management, anything to do with natural resources, for Toronto University or any other learning facility or school.

The first day was spent in the classroom learning wilderness lore including such topics as how to identify edible versus deadly plants.

The second day was conducted outside. Divided into two groups, we built shelters, lean-tos and teepees, fire reflectors, cooking and signal fires and drank some delicious tea made out of something or other.

It was a wonderful weekend. Everyone learned a lot of valuable information and had a great time.

Western Canadian

Two members of the famous "Flying Seven", a group of seven lady pilots from the 1935 era, were guests of honor at the **Western Canadian 99 Sectional Conference** in Vancouver, September 16, which was hosted by the **B.C. 99 Chapter**.

Chairman of the conference, **Judy Williams**, welcomed two pioneer lady pilots, Margaret Fane Rutledge and Elianne Roberge Schlageter, who displayed photos of their early days as commercial pilots in Canada. Guest speaker at the evening banquet was Gordie Peters, of the Pacific Aviation Museum, who showed slides of prewar and other vintage aircraft.

During the business sessions, a special



Margaret Fane Rutledge and Elianne Roberge Schlageter, two members of the famous "Flying Seven", a group of seven pioneer pilots (all women) who made history in the 1935 era in Canada. They were guests at the Western Canadian Section Meeting on September 16th.

committee was struck to investigate the Ministry of Transport's policy regarding the validity of Canadian commercial pilot licenses during pregnancy. Appointed to the committee was **Dr. June Mills**, a medical specialist who is a member of the **Saskatchewan 99s**, **Rosella Bjornson**, a First Officer for Transair and a member of the **Winnipeg 99s**, and **Roberta Taylor**, a freelance writer and commercial pilot and member of the **Alberta 99s**.

Delegates also approved a resolution calling on the **Western Canadian Section** to make a financial contribution to the "war chest" fund of the Canadian Owners and Pilots Association, which is a fund being established to pay the court costs of challenging the federal government in its "discriminatory legislation" effecting general aviation.



(L-R) Helga Valousek, Governor, Western Canadian Section, and Judy Williams, Chairman, B.C. Chapter, officiating at the Western Canadian Section Meeting held in Vancouver September 16 hosted by the B.C. Chapter.

Middle East

The **Central Pennsylvania Chapter** is planning a poker run for their October meeting. The poker run will start at Mifflin County and end at Lock Haven.

"A most informative evening." "He really answered my questions." These were some of the comments from the Safety Seminar sponsored by the **Shenandoah Valley Chapter** and the New Market Area Chamber of Commerce. "How to Shoot Good Landings Everytime" by visual cues and

techniques were presented by James F. Byers, FAA Accident Prevention Specialist, Flight Standards District Office, Washington, D.C. "Altimetry" was discussed by Walter A. Stickley of the same office. Their movie "Overwater Flying" interested many who have always been hesitant about doing so.

New England

Eastern New England 99 Mona Budding is passing her Amelia Earhart Chairmanship of District I Zonta International to **Billie Downing**, also a member of **Eastern New England** and **Newton Zonta Club** of Massachusetts.

The **Region I Soaring Contest** at Sterling, MA was an exciting week's activity as the **Eastern New England 99s** who helped can attest. The sight of 40 high-performance sailplanes staged on the grid at the end of the runway is, to say the least, breathtaking. The launch is equally exciting and in fact, we broke a national record. Forty gliders airborne in 48 minutes. **Harriet Fuller** organized and ran 'Harriet's Hash House', a snack joint set up all week in a mini-hangar. **Lillian Emerson**, **Marie Hight**, and **Marie Lepore** all did stints at the phones taking messages from pilots who had "landed out" (a euphemism for missed the airport).

The **Western New England Chapter** extended an invitation to **New England Section 99s** to hear our newest member, **Captain Ann Orlitzki Smetthurst** of the **United States Air Force** speak on military training from a woman's point of view. She had just graduated with the first class of women Air Force pilots at Williams AFB in Arizona and on her way to an assignment for SAC Headquarters at Offutt AFB in Nebraska to fly the KC 135.

The women went through the same rigorous jet training as the men followed and



On August 5, the 99s of the Western New England Chapter and family helpers were caught in action as they put the finishing touches to their 20-foot-high letter "D" at the Pittsfield Airport in the beautiful Berkshire Hills of western Massachusetts.

ended with the full survival trial period. She felt that actual combat was not for women, but with this superb training, they were certainly most highly qualified to do the most demanding of official flight duties. However, not all her classmates were of this same opinion on actual duty in the war zones.

T-37 and T-38 jets had been the planes used in the final training program, following the great news that everyone passed, the grads were treated to the ceremonial dunking in the base pool clothed in their flying togs.

Congratulations to Captain Ann and may Congress have enough incentive to continue this splendid program for more of our hard working capable young women in this country.

Congratulations also to **Western New England** member, **Alexandra Taylor**, who flew to first place in the 99s' New England Air Race with a near perfect score of 99.5507.

foster aviation among other interested women.

September 22-24th was the weekend of the NY-NJ Section Meeting hosted by the **Long Island Chapter** at the Dutch Inn, Bohemia. IFR arrivals at L.I. MacArthur Airport Friday night were quickly chauffeured to the wine and cheese party already in progress at the hotel. 99 hostess **Mae Smith** did a tremendous job keeping the wine flowing and the sandwich plates full for a hungry bunch of pilots.

After a meeting to discuss the 1979 International Convention in Albany, NY next year, a film and talk was given by Jay Frey of Edo Floats on the wonderful world of seaplanes. The evening was culminated with a huge auction to raise money for the 1979 International Convention.

Other highlights of the weekend included a luncheon speech by George Dade, noted Historian of Long Island early flyers, and a tour of the Air Route Traffic Control Center, which handles all air traffic 200 miles out from the Center including all the ocean routes over the Atlantic.

A special "Golden Jubilee" Convention meeting was held Saturday, September 9th at the Turf Inn in Albany, NY. Representatives from the chapters of the **New York-New Jersey Section** attended to formulate plans for the 50th Anniversary Convention to be held in Albany in July of 1979.

The **New York Capital District 99s** held their 7th Annual Poolside Barbecue on Saturday, September 2nd at the home of Bob and Ruth Green. About 24 99s and their 49½ers attended.

At the September Membership Meeting of the **Western New York 99s**, Mr. Biemann of the Calspan Corporation spoke. He also showed films of the flight simulator developed at Calspan to train astronauts using the space shuttle.

On September 23, the **Western New York 99s** rode the elevator to the 19th floor of the Statler Hilton Hotel, climbed three sets of rickety open grate stairways, arrived at the rooftop and freshened the paint on the roofs that said, "BUFFALO AIRPORT". A great time was had by all.



The Western New England Chapter of the 99s presented the Amelia Earhart Medal to our 1977-1978 Chairman Mildred "Skip" Orlitzki for her perseverance at holding our small chapter together through the "Trials and Tribulations" of the last year. Mary Shea, Secretary, (L) and Mary Kohlor, new Chapter Chairman (R) do the honors.

New York - New Jersey

Kathy Lustig of the **Long Island Chapter** recently acquired both Basic Ground Instructor and Advanced Ground Instructor ratings. She was snapped up by the Adult Education Program of the Northport, NY High School to teach Basic Ground School starting in September shortly after passing the tests for said rating. That's one way to make a new rating work for you.

The **Long Island Chapter** was busy in August and September with a booth at each of two events—the EAA open house at Brookhaven Airport and the open house at L.I. MacArthur Airport. The booths were organized by **Ronni Minnig** and well attended by 99s.

Also, a committee was appointed and subsequently met for an evening of discussion on how to support female student pilots in a 66 program. The proposals will go before the entire chapter in October to see if a good program can be worked out to help

North Central

Concerned with the increase of accidents over the last year, the **All-Ohio** Chapter has joined with the FAA GADO office located in Columbus to sponsor a Flight Instructor Clinic. All flight instructors and those aspiring to become flight instructors are being urged to attend one of the four clinics which will be held around the state. The clinic is not a flight instructor revalidation course. It is to review cause factors in general aviation fatal and non-fatal accidents, aircraft incidents and FAA flight assists to pilots. The goal is to reduce the aircraft accident rate by reviewing in detail recommended procedures and techniques pertaining to takeoffs, landings, avoiding in-flight collision with ground objects, cross-country flying, powerplant and aircraft systems, mechanical inspection and maintenance requirements, flight instructors responsibilities and FARS. **Vel Innes** was the hostess for the September clinic at Zanesville. **Dottie Anderson**, **Joan Mace** and **Jeane Wolcott** will hostess the October sessions held at Bluffton College, Ohio University at Athens and Mifflin Senior High School in Columbus respectively.

Cam Stomberg was treated and feted in a royal manner before she left the **All-Ohio** Chapter to take a job with the FAA Management Training School at the University of Oklahoma in Lawton, OK. Cam will be a course coordinator and teaching FAA employees management courses.

Little wonder that the folks at Valley Lake probably think **Dottie** and **Elmer Haupt** are some kind of special people! A surprise 39th(?) birthday party September 17th for **Dottie** turned into quite a surprise for their lake cottage neighbors! Guests **Val** and "**Dinger**" **Johnson** dropped in, literally, in their Bell helicopter, much to the delight of everyone. Seems **Dinger** had to take the **Bonanza** to **Festus** for a 100 hr., so **Val** picked him up and flew on to the party in the chopper. The following Sunday, she was to help out the Missouri Pilots Association with their nickle-a-pound airlift to benefit cancer research, so the **Bonanza** had to be "ship shape". **Irene Rawlings** was, again, working with the ground crew for this very worthwhile MO Pilots project.

Greater Detroit Area Members flew in the 'Fly-Hi for Muscular Dystrophy' held the last weekend in July. Three Detroit area airports were used to help raise over \$9,000.

The **Greater Detroit Area** Chapter is having its second annual "Great Lakes Treasure Hunt", Saturday, November 4th with a rain date of Sunday, November 5th. The starting point will be at the **Howell Airport**, Michigan.

The **Greater Kansas City** Chapter is proud of **Theda Beningsfield**, who has been elected president of the Missouri Pilots Association. President of the Kansas City Chapter for two years, she was second vice-president in 1976-77 and first VP in 1977-78. A CFI, **Theda** is the organization's second woman president in its 25 year history. She has been

a 99 in the **Greater Kansas City** Chapter for many years.

Congratulations to another **Greater Kansas City** Chapter member, **Velma Mynster** and her 49½er, **Tom**, for winning First Place trophy in their division at the **Stinson Show** in **Minden, Nebraska** this summer and **Grand Champion** of the show! Together the **Mynsters** completely rebuilt their 1946 **Stinson 108-1 Voyager**. It was a basket case when they found it and after three long, patient years of toil and love, it's a winner!



Tom and Velma Mynster with their **Stinson**, a 1946 108-1 **Voyager**.

The **Indiana Dunes** Chapter members are very busy preparing for their fall Aviation Clinic to be held at **Rusk Aviation**, **Greater Kankakee Airport** in early October. **Barbara Gross**, Chairman, and winner of the scholarship for the **North Central Section** to the **Air Age Education Workshop**, made use of her learning and gave her first public speech on aviation to the **Heart Fund Association**. She says that for the week before she shook with fear, but after starting the women were so receptive that they kept her at the podium for 1½ hours instead of the scheduled 30 minutes.

The September meeting was hosted by **Betty Parrish** in **Elkhart, IN**. She had to take a week of vacation in order to get off on the meeting date since she works at the Post Office and Saturday is one of her regularly scheduled working days. They wouldn't give her the meeting day off unless she took the entire week's vacation. Now that is dedication!

The **North Central** Fall Section meeting was held at the **Hotel de France** in **Minneapolis** Sept. 29-Oct. 1 and was hosted by the **Minnesota** Chapter. Approximately 200 were registered for the conference. Besides the regular business meetings, new Section officers were introduced and members were given the opportunity to attend a **Cessna Avionics Clinic**, see aviation movies, take an **ARTC** tour and visit the **Minnesota Zoological Gardens**. Everyone was pleased with the lovely accommodations at the hotel and the French cuisine, which contributed to a "weekend in Paris" **Minnesota** style.

Northwest

Nita Wood and 49½er, **Wiley**, are leaving **Anchorage** for a more sunny climate. Although they will be returning to **Alaska** for their summer flying, the **Woods** are moving, airplane and all, to **Texas** where we are sure **Nita** will become an active member in the local 99 chapter. The **Alaska 99s** will surely miss the **Woods'** open hospitality and generosity towards the 99s.

Thirteen members plus three prospectives and one guest assembled at **Boeing Field** for the **Greater Seattle** Chapter September meeting.

Poor weather eliminated the scheduled meeting place of **Ocean Shores**, as well as the alternate choice of **Port Orchard**. However, **Phyllis Baer** with her brand new instrument rating flew in from **Renton** with her houseguest from **New Zealand**, **Stephanie Komura**, internationally known portrait artist. **Stephanie** was thrilled and excited with her first "small" plane ride as with her one woman show at the **Tolles Gallery** here.

Though **Bern Schwenn** has moved to **Palm Desert, CA**, she was on hand for the meeting having ferried a "**Cheetah**" back.

Lana Basler, a recent winner of a **Amelia Earhart Scholarship**, was presented with the medallion at **Northwest Sectional** in **Helena, MT**. She has traded her job as an **A & P** for **Cascade Airways** for a job with the **FAA**. She reports for work at the **GADO** office at **Felts Field** in **Spokane** the end of September.

Margie Wood, **Intermountain** Chapter member, and 49½er **Woody**, flew their second "**Lifeguard**" flight this summer, taking a paralyzed stretcher patient from **Lewistown, ID**, to **Seattle**. In this case, the patient was a young newlywed girl injured in an automobile accident a few weeks after her wedding. Ambulances transport the patient to and from the airport. Tower controllers and **Seattle Center** give top priority to these flights and are most helpful. **Woody** is a **Deputy Sheriff** in the **Lewistown Air Search and Rescue**.

Jean Davis and **Louise Prugh** flew to **Oklahoma City** for the 99 **Air Age Education Workshop**. Then **Jean** conducted a 2-week miniature ground school for 6th, 7th and 8th graders in the **Walla Walla Public Schools Summer Enrichment Program**.

The **Utah** Chapter's **Density Altitude Clinic** was once again a "splashing" success. The fifty participants experienced the effects of density altitude as they coaxed their aircraft off in the 95° temperature. The event was climaxed by a poolside retirement party for **Accident Prevention Specialist George Batchelder**. The 99s presented him with a certificate of appreciation and a gift appropriate to his **North Dakota** home — a set of **Longjohns**, autographed by all his friends.

Two **Utah** chapter members have new jobs. **Joan D'Amico** has completed her **A & P Mechanic** studies at **Utah State University** and is employed by **Unibird Aviation** in **Bozeman, MT**. **Lila Fielden** has accepted a position with the **FAA (GADO)** in **Des Moines, IA**.

South Central

The **Houston Chapter** was well represented at the International Convention in Australia. Four of our members, **Charlotte Smith, Adelle Baker, Betty Fritts** and **Margaret Brown**. They gave us glowing accounts of their trip and we are looking forward to a program on it.

The **Nebraska Chapter** held their September Chapter meeting at the Cozad, NE Airport. At the meeting, **Ann Rosenberry** of Scottsbluff, Chairman for the Nebraska 99s 1977-78 Aviation Art Festival showed and narrated the beautiful set of slides that she prepared. The slides show the progress of the Art Festival from beginning to end including scenes of the chairman preparing aviation posters, 99s displaying the posters at the Nebraska West Art Gallery in Scottsbluff, local and statewide judging, winning entrants with their prizes, and a winner's thank-you letter to Ann. The slides will be used at aerospace education workshops, etc.

On October 27, Nebraska 99s hosted a fall steak fry for the aviation community in the Lincoln area. The steak fry was on a Friday evening preceding a University of Nebraska football game, so the theme was "Fly Me to the Moon — In a Big Red Rocket." The steak fry was held at the Air National Guard Officers' Club.



Hostess **Norma Vandergriff** relaxes by the pool to the sound of soft guitar music climaxing the South Seas evening for fifty Oklahoma 99s and guests this fall. Music was provided by none other than chapter member and 99 NEWS Editor, **Marilyn Ratzlaff**.

Two **Shreveport Chapter** members have new jobs. **Martha Christy**, Shreveport's author of a coloring book depicting SHV's history and development, and formerly a 6th grade teacher, has been promoted to "Curriculum Specialist Coordinator" for Bossier Parish. This is a desegregation move pairing two elementary schools. Much controversy has occurred in southern Louisiana over this problem. Martha is diplomatic enough to handle the situation, though, but it's quite a challenge for one of our four multi-engine pilots. **Amy Pilkinton** has left SHV for DeQueen, AR where she will work as flight and ground instructor, fly forest patrol and make biscuits for **Linda Hooker** and **Jo McCarrell**, co-owners of LJ Aviation.



The weekend festivities were culminated with the installation of new Section Officers **Linda Hooker**, Governor; **Nancy Smith**, Vice Governor; **Mary Byers**, Secretary; and **Carol Wheeler**, Treasurer.



Following the business meeting on Saturday morning, Sectional attendees were bused across the street to the NASA installation and a guided tour of the Mission Control Room. Highlights of the banquet Saturday evening was the view of the space program given by one of NASA's engineers.



"Easy Come, Easy Go" say South Central Section members and friends at the Las Vegas Party held in conjunction with their recent Section Meeting in Houston. Space City Chapter included this event in the convention they were hostessing to meet demands of members from other chapters for a demonstration of their successful fund raising event. The big winners spent their earnings for prizes auctioned off by International Secretary **Hazel Jones** at the end of the evening.

Evelyn Snow and **Mary Jo Voss** acting in their capacity as Civil Air Patrol Search Pilots, took new 99 **Marjorie Hardcastle**, also a CAP pilot on her first search mission to Alexandria, LA to search for a missing doctor in a Bonanza who flew into a thunderstorm. Plane and pilot were found in deep forest by an Air Force helicopter pilot 10 miles from their search area during their flight. Due to inclement weather, a radio failure and several changes in flight plans, Marjorie feels she needs another mission to get checked out.

Penny-a-Pound activities absorbed **Spanish Peaks Chapter** members in September. On September 12th, **Joan Alyea** and **Shannon Crouse** conducted a loading clinic for Pueblo Jaycee members who were slated to handle passengers at the 12th Annual Easter Seal Penny-a-Pound flight on September 24. The event is a community effort with planes, fuel and food donated, and is sponsored by the Crippled Children's



Society. On the day of the flight, planes were flown by **Shannon Crouse** (her 1946 Stinson), 49½ers **Dick Crouse** (who again carried the parachute team), **Dale Alyea**, and **Claiborne Courtright**, while **Joan Alyea** kept a steady stream of aviation types heading into Radio Station KPUB's van for interviews. A record amount of money was raised.



Mary French, left, receives the gavel from outgoing South Louisiana Chapter Chairman, **Sandra Rice**. **Polly Baughman**, right, is a past Chairman and presently serving as Secretary.

Southeast

A "Fear of Flying/White Knuckles to Cockpit Cool" seminar is now being planned for early November by members of the **Florida Gulfstream Chapter**. It will be held in the West Palm Beach area with the help of **Esme Williams** and **Carol Chambers** of the **Caribbean Section**. Guest speaker will be former President, **Betty McNabb**.

Betty Dodds and **Marilyn Burch** appear to be doing very well with their charter service to the Bahamas. They now have three other members flying co-pilot for them.

New Orleans 99s are a fast growing and energetic group. All that energy was put to use on a recent Saturday cleaning and waxing their airplanes for their first annual **Poker Run** to be held in October. The **Poker Run** will include stops at Lakefront, Hammond, Bogalusa, Picayune and Stennis where a delicious spaghetti dinner will be served. **New Orleans Chairman Judith Maggiore** and **Ede Brandon** urged their husbands who love that delicious New Orleans food to convert some human pounds into luggage pounds for a trip to **Southeast Section** meeting in Chattanooga, TN. Making an approach at dusk into unfamiliar Chattanooga, radio contact was lost with approach control and a switch to 121.5 brought help from an Eastern Airlines pilot to reestablish contact. Many thanks were also given to Chattanooga personnel who helped them in with their finicky radio. A good time was had by all and the radio performed beautifully on the return trip.



Carolyn Baker



New Orleans 99s Gloria, Fran, Patsy, Ede and Judith are hard at work polishing airplanes.

Fran Oliver was chosen Pilot of the Year for the **North Georgia Chapter** of the 99s and was presented the **Amelia Earhart medal** at the annual installation banquet. **Evelyn Trammell**, a former **WASP**, was the scheduled speaker for the installation banquet, but due to a bad throat, her talk on **WASP activities** during the war was delivered by her husband, **Mark**. **Carolyn Upton**, who is the new Chairman, presented a silver bowl to **Carolyn Baker**, the retiring Chairman, in appreciation for her work in the chapter.



Carolyn Baker (L) awarding the Amelia Earhart medal to Fran Oliver.

Southwest

It was on September 15, the night of the **Big Fight** (not Flight), but **Coachella Valley Chapter** members gathered for the first meeting of the 1978-79 year. It was a dinner held at the lovely **Canyon Plaza Hotel** in **Palm Springs, CA**. While chapter members attended the meeting, 49½ers watched the fight.

Jean Patane and **Marjorie Schwed** attended the **SW Sectional** September 30-October 1 at **Apple Valley**. More discussion was held on **airmarking**, which is our chapter's most successful type of project. Another try may be attempted at **airmarking Susanville, CA**, provided the **Lake Tahoe**



Some of the **Coachella Valley Chapter** members attending the 1978-79 kick-off meeting in September were (L-R) **Marjorie Schwed**, Secretary, **Jean Patane**, Chairman, and **Ilia Mae Carosell**, Treasurer.

Chapter can join in the work and festivities following.

The **Reno Area 99s** worked again in **Race Headquarters** at the **Reno National Championship Air Races**. **Anita Worel**, Chairman **Jean Seaton**, **Hazel Hohn** and her 49½er, **Werner**, flew as passengers in the **B-17** during the **Tora Tora Tora** show with the **Confederate Air Force**. On the last day of the races the weather turned cold and windy with snow flurries. But while the 99s were shivering on the ground, **Jean Seaton**, who had worked all week at Headquarters, was toasty warm 8 miles high over the race site.

The **Palms Chapter 99s** experienced excellent crosswind practice at **Lone Pine Airport** in September when several chapter members and their guests (about 17 in all) participated in a picnic fly-in.

The **Palms Chapter 99s** are still working to save and/or improve airports through letter writing or becoming actively involved, something they enjoy doing. Their latest project is **Lone Pine Airport**.

The people of **Lone Pine** want attention brought to their tiny airport, nestled alongside the **Sierra Nevada Mountains**, so that improvements to the airport can be made. So they invited the **Palms Chapter 99s** and their guests to fly-in.

Flying from **Santa Monica** was calm and uneventful until each plane reached the **Inyokern** area. Suddenly conditions changed and the air became quite turbulent. Landings were a test of skill, but each plane landed successfully on **Lone Pine runway**.

And, as each plane landed, the winds increased. It was this factor that prompted an immediate call to weather service to determine what the forecast was before proceeding with activities planned for the day. Unfortunately, the weather was forecast to grow steadily worse, which meant the **Portals** trips would have to be postponed.

Bob's Flying Service graciously invited the group to hold their picnic on the thick green lawn. Even though we had less to carry back on the planes, we were heavier pilots, co-pilots and passengers from all that delicious food, creating tricky, but well-done takeoffs.

Undaunted, the group arrived safely back in **Santa Monica**, discussing which airport they would try to save next.

It happened! The twice rained out 9th Annual Orange County 99s Picture Hunt was held September 16th. Identifying the most photos was our Chapter Treasurer, **Shirley Baker**. Lunch was a picnic at the mystery destination, Camarillo Airport. Chairman, **Joan Sanborn**, won the Spot Landing Contest. From the judges' report, our members and friends could use a little practice. As the clouds—not forecast—started moving in, everyone departed having enjoyed a fun day of flying.



Stevie Parker and Diane Hixson, Co-Chairmen of the Orange County Picture Hunt are ready to get the contest underway.



Sylvia Paoli, (R), Fullerton Chapter, and unidentified friends study charts and pictures at the Orange County Picture Hunt.

The **Redwood Empire** Chapter had one of its busiest summers ever this year. In April, **Nina Rooklaid** and **Mt. Diablo's Jan Cole** organized an IFR ground school-simulator program as well as initiating the preparation for a June Flying Companion Seminar. The seminar was a success and **Redwood Empire** and **Mt. Diablo** chapters decided to continue their joint sponsorship. They adopted a logo for the seminars which consists of a redwood tree in front of the twin peaks of Mt. Diablo.

In July, with the assistance of some experienced **San Joaquin** members, we airmarked Linds Airport at Lodi. At our September meeting, student pilot (and future 99) **Beverly Brown** was amazed to meet those "strange people who would paint

a runway" on a Saturday morning. **Beverly** had been with her instructor in one of the planes that had planned to land at Linds.

September was the month of the **Jeppesen Seminar**, co-sponsored by **Redwood Empire**, at Napa College. Two of the attendees were the future mother-son CFI team of **Erma** and **Stacey Chance**. **Erma** recently passed the writens for ground school instructor and CFI.

Another **Redwood** team, **Wendy** and 49½'er **Tim Hood** began Air Force flight training at Williams AFB in September—the first married couple to do so together.

Anna Brenner, a 99 since 1932 and founder of the **Redwood Empire** Chapter in 1949, was our delegate to the International Convention in Australia. After treating all of us to a delightful picnic, she showed her convention pictures and regaled us with tales of the chapter's early days—a fitting end to an active summer.

Sacramento Valley 99s are very proud of **Barbara Goetz**, recently elected to the International Board of Directors at their meeting in Australia. **Barbara** has held virtually every local office, and has received many awards, including the 1974 **Amelia Earhart Scholarship** and **Woman Pilot of the Year**, Southwest Section—2nd Place—1976. She is the third woman from the **Sacramento Valley** Chapter to hold international office—joining the ranks of **Gerry Mickleson** and **Ethel Sheehy**. Her responsibilities will include being the International Safety Education Chairman.

Dottie McAllister, **San Joaquin Valley** conducted flight seeing tours to Mendocino and Modesto for friends visiting her from Colorado. Other chapter members on the go were **Helen McGee**, who hung the 'Gone Fishing' sign out and flew to Seattle and Vancouver to fish for trout in British Columbia, and **Jean Murray** who flew commercially to Milwaukee and then drove to Minnesota to attend a craft camp for a week.

Three grants for "Flying Start", which gives ten hours of flight instruction, a medical exam and the supplies needed for planning x-country flights, were awarded at the annual meeting of the **San Luis Obispo County** 99s which was held at the Golden Tee in Morro Bay, September 8, 1978. The presentations were made by Assemblywoman and Chapter member **Carol Hallett**.



Assemblywoman **Carol Hallett**, (L) with **San Luis Obispo's** "Flying Start" grant recipients **Cris Darbonne**, **Suzanne Skeeters** and **David Meyer**.

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The first award to **Cris Darbonne**, who is a resident of Atascadero and has three grown children. **Cris** feels she can further the role of women in aviation "by actively taking a part in the involvement and organization of women in aviation". Two other \$150.00 awards were presented to **Suzanne Skeeters**, a resident of **San Luis Obispo** and an employee of Coastal Airlines, and **David Meyer**, who is employed by Piper Aerostar. **David** has two little girls and feels there is "no better way of furthering the role of women in aviation than by allowing their Dad to take them flying and let them become personally involved in this tremendous field".

The program for the evening was put on by **Stephanie Parker** and **Joan Sanborn** from the **Orange County** Chapter. They gave a presentation on the "Flying Companion Seminars" that their chapter has been so successful in conducting. Regular business was conducted and various awards were given.

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