

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

December 1978

The Ninety-Nines International Headquarters
Oklahoma City, Oklahoma





This is Albany now. Plan to see it without the snow at the 99s Golden Jubilee in July, 1979!

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The 99s will see this \$4 million center which is the July home of the New York City Ballet. It seats 5,100 under cover with room for 20,000 others on adjoining lawns.

Golden Jubilee of The 99s

July 17-22, 1979

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THE NINETY-NINES, INC.

Volume 5 Number 11 December 1978

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Terminal Drive and Amelia Earhart Lane
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Thoughts From Thon

Have you ever visited your Ninety-Nines Headquarters in Oklahoma City? If so, did you like what you saw? We would like to know what is liked and what in your opinion could stand improvement.

On weekdays from 8:30 am to 5:00 pm, Loretta Gragg and Virginia Oualline are there working and you are all most welcome. On weekends, if prior arrangements are made, Headquarters Hostesses Nancy Smith, Jan Million and Nema Masonhall, all Oklahoma Ninety-Nines, will be happy to open the Headquarters for you. They are listed on Page 6 of the Membership Directory.

Last October, the Top of Texas Chapter arranged with Nancy and Jan to visit Headquarters on a weekend which gave the visitors plenty of time to enjoy the memorabilia in lighted display cases, to peruse our many scrapbooks and look through old (and current) copies of the 99 NEWS which are filed by the year in three-holed binders in the library open bookcases. There are interesting pictures on the wall and a small, but growing collection of choice books.

By the time you read this, Jan Million, our former NEWS Editor who now works as a psychometrist at the University of Oklahoma in the FAA Predevelopment Program for ATC personnel, will have prepared a cassette tape of her "conducted tour" for those who will be visiting during working hours Monday through Friday. We have purchased a small recorder and as you enter Headquarters and sign the guest book, you will be given the tape recorder and may proceed at your own pace spending as much or as little time as you like with each item of interest-listening to the tape or shutting it off until ready to move to another area. This method has been used by many exhibits, art galleries and wild animal parks. All find it highly successful and we hope you will like it too.

As you can appreciate, Loretta and Virginia are unable to take the time from their extremely busy schedules to conduct weekday tours. In addition, as non-pilots, they find it more difficult to chat with the members as Jan and Nancy do. The two gals on the staff work a total of sixteen hours a day trying to compress about twenty hours of work into the volume. Since we are strictly a membership organization, the volume of mail is staggering. The U.S. Post Office has contrived ways to add to the frustration by frequently returning properly addressed mail as "undeliverable". Then too, there is the problem of the many members who change their names and/or addresses, but fail to notify Headquarters.

To further illustrate the fast pace kept by our Headquarters staff of two, a year and a half ago, in the April 1977 issue of the 99 NEWS to be exact, Lois Feigenbaum's President's Column detailed some of their activities. It is worth re-reading and if asked by you the members, we will again explain their duties, this time in more detail.

If you visit Headquarters, stop and say hello to our new 99 NEWS Editor, Marilyn Ratzlaff, another Oklahoma Ninety-Nine. Marilyn has recently undertaken this tremendous job and is eager to hear from you. If you don't plan to visit Oklahoma City, do drop her a note to let her know what you would like to see in your magazine. She is always looking for good articles on flying.

The Headquarters building, shown on this month's cover, is one that we can be proud of. And now, with AOPA as our new tenant, the operation is virtually self-supporting.

99Calendar

DECEMBER

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

JANUARY

1 January 99 Renewals Due
No Deadline 99 NEWS

Important

Does anyone know where I can find a copy of the chart, with calculations, of that portion of Amelia Earhart's around-the-world trip pertaining to the section that includes Howland Island? Some interesting results might be unveiled if I can find a copy of that chart. Please direct any leads to:

Ruth S. Dobrescu, Board Member, 4 Norman Court, Glen Cove, NY 11542.



Air Race Classic

The Hughes Airwest Air Race Classic announces that the Start of the 1979 Race will take place in Santa Monica, California. The Santa Monica Airport Commission has voiced its approval of the June 23rd date for take-off. The 1979 Santa Monica Start is a very special one, as it was here 50 years ago that the first Women's Air Derby took off on a 2700 cross-country speed race that ended nine days later in Cleveland, Ohio. The participants in this Classic must cross the finish line in Milwaukee, Wisconsin by June 26th. The enroute portion of the zig zag course will be announced shortly.

The Classic board members will conduct race clinics upon invitation throughout the country. For further information regarding membership or setting up the race clinics please contact:

Hughes Airwest Air Race Classic, Ltd.
2386 Palomar Airport Road, Bldg. #2
Carlsbad, CA 92008
(714) 437-5179

New Ratings

SOUTH AFRICA

Jenl Arton—South Africa - IFR

SOUTH CENTRAL AFRICA

Elizabeth Allan—South Central Africa - Sr. Comm.
Brigitte Heldebrand—South Central Africa - IFR
Val Humphreys—South Central Africa - Comm. IFR
Penny Rawson—South Central Africa - IFR, CFI

NEW ENGLAND

Lorraine Richard—Northern New England - IFR

NEW YORK-NEW JERSEY

Janet Moffett—Finger Lakes - IFR
Nicole Radecki—Long Island - ME

NORTH CENTRAL

Sharon Falls—All-Ohio - A & P, ME
Key Johnson—All-Ohio - IFR
Judy Stream—All-Ohio - Flight Engr.
Yolanda Yourell—All-Ohio - IFR
Judy Graham—Indiana - IFR
Jan Orr Young—Minnesota - CFI
Terry Miller Zeldner—Minnesota - Flight Engr. Basic

NORTHWEST

Liz Gilbert—Alaska - SES
Kathleen Hackt—Intermountain - AIGI
Jean Townsend—Greater Seattle - SES
Elsie MacDougall—Far West - IFR

SOUTH CENTRAL

Jean Lemon—Golden Triangle - IFR
Keela Thompson—Nebraska - CFI
Gloria Hodel—Shreveport - SES, IFR

SOUTHEAST

Eleanor Sankey—Blue Ridge - IFR
Genie Merrell—Gulfstream - IFR, ME
Shirley Zillig—Gulfstream - IFR

SOUTHWEST

Brenda True—Alameda - IFR
Martie Pearce—Phoenix - ME Instr.
Christa Marin Engle—Sacramento - BGI
Barbara Goetz—Sacramento - Helicopter

Just for 99s - Family & Friends

Page Travel Presents

beat the winter weather woes with:

No. 1 Spain Spectacular — 9 days, 7 nights
February 17-25

New York/New York—\$990. TOTAL Iberia Air includes deluxe hotel (dbl.), breakfast and dinner daily, MUCH sightseeing, transfers, MADRID—SEVILLE—COSTA DEL SOL ESCORTED

No. 2 Sun Seeker — 9 days, 7 nights
March 18-26

New York/New York—\$1039. TOTAL includes TWA air, deluxe hotels, breakfast and dinner daily except at Costa Del Sol, much sightseeing, transfers, SHORT "cruise", COSTA DEL SOL, TANGIER, FEZ, MARRAKESH, and CASABLANCA (Africa—Morocco).

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Page Shamburger, Page Travel, Box 1406, Southern Pines, NC 28387 TEL 919/692-8362

New Horizons

Kathleen K. Sage

Daughter Jean inspired the Sage family to start flying when she soloed while a student at Indiana University. Katie began flying lessons with her husband Dr. Russell Sage in 1960 at Shanks Airport, Indianapolis. She received her private license in 1962 and a commercial license in 1969. The Indianapolis Aero Club awarded her the Dee Nicholas Trophy in 1969. She flew the Indiana FAIR race seven times as pilot and the 1966 Powder Puff Derby as co-pilot for pilot Dorothy Smith.

After joining the 99s in 1962, she served as Vice Chairman. 1964-1966, and Membership Chairman 1967-1968. The Indiana Chapter will miss a willing worker, great pilot and good friend.

Safety Education

By Barbara Goetz

Sometimes when we search for things we forget to look in our own backyard. I am always on the lookout for Ninety-Nines throughout the organization who are willing to write Safety Education articles for the Ninety-Nine NEWS. I was very pleased and surprised to find such a person in my own Chapter. I am proud to introduce Jean Turner to you. Jean is a transfer to the Sacramento Valley Chapter from the Carolinas Chapter. She holds a Private ASEL license and is currently working on a Commercial Instrument rating. Her plans for the future include a sea plane rating. Jean has a B.S. degree in nursing education and is currently an advisor for an Aviation Explorer Post and is working on orientation flights for Civil Air Patrol cadets. Jean's article is both timely and thought provoking. I appreciate her sharing with us.

I would like to extend an invitation to all Ninety-Nines who would like to contribute an article on Safety Education. I will be happy to discuss your topic with you.

By Jean Turner

It is mid-morning, Monday, September 25. PSA Flight 182 is a burning pile of molten metal and human flesh. A gold and white Cessna lies in a twisted, broken heap. All around both planes are the smoking ruins of what was only moments before homes much like yours and mine. Fellow pilots and human beings lie broken and bloody, never to enjoy the freedom and beauty of the sky again . . . I am stunned . . . It isn't a very pretty picture but it never is when man and machine collide.

WHY?

It seems so senseless that in clear skies two airplanes, under positive control and who reportedly saw one another, should collide. Accidents like this are a blow to aviation—especially General Aviation. People will cry that small planes have no business at the large metropolitan airports with their heavy jet traffic. Nobody suggests banning small cars from the freeways so they won't get in the way of the big trucks! Looking at the local rate of truck-car accidents, perhaps they should be separated. We can all share the same airspace if we all practice and think safety. Perhaps various tax funds should go toward developing reliever airports with adequate approach aids so that the slower planes wouldn't have to use the terminals for instrument practice. Student uncertainty and inevitable errors would be far less

hazardous in such an environment. Certainly, all of this will cost a lot of money but isn't it worth it to perhaps save 150 lives? Even one life?

Radar "eyes" are a big help keeping us apart, but it needs help to be effective. Without input from a transponder, the blip seen on the screen means little to the controller. All he knows is that someone is out there—altitude and identification unknown. When we use a transponder, the blip becomes bright and informative. It identifies you as a real live human being out there, not just an insignificant little dot. Call the controller and tell him who you are, what altitude you plan to fly (and be sure to hold it!) and where are you going. He can then relay this information on to others so that they can avoid you like the plague. I believe transponders should be mandatory in this day of crowded skies. The controllers need all the help they can get.

Why do we fight being in contact with someone on the ground? Are we so unsure of our radio technique that we are afraid that the controllers will laugh at our attempts to sound like an airline captain (the absolute epitomy in professionalism so they try to make us think)? Everyone has to learn by doing. Even the airline captain had to stumble and stammer while he hunted for the right words when he was low-time. Heck, I've heard some that still sound like they have marbles in their mouth. Who cares how you sound as long as you get the necessary information across? Or could it be that we are afraid that "Big Brother" might catch us if we break a Sacred FAR and he knows where we are?

Some of us think that having to be in radio/radar contact takes away our freedom—it makes the sky a place of business rather than pleasure. Maybe so. In the past when fewer of us were in the sky, that was okay, but today we have over 178,000 general aviation aircraft registered in the United States and the odds are a lot higher that one day soon two of us will meet prop-to-prop and become statistics like those on Flight 182. It is **your** (and **my**) responsibility to do everything possible to protect others who fly and the innocent people on the ground. The instrument manufacturers can produce all kinds of black boxes to help us, but if we don't use them they are of no help to us. In the end it comes down to **you** and **me** to make the sky safer.

The need for radio/radar contact is especially important in training flights. The responsibility placed on a CFI at this time is tremendous. He (she) must constantly monitor the student's performance and at the same time **see** and **avoid** other planes. This is a tall order to fill. The controller can

help if he knows where you are and the airspace you plan to occupy. The CFI must set a good example for the student by using the radio and transponder at all times. Good safety habits must be taught from the first flight on. If the CFI is lax or sloppy, the student will tend to be also. Perhaps if Cessna—11G had remained in radio contact

What can you do to make flying safer besides using your radio and transponder? My own personal campaign for safety begins now—before my next flight. My first task is to preflight my safety attitude. I plan to think positively about being a safer pilot.

An FAA Safety Flight, an APT ride or a BFR is a good place to start. Tell the CFI that you want an honest evaluation of your entire performance. If deficiencies are found take some dual time to correct them. Honestly admit your weaknesses and work hard to correct them.

As I become more involved in Safety Education, I become more angered by the laxity of my fellow pilots once they get their license. I recently spent a morning at the uncontrolled airport where we keep our Skyhawk. I observed things in the pattern that were downright scary. One old gentleman in an equally old but beautiful plane was practicing landings and his pattern altitude was just above the roof tops. A Bonanza came in hot and low on a straight-in approach and cut out a student pilot soloing in a Cessna 150. Hardly an entry to downwind of the standard 45 degree type. One fella even tried to land downwind! Just a listen on the unicom frequency would have spared him a red face. Thank heavens, it was only a red face. Most pilots dragged in low on final instead of using good short field technique keeping high as long as possible. No wonder the residents below complain so much. The Grand Prize for Stupidity that morning went to a man who ties his plane down near ours. He came tearing into the tie-down area, parked the car, threw in a suitcase and his wife(?), untied the plane and started the engine up with a roar. All just about that fast. No preflight of any kind—not even the oil and gas. He taxied out to the active and took off with no runup! **Someday**

Spend a few hours at your airport observing the people you share the sky with. I guarantee it will make **you** a better and safer pilot!

Safety is **NO** Accident!

This article was written before the NTSB released any conclusive analysis of the San Diego crash and references to the accident were merely to stress the importance of safety in the air and our personal responsibility for safety.

The Archives

By Gene Nora Jessen

Now that our 50th Anniversary Book has gone to bed it is a relief to set aside our labors and step back from collecting our history. But we must not. Our history is far from complete. Trying to do a rush job in just over a year leaves gaping holes which need filling. Completing our archives will be a continuing project from this moment forward.

For instance, one hole is our oral history. We sought over a hundred interviews and got forty. If there is a woman pilot of note, charter member or early 99 in your area whose story has not been recorded, we still want it. Can you help now that deadlines aren't pressing?

Some folks are very reluctant to release their scrapbooks or memorabilia and I don't blame them at all. But now that we have formal archives which will be protected and cherished at Headquarters, perhaps you can help by being alert for such treasures. Valuable and irreplaceable memorabilia,

photos, records and memories have flowed into the archives to be shared for years to come with those of us who can understand aviation's beginnings only in this way, since we weren't privileged to be there.

I will be working on the archives at my home at 2814 Cassia St., Boise, Idaho 83705 through the winter. In the spring everything will be moved to our Headquarters in Oklahoma City to be available for your perusal and that of researchers and historians. Often chapters, through successful fund-raising projects, are eager to fill a need at Headquarters through monetary donations. Our need right now is dollars for filing cabinets to make these records readily accessible rather than stored away in boxes.

Above all, please keep the archives in mind as you run across significant records of early aviation. The archives, also, are not limited to Ninety-Nines but to the accomplishments of all women aviators.



Teresa James flew the mail from Wilkinsburg Airport to Alleghany County Airport, May 1938, commemorating the early days of the U.S. Airmail.

NOTAM

The National Aeronautic Association is making special plans to offer all pilots the opportunity to become part of official aviation history on December 17, 1978, the 75th Anniversary of the Wright Brother's first powered flight. NAA is encouraging pilots to establish official aviation records on that day.

Record attempts are in keeping with the observance of this special anniversary. Pilots setting a record will earn the NAA Certificate of Record for their National Record, and the Federation Aeronautique Internationale's Diplome de Record for their World Record. In addition, their name and plane will be entered into the World and USA National Aviation-Space Records book.

To facilitate record activity on the 17th, NAA's Contest and Records Board will increase staffing to provide expeditious service of the administrative procedures. And in recognition of the 75th Anniversary, the fee schedule will be reduced by \$75 for attempts flown on that day.

There are a variety of records from which to choose. Procedures are simple and a Record Attempt Kit is available to help those establishing a record. Send for the Kit and make your plans now.

Contact:

Secretary, Contest and Records Board
National Aeronautic Association
821 15th Street NW
Washington, D.C. 20005
Phone (202) 347-2808



(L-R Standing): Arlene Davis, Laurel Sharpless, Evelyn Severski, Unknown, Fleub Delys Sheer, Claire Maravage, Mrs. I.J. Fox, Annette Gipson, Susanne Humphres.

(L-R Seated): Edith Bescomb, Frances Marsallis, Helen Richey, Amelia Earhart, Amy Mollison, Ruth Nichols.

Scrapbooking

By International Scrapbook Chairman, Virginia Flanary

"Thank you," to those super-efficient people who have already mailed me some beautiful information. A special "hoorah!" to the 49 $\frac{1}{2}$ er who proudly sent a news article about his own 99. What a grand guy to realize he has such a noteworthy wife. (Thanks again Neal, and, after this year's scrapbook is together, bring Donna by the Headquarters in Oklahoma City and show her how she is in the 99 archives.)

For those who are still a bit uncertain about the requirements and standard procedures, here's some quick suggestions.

1. **Watch the papers and magazines** and zero in on those articles about 99s and their aviation activities.

2. **Clip out the article** right away before the publication ends up in the local school paper drive and Junior wins a yellow pencil for his effort.

3. **Identify the material.** Information needed is: date of article and name of publication. Be sure to include the city and state of newspapers as there are literally thousands of "Bulletins", "Tribunes", "Heralds", "Times", etc. Don't be shy about identifying the 99 either, she's the most important part; Name, Chapter, and Section, make it easier for the Chairmen. (As the budgets don't yet allow funds for detectives.)

4. **Send it on.** The requirements are: that the Chapter Scrapbook Chairman has a copy, the Section Scrapbook Chairman has one,



and the International Scrapbook Chairman has two. But don't panic! There are several ways to do this.

The standard operating procedure, you'll be glad to know, is to actually **pass the buck up the line**. The member gives the articles to the Chapter S.C. who: makes sure they're properly identified, keeps a copy for the chapter, and sends three copies to the Section S.C. The Section S.C. in turn: verifies all the identification, keeps one copy for the Section, and sends TWO copies to International Scrapbook Chairman. And that's fair, and hopefully everyone is doing

their job well.

If you are energetic and independent you may wish to send the right amount of copies and identification to each Chairman yourself. This too is fine and O.K. But you should tuck in a note to the Chapter and Section Chairmen to let them know you have helped them out and there is no need to duplicate the effort.

5. **Copies.** Somewhere along the way copies have to be made. If you have access to a good copy machine please go ahead and make the copies. The scrapbook budgets aren't very big and the Chairmen are also busy 99s. It's great if the time and expense are spread out a bit.

But and however, only good clear, crisp black and white copies can be used. Even though many 99s have instrument ratings these are of very little help trying to discern who and what is hidden on an 8 $\frac{1}{2}$ " x 11" two-dimensional rectangle of smog.

6. Pat yourself on the back.

7. Stop by our 99 Headquarters sometime and see our "home". And it really does seem like home when you take time to sit down and look at the scrapbooks of years past. It's a good place to find yourself.

So... Keep those articles coming, send to

International Scrapbook Chairman
Virginia Flanary
18771 Fairhaven Ave.
Santa Ana, Calif. 92705

Indian Tour—1979

Air-India has prepared an India Tour 1979 itinerary set out in a colorful folder which they have sent to each Chapter Chairman in the U.S.A. This will enable announcements to be made at the monthly meetings so that all 99s are informed in time to make advance arrangements for participation.

For some unaccountable reason, the Air-India folder has inadvertently omitted two very important features; namely a visit to Kashmir, the Switzerland of the East and a flight over the undescribly beautiful Mount

Everest Peak! Since these two are optional tours, all those who are interested should contact: Convention Group Specialists, Inc; 122 East 42nd St. Suite 1110, New York, NY 10017.

All members interested in availing themselves or both tours (South Indian/Sri Lanka and North Indian/Nepal) would be well advised to contact the same above noted travel agent.

Finally, I would urge everyone desiring to participate in either or both of these tours, to reserve their bookings as early

as possible to avoid disappointments experienced by many in the last tour. You will remember that several of our members were left behind at the eleventh hour for the simple reason that they were too late.

Needless to indicate to you that all members of the Indian Section, as well as our friends in the Aviation circles over here and the people of India in general, are eager as ever to welcome all of you.

Yours sincerely,
Chanda Sawant

Fall Board Meeting Report

By Charlene Falkenberg

Many of you will have had your first taste of winter snow, sleet, etc. when you get the report of the fall Board meeting. It was a beautiful and warm day when your International Officers and Board of Directors met in Oklahoma City.

Thon Griffith, our President, used her new gavel, a gift from the Board, to call to order her first board meeting. In keeping with her theme of sharing, here are the highlights of a very busy three days.

Things are very busy and hectic at Headquarters. Our new tenants, AOPA, are moving in and much rearranging is the order of the day. Storage is an on-going problem. We continue to receive materials and mementos from various sources and Rita Eaves, Oklahoma Chapter, has taken over the new Committee for Accessions. Her job will be to take a picture and record every donated item as it is received. She will also be going back over the things that have already been received and assuring they have been properly recorded. We urge all members to continue to forward memorabilia to the 99s. Things you want to preserve and things that will have historical value someday.

Important — We are now in the possession of many materials of historical significance. Gene Nora Jessen acquired this as she worked on our history book. We will have storage problems when this material is received at Headquarters. The Board would like to purchase some additional lateral file cabinets at a cost of between \$300.00 and \$400.00 each to house this material so it will be available for research. Any chapter looking for a nifty donation to Headquarters might consider the purchase of a file cabinet or a donation toward the purchase of a file cabinet.

Speaking of the 99 History Book, the Board was privileged to see some of the pages of the book and also an example of the final cover. It is really terrific. A book that every 99 will want in her home and hopefully one will be in most every library.

The Amelia Earhart Scholarship Fund Trustees met with the Board on Thursday. It was a joint working luncheon to solidify the relationship between the two Boards. Much good was accomplished and it is hoped that we can jointly meet again in the future.

Ruth Dobrescu, senior director, will again

be the governor's liaison. Incidentally, she will represent the Board in England for their Section meeting. Having an airline pilot husband does come in handy for trips such as these. We are all looking forward to her report.

Janet Green, Vice-President, gave reports on the exciting events planned for our 50th Anniversary Convention in Albany, NY. Registration will commence on Tuesday, July 17, 1978. Charlene Falkenberg discussed the educational programs planned for the week. They have both been busy. The 1980 International Convention is scheduled for Vail, CO, and after a few false starts seems to be well underway. The 1981 site in Boston, MA, was approved. 1982 is being hosted by North Central Section and more about that convention later.

A final report was given on the cost of the Air Age Education Workshop held in Norman, OK last July. The Treasurer's report will reflect that the actual cost of the workshop was just under \$3,000.00 thanks to contributions from AOPA, AWTAR and the Girl Scouts. Evelyn Sedivy is the new Air Age Education Chairman and will be working on plans for another workshop in two years. In the meantime, the scholarship winners from each section will be giving similar workshops during the next two years. Try to attend one of these.

How did you like our Special Issue of the 99 NEWS? This was printed as a give-away for aviation meetings to tell our story. Contact Headquarters if you need some of these for a special event and they will be forwarded to you. Hazel Jones is the Board liaison with the NEWS and will be working closely with our new editor, Marilyn Ratzlaff.

Charlene Falkenberg has a message from Pat Mlady, Aviation Activities Chairman, requesting information from each and every chapter on your aviation activities. **Send her your monthly newsletter** so she can know what you are doing. She is working on her "How to" book and hopes to have it completed within the next two years.

All 99s are invited guests to all AOPA Flight Instructor Revalidation Clinics. If you have a chance and want to attend one of these meetings free, please do so. There is a kicker. You will be expected to help, if needed, but it is still a good deal. The dates of these meetings are listed in the *Pilot* magazine. You do not have to be a flight

instructor to attend.

Janet Green and Lois Feigenbaum attended the recent GENAVAC (General Aviation Association Committee) meeting in Washington, DC. Lois made her "Amelia" presentation to GENAVAC. "Amelia" is a joint venture between the 99s and EAA and is funded from outside contributions. Plans are well underway.

The 99s have been asked to host a GENAVAC meeting in May, 1979 at our Headquarters. This will be a one day affair involving a luncheon. GENAVAC is made up of all the "alphabet" group and it will be a great opportunity to show off our Headquarters building.

The Pilot Safety Maintenance Program (PSMP) was reported on by Barbara Goetz. She advised that the information in the 99 NEWS was not correct and the correct winners have been notified. Her suggestion is to continue the program for one more year, simplify the form and change the deadline to make it more workable.

At the meeting in Australia, Thon Griffith was requested to form an Ad Hoc Committee to study the dues structure of the 99s and report back to the Officers and Board no later than the 50th Anniversary Convention in Albany, NY. The committee will be Nancy Bird Walton, Australia; Marilyn Miller, United States; and Hilda Devereux, Canada, Chairman. Letters have gone out to these ladies asking them to serve. Perhaps we can get the dues settled once and for all.

Sylvia Paoli met with the Board to discuss taxes. Some of our sections still have not gotten their 501(c)3. She is ready and willing to assist any section in getting an exemption, so please call on her. Some sections have been working on it for years while others have already gotten their exemption. The Board would like to know if the sections who do not have their exemption just don't want it or don't know how to proceed. Where can we be of help? Please call on Sylvia.

It was a very productive three days and we will be seeing you at our chapter and section meetings. We will be happy to discuss these and other things when we get together. The Officers and Directors serve at the pleasure of the members and they are all working very hard to do what is best for the 99s. Share your thoughts with us. The next Board meeting is set for April 22, 1979 at corporate Headquarters in Oklahoma City. 99

NIFA . . . Gene Nora Jessen

By Polly Gilkison

After judging the NIFA Regions I and III SAFECON at Salt Lake City, I had the opportunity to meet and talk with our International Treasurer, Gene Nora Jessen at her home in Boise, Idaho. Gene Nora's most recent accomplishment is making the Ninety-Nines Fifty Years Anniversary Book a reality.

Encouraged by early training at Chanute Air Force Base in Illinois, Gene Nora later enrolled in the aviation program at the University of Oklahoma. Flying came easily and she earned her Private pilot rating in 1956. At the spring 1957 NIFA Air Meet, Gene Nora won the Ninety-Nines Achievement Award, and became an active 99. Participating in the 1959 NIFA Final SAFECON Flying Competition, she won the Top Woman Pilot Award. Next, the Commercial and Flight Instructor ratings were added to her accomplishments. These skills made it possible for Gene Nora to support herself and complete her college education. With only 160 flying hours, she became a Flight Instructor at the University of Oklahoma for the next three years. She also taught flying at Oklahoma State University for one year.

When Gene Nora heard that Beech Aircraft was looking for experienced pilots to publicize their new "Musketeer" airplane she applied for the job and was accepted as a team member of "The Three Musketeers."

Together with well-known Joyce M. Case, Kansas Chapter 99, and Mike Gordon, they flew their Musketeers in formation over 40,000 miles in ninety days all over the United States. During her five years with Beech, Gene Nora met and married her husband, Bob. Settling down in Boise to rear their two children, Gene Nora runs an



Gene Nora Stumbough (later, Jessen) 1959 University of Oklahoma NIFA trophies include 1957-99 Achievement Award and the 1959 Top Female Pilot Award.

Aviation Insurance business from home so that she has more time with the children.

Gene Nora has given twenty years of experience and service to the Ninety-Nines, holding positions of Chapter Chairman, Section Governor, International Secretary, two time Board Member, numerous committees, and at the present time our International Treasurer. Work on the 99s Anniversary Book was very demanding in the past year. We are fortunate to have this contribution from Gene Nora Jessen. ♡

Women Taking Over Flying Teams



Brenda Lewis is Captain of the Treasure Valley Community College, Ontario, OR Flying team. She doesn't expect her associates to do anything she can't do, like taking the first place award for power-off landings. Another girl elected to be team captain this year is Valerie Hiller from Metropolitan State University of Denver. Valerie said it's like being a mother to seven boys!



1962 Beechcraft Three Musketeers. (L-R): Gene Nora Jessen flying 2303Z; Mike Gordon flying 2301Z; and Joyce Case flying 2032Z. (1z, 2z and threeziel!)

Are Women Equal in the Friendly Skies?

By Pat Murphy, Editorial Page Editor

What can I possibly have in common with hundreds of pilots sitting grandly in the cockpits of multi-million dollar jetliners streaking through the thin stratosphere at subsonic speeds?

Mary Gaffaney, that's what.

No, it's not that she's been a girl friend to all of us at one time or another.

What we have in common through Mary is that she taught us to fly, or licensed us upward into advanced airmen ratings. She gave me my commercial and instrument ratings a decade ago.

But it never occurred to any of us, as she put us through unforgiving precision maneuvers or demanding instrument procedures, that because she is a woman that she was any less of a pilot or instructor.

I began thinking about this the other day while reading stories in the Sunday newspaper supplement, *Parade*, and *The Wall Street Journal*. Both articles have fueled a controversy over whether women are as dependable as men on the flight decks of commercial airliners.

Are they emotionally unstable during menstruation?

Are they strong enough to manipulate an airline's controls if the hydraulic system fails?

Are they distracting as sex objects to male flight personnel?

Since little girls are reared with dolls, and little boys with wrenches, can they understand the complicated systems of aerospace?

Such questions are hogwash.

While I fervently oppose the Equal Rights Amendment (an unnecessary constitutional appendage), I just as fervently believe in equal rights. And on the question of women pilots, I believe they are as good as most pilots, and better than others.

I have been flying since 1946, and frequently around women pilots more skilled than male pilots.

Extremes are dangerous as illustrations, but they are useful for comparisons.

For example, there was a celebrated airline accident several years ago in Charlotte, N.C., in which two male pilots were so busy gossiping they flew their DC-9 jetliner smack into the ground on a clear day while landing.

I knew an airline captain (now deceased) who often was so inebriated when he flew an airliner that his crew had to cover for him. I also knew a pilot who was frightened to fly, but was afraid to admit it lest he lose this job. Heaven knows how many times passengers faced ultimate disaster while under the command of those two.

Women are not now, nor have they ever

been, strangers to aviation. We depended on them to ferry fighter planes and big bombers during World War II.

No one ever questioned Amelia Earhart's skills or courage or flying ability, and some of Jacqueline Cochran's supersonic speed records in early military jets stood for years before being broken by men.

Of the 784,000 licensed pilots in the United States at the end of last year, 47,294 were women, including 3,090 with commercial licenses, 193 with airline transport ratings, and 1,238 licensed to instruct men and women for every conceivable flight rating, including jets. Another 1,044 women operate control towers.

My friend Mary Gaffaney is among that select group of flying men and women who also hold coveted licenses from the Federal Aviation Administration to give FAA flight checks.

She has 19,000 total flying hours—in single and multi-engine aircraft, helicopters and gliders—and can license pilots in any of them. She also was the world's women's international aerobatic champion pilot who, incidentally was refused permission to compete against men.

I talked to Mary the other day at her Miami, Fla., training school where, incidentally, most of her instructors are men who cherish the experience of working for this tough and exacting professional.

At 52, Mary has 30 years of instructing behind her. She's lost count of the number of

students who've gone on to wear the four stripes of airline captain, three stripes of first officer and two stripes of engineer.

Just the other day, one of her 21-year-old graduates was hired by Southern Airways as a pilot whom, she said, had been rated as "one of the best pilots to come along."

Mary has never missed a day of flying because she was a woman, and dismisses doubts about women pilots as nothing more than male hysteria.

The 50 women now flying for certified airlines all report varying reaction from male cockpit colleagues, ranging from hostility ("don't touch any of the controls") to cautious professionalism.

"The fact is women will prove to be better pilots because they've had to work harder to prove themselves," Mary Gaffaney contends.

If there is any question about women pilots' abilities, it rests not with them, but with the FAA which certifies them and rechecks them every six months.

If the FAA were to relax its standards simply to give women a break in the name of overcoming past discrimination—then it would be cheating the women and relaxing air safety.

But the FAA doesn't work that way, and the record of safety it maintains leads me to believe it won't.

Which is to say there is no male way or female way to fly an airliner. Only a safe way, and sex has nothing to do with that.

99

From *The Arizona Republic*, "Letters to the Editor", Sat., Aug. 26, 1978

Goldwater Praises Women Pilots

Editor:

In regards to Pat Murphy's column concerning women pilots. During World War II when I flew with the Ferry Command I had the first lot of volunteer women pilots attached to my squadron, of which I was operations officer.

These women were absolutely outstanding. They were checked out in everything we were responsible to fly up to the B-17 and then when Jackie Cochran started the WASPs, these girls who had only just learned to fly continued the high quality which preceded them. The same old argument of women's strength, etc., came into the

picture then, but the strength factor was quickly ruled out and just as quickly the instability factor went by the boards.

I remember one day I flew wing on a woman pilot while we were ferrying P-47s from McGuire to Oklahoma and she flew the entire way under the hood with me merely sitting out there observing. Ruth Reinhold, with whom I flew for many, many years, was as competent and skilled a pilot as any man I ever flew with, and so it goes on down the line."

Barry Goldwater
United States Senator
State of Arizona

Legislation Information

Joan Kerwin

Even though it will take months for the NTSB to establish cause for the PSA/C-172 accident, the General Aviation pilot has been drawn, quartered, accused of being a community of drunkards, unqualified, reckless, and in general a bunch of wealthy ne'er-do-wells with a secret death wish, lurking in the clouds for an airliner full of people to take with us. These paragons of the free press are calling for the burial of private flying, using no facts or research other than that a General Aviation aircraft was involved, which, for them, is enough information to affix the blame.

What we must be most vigilant of, is that pressure of the uninformed press and the misinformed public will result in hasty, ineffective regulation or legislation which will greatly curtail and/or restrict General Aviation flying.

With the NTSB report still forthcoming, there has already been a call by Rep. John Burton, (D-Calif) for the government operations subcommittee to hold hearings on General Aviation safety. Senator Howard Cannon, (D-Nev.), also wants to

gather facts about the recent midair and to explore similar incidents involving a mix of General Aviation and commercial aviation aircraft and collision avoidance.

Whether good or bad, look for more restrictions on General Aviation, i.e. more TCAs and TRSAs (already suggested by the NTSB) and possibly a call for collision avoidance on all aircraft entering the area around a commercial airport.

The Airport and Airway Trust Fund decreased by \$91.3 million in August, leaving a Trust Fund balance at the end of August of \$3.79 Billion.

Apropos the above, Ann Clay, Iowa Chapter, gave me an article from the Des Moines Register (8-17-78), titled "U.S. Airlines Lining Up to Rip Off the Public", by Hobart Rowen, which states, "The airlines now collect, to pay for air safety measures, an 8 percent tax on domestic tickets, 5 percent on domestic air freight and a fixed \$3 fee on each foreign departure. The money goes into a trust fund financing

airport safety measures, including the salaries of personnel and the detection equipment used in the pre-boarding routines. But the money collected is said to be more than needed."

The gist of the rest of the article is that, instead of lowering the tax, the excess would be used to purchase the less-noisy aircraft required after 1984, rather than retro-fitting, at a greatly lower cost, the existing aircraft to comply with the 1976 FAA directive.

Mr. Rowen says, "If the airlines get away with this scheme, the public can expect to be the victim, through taxes, of the cost of meeting any environmental standard."

"But the devious nature of this particular proposal is sneaky, because it is already on the books for another purpose." Comment: Yes, Mr. Rowen, that purpose is for the development of airports and airways. However DOT is unable or unwilling to work out a plan to aid privately owned, public use perimeter airports which would greatly increase safety by decreasing the need for General Aviation aircraft to use the Major Hub Airports.

A Note from Jerrie

October 1978

Dearest Family and Friends,

Our prayers were answered and the new engine and I are happily back in Amazonas! God does indeed work in wondrous ways His miracles to perform!

A dentist, Pete Macheod, and an attorney, Jim Mahoney, from Jacksonville, volunteered to fly us down in their own twin Cessna 310—They took the time away from their businesses to make the fast trip—And how grateful I am for all their help—

Now all I have to do is install the new engine—but I got some more tools in Miami which will help with that chore. Then we'll fly a little more down here checking out the new engine, and passing the word amongst the Indian tribes that we'll be gone for awhile—but

will return!

In November we'll fly back to Florida where I'll be doing some aviation consultant work to help pay these bills—Lord willing, we'll be able to return to our work down here in Amazonas within a few months.

When it comes to true friends, God has really blessed me with the greatest! When the chips were down, you really came through—And I'll always be grateful for all your love, prayers, support, and help—which makes it all happen!

If any 99s want to help, we have the other engine to change in Florida in Nov.-Dec. Come on down and I'll give you a fast on-the-job course in A.&P. mechanics.

Be blessed—With much love,

Jerrie

NOTAM

The Smithsonian Institution - National Air & Space Museum, in commemoration of our Golden Jubilee Celebration, will issue a collector's item - a Milestones of Flight cover. It will be cancelled on November 2, 1979 at Valley Stream, Long Island - the site of the first Ninety-Nine meeting. Gene Nora Jessen was elected to write the information for the filler card that will be enclosed in each cover and Marian Andrews will be contacted to design the cachet.

Orders for these covers will be taken at the 1979 Convention in Albany.

FREE CATALOG

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Air Age Education

Getting It all Together . . . For Your Section—For Your Chapter

By Betty Jo Ault

- "Where shall I begin?"
- "What should be presented?"
- "How can I get so much information and material into 1 or 2 hours?"
- "I'm so afraid it will be boring."

Sound familiar? Sure they do, and I'm sure you could add many more to the above. But let's not rationalize away precious time. Every section and chapter has to help to get the ball rolling, so that our 99 Air Age effort is a success. Start planning for a workshop at your very next meeting NOW. Remember, the key to a successful Air Age Workshop is—

Keep It Simple, Short, and Well Planned.

Need some hints . . . Try some of these . . .

List . . .

- areas where a chapter can get involved or help.
- Speakers' Bureau
- Civil Air Patrol
- Boy, Girl, Explorer Scouts
- 4-H Clubs
- Teachers' Workshops
- Enrichment Courses—elementary—secondary—adult
- Humanities Classes (gifted)
- Career Education
- Field Education
- Community Resource People
- Set up a resource file at the local library
- State, regional, and local fairs
- Fear of flying clinics
- Pinch Hitter Courses
- Poster or other Aviation related contests (schools)

List . . .

- of addresses of schools or organizations needing help in the local area.
- of resource materials and their related uses. Thoroughly read through all materials and condense their main ideas and concepts into a short paragraph.
- of recommended successful Audio-Visuals, including other chapter's successful slide presentations.

Order . . .

From FAA, NASA, Smithsonian, etc. pamphlets to help stimulate interest—But **NOT** every one published. Instead compile a list of their publications and their related uses to different programs. Order early. Plan for an 8 week delivery.

Invite . . .

- a chapter that has been successful in Air Age work to show or discuss their program or presentation and to answer any questions.
- a small group of school students to demonstrate or show aviation projects. (a good place to have final judging for contests).

Encourage . . .

- small discussion groups (5 to 10 minutes) discuss . . .
 - "Air Age things you've been involved in . . ."
 - "Air Age things you may want to get involved in . . ."
- each group would then report on the above.
- that one does not have to be a teacher or professional to do a good job.
- everyone to get involved even if it is for only a few minutes each month.

Make & Demonstrate

- hot air balloons
- paper airplanes
- delta darts
- model gliders
- helium filled balloons

Publicize . . .

- the event, so that the local areas are aware of your efforts.

Again . . .

Keep It Simple . . . Short . . . Well Planned!



The great airplane race. It's all part of air age education believe it or not.

Air Age Education Progress Report

By Marian Eggleston

An Air Education Workshop co-sponsored by Lake Michigan Chapter and Michigan Aeronautics Commission was held Sept. 9 at the Muskegon County Airport.

Janet Russell, Lake Michigan Chapter Chairman opened the meeting by stating the objectives of the workshop. Mary Creason, Lake Michigan Chapter member from the Michigan Aeronautics Commission gave a slide presentation "Dear Teacher". Chris Winzer, Lake Michigan Chapter member from FAA GADO 8 Grand Rapids gave viewpoints of the FAA, including the fact air education in schools is long overdue.

A panel consisting of eight educators exchanged viewpoints. Some of the panel members teach air education, some oversee schools where it is taught, and some want to introduce air education in their schools. Two chapter members on this panel were Natalie Kreeger, Administrator at Fowlerville, Mich. and Frances Johnson, an art teacher at Milford High School.

One point brought out by this panel was that schools do a good job of teaching facts but aerospace education is an opportunity to teach where, when and how to put the facts into practice. The students need to get correct information and most find air education fascinating.

In the afternoon the group divided into discussion groups with the following topics: Films and Film Sources—What is available and where to get it.

Media Interviews—How to use radio, newspapers and TV.

Resource Materials—There are many free publications.

Paper Airplanes—A good way to learn while playing.

Careers in Aviation—There are hundreds.

Welcome to Your Headquarters

By Jan Million

On behalf of the Headquarters Hostess Committee, I want to welcome you to our Ninety-Nine Headquarters and take this opportunity to share with you some of our treasures within.

Tucked away in the far corner of the conference area is a soft and beautiful alcove dedicated to Amelia Earhart. From the beautiful oriental rug on the floor to the soft lighting and comfortable seating, it speaks of warmth and softness. The walls are adorned with studies of Amelia. One mounted collection contains snapshots of Amelia and her planes, while across the alcove are more photographs along with her portrait and a watercolor of her birthplace in Atchison, Kansas.

Circling around to the right, we see the beautiful and functional conference area. The large walnut table easily seats our Board members and other guests when they convene here for regular meetings at least twice a year. The area can also be closed off with folding doors when privacy is needed.

Behind the conference area are shelves holding the beginnings of our library. Three-ring binders contain editions of the 99 NEWS for review and research or just plain old lookin'. It can really be a lot of fun to pick out an old volume and just look to see what your chapter was doing back then. These shelves also contain volumes which are the beginnings of our research library. We hope that one day this can be a focal point for persons doing research on women in aviation. If you have books on aviation that you are having a hard time storing, please consider making a donation of them to our Headquarters. Your gifts, of course, are tax-deductible. The Houston Chapter, as one of their chapter projects, has contributed many, many volumes. Other chapters are making books a meaningful gift in memory of a Ninety-Nine or other departed friend of their chapter.

Soon the material collected in the process of compiling our Ninety-Nine History Book will be added to our research collection. This material is indexed and annotated and should be a useful tool for people wanting to do research. Also included will be taped interviews with many of our long-time members including past Presidents, Charter Members and other early day Ninety-Nines.

Memorabilia also in this area and donated to the Ninety-Nines during years past, include a lovely Korean doll from our members in that country and a beautiful walnut clock from our Canadian members.



The Ninety-Nines International Headquarters is built on a five acre plot located on the Will Rogers Airport grounds in Oklahoma City.



The alcove is located at the left end of the conference area and provides a comfortable place for informal gatherings.



The front lounge overlooks the Will Rogers World Airport complex.



Glimpses of Amelia Earhart's life are depicted in the photographs and drawings hanging in the alcove area.



The far end of the conference area is known as the 'Wall of Presidents' for the framed photographs of each of our former Presidents hang there.

Following around to the right, we are back in the large main central area. Two recent additions are the lighted glass and walnut display cases donated by Pat Roberts to house the collection of A.E. memorabilia purchased and donated by our Sacramento Valley Chapter. These items represent the accumulation of A.E. trinkets forming the private collection that belonged to Mr. Ancil R. Michael of California and includes such diverse items as goggles and flying gloves worn by Amelia, a leather case containing a copy of her NAA pilot's certificate, a fuel load diagram for the Electra designed by Paul Mantz, her diamond-set Ninety-Nines President's pin, and a citation from President Franklin D. Roosevelt.

Another display in this area houses a collection of 99 pins that have been worn by members throughout the years. The original design came from Tiffany's and you'll be able to see several evolutions of the design worn by both members and past Presidents of the organization. A collection of bronze chalices dedicated to one of our Texas aviatrixes, the famed Jimmie Kolp are also in this display case. The bottom shelf contains a scarf and bracelet worn by A.E. (she is wearing them in the picture included in this display) and a lock of her hair.

Very special chapters and individual Ninety-Nines are identified on the large wall display to our right. This display identifies the members making contributions of \$99 or



The Honor Roll

more when this building was still a dream of the future. A wise investment these 5,000 square feet and 5 acres turned out to be, insuring not only a beautiful permanent home for us, but built-in expansion areas when we're ready . . . at a cost we can reasonably afford. Currently, if you're interested in the financial end of this operation, we are leasing out part of our Headquarters building. A brand new tenant is moving into our extra space and we are delighted that such a compatible organization as the Title Search Department of AOPA will be with us in OKC.

A very favorite area of mine is the Scrapbook Table. Headquarters has long been a home for many, many scrapbooks



The guest book is located in the front entry way. Make it a point to sign in on your next visit.

depicting the history of our organization. Whether you've been a Ninety-Nine for a year or a quarter century, you'll never regret taking the time to browse through this fascinating glimpse of our history. For years, these scrapbooks were piled on back shelves and closets and storerooms in our Headquarters. Only recently have we been able to display this collection thanks to a special table with storage areas below, recently constructed for us with contributions made in memory of a beloved Ninety-Nine. Nebraska Chapter completed this project by donating the stools to use in this area. We hope your actual visit to HQ will allow you some time to look through this collection.

A recent addition to the rare book case donated by the Los Angeles Chapter is the collection of materials forwarded to us from the Smithsonian Institution. These wooden-



Ninety-Nine activities and accomplishments are featured on display boards such as this.



Several of Amelia Earhart's personal possessions are stored in the lighted display cases.

bound volumes contain old copies of our early magazines, *The Airwoman* and *The Ninety-Niner*, along with important organizational materials such as the minutes from our annual meetings and such representations of current events as a 1934 McCall's magazine with Amelia Earhart on the cover. For protection from aging, these volumes, except for the samples on display in the rare book case, are kept locked away, but may be checked out for your use within the building for examination and research.

If you're a cartoon buff, be sure to glance in the hallway where the cartoon strip featuring Betsy flying a PPD is displayed on the wall. And if you're *really* a cartoon buff, you'll have to make an excuse to go to the powder room where excerpts of the Peanuts PPD entry penned by 49½er Charles Schultz are on display.

We hope you have enjoyed becoming acquainted with some of our collections at Headquarters. When time and space permit, we hope to add some other displays on a rotating basis. We have many items including collections from Jimmie Kolp, the one hundredth Ninety-Nine, Manila Talley, and Charter Member, Opal Kunz to share as they are readied for exhibition.

Our building is open for your inspection any time during the normal working day, 8:30 am to 5:00 pm. If you are flying through, stop at the friendly FBOs at Will Rogers World Airport and ask the line boys to bring you over. They will be happy to oblige. Food is available at the Sheraton Inn on the field and rental cars are available if you would like to go further or see OKC. (Incidentally, if you know anyone who would like to donate a car, maybe old but in reasonably good condition, it would be a good tax deduction for them and a great asset as a courtesy car for visitors to 99 HQ. Transportation is somewhat of a problem if you're a fly-in guest and want to go off the airport grounds.)

If your chapter would like to fly in for a visit on weekends, special arrangements may be made to have HQ opened through your Headquarters Hostess Committee. Your hostesses, Nancy Smith, Jan Million and Nema Masonhall will certainly be happy to work things out with you and have transportation on hand to take your chapter to HQ and on to lunch before you head home. We'll even make your hotel reservations if you really want to come from afar. We strongly feel that this is **your** building and we will be happy to work with you to make it available for your enjoyment.

A word of advise to avoid disappointment: please make arrangements in advance! Your HQ Hostess Committee is made up of volunteers from the Oklahoma Chapter. We are proud of having the building in our area and want to share it with you. However, because we are volunteers and do not "work" at HQ on weekends (we actually have regular jobs elsewhere during the week), we are not always available unless you make prior arrangements. Please help us to help you.

Hope to see **YOU** at HQ real soon. ♪

Meet the HQ Staff

By Marilyn Ratzlaff

The Ninety-Nines Headquarters and its entire operation is conducted by a mighty staff of two. These two ladies, Loretta Gragg and Virginia Oualline, are responsible for everything from answering the volumes of mail received each day to changing the spotlights outside.

Loretta is the office manager. Her tasks include all of the accounting and bookkeeping procedures, answering stacks of inquiries, solving member problems, and overseeing the physical needs of the building. She also takes care of producing the roster each year, caters Board meetings and functions, and pays the bills. In short, she is our jack-of-all-trades.

Loretta is a native of Oklahoma City and a business college graduate. She and her husband, Joe, have three children and it won't be long until we will be able to refer to her as 'granny' again. Loretta is a dyed-in-the-wool country music fan and would do almost anything for a Willie Nelson concert ticket.

We could accurately refer to Virginia as 'Miss Membership'. She faces the formidable challenge of keeping track of 5,000 Ninety-Nines all over the world. She processes all membership applications and renewals, changes addresses, updates computer lists and sends out membership pins. She maintains member files, posts the dues checks and waters the plants. In her spare time, Virginia, who describes herself as a 'frustrated writer' enjoys reading and classical music. She and her husband, D.Y.,



Loretta Gragg



Virginia Oualline

are the proud parents of two girls. One is a college student and the other is a budding young artist and graduate student.

Be sure to say hello to these two next time you visit HQ. ♪

99 NEWS Editor

By Hazel Jones

When Jan Million left the Ninety-Nines to work for the University of Oklahoma, she left the 99 NEWS in the hands of Marilyn Ratzlaff. Marilyn is no stranger to the NEWS having worked with Jan on the graphics and production end of the magazine. She was a natural to transition to editor. How lucky for us that she was around and available.

Marilyn is a relatively new 99 having joined in 1976. She has been flying since 1971 and brings a wealth of diversified knowledge to the magazine. She has experience in many areas and her interests are as wide as the horizon. She even holds licenses to sell insurance, real estate and securities.

Marilyn is a graduate of Oklahoma State University where she earned a Bachelor of Science degree in Radio-TV Communication and she is currently working on another degree. In her spare time, she enjoys sports such as racquetball and Tae Kwan Do Karate, plus anything to do with animals



Marilyn Ratzlaff

and the great outdoors. She is a fine guitarist and even picked up a little spending money in college playing guitar.

"I am learning more and more about the Ninety-Nines and the different things they do. And, I will be calling on you to tell me about your interests and accomplishments so we can share them with other 99s. With your help, I have confidence that we can put together the best magazine ever." ♪



Jerrie walks strip before take off.



Jerrie goes up stream to visit tribes without a strip.

THE JERRIE COBB

To many 99s, Jerrie Cobb needs no introduction. For those of you who do not know her, please permit us to introduce you to one of the most outstanding women of our times — a FELLOW 99!

Space won't permit us to list all of Jerrie's accomplishments, but to name a few: selected several years ago by Life Magazine as one of the "100 most important young people in the U.S.," selected by the Mercury Astronaut Selection Team to be the first U.S. woman to undergo the astronaut tests (which she passed with flying colors), and was recently inducted into the Oklahoma Hall of Fame.

Jerrie Cobb, first woman to qualify for "outer" space, is now flying in the Amazon jungle exploring "inner" space. Several years ago, she dedicated her life to christianity and helping others less fortunate. Her work is directly related to flying as she flies missionaries, medicine, and seeds into the jungle. She is also instrumental in teaching the Indians to grow food and thus become more self sufficient.

Jerrie is presently flying a 1970 Islander BN-2A-8, but lost the right engine in a recent incident. The latest word on Jerrie is that she is back in the jungle replacing that engine with one donated by Avco Lycoming. Her work has been delayed, however, due to unexpected expenses related to this incident.



Jerrie getting out of the rain. Nothing like a big leaf for an umbrella.



Everybody turns out at this missionary base to see Jerrie off.



Plane in jungle clearing.



Jerrie and Indian children sit on tail of plane.



Jerrie catches supper from native dug out.

99 FUND DRIVE

JERRIE NEEDS HELP FROM ALL 99s

Many 99s have made donations to Jerrie's cause in the past. We feel now is the time to organize an annual fund drive supported by the entire membership to aid this accomplished aviatrix, who is such a credit to our 99 organization. Those of us who have contributed in the past consider it a privilege to have done so. Would you, too, like to participate in some way to this worthy cause for a fellow pilot and 99?

Join hands with all who already know and support Jerrie by writing a check to the "Jerrie Cobb Foundation" and mailing it to either address listed below. Be as generous as possible. We suggest a check in the amount of \$10, \$25, or \$50 (or more if you wish). Send whatever fits your budget — any amount, large or small, will be appreciated. The donation is tax deductible — Jerrie's IRS number is 237003507. A special account has been established to receive these funds so that a **complete accounting** of the drive can be made through our 99 magazine. *100% of the donations will be forwarded to Jerrie.*

PLEASE — Do not put this magazine down without reading this article and responding with a check to the "Jerrie Cobb Foundation."

Thank you for caring!

Barbara Jenison
711 Shaw Avenue
Paris, Ill. 61944

Mary Waters
438 W. Wilmot
Chillicothe, Ill. 61523

Submitted by Barbara Jenison and Mary Waters



Jerrie refuels plane at missionary strip.



Jerrie blows up a balloon for native children.



Flying the Amazonas.

It's In The Bag, Dad

By Fran Bryant

My body was at least ten hours behind the clock on the wall—somewhere around New York I'd guess. Regardless of my diurnal clock a 0330 pickup is still a miserable time to go to work.

Ken was already up and shaving in the two by four bath that adjoined our room. He was, of course, humming which was a miserable thing to do. One, because of the early hour and two because he can't carry a tune though he invariably tried.

I had arrived only the night before on SAS from Seattle via Copenhagen after some twenty hours in the air and six on the ground expecting a long delay at Customs and Immigrations but Ken had met me in uniform to walk me through. In Karachi, Pakistan, like most places in the Asian world, a uniformed man with four stripes still commanded some respect and authority.

"Come on Fran" he called. "Get your uniform on."

"All right already! I'm up", I replied.

He had borrowed a white shirt with three-stripe shoulder boards from one of the smaller co-pilots and his nagging was to insure I was properly uniformed before the Flight Engineer and other co-pilot appeared for pickup. I had brought a pair of navy slacks which were close enough to the black the rest of the crew wore to pass and thus I was properly uniformed.

"I'll need fifteen minutes in the bathroom," I called.

"It only used to take five minutes to repair the damage", he grinned while dodging the shoe I had unleashed.

"I'll be in the coffee shop . . . you want me to order for you, copilot?"

"If you can, get dry toast and plain tea", I answered.

With flight bag in hand he eased out the door toward the coffee shop. It was 0310 the 31st day of July 1978 at the Midway Airport Hotel, Karachi, Pakistan. My husband was a 707 Captain and I was going to fly as his co-pilot to Baghdad, Iraq and back.

The reason we were in Pakistan was simple enough. My husband's airline was embroiled in another of their many labor-management confrontations and it looked like a while before it would be settled so he had taken a leased position with Pakistan International Airlines and after a month at it had called me to join him for a week.

The tea and toast bounced as they hit the bottom of that pit I called my stomach. Ken had complained of "butterflies" before his



Captain Ken Bryant briefs his stand-in co-pilot and full-time wife, Fran, on the intricacies of flying a 707.

DC10 rating—mine felt like seagulls involved in an aerial fight to the finish. Even after his surprise had been explained, objected to, re-explained and accepted I still didn't believe that I could really do this. The dream of a lifetime. Small time girl makes good and all that. Can a former stewardess still find happiness in a 707? You bet, if her husband is in the left seat and she's in the right!

The seagulls picked apart my toast and suddenly Marty our engineer was beckoning that the crew car was waiting.

"Fran, this is Steve Wolfe, the copilot, and he will watch you like a hawk. You met Marty yesterday."

"Gentlemen, are you sure none of you will get in trouble over this?"

"We're just hired hands, ma'am," Steve said. "We follow the great white father and watch him sign the reports."

"Thanks a lot," Ken said and we were off on a five minute ride to the airport.

Operations was a normal confusion of people busy trying to look busy and after about five minutes of milling around, my husband said, "anybody here working #261." Suddenly he had paperwork, flight plans, weather, notams and ICAO papers in front of him.

"Which machine do we have?" he asked. "522."

"That's a fan, Marty, put on about seventy five thousand."

"OK Ken, we're at Gate 2."

"Thanks."

He turned to me and Steve and said, "the flight should take about 3:20 or so. It'll burn sixteen the first hour, twelve each the next two and five more for descent and approach. With Kuwait as an alternate, seventy five should be plenty."

I only nodded while my mind converted to gallons. The first hour would burn enough to fly our Bonanza for well over two years and the entire trip enough to have fueled the airplane since we owned it.

The fly papers in order, we left to board the aircraft. The whole thing had been flight planned and briefed in ten minutes. So much for the arduous labors of preflight planning! Maybe that's not fair. The weather was good, airports OK and the weight and balance still had to be done. Also, they had printed flight plans, but for me, I wanted to look at maps and pictures at least.

Ken, sensing my reluctance, said, "It's all VOR airways and radar over a good part. Just like going to Spokane except the names are harder to pronounce. And," he added as

an afterthought, "could the Arabs pronounced Enumclaw or Puyallup?"

#522 was an ex-American Airlines 707-123 early vintage. As we walked up to the boarding stairs, the early light before dawn outlined the plane almost with an ethereal glow. Even after four years as a stew on one, I was still impressed. I could stand on the tail of the Seneca I'd gotten my multi-rating in under the wing.

Doubts came rushing back. Can I avoid making a fool of myself in front of his crew. You can't be a brain surgeon just because you hang around a drug store a lot. I knew Ken would have bragged about "his bride" and her flying ability. To hear him tell it, I was Amelia Earhart reincarnated.

The vague familiarity of the cockpit surprised me. Those four years serving coffee in front and telling war stories at least gave me a knowledge of where things were. It helped also to have quizzed Ken on nearly ten years of six month checks on the 707. Amazingly oil pressures, temperature, pressurization schedules and other numbers were fluttering through my mind.

"Steve and I will get this thing in the air, then we'll let you in the seat so you can familiarize yourself with the old girl," Ken said as he adjusted his seat. I took the jump seat directly behind him and watched as they completed the checklist. As I followed them through locating each switch as Ken touched them before answering the challenge and response format. Marty had finished his walkaround and took his seat at the engineer's panel and went through his check list.

"Circuit breakers."

"Checked."

"Electrical panel."

"Checked, battery on."

"Fuel heat."

"Off."

So it went through twenty-two more items till suddenly they were done.

Ken started going through the departure plate and route charts with me when the purser announced in the doorway, "Passengers all on board, Captain."

"Thank you, Hussan."

"Call for engine start, Steve."

"OK Boss," Steve replied. "Karachi ground, this is Pakistani #261, request engine start, Bay 2, 370 to Baghdad."

"Roger #261 cleared to start, clearance on request."

"Beacon on, pressures 35psi, Captain," Marty called.

"Start one" and we were on our way. We pushed back, unhooked and were waved off in five minutes, called for taxi, were directed to Runway 27 and given airway clearance to Baghdad. We had ninety-six passengers, 75,000 pounds of fuel and weighed 248,000 pounds.

Enroute to the runway we accomplished the taxi and before takeoff checks and as we approached the end Marty said, "down to the final items."

"Call for take off, Steve."

"Roger. Karachi tower, Pakistani #261 ready for takeoff."

"Roger, Pakistani 261 cleared for takeoff, climb 6 Alfa Departure, squawk 2662."

"261 Roger."

"Final items," said Ken above the noise of the four Pratt and Whitneys which even at idle was considerable.

"Landing lights."

"On."

"Ignition."

"On."

"Anti-skid."

"On." "Takeoff check complete. Captain."

"OK, let's see if we can get this lady in the air."

I didn't know if he was referring to me or the airplane.

The 90 degree turn onto the runway was begun from well past the centerline which served to remind me how far back the wheels were. Even the nose wheel sits five feet or so behind the pilots.

Ken eased the thrust levers about a quarter of the way up until the engines all leveled off at about eighty percent then with a smooth forward motion set all four within 2/100th of an e.p.r. of takeoff power. Marty reached forward and leveled the engines at precisely 1.44 on the e.p.r. gauges. Though I wasn't sure what it measured, I knew the initials stood for engine pressure ratio and that was an indicator of actual engine output.

The plane accelerated smoothly and rapidly and the noise level was tolerable.

"V1," called Steve.

Ken took his hands off the thrust levers. We were committed to take off now.

"Rotate, 16 degrees" the last being the body angle nose up to set initially on the gyro.

As the yoke comes back and the nose wheel breaks ground, Ken shifted his attention to the panel and flies on instruments for the 1st 100 feet.

"V2 and climbing," calls Steve who now is the sole viewer of the outside world. Marty watching both engine instruments and his panel for the first sign of mechanical trouble, while the pilot flying is concentrating on maintaining V2 and 10 knots, heading, and a positive rate of climb.

"Gear up," Ken calls and the voice conveys without question who is in command of the aircraft.

The gear retraction is noisy and you can hear the nose wheel rubbing against the snubbers installed to stop its rotation. It was after all spinning at about 150 knots when we lifted off.

At a thousand feet, the nose was lowered to about 8 degrees above the horizon and the aircraft allowed to accelerate to flap retraction speed. "Flaps up" and we eased into a 15 degree left bank. With the airplane clean, Ken eased the thrust levers back to climb power about 1.24 e.p.r. and allowed the plane to climb and accelerate to 250 knots, the maximum speed below 10,000 feet in Pakistan, too!

"OK, Steve, let's see if Fran can find her way to Baghdad."

As we were climbing through 4000 feet I strapped in. Ken was talking to departure control while I fumbled to adjust the seat. The bottom lever released the one that allowed the fore aft motion and moved forward so my feet reached the rudder peddles.

"Can you see everything and reach everything?" Ken asked.

"I think so," I replied. "Where are we?"

"Fifteen seconds in the right seat and she's lost already," Steve smiled as he sat back in the jump seat.

Ken handed me the map and engaged the autopilot.

"A 6 alpha departure is to track 220 degrees from Karachi to South Masroor

(Continued on Pg. 20)



Fran Bryant even got a chance to 'hand-fly' the 707 as part of her co-pilot duties.

intersection, right to 311 degree heading to intercept and track out on the 258 degree radial of KHL which is also Amber 1, the same Amber 1 that goes around the world, to Charlie 7 then flight plan route. No altitude restriction to 370 (37,000). We're just coming up on South Masroor intersection, out of eight thousand. I'll make the turn while you set up the radios and set your heading bug."

I changed the omni bearing selector to 285 degrees and ran the heading bug around to 311 as he rolled out on that heading.

"OK," he said, "Ease the nose down to about four degrees nose up on the horizon and let the speed build up to 300 knots indicated. That will be our climb schedule till we hit .80 mach at around 30,000."

I rolled a little nose down on the autopilot to pick up speed as Ken gave an estimate for the intersection of Amber 1.

"Remember," he said, "the object is to fly the plane so the passengers never know you are doing anything. Gently. It's bad enough when the weather is bad and we can't keep it smooth, but try to keep 'em happy when you can."

As we reached 300 knots, I eased the nose up a couple of degrees and watched the speed stabilize at about 305 knots.

"As we get higher, the engines become less powerful so you'll continually have to decrease the pitch attitude," Ken said. As we climbed, the mach number kept increasing and at 29,500 it registered .80 and I had to raise the nose slightly to hold it. Too much the first time and the mach backed to .76 before I adjusted and let it build up again. The overhead speakers were chattering with other aircraft making position reports. A Gulf Air over Dubai, a KLM approaching Karachi from India, even an Aeroflot cargo inbound from the north. Sometimes the aircraft would be just out of range and another would copy and relay his position to the appropriate ground station. A process we would use ourselves in about an hour.

"The radial is off the peg," I said as the needle moved to the center of the CDI. Fortunately Ken had installed a DGO 9 in the Bonanza before I'd gotten my instrument rating and the two gauges were similar enough to feel natural. The autopilot along with most of the radios was on the center pedestal between the pilots. I moved the turn knob to roll left and intercept the radial.

"Two to go," called Marty, meaning we were out of 35,000 for 37,000.

"What e.p.r. do we need for 267 kts, Marty?" Ken asked.

"About 1.48, Ken," Marty replied.

By then we were approaching flight level 370 and Ken advised, "Try to zero the rate of climb at 370 and flip on the altitude hold. Then at 267 kts. indicated set the power at 1.48 e.p.r., lock on VOR track with this switch then you can sit back and order your tea."

At 370 we had a true air speed of 498 kts. and with a slight NE wind we were making a ground speed of just over 510 kts. Our estimate for Charlie 7 would be off by two minutes and Ken explained that like the



Fran Bryant

U.S., we corrected errors of three minutes or more so this was OK but that I should prepare for the position report. "Same format as at home," he explained. "The mileage is on the flight plan." As he handed me his Jeppesen computer for the estimate, he said, "We should be able to raise Karachi Center on VHF from over Charlie 7. Remember to operate, navigate, then communicate," meaning that we had a turn to make over Charlie 7 and that came before the position report. Ken dialed the center on the #2 VHF just in time to hear PanAm report over Charlie 7 as same direction traffic at 390.

"I thought we had to have four thousand foot separation for same direction traffic," I puzzled.

"Normally that's true," Ken said, "but with all the traffic on the limited airways the center will use wrong direction altitudes when there's no conflict. Besides he's a 747 and is probably bound for Frankfurt or London and is waiting until he's light enough for 410. He is just three minutes ahead of us so we may see him, although that three minutes represents about 19 miles. He's cruising at .84 mach so he'll be increasing that distance by about 20 miles per hour. Here comes Charlie 7, kid, do your thing."

"Karachi Center, this is Pakistani 261 over."

In a crisp and very British accent came, "Well, good morning, Ma'm, and how is Pakistani 261 this morning?"

I am sure I flushed slightly for Ken had explained that neither Pakistan nor any other Arab country except perhaps Jordan had women flight crews, so Karachi's curiosity and attention would be on my report as well as any air carriers in listening range.

"Pakistani 261, Charlie 7 at 48 ahh-h 370, estimating Panjgur at 02, Zahedan next."

"Roger, contact Tehran center on 120.5

and have a nice flight." I thanked him and looked at the all smiling crew.

Dawn had turned to full early day at our altitude but the ground beneath was still in shadows. The low hills seemed to burst alive as the sun touched their peaks like candles being born. The vast valleys between ranges of hills devoid of vegetation or people would soon reach temperatures of 100 plus. Not a good place for a forced landing. But then there never is a good place for a forced landing.

Time passed much too fast, Zahedan, Kerman and Shiraz each past and duly reported marked in the ever present desert by greenery and clusters of buildings. Enroute time marked by hand flying and instructions on the plane's characteristics, navigation and plain ol' sightseeing.

Then when I switched the VOR to Abadan and watched the DME lock on I learned an oft repeated lesson. Identify the station! At the low altitudes we fly the Bonanza, it's normally not a problem but at 370 we cover a long range. The mileage seemed "about" right. Soon however, it became apparent that the estimate would be wrong based on DME. Ken said simply "It does not compute." When we visually passed the coast line of the Arabian Gulf, we knew the DME was locked on the wrong station. Identify the station still applies. Abadan then Basrah enroute on Red 21 we passed over what's called the cradle of civilization, the junction of the Tigris and Euphrates Rivers and by what some people say is the Garden of Eden. From 370 it looked like a giant swamp. As the rivers spread apart and the farms appear between them the thought that this land had been farmed continuously for thousands of years reminded me of my impermanence in the face of time. We were working Baghdad control now and shortly they issued our descent clearance.

"Pakistani 261 cleared to 6000 on QNH 978 millibars."

"Roger, Baghdad 261 cleared to 6000 feet on 978 millibars—out of 370." Ken replied and motioned for me to start down. I released the altitude hold and pulled the power back. We were 127 nautical miles from the Baghdad Airport.

"The most economical and comfortable descent works out to about .82 mach till you reach 320 kts with idle power. This gives you a good drag curve and is fairly close to bump speed if you run into turbulence. It also allows a descent profile of three miles per thousand feet down to 10,000 feet. Add ten miles to slow to 350 and you should be in great shape.

"We started down about six or seven miles early then didn't we?"

"Well yes, but I thought you might like to see the ruins of Babylon on the way in."

"So after all that careful descent planning you blow it all to go sightseeing."

"Just part of the tour, Ma'm," he said.

The ruins were not all that spectacular from 17,000 feet. On the east shore of the Euphrates River about 60 miles south of Baghdad and off to our left. To know that a

(Continued on Pg. 24)

Alaska 99s Will Wash Anyone's Belly (For a Price)

By Judi Brown

September 30 is a late date in Alaska's fall season to be romping around a bunch of airplanes with buckets full of soapy water, sponges, and lots of elbow grease. But an energetic twenty-some 99s showed up that day to make our first annual airplane wash a huge success. By noon the sun was high (as high as it can get this time of year) in the sky and the temperature had managed to inch its way into the mid 40s. For those who forgot their waders and rain coats the warming rays were indeed a welcomed warmth.

All in all, twenty airplanes got washed throughout the eight hours we worked. Only three of the 99's planes got washed. The price was per engine—that took care of those twin-engine owners who thought they were going to get "such a deal." Even still, we had three twins to wash.

Judy Holtmann saved the day with lots of goodies to eat for that extra-needed afternoon go-power. A special thanks goes to George Pappas, however, for without his generosity in providing us with a hot-water heater/sprayer we never would have gotten those cold birds cleaned, and without the use of his hangar's backyard we wouldn't have had a place to put all those machines.

The event went so well and we had such a super turnout from 99s, 49½ers, and dirty airplane owners that we're making plans for our spring '79 wash (but I won't mention who suggested it be for bellies only).



Every good money-making project needs at least one supervisor, right Claire?



John Rogers might have paid for the washing, but when you get that picky you have to do your own scrubbing.



What do you mean I have to wash another belly?



The two to the left are skeptic aircraft owners. The other two are George Pappas, the gracious loaner of the washing facilities, and Ruby Pappas, a consoling 99.



Meet some of the belly crew. (L-R): Jan Sosnowski, Lou Fenn (sitting) and Liz Gilbert, Ruby Pappas, Kathy Christensen, Claire Drenowatz, Anita Benson and Joy Craig (standing).



Anita Benson, Chapter Chairman's sentiments were: "Hey, when the work's done, it's time to EAT!"

Call of the Wild

By Virginia Wentzel

Combining her two major interests, flying and traveling, Virginia Wentzel, Central New York Chapter, saw all of Africa's magnificent wild animals by plane, safari vehicles, balloon, and camelback last August.

Virginia traveled between Kenya's huge game parks by Trislander, a three-engine, 12 passenger charter plane, built in England and custom-fitted for Sunbird Charters. Virginia rode co-pilot with Douglas Bird, one of those pilots who have "flown everything, everywhere" with thousands of hours in his logbook. Most of Doug's flying is pilotage and dead reckoning, since there are few nav aids, short airstrips, and many square miles of uninhabited bush, mountains, and prairies in Kenya.

At Colchecchio Ranch, in Samburu, Virginia did her gamespotting from the back of a camel. Julian and Jane McKeean, who conduct camel photographic safaris and have worked with Joy Adamson ("Born Free"), also showed Virginia their personal plane, a STOL 220 hp Aerospatiale Rallye Minerva, which cruises at 115 knots with a range of 1000 miles.

Floating over Masai Mara in the six-passenger double basket of one of the world's largest hot air balloons, Virginia tried game spotting from this vantage point also. Herds of wildebeest in migration, elephants, antelope, zebra, and buffalo scattered at the sound of the propane heater above her head. Pilots Simon Fisher and John Hawkins fly every day from July through March, operating two balloons during the Christmas tourist rush.

Upon landing, the ground crew produced a bountiful champagne breakfast of fried chicken, hard-boiled eggs, fresh pineapple, banana cake, cheese, biscuits, and, of course, lots of the traditional champagne from their van. Balloon Safaris, Ltd. was founded in January 1976, by Alan Root, famous wildlife photographer and pilot of the blue and white Cessna which flew circles around the balloon during the flight. Simon and John earned their commercial balloon ratings in England and say the weather in Kenya is a vast improvement over England's misty skies for ballooning.



Virginia Wentzel was one of the passengers in the basket of a 50' balloon ready for takeoff at the Masai Mara Game Park, Kenya.



Douglas Bird, pilot of the Trislander, stands before the plane in Nairobi, Kenya.



Virginia Wentzel on a camel in the Samburu Game Park, Kenya.

Notice

January 1, 1979 cost of Honorary Marker in Memory Lane

\$200.00

International Forest of Friendship

99s Meet at Bumi Hills - Kariba

The horror and shock brought by the terrorist shooting down of a Rhodesian Viscount near Kariba, with the subsequent massacre by terrorists of most of the survivors, might have been a deterring factor for holding a combined meeting of the South Central African and South African Sections of 99s over the weekend of 22/24 September at Bumi Hills. Rhodesian Security Forces advised that terrorist-wise it was expected to be quiet in the Bumi Hills area over that time, also, South African Section Governor **Greta Leitch** made an investigatory trip to Bumi prior to the weekend on behalf of South African members keen to attend the meet.

Bumi Hills is a paradise of terraced rooms and semi-detached chalets dotted over a hill amidst tropical shrubbery with a fantastic view overlooking Lake Kariba, and where wild game roams freely around the hotel complex. The whole place was booked out for the weekend by 99s and their families and friends, mostly Rhodesian. Could you imagine anything more spectacular in the wild African bush than to be flying low over the shores of Lake Kariba in the late afternoon spying out elephant and numerous species of buck, and then, as an added treat, coming in on short finals for Bumi's gravel strip, at sunset, to see four huge elephants not even half a mile away browsing at the water's edge?

Altogether there must have been a total of 15 aircraft flown in by 99s, of which three

made the long trip from South Africa. **Val Humphrey** flew up from Ngodwana (Eastern Transvaal) in her Siai Marchetti accompanied by hubby Ken and son Greg. Ken, well armed with rifles and revolver, said, "Knowing Val's luck we'll probably have to force lob in terrorist country, and I'm taking no chances!" Val's luck goes back to two recent unfortunate experiences. On one occasion on take-off, she had a nose wheel failure and expertly put her Siai Marchetti back on the runway with little damage. Her other more recent experience was while flying just south of Johannesburg she discovered she had no elevator control and, at the same time acrid smoke started filling the cabin. To keep her aircraft straight and level she found 110 mph was the magic figure, and beetled off to the nearest airfield, being Vereeniging, accompanied by a spider crawling up her leg—disturbed from its hideout by the smoke. Needless to say she screamed in with an approach speed of 110! Reason for elevator failure—spilled battery acid had eaten through the elevator control wires. Since Val obtained her Instructor rating 6 months ago she has been fully occupied with instruction in the Nelspruit area.

Brigitte Hildebrand flew up from Lanseria accompanied by **Yvonne Van Den Dool** and daughter Ingrid, who is also keen to get flying, and three of Brigitte's friends. Yvonne is the founder of the 99s South African Section, and is also an Amelia

Earhart Scholarship winner. **Jeanette** and **Mike Van Ginkel** took their Navajo filled up with 99s—Governor **Greta Leitch**, **Ingrid Adolfs** and hubby **Karl**, **Libby Stark** and boyfriend **Terrence**. The Navajo flight time from Rand to Bumi via Salisbury was four hours.

The Rhodesians laid on the most fantastic day for everybody on the Saturday out on Lake Kariba. Expecting it to be a hot and thirsty day—which it was—they made sure there was plenty of ice cold beer and half as many Cokes stacked in an ice chest on the motor cruiser. A smaller boat took off with five fishermen (**Zee Witham** and **Val Barbour** included) to grab tiger fish and bream—and they caught plenty too! A speedboat was also busy towing waterskiers from off the cruiser. Others lolled around the cruiser's decks soaking up the sun and beer, and swimming around the boat in the deeper waters where crocs and hippo weren't expected to be lurking. I won't discuss the unfortunate swimmers who lost and nearly lost their swimming togs while hanging onto a rope pulled by the cruiser! Our fun day was rounded off beautifully by a slap-up five-course dinner and then dancing outside on the bar terrace.

The next combined meeting of the South Central African and South African sections has been set for the weekend of 30 March—1 April 1979 at either Ranch Motel, Pietersburg or the spa at Tshipise (North Transvaal). Try not to miss it.

Attention: Chapter Chairman

Material is needed for our Southwest Section Scrapbook. Please send pictures and news items pertaining to your chapters. Especially needed is a picture of your Chapter officers.

Be sure to send material in **duplicate, dated and identified** as to source, activity and people involved in photos. (Please feel free to edit all that you want).

It is really fun to look at the scrapbooks at

Sectional meetings and see your own chapter represented, so let's get these items in.

Send to:

Southwest Section
Scrapbook Chairman
Ginger Strange
2560 C. Waverly Ave.
Redding, CA 96001

Notice

Due to the recent increase in the gold market the new prices of the Ninety-Nine rings sold by the Cape Girardeau Chapter are as follows:

10K Yellow Gold: Satin Finish-\$107.50;
Florentine Finish-\$115.25

10K White Gold: Satin Finish-\$110.50;
Florentine Finish-\$118.25

Illinois residents must still include 5% tax with their order. The above prices are subject to change without notice, but will be held until the market cost of gold rises above \$245.00 per troy ounce of fine gold.

thriving city died there 500 years before the birth of Christ is impressive. All I remembered about it was that it contained one of the original seven wonders of the ancient world, the Hanging Gardens. Ken said, "I think Alexander the Great died there," but none of us could confirm that.

"Baghdad Approach, Pakistani 261 at 10 slowing with clearance to 6, showing 33 south," Ken called.

"Roger, Pakistani 261, intercept the localizer, cleared for a straight-in approach to runway 34. Wind 080 at 6, temp 44, call the tower at the outer marker."

"Roger, 261."

"44 degrees," I said. I'd never heard a Celsius temperature given above 32—let's see I said to myself—double it, subtract 10% that's 88-9 equals 79 add 32 . . . 111 degrees F. That's the hottest place I've ever been.

"It's time for Steve to take over, Captain," I said.

"What for?" Ken asked. "You're doing great. Landing this thing is a piece of cake."

"Maybe for you with your 7000 hours in a 707 it's a piece of cake, but I think we owe it to the 93 passengers back there to have the regular hired hands do their job."

"Steve protested, 'I can't do anything you're not doing.'"

"Thanks, Steve. If it were a ferry flight or cargo I might try it, but not today." I unhooked my shoulder straps and seatbelt and climbed out.

With Steve in the seat, Ken made the kind of landing that a Captain should when he's showing off for his wife, near perfect.

As we parked between the dark greens of Iraq Air, unloaded, arranged for fuel, Ken and Steve started across the ramp for dispatch to file for the leg to Dubai. I felt closer to my husband than I ever had. After three hours at the controls I had seen and been part of the crew, one of the team, 'one of the guys' so to speak. I'd learned, enjoyed and contributed to a scheduled air carrier flight, something at my age I thought was only a wistful dream.

Ken and Steve were returning from dispatch and the whole procedure was to start again . . . but then that's another story.

Editor's Note: Fran had an opportunity to fly a 707 as a co-pilot on a scheduled airline and has shared the experience with her fellow 99s. Her ratings include commercial, instrument, multi, land and sea and she has logged over 1,000 hours of flight time. Her heavy plane time is restricted to ten hours distributed between a Vickers Viscount and a DC3, so this was a thrilling experience for her.

General Information

About 99s and their Activities

South Africa

Special congratulations go to **Jeanette Van Ginkel** for tying for first place in the South African National Balloon Champs held at the end of July this year. An International Balloon Meet is being held in Johannesburg October 7th-10th, 1978. It is sponsored by Handigas and Jeanette will be one of two women competing against fifteen other top competitors from other countries. Champion gas and hot-air balloonist Anne Lewis-Smith, a 66 from the U.K. Section, will be judging the championship.

The South African Spring Section Meeting was held at exotic Bumi Hills (see feature article). At the Saturday night

banquet, Governor Zee Witham presented our Pilot of the Year Award to **Penny Rawson** (formerly Dixon). Penny gained her Instrument Rating, Full Instructor Rating and got married all in the space of a few days.

Western Canadian

The Greater Winnipeg Chapter highlighted their October meeting with a tour of the F-28 jet operated by Transair. Chapter member, **Rosella Bjornson**, who flies as first officer on the jet provided a personal tour of the aircraft. Rosella was Canada's first woman pilot hired to fly jet on a scheduled

Attention Chapter Reporters

99 NEWS Format Changes

Beginning with the January-February issue, we will begin using the new format as announced last month. Hopefully by then you will have had time to adjust to the new categories request. The purpose for the changes is to provide an interesting presentation of Ninety-Nine activities and to consolidate the information to some degree to allow space for all of the chapters sending in a report.

We would also like to encourage you to send in feature articles on noteworthy members or activities in addition to your regular report. Often space in the regular report will not do justice to a particular accomplishment, so don't hesitate to expand and give us all the details. And don't forget the photos.

One detail in the instructions could use a little clarification. While it is best to use black and white photos if at all possible, color prints will work and are certainly more desirable than not sending any at all.

Here's a recap of the format changes:

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.

airline when she joined Transair five years ago. Following the tour, the chapter held a meeting in one of Transair's classrooms.

Members of the **Greater Winnipeg Chapter** have also been busy helping at the Western Aviation Museum. The museum is scheduled to open next spring.

Members of the **Saskatchewan Chapter** were on hand to welcome the Spirit of St. Louis when it arrived in Regina September 8th. At the banquet which followed, chapter members gave an official greeting to Verne Jobst and his partner, Jim. A few weeks later, the chapter participated in an AWARE program which was held for the wives of the members attending the 49th Annual Convention of the RCFA.

New England

New England Governor **Harriet Fuller** represented the Ninety-Nines at ceremonies honoring the Boston ARTCC in Nashua, NH. **Diane Norton, Rae Tally** and **Betsy Alexander** of Northern New England participated in a Fly-by during the outdoor ceremonies at the Center. Other members of Eastern New England and Northern New England were on duty indoors with a display about the Ninety-Nines and Women in Aviation as a part of the tour of the facilities.

New York-New Jersey

Chairman-elect of the **Finger Lakes Chapter**, **Carol Mohandiss**, took over the gavel sooner than expected. Retiring Chairman **Sally Hershberg** and 49½er **Dick**, left for an extended business trip to Milwaukee. Installation of the new officers of the chapter was held at the lovely lakeside cottage of **Evelyn Gan**.

Recent weeks have been full of accomplishment for the **Finger Lakes Chapter** and in addition has added three new members to its member roster. **Connie Nelson, Jo Ann Navik** and **Vicki Knott**.

A new 66 Program was accepted by the members of the **Long Island Chapter**. Prospective 66s will be contacted by 99 members and asked to participate in chapter instructional and social functions including the upcoming spot landing and bomb drop contest. A 66 meeting is planned every three or four months. The 99 buddies will call their 66s periodically to see how their flying is coming and to give whatever assistance they can.

Long Island Chapter members **Marie Piglagonia** and **Pat Bizzoso** attended Operation Rain Check East, which is a four night clinic specializing in showing the controllers' side of the radio. On the fourth night, a tour of the Air Route Traffic Control Center was taken giving those attending an opportunity to watch planes being handled by ATC to within 200 miles of the area including water routes to Europe.

On October 4th, the **Western New York Chapter** in conjunction with the FAA

GADO office in Rochester, sponsored a safety clinic. It was attended by approximately 700 pilots from the surrounding areas.



Western New York Chapter members airmarked the roof of the Statler Hilton Hotel. The event was even newsworthy enough to merit a Channel 2 News photographer.



New York Capital District 99 members who attended the Fall New York-New Jersey Sectional Meeting were (L-R) Florence Dooley, Betty Elliott, Harriet Bregman, and (seated L-R) Mary Scher, Peg Weiss, Ruth Green and Sue Polsinello.



All-Ohio Executive Officers (L-R): Sally Brockman, Treasurer; Rosalie Burchett, Secretary; Marcia Greenham, Chairman; and Jeane Wolcott, Vice Chairman, start the new year pushing toilet seats. Styles available include the 99 logo, Jimmy Carter or a novel airplane.

The Empire State 300, sponsored by the **Hudson Valley and New York Capital District Ninety-Nines**, found **Donald Henderson** and **Seymour Brandman** of Connecticut the First Place winners with an amazing score of 99.96! The 300 mile proficiency race, which included twenty-five airplanes, was such a great success that the chapters are planning to repeat it again next year at Saratoga with a goal of forty planes entering the contest.

North Central

Each year the **All-Ohio 99s** volunteer to work the Dayton Air Fair. Since their contribution has been so great and without any type of a reward, the Dayton Air Fair Committee will donate a substantial sum to the International Women's Air and Space Museum. This sum will be retroactive for the last two years.

All-Ohio Jane Sims and **Barb Deeds**, along with other Fairfield County pilots, flew 100 Senior Citizens on a Senior Citizens Fly-Out. This is the fifth year the pilots have sponsored this type of event.

Other active chapter members include **Doris Scott**, the guiding light of the International Women's Air and Space Museum, who is sponsoring 35 Explorer Scouts to obtain their pilots licenses. She even purchased the airplane in which the scouts are taking their training.

The All-Ohio Chapter has been deeply involved with the FAA in trying to prevent further aircraft accidents. So far, **Dottie Anderson, Vel Innes**, and **Joan Mace** have acted as hostesses at these instructor clinics around the state.

Joy Dannelly recently had a dream come true when she spent a month in "Jolly Old England." While there, she had the privilege

of staying with **Barbara Cannon**, past Governor of the **British Section**, and her family. Their gracious hospitality showed Joy the "real English" as no amount of touring could have done. The Cannons treated Joy to an evening in London with 99 **Dorothy Fowler** and 49½er, **Jack**. The Fowlers had just arrived in London from Spokane, WA. A delightful evening was spent, almost at the back door of Buckingham Palace, where the 99s enjoyed eating, talking and comparing 99 activities in our three corners of the world.

The weather finally cooperated and after a three month delay, the **Aux Plaines Lunch Bunch** finally made it to Rockford, IL. **Sue DeWulf**, **Sharon Greth** and **Joy Dannelly** of Aux Plaines were met by **Virginia Rabung** of **Chicago Area Chapter**. Virginia admitted she wasn't sure she could find the airport in the haze, especially since the compass in her Cessna 140 had developed a 30° error. But after hearing of her exploits flying around South Africa, in and out of O'Hare, the world's busiest airport, the Lunch Bunch was convinced she could have made the 30 minute flight without any instruments.



1978 Achievement Award winner Jeane Wolcott receives the rotating trophy from last year's winner and Past-Chairman Vi Blower.

The **Indiana Chapter** held a poker party in conjunction with their October meeting. The weather was great and all the girls really enjoyed the day. Also, installation of the officers was held with **Lillie Danek**, Chairman; **Lois Hawley**, Vice Chairman; **Judy Thom**, Recording Secretary; **Diane Golay**, Corresponding Secretary; and **Lela Brush**, Treasurer.

As everyone who has ever been to Disneyland knows — "It's a small, small world." This is especially true when you are flying your own plane. **Dorothy Bolander**, **Minnesota Chapter**, found out just how small shortly after she and David returned from Boston in early September. One of the charter pilots, an instructor from Beech Aero at Flying Cloud, greeted her with, "Hi, I heard you on the radio the other day." Seems he was at 7,000 MSL eastbound IFR and she was in 633K westbound at 8,000 over London, Ontario. Wonder what the odds are?

Clear skies and unlimited visibility were

enjoyed by fourteen lady pilots and four 49½ers gathered at Morey Airport October 8th for the start of the **Wisconsin 99 Treasure Hunt**. The first plane was airborne at 11:00 a.m. with the clue "Nicolet and Joliet found this place to cross over." It was Portage, of course. The last clue was obvious. "You don't want to miss this village by dodging the wrong way." The hunt ended at Dodgeville with a lunch at the Don Q Inn. (The runway runs uphill next to the inn.) There were the usual number of exciting incidents along the route. At one stop, the envelopes couldn't be found. The base operator was busy with an EAA breakfast, and had failed to tell employees about 99 hunt. Finally found, he came up with the envelopes and the girls were on their way. The first girls there offered him \$10 to lose the envelopes again so the next plane would be delayed, but he declined. There were even Panic Envelopes for those who felt helplessly lost. One pilot had to use it and found it empty! The winner of the hunt was **Joyce Donner** of Oshkosh, who received a plane puzzle. **JoAnn Bush**, who went half way to Lacrosse, received a bottle of whiskey for receiving the Best Experience. **Helen Ryan** was the lowest time pilot flying the hunt with only 66 hours. She received a flashlight. All gifts were donated by Morey Airplane Company.

Northwest

It was a beautiful flying day for the October meeting of the **Far West Chapter**, which was held at the Port Townsend Airport where member **Margaret Layton** is the FBO and commercial pilot. Margaret has been flying since 1957 and has her SEL, SES and commercial ratings. She is currently flying a Beech Sundowner on charters. During the meeting, a safety education certificate was received from the Section for participation in the national safety program. The highlight of the meeting was an aerial performance by **Ralph Gallagher** and **Jerry Leach** in their Pitt's Specials. Ralph performed a series of aerobatic maneuvers complete with smoke for an appreciative audience at the airport



Margaret Layton FBO at Pt. Townsend Airport and Charter Member of the Far West Chapter.

and in cars stopped on the highway. **Ralph's** daughter, **Kathy Martinaas**, was a guest at the meeting and flew in in a Luscombe.

Members of the **Eastern Idaho Chapter** were the hostesses at a tea October 21st for lady pilots from this area and to do a little "hangar flying." After the stories, the film "Come Fly With Me, Darlene" was viewed, which highlighted the positive effects of a "pinch hitter" course on those afraid to fly. Next month, the chapter will fly to Jackpot, NV for lunch and a little gambling. Jackpot is very convenient for pilots—town is a block from the airport.

With cooperative weather, the **Greater Seattle Chapter** took to the air with 10 planes and 13 people flying to the October meeting at Arlington Airport.

Jean Townsend, with a two-day-old Seaplane Rating, had taken off with her husband in their 185 on floats along with the **Bill Cooks**; **Bill** in his **Widgeon** and **Priscilla** (**Western Washington Chapter**) in her **Super Cub** on floats. They logged 39 hours flying time in the ten days of camping and fishing above the Arctic Circle.

Chapter member **Carol Cansdale**, between trips 'stewardessing' for **Hughes Airwest** to Great Falls, MT, is busy instructing at Flightcraft at Boeing Field in Seattle.

Frances Heaverlo and 49½er, **Jim**, were a part of a group of **Washington Pilots Association** members who flew a tour group of students and professors from Holland and Belgium to Bellingham, Washington. What could be more natural than for **Eva Blonk**, the lone female on the tour to ride as passenger with **Frances**, the only female pilot. **Eva** confessed later that she had been coaxed into going by her husband, **Professor Wim Blonk**, since she was frightened to death of small planes. However, a near perfect flight passing alongside 10,788' snow-capped **Mount Baker** and the other spectacular scenes made it all worth while. Although the purpose of the tour was to study Transportation in America, it had not included light aircraft, so they all felt that this portion was the "frosting on the cake."

Mr. Jon Osgood of the Anchorage office of the **NTSB** spoke at the **Alaska Chapter** 99s last monthly meeting. One amazing statistic learned that evening was that in 1977, **Merrill Field**, rated the 12th busiest airport in the nation, handled over 300,000 operations. The overall number of reported operations for the state was 1.2 million and that does not include an estimated 3-400,000 unreported operations.

Cindy Pappas was dutifully sworn in as a new member of the **Alaska Chapter**, making she and her mother, **Ruby Pappas**, the only mother/daughter combination in the Chapter.

Congratulations to **Carol Fleming**, who received the **Alaska Chapter 99s' Achievement Award** for the year 1977. Other chapter members deserve to be mentioned. **Carol Farnsworth** who received her **CFII** rating in August and has successfully instructed one **CFII** student through his certificate. **Judy Holtmann** and **Judi Brown**

are enjoying a class in Preventative Maintenance for aircraft being taught by **Betty Rogers** 49½er, John.

Intermountain's last meeting was held at **Dorothy Fowler's** home at the edge of her very own airstrip. 49½er Dr. John Fowler talked about his newly acquired aerial photo business and about his latest rebuilt—a Waco, which is half finished. To top off the day, Skeeter Carlson brought in his Stearman and gave away a free ride to drawing winners **Karen Wolf** and **Caryl Barnhardt**. Neither had ever been lucky enough to get to fly in an open-air cockpit.



99s in London (L-R): Barbara Cannon, Past Governor of the British Section; Jane Cannon, her daughter; Dr. Fowler; Ed Cannon; Dorothy Fowler, Intermountain Chapter. Not shown is Joy Dannelly, Aux Plaines Chapter.

The Intermountain Chapter figures that it has now surpassed **Alaska** in the number of members. We added five new members including **Captain Kelly Hamilton**, who is stationed at Fairchild Air Force Base and flies KC-135s. She says "it's nice to find women like herself who really like to fly."



At the meeting, Del Randals, Accident Prevention Specialist, GADO, commended the chapter for the excellent job its members did helping with the Density Altitude Clinic. He had a special award for Fern Lake—The Flight Safety Award, for planning and presenting, with others, the Pinch Hitter Course at the clinic. She did that by squeezing out a little time from the rigors of nursing school. She also does some flight instruction on the side.



Gladys Buroker, (L), came to the meeting with a long story and a leather helmet once owned by Amelia Earhart. A gal she works with told her about a helmet that her mother's boyfriend had taken out of Amelia's plane at a Cleveland airshow many years ago. Gladys has been patient and finally had the chance to bring the helmet to a meeting and model it for the group. Hostess Dorothy Fowler and Chairman Jean Davis got a chance to examine the helmet after the meeting.

South Central

Golden Triangle enjoyed a proficiency and spot landing contest at Lake Murray, OK on October 21st with thirteen present. **Jean Lemon** won the time and distance award and **Connie Hull** took the spot landing. We have had several meeting/work sessions working toward our Spring Sectional, which will be held in Arlington, TX.

Pat Chester, **Golden Triangle**, is now teaching ground school at the University of Texas at Arlington.

Houston Chapter member Barbara Newberry gave a talk on Air Education to 600 students, grades one through six, at Ashford Elementary School. She reported that it was a pleasure to see their enthusiasm and that some of the pupils, especially the older ones, were amazingly perceptive on the subject of aircraft.

On October 29th, the **Houston Chapter** set up a fun-work project—a spot landing contest. It was held at Waller Airport (Skylakes on the chart) and trophies and prizes were awarded.

The October meeting of the **Nebraska 99s** was held at the Burwell, NE Airport. Along with a business meeting and a luncheon with the members of the Burwell Airport



Dr. Roy Cram, 80, of Burwell, NE, explains his antique Aerosport to Nebraska 99s.

Authority, the 99s enjoyed an explanation and demonstration flight by eighty-year-old Dr. Roy Cram in his antique Aerosport Airplane. The Aerosport, which has been beautifully restored by Dr. Cram, was manufactured in Lincoln, NE in the 1920s.

At last! After thirteen years after its inception, the **Oklahoma Chapter** finally won the South Central Section Governor's Achievement Award. This Award was initiated by then Governor **Arlene Walkup** of the **Oklahoma Chapter**. With so many members, it was thought a large chapter such as **Oklahoma** could never win it. So big chapters, take heart, it is possible, but not easy.

The **WASP Reunion** in Colorado Springs had every **Oklahoma Chapter 99-WASP** there: **Skip Carter**, **Ruth Jones**, **Billie Lum**, **Nema Masonhall** and **Dottie Young**. Billie had to fly back early as someone had burglarized her home. Everything was recovered. Ruth and Skip went on to Australia, leaving their car at **Wally Funk's** house. Wally is a former Oklahoma Chapter member.

The **Oklahoma Chapter** is contributing toward a **Dorothy Morgan Memorial Exhibit** for Oklahoma Aviation Pioneers. Later, it plans to include other members of the chapter at the Omniplex in Oklahoma City.

What is one 210 and two 206s doing at Cordell, OK? Why, airmarking of course! **Dot Clum** and **Nancy Roberts** laid out the numbers on the runway. Other **Oklahoma Chapter** members aiding and abetting, paint-wise, were **Ann Catlin**, **Gwen Crawford**, **Sharon Jackson**, **Nema Masonhall** and **Norma Vandergriff**. Paint stirrer and general handy man was **Dick Lynch**. **Austin Sipes**, **Cordell FBO** furnished the paint and the lunch.

Shreveport's Gloria Hodel flew to Florida, earned her seaplane rating on September 19th, flew back to Shreveport on September 25th and got her Instrument Rating. Then she passed her Fundamentals of Instructing on October 10th and checked into the hospital October 31st for gall stone surgery. Good luck, Gloria.

Penny Wilde, one of **Shreveport's** new members from Marshall, TX, is serving as chairman on the Harrison County Airport Commission. She needs \$100,000 for refurbishing, resurfacing and renewing from a town not aviation oriented. However, industry there is quite interested in air service. The old terminal building is currently occupied by the Home Demonstration Agent's staff. This might explain why she keeps referring to our ruling elders as the "FFA." We will watch with much interest her progress.

Spanish Peaks Chapter was one of three sponsors of an FAA Accident Prevention Seminar held in Pueblo, CO on October 3rd. Gary Koch, GADO, was the featured speaker. Also on the program was Paul Eubanks, Pueblo Tower controller, who outlined Pueblo's new Stage II radar service. The seminar, held at the Minnequa University Club, was preceded by a pilot's buffet

dinner. Other sponsors of the seminar were Pueblo Chapter One, Colorado Pilots Association and Thunderbird Senior Squadron, Civil Air Patrol.

Southeast

The guest speaker at Florida Gulfstream Chapter's October meeting was Tom



Florida Gulfstream officers (L-R) Jane Sultan, Membership Chairman; Genie Merrell, Outgoing Chairman; Ellie McCullough Odorico, Chairman; Ellie Richenback, Outgoing Vice Chairman; Alexis Montague, Treasurer; Marilyn Burch, Recording Secretary.

prizes. **Dee Dee Caiden** of the Spaceport Chapter was hostess to over forty participants.

A co-ed at Embry-Riddle Aeronautical University, Roslyn Royster, is the first to receive the Mary Blackwell Joehrendt-Ann Walker Memorial Scholarship from the Florida Spaceport Chapter. The \$150 scholarship is named for two Spaceport Chapter members who were active in the 99s. Roslyn received the scholarship at the October meeting at Daytona Beach. Roslyn, 24, is in the commercial phase of flight training and is pursuing a career as a pilot for a major U.S. air carrier.

The Ninety-Nine exhibit, one of the major exhibits, at the Aviation Days Air Show the end of September was a great success. Thousands attended the show and at least hundreds came by the Mid-Tennessee tent and ring of planes. This was the first time the 99s had been asked to participate. The seven planes that were on exhibit for the three days were either owned and/or operated by women pilots. **Cheri Taylor, Wanda Hooper, Carol O'Hare and Rosemary Wright** were responsible for the planes. There were members at the tent to answer questions and tell about women in aviation all three days. **Julie Brueckmann, Dianne Capers, Carolyn Colombo, Sue Goss,**

Tennessee Chapter members **Charlotte Parish and Edna Broyles** were hostesses as members of the Tullahoma Bunch who sponsor a Happening each year for antique, classic, experimental and ordinary airplanes at the Parish Aerodrome. Other members of the chapter who came to see and ride in the unusual aircraft were **Carol O'Hare, Rosemary Wright, Ethel Sheffler and Georgiana McConnell**. Georgiana was thrilled with getting to ride in an authentic Warbird, a T-28 and fly it a little in the air. General Aviation education is expanded each year by the many who visit the Stagger Wing Museum and the Louise Thaden Museum located on the Parish Aerodrome.



Members of the Mid-Tennessee Chapter in front of the tent display. (L-R): Sandy Sparks, Sue Goss, Carolyn Colombo and Ann Thomas.



Mid-Tennessee members at Aviation Day Air Show with the 99 exhibit: Georgiana McConnell, Rosemary Wright, Cheri Taylor, Melody Smiley and Sue Goss. Rosemary's two sons, Ronny and Rusty, are helping.

Holman, Colonel in the Confederate Air Force, who described the organization, its aims and showed pictures of his P-47N Thunderbolt, as well as describing his uniform.

Peggy Brown Sanders is Vice President and Secretary of Tradewind Seaplane Service and she, along with 49½'er, Dick, are cochairmen of the Naval Air Show at Tamiami, FL. **Marge Forood** is heading up all arrangements for the show.

All prizes at the Halloween Grasshopper fly-in were won by Gulfstream Chapter members. **Connie Tarry** won the spot landing contest and **Barbara Cochrane, Ellie McCullough Odorico** and prospective member, Sally Shaw, won the best costume

. **Wanda Hooper, Georgianna McConnell, Ginny Morgan, Carol O'Hare, Pat Powell, Melody Smiley, Sandy Sparks, Cheri Taylor, Ann Thomas and Rosemary Wright** participated. There was great interest in the pictures sent by Headquarters and the books and pictures loaned by our members. We feel that the instructors in our chapter will have gained some students and we located some prospective members. The education of the public from school age through all ages regarding general aviation and women's contributions cannot be measured.

The Southeast Section meeting occurred the same weekend and we still had one member to represent us.

The first weekend in October, Mid-

The New Orleans Chapter's first annual Poker Run was held October 14th and was a great success. The route of the run was around beautiful Lake Pontchartrain and the sky was a bright blue with unrestricted visibility and a north wind of 22 gusting to 28 at Lakefront Airport. **Gloria Burlette and Ede Brandon** had an interesting time flying out in the little 150 at 8:00 a.m. to man their station at Picayune Airport. Their route was north and the cars on the interstate were going faster than they were! The poker players varied from Civil Air Patrol officers in bright blue jumpsuits to an EAA member in his shiny red biplane. **Pat Besselman**, chairman of the run, and **Carolyn Coddington** were very busy serving the spaghetti dinner cooked by **Fran Bozeman** to a hungry bunch of players. Tom Simmons put on a



Judith Maggiore, New Orleans Chapter Chairman kept things moving.

fine exhibition of aerobatic flying in his homebuilt biplane to entertain the lunch bunch. A spot landing contest completed the activities which made for a full day and gave the treasury a healthy increase.



Gloria Burlette and Ede Brandon greet CAP Col. Ruffin and Lt. Oliver and son Ray.

Southwest

Jean Stroobant, Alameda Chapter Chairman, and 49½ers Frank Stroobant and "Gibby" Gibson, helped transport **Fran Gibson's** high school aviation students (67) to Hayward Airport for orientation rides. Also on the agenda was a visit to the control tower. To advertise 99s around the Hayward Airport, we have provided subscriptions to The 99 NEWS to two FBOs that have helped make 99s known to their female pilots and have posted 99 activities. We have also placed an educational kit at one FBO. Also, through the contributions of steel drums, custom-made stencils and help in painting, Hayward Airport tie downs will soon have blue trash containers "Courtesy of the Alameda Chapter of the 99s."

Congratulations to **Frances Gibson** for two recent accomplishments. She was appointed to the Southwest Section Air Age Education Committee. Also, at the Alameda Chapter's 9th Anniversary Banquet, she was named as the Chapter's first "Pilot of the Year," a competition which was completely in her favor due to her many activities and accomplishments.

On Sunday, October 22nd, the **San Luis Obispo** Chapter joined the **Monterey Bay** Chapter in airmarking King City Airport. Participating members from the **Monterey Bay** Chapter were Chairman **Harriet Brin**, **Joanne Nissen**, **Dell Hinn**, **Tina Svendsen**, **Doug and Geneva Cranford**, **Liz and Gary Smith** and **Ron and Kay Harmon**. With the help of 49½ers and 24½ers, fun and goodwill was had by all.

Sandy Pratt has started her own Air Charter Services called Sunbird Charters. In this area this is a first time project as such for a girl flier. Sandy flies a Cessna 182, but hopes to expand with more airplanes.

Phoenix Chapter just keeps on growing! Latest count shows 105 members being led by new Chairman **Judi Carns**, and not one, but two VPs—**Pat Moreland** and **Sandi**

Haag. Two of the fifteen members since the first of the year are relatives of Ninety-Nines.

Bruni Bradley attended the AOPA-sponsored Flight Instructor's Refresher Clinic in London in May. The sun chose those three days to come forth and shine—a most unusual occurrence in London, according to Bruni.

Sue Harper and **Ruth Reinhold** have been instrumental in bringing about the formation of the Arizona Pilots Association to further the cause of, and to protect the interests and well being of, general aviation pilots and aircraft owners. The statewide group, an affiliate of the National Pilots Association, is incorporated and has spawned its first local chapter in Bisbee.

Phoenix Chapter's **Lois Ward** maintains her home in Prescott, works for the Federal Government at the Grand Canyon, heads a section of ground school instructors at Yavapai College in Prescott, and attends 99s meetings and events in Phoenix. It's a good thing 99s are mobile.

The **Sacramento Valley** Chapter had a Fly-in to Willits, CA October 21. Twenty people boarded the Skunk Train for a trip to Ft. Bragg where they stayed overnight and then rode the train back to Willits the next morning. It was a very beautiful trip.

The ongoing display on women in aviation continues at the Silver Wings Aviation Museum. We are asking for any and all types of memorabilia as either donations or articles to loan for the exhibits. If anyone has historical artifacts and/or information, please contact **Connie Connolly**, **Sacramento Valley** Chapter.

After two very successful (overflowing) sessions for white knuckle flyers last spring, we are gearing up for more seminars early in 1979. The **Sacramento Valley** Chapter already has enough people who didn't get in last year to hold the first one in 1979!

Mardo Crane, founder of the Powder Puff Derby, was recently honored by the **Santa Clara Valley** 99s at a farewell luncheon. Mardo is leaving her long-time home in Cupertino to "retire" farther south, to Nipomo, just north of Santa Maria. Mardo was presented with a certificate of her membership in the Forest of Friendship and a handsome briefcase as gifts from the Chapter. However, we all expect to continue seeing Mardo, as she has invited all of us to visit her.

Phyllis Pierce, long active as an official of the Powder Puff Derby, as well as in local chapter activities, is moving to rural Oregon and may have her own private strip amongst the alfalfa. We expect a new chapter of the 99s to take off soon after her arrival.

Joan Enyeart, a new CFII and also **Santa Clara Valley's** new Chapter Chairman, has just acquired a new "Pacer" simulator for rental and instructional use.

The **San Fernando Valley** Chapter 99s played a very active part in the Van Nuys Airport 50th Anniversary Open House, held October 7th-8th. Chapter member **Audrey Schutte** was named as Coordinator representing the 99s, Van Nuys Airport and the FBOs.

Our Pennies-A-Pound Rides were a great success. **Ray Schutte** and **Bill Bukin** gave rides in their Ryans along with **Coralee Tucker**, **Donna** and **Wendell Zwink** and **Lorrie Blech** plus several other pilots in their planes.

Ceci Schmah, Public Relations Chairman, and **Virginia Rainwater**, Membership Chairman, made up a beautiful display board with photos of our activities which attracted some prospective new members as well as attracting most of the people who walked by. We had a great hot dog stand which was manned by most all of the **San Fernando Valley** members. They worked very hard selling and answering questions during the activities. It is estimated that some 300,000 people visited the Van Nuys Airport during the two days and a whole lot more of those people know about the 99s thanks to a great public relations effort.



San Fernando Valley Chapter proudly presents **Nancy Woods**, who has been hired by the FAA to train as an air traffic controller and/or Flight Service Station Attendant. She is currently in Oklahoma City in training and will probably be stationed in the Oakland, CA area. We will surely miss this very active member, but we hope she will visit us and tell us what it's like on the other side of the smoked glass.



San Fernando Valley Chapter 99s flew to the Direct Relief Foundation Headquarters with 340 pounds of medical supplies. Chairman **Ceci Schmah** actively collects these supplies and stores them until a fly-in is planned and they can be delivered to the Santa Barbara Chapter. Pictured (L-R) are **Joyce Neal**, **Ely Rickabaugh**, **Evelyn Newey**, **Bunny Chesis**, **Tina Homes**, and on the wing, **Ceci Schmah** and **Audrey Schutte**.

Tour Three International Convention

Tour Three included fourteen 99s from six states and Brazil plus three 49½ers. Six of the 99s were from Santa Clara Valley Chapter, (Marion Barnick, Pat Gladney, Stella Leis, Pat Roberts, Pat Sherwood, and Verna West.)

Before the convention, Tour Three spent three days sightseeing in the beautiful old city of Melbourne, which is reminiscent of New Orleans, with lacy iron work on many buildings, and with wide, tree-lined streets. As well as attending the convention in Canberra, the group visited the local Aero Club and also a working sheep ranch—complete with working dogs, sheep shearers, and boomerang throwers. After the convention, the group flew on to Sydney, where Glenda Philpott, whom they had met at the convention, took them on a tour of Sydney and to the Sydney Aero Club for dinner. Before leaving Australia, they took a Qantas flight over the outback country to the interior of Australia.

The members of the group then had a

relaxing tropical holiday touring Bali, Thailand, Singapore, and Hongkong. Some members were particularly impressed by Singapore—"the cleanest city in the world". There, a \$500 fine can be levied on anyone tossing so much as a gum wrapper in the street. The litter laws are really enforced.

The last stop of the tour was Tokyo, Japan, where, when they arrived at their hotel, members of the group were met by two Japanese 99s and four other Japanese women pilots. Although only two of the Japanese women spoke English (and none of the Western women spoke Japanese), everyone managed to converse with gestures and sign language over coffee. The next day, the members of Tour Three were taken on a tour of the Aero Club and of the flight line at Haneda Airport.

The Japanese women who were not members of the 99s indicated their desire to join. Alice Hammond, Garden State Chapter, said she would see that they received the proper paper work.



International Convention Tour Group Three included (L-R Back Row): Linda B. Hollowell, Hampton Roads Chapter; Helen W. Etherell, Michigan Chapter; Naomi Uda, Japanese Glider Pilot; Anesia Machado, Member-at-large, Brazil; Lou Ellen Foster, Wichita Falls Chapter; Stella D. Leis, Santa Clara Valley Chapter; Alice Hammond, Garden State Chapter; Anita Conley Worel, Reno Chapter; Yasuko Aroki, Japanese pilot; (L-R Front Row): Tamie Kawamoto, Tokyo 99; Yoshio Motahashi, Japanese pilot; Yae Zozki, Tokyo 99; Machiko Sata, Japanese pilot and engineer.

This section is for the advertising of employment opportunities, jobs wanted, 99s in business, items for sale and so forth. We hope it will be used readily by 99s and the aviation industry alike.

Rates: \$2.00 per line. Count 35 characters or spaces per line. Introductory words in caps. Minimum — \$6.00. Payment must accompany ad.

To continue running the same ad in the next issue, send payment to headquarters by the advertising closing, or send payment for several issues at one time.

LAMBSKIN SEAT COVER for Christmas. Fits any type seat in plane or car. Easy to install. Approx. 43" long. \$40.00 + 1.50 shipping. All-Ohio 99s, 1633 LivMoor Ct., Columbus, Ohio 43227.

NYLON JACKETS: Discontinued style. Navy or white with contrasting Compass Rose. Were \$16.50, now \$12.00 while supply lasts. Add \$2.00 shipping. Sizes S(34-36) M(38-40) L(42-44). Finger Lakes Chapter, Terry Barr, 288 Thornell Rd., Pittsford, NY 14534.

**Make the 99 Classified Ads
Work for You!**



(L-R): Stella D. Leis, Santa Clara Valley Chapter; Tamie Kawamoto, 99 from Tokyo; Alice Hammond, Garden State Chapter.

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

75 Years of Powered Flight

The 75th Anniversary of powered flight by Orville and Wilbur Wright is commemorated in this artist's interpretation of the development of aviation — from daVinci's drawings to today's supersonic aircraft. The Wright's landmark achievement will be dramatized in an ITT special, "The Winds of Kitty Hawk," on NBC-TV, Sunday, December 17th, 8-10 p.m. (ET).

