

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

January-February, 1979



The Gossamer Condor



Project 'Amelia' Cancelled

December 18, 1978

Dear Ninety-Nines,

The Experimental Aircraft Association and the Ninety-Nines, Inc. regret very much that it has become necessary to shelve the AMELIA FLIGHT in the Lockheed Electra which was scheduled for June 14th through July 25th, 1979. This jointly sponsored project was viewed with enthusiasm by both groups, and EAA has gone to considerable effort and expense to put the Electra in top flying condition. In addition, members of the Ninety-Nines, Inc. have devoted considerable time and effort in preliminary preparations for organizing the stops along the proposed route. Our immediate past president, Lois Feigenbaum, has spent an inordinate amount of time getting this project underway.

From the inception of this "Dream Flight" it was assumed we would have experienced Ninety-Nines, who could meet the insurance requirements and flight qualifications set by the EAA for their pilots who fly the Electra, and who also would have the time available to devote to this project.

At this point however, three major obstacles dictate the suspension of the flight:

One. The project would be very expensive and commitments for the financial support of the flight are inadequate.

Two. The logistics are far greater than we could cope with given the limited time left to us. A high degree of organization is needed at each stop. Establishment of well oriented committees to arrange for media interviews and coverage, housing for the pilots and mechanics at each of the more than fifty overnight stops, hangars, fuel and service for the aircraft, transportation, etc., cannot possibly be achieved in time.

Three. Since there are not enough known Ninety-Nines now qualified to meet EAA's command pilot standards to fly the Electra, it would be impossible in terms of cost and time, to qualify a sufficient number of available Ninety-Nines to serve as command pilots.

While it was our sincerest hope that this project could be carried out during the Ninety-Nines' Fiftieth Anniversary year of 1979, this is not now possible. However, we will continue to explore ways in which we can work together on a similar project in the future.

Paul Poberezny, President of EAA
Gene Chase, Director of the EAA Air Museum
Verne Jobst, Director of EAA

Thon Griffith, President 99s
Janet Green, Vice President 99s
Hazel Jones, Secretary 99s
Gene Nora Jessen, Treasurer 99s
Esme Williams, Director 99s
Charlene Falkenberg, Director 99s
Ruth Dobrescu, Director 99s
Barbara Goetz, Director 99s

THE NINETY-NINES, INC.

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Articles & Features

A Lesson to be Learned	21
A Yank's Look at Fairview	14
Activities & Projects	22
Air Age Education	8
Along Legal Lines	12
Calendar	4
General Information	26
Intent to Seek Election	13
Legislation Information	7
Middle East Section Meeting Report	20
NIFA SAFECONS	6
Race Results	11
Ruth Goes to London	6
Safety Education	12
The Gossamer Condor's Hangar Mother	16
Women Patrol the Skies in Canada	15

Advertisements

AOPA TV Weather	4th Cover
Classified Ads	30
Page Travel	7

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Thoughts From Thon

In the November 99 NEWS, I made brief reference to elections at the International level, and questioned why so many candidates run unopposed. Before we get into the subject, perhaps we should review the nominating procedure.

The temptation is to explain how nominations used to be handled and compare that to our new system which is far more functional. However, space doesn't permit so I'll write only about current procedures.

In this issue of the 99 NEWS, you will find the Nomination Notice and an accompanying form (#N-79-1) to fill out if you plan to run for the Board. If you will take the time to read the Nomination Notice, you will be as knowledgeable on the subject as the Nominating Committee because the procedure is clearly defined.

As you know, the election of the two Board Members will take place in July at the 1979 Annual Meeting in Albany, New York. If you do not plan to run, please look around you for potential candidates—then discuss it with them. The names of those who file will appear in the May 99 NEWS which will give those on the North American Continent time to instruct Chapter delegates to Convention how to vote next July at the meeting. The receipt of the 99 NEWS is still a problem for overseas members so until we find a solution to that problem, delegates from overseas will undoubtedly want to discuss candidates with other Ninety-Nines at Convention prior to voting.

The September 1979 99 NEWS will again carry the Intent to Seek Election form #N-79-1, but that time it will be for not only two Directors (who will again be elected by the Delegates during the Annual Meeting—1980 Convention) but for all four Officers, the five members of the Nominating Committee and an Amelia Earhart Trustee. All but the two Directors will be elected by ballot mailed to you in early May.

Does this amount of lead time seem excessive? Consider this, a Ninety-Nine fills in the form, sends the required photo, six copies of the form, and her 100 word resume to the specified individuals by the November 1 deadline. The names of all who have filed (and who prove to be eligible according to the Bylaws) will appear in the 99 NEWS with their pictures and resumes.

Meanwhile, the five Nominating Committee members have each been furnished a copy of every application. It is the Committee's responsibility to carefully evaluate the Ninety-Nines who have filed for the various offices and to choose only two per office to appear on the ballot. Furthermore, only one Ninety-Nine from each Section may appear on the ballot as candidates for the Nominating Committee. The work of the Nominating Committee is extremely difficult and takes time, considerable thought and devotion to the organization.

On a prespecified date, each member of the current Nominating Committee mails her choices (evaluated as #1, #2, #3, etc.) to all four others. The Chairman and each member of the Nominating Committee simultaneously learns the decisions of the others. Decisions are based on length and type of service to the organization; Chapter, Section and International Committees on which the nominee has served; qualifications for office sought, etc.

Next, ballots must be printed, folded, stuffed, sealed, stamped

Cont. on pg. 5

99Calendar

JANUARY

- 1 January 99 Renewals Due
No 99 NEWS Deadline
- 14-17 Helicopter Assn. of America
Convention—Las Vegas-Hilton
- 15 Deadline A.E. Scholarship
Applications

FEBRUARY

- 1 February 99 Renewals Due
March 99 NEWS Deadline

MARCH

- 1 March 99 Renewals Due
April 99 NEWS Deadline
- 30-31 Middle East Section Meeting
Hilton Inn, North Philadelphia

APRIL

- 1 April 99 Renewals Due
May 99 NEWS Deadline
- 20 Jim Hicklin Memorial Air Race
- 20-28* Louisiana Air Tour

MAY

- 1 May 99 Renewals Due
June 99 NEWS Deadline
- 4-6 Southwest Section Meeting,
Wonder Valley, CA
- 18-20 North Central Section Meeting
Midland, MI
- 25-27* Illi Nines Air Derby,
Mattoon, IL

JUNE

- 1 June 99 Renewals Due
July-August 99 NEWS Deadline
- 2* Garden State 300 Proficiency
Race, Monmouth County Air-
port, NJ
- 23-26* Hughes Air Race Classic

JULY

- 1 July 99 Renewals Due
No Deadline 99 NEWS
- 18-27 99s International Convention
Albany, NY

AUGUST

- 1 August 99 Renewals Due
Deadling September 99 NEWS
- 10-12 Palms to Pines Air Race

* More Information

For information or reservations for the 1979 Louisiana Air Tour write: Fran Salles, Tour Coordinator, 235 So. Acadian Thruway, Baton Rouge, LA 70806 (504) 344-0737.

Illi-Nines information and an entry kit may be obtained by sending \$3.00 to: Norma Freier, 225 Kelsey Rd., Rt. #1, Barrington, IL 60010, (312) 381-1384.

If you'd like rules and regulations for the Garden State 300 contact Chairman Mary Helfrick, 15 Colonial Drive, Matawan, NY 07747.

New Ratings

Middle East

Sue Simler—Greater Pittsburgh - AGI, IGI

New York-New Jersey

Ada Freidman—Hudson Valley-Glider, CFI, ME, Comm.

Mildred Margies—Hudson Valley-CFI

North Central

Diane Cozzi—Chicago Area-BGI
Susan Zurcher—Chicago Area-Glider
Dorothy Selfres—Greater St. Louis-IFR
Judy Graham—Indiana-Comm., CFI, Part 135
Carol Zander—Indiana Dunes-IFR
Joan McArthur—Wisconsin-CFI

Northwest

Sally Bell—Mt. Tahoma-ME
Carolyn Curies—Mt. Tahoma-Comm.

South Central

Keeta Thompson—Nebraska-CFI
Virginia Nokes—Waco-Centex-ME

Southeast

Mary Barker—Carolinas-ME, CFI
Ksena Stone—Carolinas-ME
Angela Wheat—Carolinas-Comm., IFR
Gray Bower—FL Suncoast-AGI
Carole Griffin—FL Suncoast-IFR
Lucy Overstreet—FL Suncoast-BGI, AGI
Alma Parker—FL Suncoast-Glider
Sandra Roberts—FL Suncoast-Glider

Southwest

Connie Davis—El Cajon Valley-IFR
Rae Gilmore—Golden West-Comm.
Sandy Green—Golden West-IFR
Barbara MacDonald—Las Vegas Valley-IFR
Carol Clarke—Utah-CFI
Meg Streeter—FE, DC 6 Type Rating

Think Convention '79

New Horizons

Stevie

By Diane Hixon

Stephanie Parker. Who was she, this girl with the fuzzy hair and quick wit?

Her log book showed: 1200 hours of flight time in 3½ years; 500 hours multi-engine time; and 300 hours of charter. She was qualified as a co-pilot in a Cheyenne and a King Air. She was rated as a Commercial pilot; instrument and multi-engine rated; instrument and multiengine instructor; and advanced ground instructor.

She joined the Orange County Chapter in May, 1976, and was quick to sponsor and support programs furthering general aviation. She flew for the Explorer Scouts and spoke to youth and civic groups. Stevie was

the wife of Dr. Alan Parker, mother to Jennifer and Timmy, and mistress to Sara (the un-combed Puli). She had a Masters in Education; and painted abstracts in her spare time. She was ambitious and safety-conscious; she got up at 3:00 a.m. once a week to drive to Palomar to get time in a King Air. She sold airplanes, gave demo-rides, instructed, and marketed the Charter she worked for. Her boss remarked that she was 90% of the way to being another Amelia Earhart.

But who was Stevie, the person?

She co-chaired the Flying Companion Seminars. At the first one Alan stopped by to see how it was going. After he left, she scrunched up her shoulders, wrinkled her nose and said, "Isn't he cute!" And who else would have had the audacity to haul in their flight bag contents in a laundry bag slung

over her shoulder and dump it out on the table!

She was my co-chairman for the Picture Hunt. She volunteered, then asked, "Diane, what's a Picture Hunt?" We flew together only twice; every other time we scheduled we were cancelled either by bad weather or one of her children being sick. The Hunt was rained out twice in the Spring; when it finally came off in September, as we were cleaning up we looked at each other and shrieked, "We don't have to go to Brackett any more!"

She earned the Chapter's Second Place Pilot of the Year trophy; and she was the *last* person to arrive at the banquet! (Because, she said, she didn't think she had won anything.)

She loved the poem, "High Flight." On November 6, God put out his hand and touched her.

Thoughts From Thon - Continued

and mailed. Ample time is needed for overseas members to receive and return their ballots. Returns are then counted and the names of the successful candidates are announced. The new Board must act very quickly to appoint new International Chairmen, and attend to many other organizational matters. No, September is none too soon to get started.

A frequently asked question is, "Why can only two names per office appear on the ballot?" The answer is in the Bylaws (printed in the back of your Membership Directory). Article X, Section I.C. reads: "The President, the Vice-President, the Secretary, the Treasurer and the members of the Nominating Committee shall be elected by a majority vote of ballots received for a term of two years." If more than two names appeared for any one office, more than likely no candidate for office would receive over 50% of the votes. The Bylaws don't say 'plurality' (the greatest number of votes).

You are still waiting for the answer to "Why so many candidates run unopposed." I don't have the answer to the question, but I hope through this column to stimulate your interest and challenge your competitive spirit and dedication to the organization so we **will** have true competition for our offices. If only one Ninety-Nine files an Intent to Seek Election, and if her qualifications according to

the Bylaws are in order, she appears unopposed. If two Ninety-Nines file an intent to run for the same office and both of them are qualified, those two names appear (and the Nominating Committee breathes a sign of relief). If three, or more, Ninety-Nines file an Intent to Seek Election for the same office, as explained earlier the Nominating Committee must decide which two are the best qualified—just as they must choose one Ninety-Nine per Section for the Nominating Committee. Let me assure you that those of us who have run unopposed did not arrive where we are unless we had a little competitive spirit. It may be difficult for you to believe, but I was disappointed and embarrassed to see my name alone on the ballot. You should have had the opportunity to make a choice. Being reticent about throwing your hat in the ring does no favors for your organization. If you are one of the fortunate ones, such as I am, who has the time, the desire, the interest and can qualify under the Bylaws, Article X, Section I.B let us all know it by filing. Give the Nominating Committee some names from which to choose.

Final thought—if you do not like the fact that only two names per office can appear on the ballot, it's your privilege and right to propose a change to the Bylaws. After all, it is your organization, have a voice in how it's run.

99

What's New at HQ?

Remodeling!

If you visit the 99 Headquarters anytime within the next couple of weeks, be prepared to step over or around a few boxes. The boxes had been stored in the supply room and in the large office across the hall from the lobby. However, since the 99s have rented the space to the AOPA Title Search Department, it became necessary to move out. The only problem was space. There wasn't anywhere to store the supplies and memorabilia until some new cabinets could be built. These are now well underway. In addition, a new supply room has been constructed in the kitchen area and is already in use.

In the meantime, you might see something like this on your next visit to HQ.



Ruth Goes to London

By Ruth Dobrescu

The British Section held their Annual Party on November 15th at the Royal Air Force Club, Picadilly, London, England. As a member of the Board of Directors and as Governors' Liaison, I had been in touch with Governor Barbara Cannon many times and each letter extended an invitation to a meeting. It was suggested by her that the British Section Annual Party would be the best event to attend as most 99s made a strong effort to be there. It was so—there must have been more than a hundred members, 49½'s and aviation friends.

As most of you know, my Charlie is a TWA Captain, and TWA made me a transportation offer I couldn't refuse and so with real excitement, my 99 pin, a few order forms for the 99 History Book and an evening dress, Charlie and I flew to one of my favorite cities—London.

Upon arrival in London, I called incoming Governor Gwen Bellew, who was so warm and friendly and very delighted I had come. All members were asked to be on hand one-half hour before the party was to start. Charlie and I stood in the reception line with the outgoing Governor Barbara Cannon and incoming Governor Gwen Bellew, and met most of the people as they arrived.

The Annual Party of the British Section marked the installation of the new Governor Gwen, a balloonist, and probably the first balloonist governor we've had. It also marked the annual presentation of the Alan Cobham Achievement Award, won this year by Connie Fricker and presented to her by Sir Alan's son Michael.

I was most touched when I saw the American flag draped alongside the British flag on the podium. It was a most thoughtful gesture of these wonderful British girls. I was introduced and given the opportunity to say a few words, and told them I was the envy of the complete Board and President Thon who sent their regards and who each wished she could have joined me (or gone in my place). I went on to speak on aviation history during this 75th Anniversary of powered flight and then delved into the story of the Ninety-Nines.

Gwen and Barbara arranged an after-party dinner at the RAF Club at which Charlie and I were guests. We thoroughly enjoyed the dinner and, more importantly, enjoyed the people. Barbara and Ed

Cannon's daughter Jane celebrated her 14th birthday with us that night and their son Nigel was the official photographer (and I hope they send in a picture to the 99 NEWS).

Also in attendance at the party was Daphne Poynter (who we had the pleasure of meeting in Canberra), Sheila Scott (recovering from a serious auto accident, but OK now), Suzanne Brooks (who was in OKC for our Air Age Seminar), Jeffrey and Jane Jarvis (he is a minister and they are about to permanently move to Perth, Australia), Una Allman (incoming Secretary), Dawn Turley (incoming Treasurer), Elizabeth French (who flies for a Danish airline), Pat Richardson (air taxi pilot and who was last year's Alan Cobham Achievement Award winner), Yvonne Trueman who came up from Bahrain, Arabian Gulf and I guess I had better stop before I make this sound like a telephone book. I would like to add that Mr. and Mrs. Casey of the FAA (stationed in England for the past 4 years) were there. It was a great party and I'm glad I was the one who had the chance to go. We both had a marvelous time and I had a good chance to talk with many of the members and to answer their questions and just visit. I'd like to do that one again.

We did have a few hours on Wednesday morning for shopping and I bought Charlie a cashmere sweater for Christmas. It cost me more than the complete trip—but it is really nice. ⁹⁹



Attending the British Section Annual party were (back row L-R) Connie Fricker, Elizabeth French, Incoming Governor Gwen Bellew, Ruth Dobrescu, Una Allman (front row L-R) Dawn Turley and Outgoing Governor Barbara Cannon.

Regional Safecons

By Polly Gilkison

"What a great job the Ninety-Nines did at the NIFA Regional SAFECONS this fall," expressed Professor Harold Wood, NIFA Executive Director. The new judges were quick to learn the rules and the experienced judges offered valuable assistance.

Ten teams participated at Mattoon, Illinois Region VIII Safecon including Southern Illinois University, the NIFA National Champions for the past two years. Seventeen Ninety-Nines showed up ready to serve as judges at the large Air Meet, from Central Illinois Chapter leaders Libby Kaiser and Barbara Jenison, Chairman Ruth Teel, Joan Boyd, Barbara Brusseau, Lois Freeman, Mary Groech, Clarissa Holcomb, Lorraine Reynolds, Mary Waters, Jean Hall, Kathleen Wood, Alma Cizek, Jenny Butler and North Central Section Secretary Jayne Schiek; Chairman Sue Long and Chris Kurianowicz represented the Cape Girardeau Chapter 99s. Minnesota Chapter member Gayle Vail was again invited to serve as judge at the St. Cloud Region V competition. Gayle reports that the work was enjoyable and that she looks forward to more NIFA activity next year.

At the Warrensburg, Missouri Region VI SAFECON there was strong participation by girl pilots. Oklahoma State University produced the Top Pilot, Terri Moore. Seven other girls earned valuable points for their schools. Two officers from the Greater Kansas City Chapter, Chairman Pauline Clendening and Ginni Hansford were among the Ninety-Nines' super judges.

NIFA had good assistance from the Garden State Chapter 99s at the Region XI Air Meet at Trenton, New Jersey. Chairman Wanda Mammel and Grace McGuire were the capable organizers there.

Fran Sargent, Florida Goldcoast Chapter member said that the Southeast Section of the Ninety-Nines were well represented at Region IX SAFECON at Melbourne, Florida. The Ninety-Nines with the leadership of Assistant Chief Judge Bonnie Quenzler and Chairman Cy Beers, Florida Spaceport Chapter, did an outstanding job of judging. Many 99s stayed for the awards banquet and heard great praise for their work at SAFECON from the officials of the host school, FAA, and the National Intercollegiate Flying Association. ⁹⁹

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Legislation Information

By Joan Kerwin

Aftermath

All the media had screaming headlines, editorials, commentaries and articles seeming to afix the blame for the San Diego tragedy to the presence of one of those small planes with an unqualified pilot (instrument student) at the controls. The newspapers played it front page, the TV with specials and editorials. Now, almost two months later, on page 5 (Chicago Tribune 11/28/78) an item entitled "Pilot Broke Rules in San Diego Crash Board Told" states, "The pilot of the jetliner that crashed here in September failed to follow procedures and notify air traffic controllers he had lost track of a small private plane he was supposed to be keeping an eye on." . . . Testimony and evidence . . . indicated that controllers ignored a computerized alert warning of the impending disaster because they assumed the PSA crew was keeping an eye on the small plane . . . "We (the controllers) discussed it briefly and the conclusion we came to was that the conflict alert was not needed to be given (sic) to both pilots because the PSA had already been given the visual reference and it (the problem) had been resolved."

The PSA crew goofed—tragically. The controllers "assumed"—tragically. The FAA responds by proposing more regulations—characteristically. If the present regulations don't work or are broken, make some new ones. See below.

An NPRM (to be) issued in December proposed a reduction of the continental and Alaskan positive control area from 18,000 to 12,500 ft. This would be covered by a new regulation—Controlled Visual Flight—requiring compliance with ATC clearances and instructions while maintaining applicable VFR minimums. Ceilings of all 21 Group I and II TCAs would be raised to 12,500 ft. (Keep alert for the official wording and issuance of this NPRM, as your comment is invited and solicited.)

A public hearing early in 1979 will also discuss an advance NPRM with such alternatives as: more TCAs; expansion of current TCAs; new Group III TCAs; extending the concept of positive control to terminal airspace; application of Mode C (altitude encoding) transponder requirements to any additional positive control airspace; permitting only IFR operations within terminal airspace designated as positive control airspace (Seems to me both the PSA and 172 were under IFR control. J.K.); and broadening the requirements for the carriage of beacon transponders and altitude encoders to be compatible with separation assurance programs.

FAA Administrator Langhorne Bond told a Congressional hearing in San Diego he intends . . . (to) "give full recognition to the benefit relievers and general aviation airports provide the system by redirecting general aviation traffic away from busy air carrier airports."

One good thing that may result from the tragedy is the increased aid to reliever airports and perhaps the development of some new airports with facilities for the General Aviation pilots to practice their IFR and keep current as mandated in the regs.

Golden Jubilee



Think Golden Jubilee, Albany '79' . . . your convention committee is! This is Convention Chairman, Betty Elliott (R) and crew at the Long Island Section Meeting September 22-24 planning the Golden Jubilee.

Ninety-Nines Are Fun!



Join up with us, our families and friends for **Spectacular Spain.**

February 19-27

7 nights, 9 days—price includes round-trip Iberia scheduled jet—New York/Madrid and Malaga/New York deluxe accommodations, motorcoach sightseeing, two meals each day, and a tour director.

\$990 each sharing a twin, \$100 more for a single.

Briefly, we overnight February 19 between New York and Madrid.

Deluxe Hotel Luz Palacio is home Tuesday and Wednesday nights; sightseeing includes the Prado Museum and the Royal Palace.

Thursday, it's riding an escorted motorcoach to Seville. This is the way to really get the feel of the country. Two nights in Seville's Luz Seville Hotel, the heart of the "true" Spain, with sightseeing by day.

On the sixth day, it's a visit to Jerez and the wineries, and to the fabulous Costa del Sol. Hotel Triton is the base here—at Torremolinos.

A full day excursion to Granada, once the capital city of the Arab Kingdom, is included. And, an afternoon's trip to Mijas, a picturesque Andalucian village.

We'll fly back to New York on February 27. Extras are very few indeed.

Or, choose **Other 99s** and March for **The Sun Seeker**—March 17—March 25.

Again out of New York, this time via TWA airlines, with round-trip to Malaga and back from Casablanca, first class hotel, Continental breakfasts and dinners daily (except at the playground—Costa del Sol). Almost everything included, price is \$1039, sharing a twin.

Briefly, we land at Malaga and transfer to our first class or deluxe hotel along the Mediterranean's Costa del Sol. Sightsee and play for two days at Malaga and Torremolinos then to Algeciras and a ferry ride across the Straights of Gibraltar to the African continent! Overnight in Tangier after visiting a casbah and seeing belly dancers. The next day, motorcoach inland to Fez, Morocco's first Imperial City. After free time and sightseeing, move on to Marrakesh and maybe visit the Casino? Fly back from Casablanca.

You'll need Passport for either trip but no Visas. These trips are designed for the Ninety-Nines and are limited as to size. A deposit of \$250 is necessary for confirmation. Call or write for brochure of details—Page Travel, P.O. Box 1406, Southern Pines, NC 28387, tel. 919/692-8362.

Austin's Cedar Creek School Project

The Austin Chapter, under the capable leadership of Chairman Jo Payne, recently appointed South Central Section Air Age Education Chairman, has just completed a six week project with children in the third through sixth grades at Cedar Creek School in Westlake Hills, a community immediately west of Austin. The Austin Chapter is quite familiar with Air Age Education in the elementary school; however, this project differed not only in content, but also in format.

The project was a voluntary, extra-curricular after-school class, meeting once each week from about 3:45 PM to 5:30 PM. While there were some anticipated new possibilities with this format, there were difficulties as well. If your chapter is considering a similar project, beware of potential pitfalls.

First, in a group whose ages range from seven to twelve, there is a wide variety of interest levels. Be prepared to plan and monitor separate activities for younger and older children. Second, the after-school format, without the authority of a recognized faculty member from the school, may present serious discipline problems. In that age group, 'after school' means run, jump, scream, shout, toss and tumble. Youngsters might be permitted a period of general recreation or active games on the school playground to dissipate some energy before class begins. Whether or not this recreation is feasible, the presence of a teacher to help monitor and discipline the class is essential. If one teacher is not willing or able to be present each time, and since several grades may be involved, perhaps a different teacher could be present at each session. Most

teachers enjoy the exposure to the basics of Air Age Education. Finally, limit the enrollment of the class according to the amount of Ninety-Nine supervision available. Instead of taking one too large group, make arrangements to repeat the course for

a second group of children at a later time. From the Cedar Creek School experience, many more children (and parents) may want to participate than can be managed by even an experienced group of instructors. If the size of the class appears unwieldy, the most

The following is a schedule of class offerings for the Air Age Education project conducted by the Austin Chapter at the Cedar Creek School.

Session No.	Topics Covered	Time Allotted
One	General outline of the course History of the Ninety-Nines Audiovisual: Movie "To Fly"	1 hr. 15 min.
Two	Main topic of Session: NASA Space Shuttle. Included an explanation of planned flights, cargo, etc. Constructed NASA Space Shuttle models furnished by NASA from Houston, Texas. Flew the models in school cafeteria and gymnasium.	1 hr. 15 min.
Three	Special guest: Lt. Robert L. Key, RF-4 pilot from Bergstrom AFB, Texas. Lt. Key wore full flight gear, demonstrated and explained purposes of the suit. Audiovisual: Movie "Unarmed and Unafraid" from the U.S. Air Force about aerial reconnaissance. Lt. Key then distributed a reconnaissance photo to each student and answered questions.	1 hr. 15 min.
Four	FAA information sheets entitled: "Major Parts of An Airplane" and "Basic Instruments and Their Use." Material from the Ninety-Nine Coloring Book about "Parts of an Airplane" and "Instruments." The class was divided into age groups for these discussions.	1 hr. 15 min.
Five	Field trip to Austin Robert Mueller Airport, Air Traffic Control Tower and Flight Service Station. Guided tours of both facilities were provided by staff on duty.	3 hours
Six	Divided into four groups and rotated through activity stations as follows: Radio Receiver/Scanner —Used aircraft scanner, monitored transmissions and practiced use of the phonetic alphabet. ATC Simulator —Each child had a turn flying under supervision of Bergstrom pilot Lt. Key. Plastic 'wings' awarded upon completion of flight. U-Fly-It —Each child had a turn flying. Paper Projects —Wrote letters of thanks to FSS and STC for tours, read aviation books and magazines, and worked in an activity book furnished by Continental Airlines.	2 hr. 15 min.



Under the supervision and instruction of Bergstrom AFB RF-4 pilot, Lt. Robert L. "Tookie" Key, Cedar Creek School youngsters take their first flying lessons at a tabletop simulator.

For further information, contact South Central Section Air Age Education Chairman, Jo Payne in Austin, Texas.



Cedar Creek School youngsters gathered around a work table for various "paper projects."

appropriate division should be age group. When that approach seems unacceptable, the alternative is first-come, first-served until the enrollment limit is reached.

The Cedar Creek School was a learning experience for the youngsters, but more importantly, it was also a real education for the Austin Chapter. The group has learned some new things about its capabilities and limitations when instructing in a new environment. No matter what difficulties are encountered, each venture into Air Age Education advances aviation and provides an opportunity for not only chapter enrichment, but also personal growth. In the final analysis, almost everyone feels positively about the experience, but perhaps Jo Payne has summarized it best with the following verses:

"Aviation For Kids"

Aviation For Kids

It was called,
Grades three through six
And that was all.

Talked of planes and
Spaceships up high,
Explored a world
Of those who fly.

Toured Tower, Flight Service
And oh, so much,
Live F-4 pilot
We did touch.

Up in the heavens,
On silvery wings,
Sunstreaked clouds
And beautiful things!

We came to learn of
Flight and all in it,
Kids, of course,
But the sky's the limit.

By Jo E. Payne, Chairman
Austin Chapter
For Cedar Creek School
November 11, 1978

Girl Scouts and Aviation

By Helen Kelly

Who says a major, modern day, metropolitan airport is merely an inhuman conglomeration of concrete, glass, and steel, filled with sophisticated electronics wizardry and machines?

Girl Scouts of Glendale, Wisconsin, Middle School, Cadet Troop 938, learned the truth recently after spending a day at Wisconsin's major air facility, General Mitchell Field in Milwaukee. As part of a "wrap-up" experience, concluding the work on an aviation merit badge, young scouts learned that Mitchell is really a city within a city, filled with warm-hearted, caring people!

From start to finish, the "red-carpet" was rolled out for 16 young girls, their leaders, their mothers, and even a few siblings who tagged along. A total of 24 people, most experiencing their first exposure to airports, air people, and flying machines, thoroughly enjoyed the day.

As an omen of things to come, the weather was beautiful that day. First stop was the FAA tower and radar room, an experience not frequently granted at such a busy airport, now approaching 900 to 1000 aircraft movements daily.

Team Supervisor, Larry Kant, kept his audience in stitches as he gave a brief overview of the workings of A.T.C., interjecting his own brand of humor. Statements like—"In the old days, before covered piers, we used the signal light to spotlight the stewardesses as they walked to their airplane. If they stopped to smile and wave, everything was o.k. If they didn't, then their airplane would be mysteriously delayed for about an hour or so!" he joked. But, interspersed among humorous anecdotes, the importance of the real work of A.T.C. was conveyed in an easy to understand manner by Kant.

Following the tower tour, the troop headed for the National Oceanic and

Atmospheric Administration (NOAA) based at Mitchell. There, meteorologist Korneman introduced them to weather forecasts, satellite weather photos, and computerized weather. Then the group moved to the F.S.S. and learned the importance of pilot weather briefings and flight plans. Noting the display of electronics, they exclaimed—"Wow, more computers!"

Lunch, at reduced cost, waited for all in the employees' cafeteria, where wide windows face ramps and runways, and where aircraft could be observed. As they munched burgers and fries, Scouts saw loading of cargo and mail, refueling, and preflighting procedures.

Then came the highpoint of the day—airplane rides at Aerodyne, Inc., FBO at Mitchell. Two airplanes and two young, handsome, commercial pilots flew 24 people all over the skies of Milwaukee for two hours, one-half hour per ride, three passengers at a time. It was fascinating to observe the change in facial set before and after the flight. Fear and apprehension before take-off changed to happiness and "ear to ear" grins upon landing. "I loved it, I loved it!" was heard over and over.

While some flew, others worked on a ground based aircraft, preflighting and handling the controls—gently! "I never knew all this before," remarked many fledglings as their day came to a finish. And, among the many rewards of working with aviation merit badge groups, is what is said when the counselor leaves. "Ooooooooooh, thank you, thank you, thank you, thank you, thank you!"

Editor's Note: Helen Kelly is the Wisconsin Chapter Chairman and Girl Scout Aviation Merit Badge Counselor.

Air Age Education is Important

The Wright Brothers Commemorative Symposium

Take two lovely women, each of which holds the distinction of being "the first woman who—!" Then take an interesting topic like "Women in Aviation," some Wisconsin 99s, an attentive audience (including many men), and you have the makings of a successful workshop. That workshop was part of the Wright Brothers Commemorative Symposium held at the Experimental Aircraft Museum, Franklin, Wisconsin, and the University of Wisconsin—Milwaukee on October 27th and 28th. The Symposium was a joint effort of seven Wisconsin aerospace groups to observe the 75th anniversary of powered flight and to look at the impact of aviation on society since the Wright Brothers.

Altogether, there were ten speakers, four workshops, and three plenary sessions. The initial session at the EAA, featured the replica of the original Wright airplane, built by students at Blackhawk Technical Institute, Burlington, Wisconsin, over a span of ten years and with a working engine. Additionally, Dr. Roger Bilstein, University of Houston, spoke on "The Impact of General Aviation on Society."

The Symposium continued at UW-M on Saturday with Paul Poberezny, President of the EAA, leading a workshop on, "The Right to Fly." Following that was, "Wisconsin's Role in the Development of Aviation," with Wisconsin aviation pioneers, Howard Morey and Steve Whitman.

The keynote address took place after the lunch break, with Charles H. Gibbs-Smith, first Lindbergh professor of Aerospace History of the National Air and Space Museum, and leading authority on the Wright Brothers. With his delightful British accent, Gibbs-Smith put to rights many false claims to that first flight.

"Women in Aviation," shared the next time slot with "The Social Impact of Airports," featuring Dr. Paul Freidman, University of California, Santa Barbara, and Dr. Jerome Milch, University of Pittsburgh. Meeting in a separate room, the women's workshop attracted a good audience—including Gibbs-Smith himself! Perhaps it was because the speakers were not only distinguished women, but very knowledgeable in their fields. Nancy Simpson, first woman airline station manager in the U.S. began the workshop. She approached the subject from the managerial viewpoint and detailed the long, sometimes difficult climb from ticket agent to station manager for Hughes Airwest Airlines. Nancy insists on being addressed as Mrs. instead of Ms. because she "could not have done it without the understanding and support of her husband and small boys," she said. Next, it was Barbara Wiley's turn. First Officer Wiley, North Central Airlines, is the first woman to be "hired into the right seat," for a



Wisconsin 99s ready to register symposium goers are (L-R) Ramona Huebner, Katie Conkling, Ruth Prescott and Joyce Donner.

U.S. scheduled airline. She shared job insights and humorous anecdotes about public reaction to a woman airline pilot. "It was not uncommon for men passengers to cheer when we landed," she said. And, often overheard was the comment, "My, they're letting pilots wear their hair awfully long these days!" Many questions and a lively discussion period followed the presentations. That, in itself, was a real tribute to two unique, likeable, and gracious women. We all felt very proud of both.

Dr. John Bertin, University of Texas, concluded the Symposium with a talk on "The Rights and Wrongs of Aviation."

Wisconsin Chapter Chairman, Helen Kelly, served as Secretary of the Symposium Council, and organized and moderated the workshop for women. The entire Chapter contributed funds and publicity efforts. And Chapter members Katie Conkling, Ruth Prescott, Ramona Huebner, Joyce Donner, and Pat Weir, acted as registrars and hostesses. Another demonstration of 99s willingness to make a contribution to aviation!

The Bylaws Of The Ninety-Nines, Inc.

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

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

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

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

Send your proposed amendments to:

Cathy Jones
2117 Aspen Lane
Garland, TX 75042

Know Anybody That Would Make A Good 99?

New Far Amendments

Effective Dec. 4, 1978:

All aircraft must have safety belts equipped with metal-to-metal latching devices within three years; the pilot in command must ensure that each person on board is briefed prior to each takeoff and landing to fasten his or her safety belt and how to do it; no aircraft may be operated for flight instruction unless it has fully functioning dual controls; VFR fuel reserve requirements of 30 minutes during the day and 45 minutes at night that apply to large and turbojet aircraft will now apply to all aircraft, using normal cruising speed as the criteria; VFR fuel reserve for helicopters is now 20 minutes from the first point of intended landing; IFR fuel reserve rule has been simplified by making the 45 minutes reserve unnecessary if weather at the destination is forecast to be 2,000 feet and three miles at least one hour before and one hour after estimated time of arrival; and, VOR operation checks must now be done every 30 days rather than "within the preceding 10 hours of flight time."



Air Race Classic

50th Anniversary of Women in Air Racing

The Hughes Airwest Air Race Classic announces that the start of the 1979 race will take place in Santa Monica, CA. The Santa Monica Airport Commission and the City Council have voiced their approval of the June 23rd takeoff date.

The 1979 Santa Monica start is a very special one, as it was here 50 years ago that the first Womens Air Derby took off on a 2700 mile cross country speed race that ended nine days later in Cleveland, Ohio.

The participants in this year's Classic must cross the finish line in Milwaukee, WI by June 26th. The enroute portion of the 2610 mile zigzag course is as follows: Sacramento, CA, Klamath Falls, OR, Walla Walla, WA, Great Falls, MT, Sheridan, WY, Bismark, ND, Minneapolis, MN, finishing at Milwaukee, WI where the \$20,000 prize money will be given to the first to tenth place planes.

The Entry Kit will be available on January 15, 1979 with payment of the 1979 dues of \$4.00. Women pilots who are not members of the Air Race Classic should add \$10.00 for the one time membership fee. Entries open February 23, and close April 23, 1979.

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

Please note that this is a new address:
Hughes Airwest Air Race Classic
2188 Palomar Airport Road
Carlsbad, Cal. 92008
Telephone: 714-438-5179

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.



Bev Walsh (L) co-pilot and Eleanor Ruby Moon, pilot, after winning First Place in the Palms to Pines Air Race, which prompted the La Habra Woman of Achievement for 1978 award for Eleanor.

Results

1978 His and Hers Air Race

Place	Pilot/Co-Pilot	Airplane	H/C	Score
1	Dan Motola Maureen Motola	Piper 28-161	125	+23.4350
2	Phil Gilligan Lorry Gilligan	Cessna 182A	144	+22.7371
3	Louis Totans Doris Totans	Cessna 182L	144	+20.0709
4	Audrey Shutte Ray Shutte	Cessna 172M	120	+20.0020
5	Cara Lund Sidney Amster	Cessna 172M	117	+19.5796
6	Norm Halfpenny Suzee Johnson	Piper 28-235	147	+19.5661
7	Carl Shutte Faith Hillman	Grum. AA5B	144	+19.4200
8	Misti Vreeland Rob Vreeland	Cessna 172	116	+18.8512
9	John Black Barbara Persons	Cessna 152 II	106	+18.8360
10	Nancy Rodgers Bob Collins	Cessna 172	120	+18.4847

Pacific Air Race

Place	Name	Type Plane	H/L	Score
1	Eva McHenry	Piper Warrior	128	16.2299
2	Eleanor Moon Bev Walsh	Cessna 172M	117	16.1842
3	Tess Grupenhagen Evelyn Craik	Cessna 172	117	12.6938
4	Margaret Callaway Sharon Crawford	Cessna 172K	117	11.41614
5	Wally Funk	Cessna 182Q	148	11.3683
6	Margaret Walton	Cessna 172	115	11.2026
7	Jackie Petty Nancy Rodgers	Piper Warrior	128	11.0395
8	Jeanne Rumm Pat Forbes	Piper Archer	131	10.4311
9	Cara Lund Claire Walters	Cessna 172L	117	10.2745
10	Lillys Cwalina Mary Lentz	Cessna 172	120	10.0936

Safety Education Program for 1978-79

By Barbara Goetz

I am pleased to announce the appointment of the following Section Safety Education Chairmen:

Caribbean—Jill Yager

Middle East—Virginia Riley

North Central Section—Sally Berryhill

Southwest Section—Kathy Snapper

The following changes have been made to the Safety Education Program:

1. Safety Education will become an international program. All overseas sections are asked to participate.
2. The Pilot Safety Maintenance Safety Program will not receive bonus points.
3. An additional trophy will be added for those sections that do not have any chapters.
4. Each chapter may choose whether they wish to participate in the Safety

Education Program for trophy points or if they are turning the information in for reasons of personal satisfaction or verification of tax status. Please note that those chapters that do have the Internal Revenue 501 (C3) exemption, the Safety Education Report is an excellent way to verify your tax status. This, possibly, could apply in some way to chapters and sections in countries other than the U.S.A.

5. The report year begins June 1, 1978, and ends May 31, 1979. The reports will be due to me by June 20th. Any chapter that does not report by that time will not be included for trophies.
6. Any chapter that chooses to participate in the program for points for the trophies will be required to verify all information. Any information that is

not verified, the points will not be counted.

The forms for the Pilot Safety Maintenance Program are available from me at this time. The Year End Report Form will be sent to each chapter and each section sometime after the first of the year. Next year's form will have terms of a more general nature. I have available information on many Safety Education Projects and I will be happy to send any information I have. If you'd like to know more, write:

Barbara Goetz
Safety Education Program
Chairman Director
P.O. Box 7007
Sacramento, CA 95826

Along Legal Lines

By Arlene Butler Feldman

The renter-pilot's position was strengthened when a New Mexico court decided in 1977 that one who leases an unreasonably dangerous aircraft to another may be held strictly liable for the physical harm caused by the defective aircraft. This is the same rule that applies to sellers and manufacturers who may be held liable for defective products which are unreasonably dangerous to the user or consumer.

The New Mexico case concerned a rented aircraft which crashed shortly after takeoff due to a loss of power resulting from the engine malfunctioning due to lack of oil. It was found that prior to the leasing of the aircraft the oil had been drained from the engine and not replaced.

It is interesting to note that the court refused to accept the lessor's inevitable claim that the lack of oil was obvious and should have been discovered on pre-flight inspection. The court based its refusal on the theory that when a pilot rents a plane from one engaged in the business of renting airplanes he has every right to rely on the apparent safety of that aircraft. It is, after all, the lessor and not the pilot who has the greater ability to control the risk to

prospective lessees by adopting safety measures through maintenance, servicing and inspections.

This theory of strict liability, therefore, applies to the wary and unwary alike so that a well qualified pilot is "no more fair game than an ordinary pilot." A pilot's contributory negligence is not a defense.

It must be noted, however, that courts have stated that this rule of strict liability should not be extended beyond sales or rentals into the area of personal services. An owner of an aircraft can expect only reasonable care and diligence from those he hires to perform aircraft services. The pilot is "not justified in expecting infallibility." Therefore, if an owner were to take off without checking the level of oil as in the case above, his contributory negligence would be a factor for consideration in the court's decision.

While it is not always easy to know with certainty the quality of rented equipment, it is comforting to know that the courts are, through the theory of strict liability, encouraging lessors of aircraft to provide safer equipment for the renter-pilot.

Notam

Are You Just Going To Sit There Again This Year?

Are you an active member, the kind that would be missed,

Or are you just contented that your name is on the list?

Do you attend the meetings and mingle with the flock?

Or do you stay at home and criticize and knock?

Do you take an active part to help the work along?

Or are you satisfied to be the guy who just belongs?

Do you work on Committees? To do this is no trick.

Or leave the work to just a few and talk about the "clique"?

So come to meetings often, and help with hand and heart.

Don't be just a member, but take an active part.

Think it over, Member. You know right from wrong.

Are you an active member, or do you just belong?

Author Unknown

Nomination Notice

Now is the time to act on nominations for our two International Board Members to be elected by the delegates to the Annual Meeting this July in Albany, New York. We are now electing two Board members at convention every year, each of whom serve a two-year term. Barbara Goetz and Charlene Falkenberg were elected last year in Australia, while the terms of Esme Williams and Ruth Dobrescu will expire this year.

In line with our new Nominating procedures, form #N-79-1, "Intent To Seek Election," appears in this issue of the NEWS. We urge qualified members to seek office and this will be your only opportunity to let yourselves be known. The 1978-79 Membership Directory, page 284, Article X, Section 1, of the By-Laws will give you the information needed to check your qualifications for this important office. Then follow these steps:

1. Complete form #N-79-1, Intent To Seek Election.
2. Have six photocopies made (provides one for your files).
3. Send original plus four copies to me at the address below.
4. Also send to me your background resume (see NOTE).
5. Send one copy of #N-79-1 to Headquarters.
6. Send one recent black and white photo (passport type) to Headquarters with their copy of Intent to Seek Election form.

When Headquarters confirms to the Nominating Committee that you are eligible to run, your name, photo and brief resume will appear on the list of candidates in the May issue of the 99 NEWS.

NOTE: Each candidate is to compile her own background, not to exceed one hundred words, as she wishes it to appear in the NEWS. Send one copy to the Nominating Chairman, address below, along with the Intent to Seek Election forms. This will enable each candidate to present her own qualifications which she feels are most pertinent.

This procedure will let all Ninety-Nines know who will be running for the Board well before Convention, thereby giving all members a voice in this important election. Delegates can be instructed to vote for the candidates chosen by the entire Chapter. Candidates need not be at Convention to be elected.

Notice that endorsement verification by the candidate's own chapter chairman OR that of two other chapters in candidate's own section is required on form #N-79-1.

Remember that the '79 Annual Meeting is one month earlier than usual, necessitating earlier deadlines. Don't wait.

We hope that you will all take an active part in the selection of our new Board

members by urging qualified members to file an Intent To Seek Election form and be discussing candidates at your chapter meetings prior to convention.

Joan Paynter, Chairman
International Nominating Committee
606 Vista Verde Way
Bakersfield, CA. 93309

Intent To Seek Election

Office Sought: International Board of Directors

Name _____

Address _____

Chapter _____ Section _____

99 Member since _____ Classification _____

Date and Class of last medical _____

Date of last Biennial Flight Review _____

Ratings _____ Total Hours _____ Last 2 yrs. _____

Service to Ninety-Nines, Chapter Level:

Committees:

Offices:

Service to Ninety-Nines, International Level:

Committees:

Offices:

No. of International Conventions Attended _____ Sectionals _____

Special aviation-related awards _____

Membership in aviation-oriented organizations and offices held: _____

Specific training and/or experience related to office sought: _____

Occupation _____

Endorsement by own Chapter OR two other chapters from own Section:

Chairman Signature(s): _____

I desire to be considered for nomination to the International Board of Directors.
This notice constitutes authority to so advise Ninety-Nine Chapters and Sections.
I understand I must meet all eligibility requirements at the time of my election.

Date _____ Candidate Signature _____

Send: Original plus four copies to:

Joan Paynter
606 Vista Verde Way
Bakersfield, CA. 93309

Send: One photocopy to Headquarters. Attach one recent photo (black and white passport type preferred) to Headquarters copy.

DEADLINE: March 15, 1979

(Attach additional sheet as necessary)

#N-79-1

A Yank's Look at Fairview

By Jeane Wolcott

A mini-vacation was in order and an invitation from Vice-Governor Nancy Smith to come visit and fly the Fairview Fly Lady Derby was a temptation that could not be resisted. (Not that I tried very hard.)

The weather in Ohio and Oklahoma is always a bone of contention between Nancy and me. She claims the weather in OK is always good and I argue that Ohio ain't that bad. Needless to say, I started out in woolen slacks, knee socks, and western boots plus a heavy winter coat. A suede jacket was thrown in the back of the Beech for the WARM (ha) weather of OK. It was VFR all the way and the halfway point is Alton, Ill. where there is a fine restaurant and a call to Tex Wickenhauser, St. Louis 99, will get me company for lunch. Tex climbed out of her death bed, six tooth extractions two days previously, gave her the appearance of having been in a brawl. Regardless, we caught up on all the news and off I flew into the not so common headwinds that always blow whenever the plane is headed in that direction.

Daughter, Mindy (of Nancy) picked me up at Will Rogers AAR, which causes me to digress for a moment. The Beech takes 80 octane and I try my best to give her exactly what she wants and in turn she does the same for me. I stopped at another FBO to get said gas. After going to the lobby for a pit stop and to pay for the gas, I returned to the Beech and saw a fellow walk up to the plane, not out of the ordinary. Saw him climb up on the wing, not out of the ordinary. Saw him open the door and start to climb in, **out of the ordinary!** By this time I was close on his heels giving him what for and told him not too politely to "Get the *!#! out of my airplane!". He said he worked for the FBO, etc. but that was no excuse. A word to the wise, lock your aircraft even if leaving it for a moment.

On Friday, Nancy and Jan Million climbed into 99NJ and OK Chairman Gwen Crawford joined me in the Beech to fly to Fairview. The weather was crummy, windy and cold. We arrived at Fairview, topped all tanks and had coffee, donuts. The calculator was pulled out to start figuring time, winds, gas and all the good things to win a Derby. This being my first proficiency race, no way

did I feel that I would do well even though the Beech and I have been together for years.

Jess Coker, Chairman of the Derby, briefed us and we all went to the aircraft. It is a loosely run Derby and that isn't all bad. In fact, it is good. The spirit of fun prevails all through the race, no one gets up tight. (One exception, was the lady (not a 99) who landed opposing traffic. I firmly believe she was not monitoring unicom; no excuse, but, the point is, that I don't think she did it to catch up on her time.) Having worked a number of races, the competition is so great that the anxiety beats the individual down mentally and physically.

Back to take-off. Everyone headed out for Pratt, Kansas. Some of us (me) projected too much tail wind and almost missed it entirely. The winds were supposed to be out of 200 and ended up more from the southeast. While at Pratt enjoying coffee and more donuts the wind came around and was out of the northeast. I'm really feeling bad; we are four minutes behind in our estimated time. Not only that, but OK Dot Clum keeps passing me. All the aircraft arrive except two who decided to return to Fairview. Weather is getting worse, the ceiling is lowering; however, Wichita is clear. Everyone elected to go.

Dot Clum passed me again! Even in a proficiency race that's hard for a Beech owner to take. The only explanation was that I was using 65% power and Dot was using 75%.

Before I forget. While at Pratt, the wind was blowing off the cattle pen. I gasped and coughed and said, "What's that smell?" The reply, "That's money!"

Anyway, we all landed at Marilyn Copeland's airport. This time we were 6 minutes behind our calculated (?) time. More coffee and then a bus, which I understand was provided by Pat McEwen, took us to the Beech plant for lunch. Upon arriving, the coffee screamed to be released so I made another pit stop. In the ladies room were hundreds of thousands of dollars of furs for the fashion show after lunch. Back in the dining room, I told my dinner companions they should go smell the ladies room, it smelled like Ohio. Then explained about all the furs.

The tour of the Beech plant was hurried which was unfortunate because I had never seen a plane built before and the twin Beech are of special interest, at least to me.

Back at Copeland, I told Dot to go ahead of me. The trip back to Fairview, we decided to pull out the stops, 75% power and hope that we lean just right so as not to use too much fuel. Dot and I flew neck and neck all the way back.

No fooling around wasting time and fuel we needed to get on the ground. Jan and Nancy toured Colorado as did Bob and Phyl Howard. It was interesting watching Jan and Nancy in 99NJ. Their downwind took them to Texas (non-Okies: Fairview is in the panhandle of OK), Jan dragged the 182 in holding it off until the Cessna just did not have any more flying in her. Everyone in the lobby was shouting, "Hold 'er off, Jan. Hold 'er off!"

The cocktail parties start shortly after everyone arrived. I must tell you in my years I have been around but when Fairview opens their doors, they open their heart as well as their homes. I have never been treated so well as the people of Fairview treated all of us. I was impressed with 6500 square foot homes, which must have been some of the best designed homes in the USA, too. I questioned one host about whether this was his home or a country club and he told me it was a 1100 acre working farm. Some farm! Nema Masonhall and Mase were there to drive, as were many other OK 99s.

After the parties, we all headed out for the City Hall gym for the dinner. Until you have eaten a meal prepared by the police chief, you have not eaten a delicious meal! Another thought, if you plan on committing a crime, do it in Fairview. The food in the jail must be outstanding! At the end, the trophies were awarded. Billie Kinnard was first and Gwen and I were second. OK Norma Vandergriff and Charles were third.

For those of you who enjoy good companions, want to fly in an easy Derby and receive a really good feeling from a whole darn town fly the Fairview next year. There are many folks I failed to mention, but everyone, and I mean everyone, involved in this Derby should take a bow. I applaud them and give them a hearty well done!!!!

Women Patrol the Skies in Canada

By Shirley Allen

Another First for First Canadian Chapter!!

Enthusiasm for flying and a concern for the ecology, were the prime reasons for members of the Toronto Ninety-Nines becoming involved last summer with a series of aerial pollution patrols for the Ministry of the Environment, Government of Ontario.

It all began early in 1978 with a telephone call to the Chapter Chairman. The Ministry had researched a similar undertaking by civilian pilots back in 1973 in California and the outline of a program in Ontario started to take shape. First Canadian Chapter were approached as the most appropriate air-minded group, in view of their recent community involvements and aviation endeavors.

Basic training sessions were organized in June by Department officials, in Environmental Law, recognition of pollution problems, aerial photography and flight orientation. Patrol missions were to be undertaken during the summer months through till the end of October, on a voluntary basis.

"Operation Skywatch" was formally launched July 1, 1978, which also happened to be 'Canada Week'. A unique project, the first of its kind, north of the border. The area under surveillance, consisting of four basic flight routes, initially to monitor the shorelines of Lake Ontario, Simcoe, Couchiching and Georgian Bay, small communities under development, disposal sites, nuclear plants, etc.



Checking the plans on the wing of a Cherokee Warrior are (L-R) Shirley Allen, immediate past-Chairman of the First Canadian Chapter and Co-ordinator of Skywatch; Heather Sifton, chapter member and Skywatch pilot; Paul Cockburn, Director, Central Ontario Region, Ministry of the Environment; and Betty Innes, Chapter Chairman.

Skywatch Pilots use either their own planes or high-wing rentals, based at Buttonville Airport, northeast of Metropolitan Toronto. Each flight with a pilot and camera person/observer photographs areas of special concern to the Ministry, at the same time looking out for oil spills or other pollution during the patrols. The Government supplying the 35 mm films and all the processing. Logs were completed for each assignment and if any serious problems were observed a "hot-line" was available on a 24-hour basis to the Environment offices.

Pollution of our land, water and air has been and continues to be a very contentious subject for the media and a great deal of interest has been generated in our project, resulting in some excellent P.R. for both the Ninety-Nines and the Ministry of the Environment. There are many pluses being involved with this kind of thing, particularly with the present Government restraint spending program, we feel we are performing a useful service, saving tax dollars and doing what we enjoy most—flying—with a purpose. Leading Toronto newspapers have sent reporters to fly actual missions with the girls, radio interviews have been taped in the air and on the ground. Skywatch was filmed in action and broadcast on television on the National News with coast to coast coverage and a short movie was made by an independent film company—soon to be released.

The Ministry are encouraged and very pleased with our first year in this joint new

venture. A debriefing was held in November, to see some of the results of the program, combined with a small wine and cheese party, hosted by Mr. Paul G. Cockburn, Director of the Central Ontario Region.

Contact has now been initiated with representatives of other Chapters in East Canada Section and during the winter months, FCC members will be assisting with training and orientation in other areas for the summer of 1979. The ultimate goal is to extend Operation Skywatch across Canada and hopefully, if it is practical for the Western Canadian Section Chapters to become involved, we can keep this a Ninety-Nines Project.

In any event, we are delighted to be a part of the inception of Operation Skywatch and feel that it is truly carrying on the traditional aims and purposes of our organization, that is "to engage in strictly educational, charitable, and or scientific activities and purposes and particularly to promote aeronautical science."

99

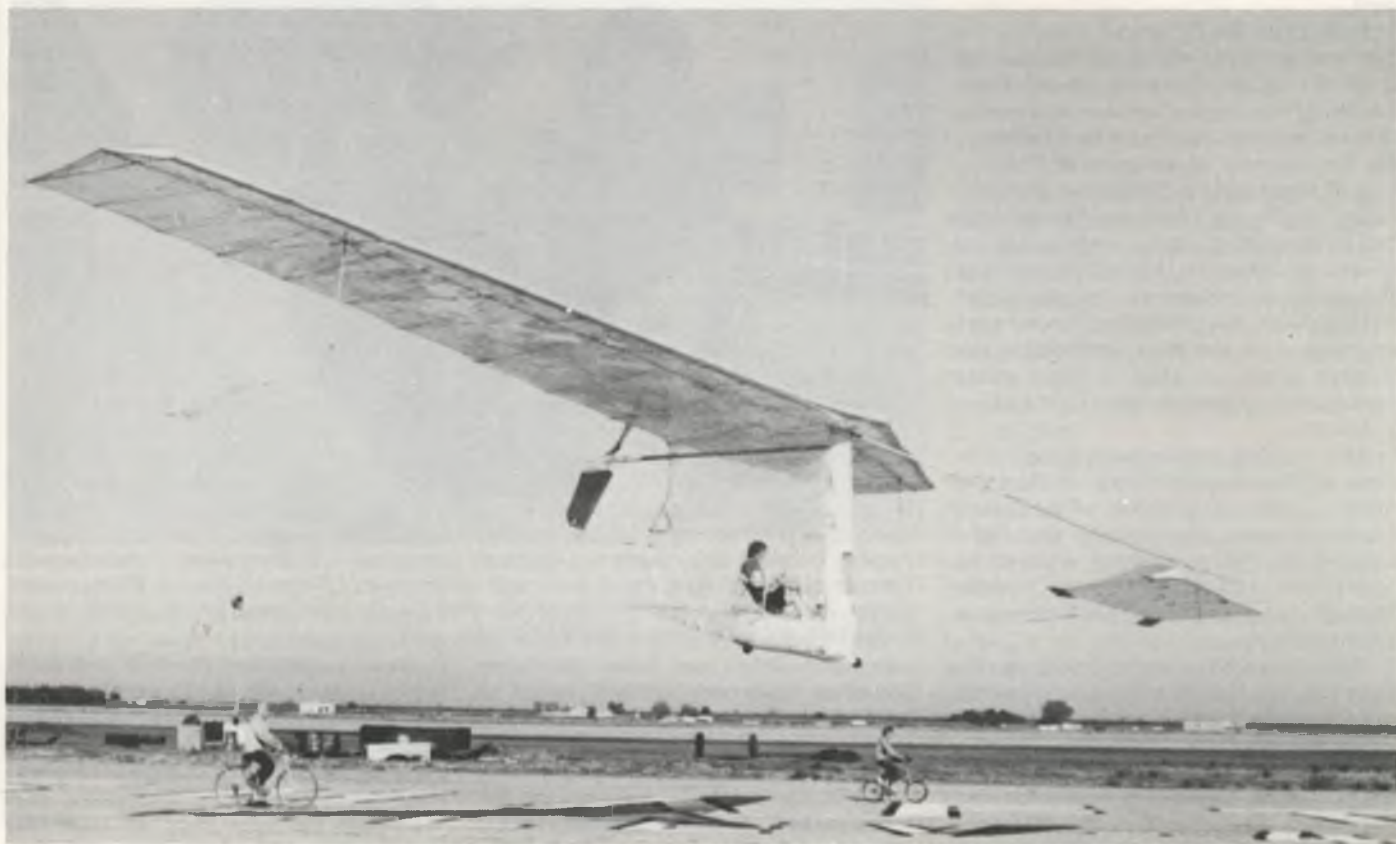


Shirley Allen, pilot, and Betty Innes, photographer/observer, get a last minute briefing from Paul Cockburn at the Buttonville Airport before departing on a Skywatch Mission.

**Plan to Attend!
The Golden Jubilee
Albany, NY**

The Gossamer Condor's Hangar Mother

By Maude Oldershaw as told to, and written by,
C.H. Mackessy



The Gossamer Condor piloted by Bryan Allen

If a forecaster of the future had told Maude H. Oldershaw of Bakersfield, California, that she would one day pilot herself along six to ten feet above ground in a strange-looking 'see-through' plastic covered aircraft (resembling a translucent moth with wings bigger than a DC-9) she would have smiled skeptically. If the "crystal gazer" had added that she would be supplying the necessary horsepower-energy to keep herself up in the air, Maude would have laughed outright. But imagination and application of scientific knowledge made that hard-to-believe image into a reality. . . it really happened.

Maude is the only woman in the world who can proudly claim the honor of being the first female to fly the famous Gossamer Condor after it won the Kremer Award for the world's first successful human-powered flight on August 23, 1977. . . and a second distinction, an engraved pancake turner reading, "The Gossamer Condor Hangar Mother . . . September 22, 1977". This trophy was given to her with affection and

humor by the small group (including her husband, Vern) who had developed earth's first manpowered maneuvering aircraft.

Looking, in the air, like some futuristic craft from another planet, the Gossamer Condor consists basically of fine piano wiring, aluminum tubing, and a covering of clear mylar. The wings stretch to 96 feet, and a low front stabilizer wing called the 'Canard Wing' helps with turning control. The aircraft is pedaled into the air like a bicycle with the pilot seated in a cocoon-like enclosure at a 45-degree angle. A 12 foot plastic prop rotates behind the wing's trailing edge. The total weight is 70 pounds.

The Kremer Award offered strong motivation to be the first in developing a human-powered, fully controlled airplane. Attempts to win the largest prize ever offered in aviation history had been stirring imaginations around the world since it was first proposed in 1959 by Henry Kremer, the British industrialist. As years passed the award grew to the British equivalent of \$87,000. . . to be presented to the creator of

an aircraft that could fly a mile-long track, performing a figure 8 with a height requirement of 10 feet at beginning and end. For 18 years hopeful designers had been testing; and, although straight-ahead flight was accomplished many years ago, crucial turning control had not yet been fully developed.

Maude and Vern Oldershaw's Gossamer Condor story really begins many years ago at the start of their acquaintance with Dr. Paul MacCready, President of AeroVironment, Inc. of Pasadena, California, who brought forth the initial idea of what would eventually become the Gossamer Condor.

Approximately 35 years ago Vern and Paul MacCready, both interested in building and flying model airplanes, met at various flying events. Vern Oldershaw was beginning to be known for his ability to design and produce his own originals. From model airplanes, both men went on to build and fly gliders while their acquaintance continued as they met at soaring events across the country. Paul was to become

three times national champion and would win in a world soaring championship competition. Vern became a recognized figure for his unique concept of a powered glider. As the years went by they kept in contact and enjoyed, when the opportunity arose, conversational exchanges of flying activities and aviation projects.

Dr. MacCready's love of soaring plus an interest with his sons in hang-gliding probably helped to form his idea of the bike/glider single-surface wing structure which was first tested in the Rose Bowl parking lot in Pasadena, California, in September, 1976. After the project had transferred to Mojave Airport better working conditions were found at Shafter Airport, near Bakersfield. Work began in February, 1977 in the ideal location which had calm, still-wind dawns for flight testing and vast arenas of pavement left from the days of World War II when Shafter Airport was named Minter Field . . . training center for hundreds of U.S. pilots.

The men who brought the project to Shafter had been advised to "look up" Dr. MacCready's old friend, Vern Oldershaw. It was somehow appropriate that they would find him at an EAA (Experimental Aircraft Association) meeting.

Vern wasted little time after being invited to come out to the Gossamer Condor's new hangar. He was there early the next morning examining with enthusiasm the plane and pieces. It was the start of a dedication of time and labor. He was to become the primary builder at Shafter, doing the detail structural design and managing the flight tests.

Maude's interest in the MacCready design began because her husband had become deeply involved. She was more than ready to offer support. However, she had her own aviation background which added to her interest. Upon first meeting this fair-haired, blue-eyed, attractive lady of gentle personality, one might need to adjust to the knowledge that she is a capable pilot and holds, also a glider pilot's license. A great

deal of her time is spent with aviation concerns, including help given over many years in co-arranging aviation safety meetings and participating in community projects related to flying. Countless hours have been devoted to helping with school children's educational tours of Meadows Field, Bakersfield's major airport. Maude is a member of The Ninety-Nines, International Organization of Women Pilots, Bakersfield Chapter, serving on the Board of Directors for many years.

"I'd like to be able to say that I was asked to help with the Gossamer Condor development because of some useful aerodynamic knowledge; however, that's anything but true," states Maude. "I was on the scene because of Vern and completely enjoyed the helping roles I was asked to assume. It allowed me to gather memories that I will always treasure and to share in seeing a monumental achievement unfold."

Her presence at Shafter Airport soon became familiar as Maude brought along the Oldershaw's motorhome and parked it near the great hangar doors where the fledgling aircraft was progressing. Her personal way of helping began with preparing hot coffee and various refreshments in the motorhome kitchen.

But it wasn't all being an unofficial cook. Great fun came in being invited to help in flying tests. Markers to measure the height above ground had to be held and bike rides or foot races were run along each side of the wing tips (as the plane attempted to fly the required course), acting as guards against a sudden damaging brush on the hard pavement. The delicate lightweight plastic covering tore easily, although it was usually easy to mend by simply applying clear tape. There were many moments of mending required since the aircraft, with its enormous wingspan, flew (out of ratio) at an exaggerated slow flight speed, and in early test runs any slight amount of turbulence affected it immediately.

Maude watched and shared the group's



The cockpit is also enclosed in a mylar envelope, which cuts down on the wind resistance.



The Condor's powerplant and controls

frustrations as week after week of slow progress went by spent in redesigning, restructuring and flight testing. Problems persisted in achieving adequate control in turning. Changes in wing design that were not successful caused a drop in confidence that the Condor was really going to be completed.

Maude remembers that Dr. MacCready always seemed to be an optimist. He continued, as he had from the start, to say, "when we succeed", not "if we succeed." Vern expressed his own faith by unfaltering work and patient rebuilding of parts of the aircraft. He did much of it in his own glider-building work-space at home.

A solution to the turn-and-bank control seemed to defy the usual configurations of standard aircraft. Because of the faster speed of the Condor's giant higher wing when in a turn in relation to the lowered wing, a difference of lift between them becomes abnormal. To lessen this difference, lift was added to the inner (lower) wing by bracing it into a higher angle (of attack) thus increasing the lift factor until the turn is finished, then the wing is returned to the normal shape. The miracle change was



The Gossamer Condor's wings measure 96 feet - bigger than a DC-9's wings.

Cont. on pg. 18

accomplished in a simple and efficient way by attaching a lever to the brace in the wing and placing it where the pilot could twist it as needed, and then release back to normal.

At this point the plane was nearly complete except for one vital factor. Needed was more control of the airplane in order to insure that the energy producing pilot could maintain the track with as little deviation as possible. So Vern went to work again and the result was a 'streamlining' of the fuselage which also gave a bonus of further reduction in weight of the Condor down to an incredible 70 pounds. Thus the final step was completed because on the next test their machine flew the whole course and did it easily.

Tuesday, August 23, 1977 became the day when the official witness for the Royal Aeronautical Society saw the Gossamer Condor fly the required test in a flawless performance. It is easy to picture that day as Maude describes it. "We waited for the pumping motion to begin and the huge propeller to rotate. The actions and the movements all seemed to happen at the same instant . . . forward motion and lift-off blended together without straining or any apparent gathering of momentum. I felt a kind of breathlessness as I watched the Condor fly quietly and slowly along to the first marker, then down to the second pylon, making the final turn of the figure eight without a break in the same even pace. All of us seemed to have experienced the identical rising surge of happiness as this wonderful aircraft settled down in a landing that was just as gentle as the liftoff had been. Our Gossamer Condor had not 'just' flown the Kremer requirements but had done beyond the distance needed and had flown it with great control and exactness."

The usually quiet atmosphere at Shafter changed dramatically. Newspeople and sightseers came from many areas. NBC television crews had been at the airport for several days ready to film the final test flight. International reaction was swift, too. The crop dusting business offices on the field became communications centers as they relayed telephone requests from many countries including England, Germany, Canada and France.

After the initial weeks of high excitement passed, the MacCready group gathered together once more. It had been suggested by Dr. MacCready that, since they had "brought forth" the winning Gossamer Condor with dedicated effort, now they should "enjoy and personally share" the result. All who wished would have a chance to fly the Condor. These were the words Maude had waited to hear since a few weeks before when MacCready had said to her, "Maude, you will be the first woman in history to fly the Gossamer Condor."

Maude seemed almost afraid to move her hands, feet, or elbows after she had climbed gingerly onto the bicycle seat, in the event that a hole might inadvertently be poked in the fragile mylar covering. But her sensation of the flight was one of pure pleasure. "The Gossamer Condor was very easy to fly. I felt



Bicycle safety guards follow the Condor during testing to catch the wings in the event they should come too close to the runway to prevent them from being damaged.

such an unbound feeling of freedom that for a moment I forgot to keep rotating my feet and immediately started to settle toward the ground. Just as quickly as I started the pedal action, the plane and I lifted upward. It was a fantastic experience and over too soon."

Friends and family pressed around to share the fun. Among them was a man whom Maude did not know although he seemed vaguely familiar. She knew that he had not been a part of the Condor crew. As the red-headed "stranger" settled himself into the translucent cabin he was identified as Russell Schweickart, the civilian astronaut who had been a part of the crew of the Apollo 9 spacecraft. Referred to as Rusty, he performed the task of crawling from his space vehicle into the attached Lunar Module where he and a companion astronaut flew the module on its first manned space test with a docking back again to the spacecraft. During this time Schweickart's task was to complete a 'space walk' outside the module and take pictures of Earth and the two space vehicles.

Maude was told later that in a speech he made after his visit to Shafter Airport, Schweickart said to his audience "there are two greatest thrills in my life. One was lifting off from Cape Kennedy with thousands of pounds of thrust and the other was lifting off from Shafter with half a doughnut and a cup of coffee."

Maude and Vern prepared for the trip to London, England where Dr. MacCready would be presented with the \$87,000 Kremer award on November 30th. Events began with a reception at the Royal Automobile Club, and guests included many of the teams from other countries who had been working on man-powered flying machine designs. The Japanese had been reported in American journals as being the closest to achieving a success. Projects in England, South Africa

and South America were described along with the Gossamer Condor.

The formal presentation of the Kremer prize was held at the Royal Aeronautical Academy. Guests included Prince Charles, who presented Dr. MacCready with a handsome silver trophy, and Mrs. Kremer (acting on behalf of her husband) who gave the long awaited Kremer award. A lavish dinner followed with lively conversation, hearty expressions of congratulations to the winners from California and concentrated questioning from the teams who had been trying to win.

While in England, the Condor people were invited to visit the country home of one man-powered aircraft designer who had been a British soaring champion. With their host, they toured the nearby airforce base where Vern observed with astonishment the vast work area that was set aside for his project. A little more questioning, and they learned that their soaring champion host was also a retired British Navy Admiral . . . who announced that he would continue to develop his project, however, it would be to compete for the second Kremer prize. Henry Kremer had just announced that he would offer an award of 100,000 pounds to the first man-powered aircraft to fly across the English Channel.



Bryan Allen provides the power to make it fly.



Maude Oldershaw helps unload and assemble the Condor at the Smithsonian Institution.

The Oldershaws were to have another pleasant memory from this trip. It came when they were greeted with enthusiasm by the editor of a British aviation publication. He referred to Vern's model aircraft designs of years back, saying, "I remember your name and descriptions of your designs. We (British) still fly your models."

At home again, the Gossamer Condor people realized that their plane was to be placed in the Smithsonian Institution's National Air and Space Museum and they were faced with the problem of transporting the Condor across the country. A super-sized van was to haul the tremendous wings reduced to forty-foot sections and miles of fine bracing wire which had to be rolled. Maude and Vern flew ahead to Washington, D.C. to be ready to help with the mounting.

They somewhat expected that the actual placement would be done by the museum personnel, but the Condor group of five discovered that the total process was to be left to them. Visitors gathered to watch and question with such interest that Bryan Allen, who had flown the plane on its winning test, took on the job of answering the onlookers. Work continued through the afternoon, long after the outside doors were shut and silence had come to the huge hall. It was planned to keep at the mounting throughout the evening until the job was nearly finished but . . . suddenly it became pitch black. Every light was out.

Groping their way downstairs toward the guards with pleas for help, they were told that further work would have to be done in daylight since the lighting system was completely computerized and couldn't be reprogrammed for the Gossamer Condor. The extra time spent in Washington, D.C. produced a dividend, however, because they were invited to visit Silver Hill, a part of the Smithsonian that outsiders rarely see. Here famous aircraft wait their time to be placed in the National Air and Space Museum. The Oldershaws sighted President Kennedy's "Caroline" and historic planes from World War II.

Finally the Gossamer Condor reached the moment of being hoisted into position by a huge cherrypicking machine and rested in a well-deserved place . . . close to Lindberg's "Spirit of St. Louis" and just above Neal Armstrong's moon capsule.

The final dedication took place on March 3rd, 1978, the second of two ceremonies attended that day by part of the group who had designed and developed the Gossamer Condor. Dr. and Mrs. MacCready; Dr. Peter Lissaman (famous for his work in aerodynamics) who had participated in the designing of airfoil and prop, controllability factors, plus phases of construction and flight testing; Bryan Allen (pilot of flight tests and the successful flight) who, as energy supplier, trained by working constantly on an egometer which measured his energy output as he developed more capacity. Bryan also worked to lose weight on a plan that would not sacrifice his energy level; Pete Plum from Shafter Airport, who left work in his wing shop when needed to help with construction details; and the Oldershaws. All were invited to the office of the director of NASA (National Air and Space Administration) for a special award. On behalf of them all, Dr. MacCready accepted a plaque for "Outstanding Scientific Achievement as a Group", and each received a memento of the American space flights.

From the NASA building, they proceeded to the nearby National Air and Space Museum for the formal dedication ceremony. When questioned about her emotions at seeing the Gossamer Condor just as they had left her in January, Maude replies, "It was like seeing a very dear and close friend and feeling that everything was quite all right. I had a strange feeling that the Condor reacted to us because little quivers moved her wings . . . of course, it was from currents of air when the museum's outside doors opened."

Two personal comments to Maude added to her pleasure on the dedication day. One came from the museum assistant director who had been touched by seeing Maude's tears flowing on a face filled with happiness in a film taken as the Gossamer Condor completed its history-making course, and the other gesture was a friendly comment from a guest at the ceremony who said, "One quality that stands out about the Gossamer Condor people is their warmth and approachability. Sometimes there is a feeling of aloofness along with high scientific accomplishment, but (from you) we have enjoyed your willingness to share experiences."

Back home in Bakersfield, Maude and Vern noted changes in their lives brought about by the Gossamer Condor. Especially Vern who had started receiving many requests to speak to aviation and community organizations. They planned to get back to their long interest in gliders and Vern's design, the O-3 (O for Oldershaw and 3 for the third concept) might be displayed at the upcoming EAA convention in Oshkosh.

The visitor to the home of the Oldershaws sees immediately a wall-mounted large

framed picture of an extraordinarily beautiful V-tailed powered glider pictured high in a blue sky against a background of cumulus clouds with Vern at the controls.

Maude was asked for her opinion as to what the Gossamer Condor had achieved and what could come from man's first successful human-powered flying machine? "I heard someone say that the Condor is a simple machine and to me that would seem to be an unawareness of the exacting combination of weight control, a revolutionary concept of controlling lift factors in the turn-and-bank configurations then matching each component to the available human energy supply. My thoughts suggest that the Gossamer Condor is a victory of faith and imagination; a symbol of what man can still achieve when he sets mind and heart to a task."

"No one knows now what the future use of this type of craft can be, but the accomplishment of man-powered controlled flight is equal, to me, to man's achieving the first engine-powered flight because both produced what had never been done before. And in these days it may help to revive a sometimes weakened faith that man is still capable of using his mental capacity and creative ability in brand new ways. That is a good feeling."

Ed. Note: The next milestone for a human-powered craft is to fly across the English Channel. A more sophisticated version of Condor tentatively dubbed the 'Gossamer Albatross' will attempt the Channel crossing as soon as tests are completed. The London Aeronautical Society is offering a 100,000 pound prize for successfully accomplishing the crossing.



Maude Oldershaw works on the Condor's wing cover. Many famous planes surround it including the one in the background which Amelia flew.

Middle-East Section Meeting Report

The Middle-East Section meeting was held at New Market, Virginia, in the heart of the beautiful, historic Shenandoah Valley. The host for the occasion was the Shenandoah Valley Chapter with Ethel Garber as Chairman.

Activities started with an informal get-together on Friday evening, the 27th of October, for snacks and hangar flying at the home of Virginia and Don Thompson. Doris Jacobson and June Hanson of the Maryland Chapter delighted members and guests with excellent pictures.

On Saturday morning, tours or sightseeing the Shenandoah Valley from the air were available for 49½¢ and guests while members attended the business meeting held at the New Market Quality Inn.

Doris Jacobson, Governor, kept the business meeting moving along. It was reported that the names of seven new honorees from the Middle-East Section were placed in the Forest of Friendship in Atchison, Kansas, during the Anniversary Celebration held there in July.

We were happy to learn that Martie Pool was elected to the International Nominating Committee; Linda Hollowell was the recipient of an Amelia Earhart Scholarship to complete her CFII; and the Middle-East Section placed third, not fifth, in the Safety Education Program with the Maryland Chapter ranking highest in our section.

The membership voted to establish a scholarship in memory of Shirley Chatfield of the Washington, D.C. Chapter who lost her life during a night IFR flight in adverse weather. Maureen Long, Washington, D.C. Chapter; Kay Bays, Maryland Chapter; Mary Waite, Greater Pittsburgh Area Chapter; and Donna Powell, Delaware Chapter; will develop specific plans and present them at our Spring Section Meeting.

The very generous offer of Betty Jo Ault, of the Eastern Pennsylvania Chapter, to publish a Section Newsletter was accepted with enthusiasm. It should make a major contribution in helping to keep members of a growing, widely scattered section with ten active chapters better informed. Any items for the Newsletter should be mailed to Betty Jo at 5 Swallow Road, Holland, Pa. 18966. We are all looking forward to the first issue.

A motion was passed that our section support an amendment to Article IV, Section 4 of our International By-Laws . . . "A chapter may vote to transfer a member who does not participate at the Chapter Level, according to each Chapter's By-Laws, to affiliate to the Section status . . . The reason for the suggested change is to allow chapters to meet quorum requirements to transact business and reduce subsidization of inactive members.

The business meeting closed with a "Thank You" to outgoing officers Lucy Thompson and Helen Davison for work well done. She also announced the new officers for 1978-79. They are: Governor—Doris Jacobson, Maryland Chapter; Vice Governor—To be announced later; Secretary—Anne Adams, Shenandoah Valley Chapter; and Treasurer—Joan Bates, Maryland Chapter.

Following the meeting, Katie Lou Webb of the Washington, D.C. Chapter, Betty Jo Ault and June Hanson presented some of the highlights of the Ninety-Nines First Air Age Education Workshop which was conducted in Oklahoma City beginning July 10, 1978. They completed their presentation with the launching of a hot air balloon of the type constructed during the workshop.

The table decorations for the luncheon

featured delicious eating apples which members were invited to take home to keep the doctor away. The decorations had been prepared by Liz Monroe. Unfortunately, she could not attend because she was in the Bethesda Naval Hospital with a broken knee sustained just two days prior to our meeting.

After a delicious buffet luncheon, Ken Rowe, Assistant Director of the Virginia Division of Aeronautics talked about "Airport Development—A Look to the Future". He brought with him many "hand outs" for members and guests.

After his very interesting presentation, he assisted in drawing numbers for the many door prizes. It was a really wonderful day.

We are all looking forward to our Spring Section Meeting on March 30th and 31st at the Hilton Inn in north Philadelphia with the Eastern Pennsylvania Chapter as host.



Jo Eddleman, Jean Pickering, Donna Powell and Betty Jo Ault are preparing to launch a hot air balloon during the Middle East Section Meeting.



The Middle East Section luncheon was held in New Market, VA October 28.

A LESSON TO BE LEARNED

By Judi A. Brown

It's been said before that the wind wails and the huskies howl and the snow blows way up North. But today any Cheechako would have surely thought a major disaster was in the making as lights flickered on and off and the wind whistled through every tiny crack.

Today is the first day of daylight savings, October 29, 1978. Fire engines with sirens blaring and lights flashing seem to be everywhere as they race up and down the roads heading from one disaster to another. The wind is blowing a steady 45-50 mph and gusting up to 70 and has been since the wee hours of the morn. Someone said we are experiencing the end of a South Pacific hurricane. Which one I don't know.

A friend called to ask if I'd check his airplane "cause the wind is really blowing... better check on Scott's and Roger's too while you're up there. Thanks much."

"Up there" means O'Malley airstrip. O'Malley is about 6 miles to the south of Anchorage and is situated at the top of the foothills of the Chugach Mountain Range. Usually the drive to O'Malley is pleasantly uneventful. Today, however, was a different story. In town garbage cans rolled thru the streets. Street signs hung, wind beaten and mutilated. Traffic lights swung back and forth. I thought they might flip over the top of themselves the way children sometimes do on a swing set as they swing higher and higher. I saw somebody's trailer blown over, the roof completely ripped off. A fire truck was on the scene trying to extinguish the burning remains.

The wind lashed out as I drove towards O'Malley. My path seemed a direct perpendicular to the wind's gusty directions. The necessity to crab my automobile into the wind reinforced in my mind the urgency of checking on the airplane.

At the top of the knoll I turned right onto Gange road. A tiny, bumpy, dirt road that leads to O'Malley's Sky Harbor strip. Sky Harbor is a small, dirt strip, 1600 feet long. "Bush" aircraft, mostly taildraggers, line both sides of the runway. Sky Harbor is definitely not a beginning pilot's type of landing field. There are tall trees at both ends of the strip as well as along both sides. Situated as it is on the top of a hill a 90 degree crosswind is not unusual. The runway dips a bit here and there and should you not touch down in the right spot, especially if you have your "big" tires on, you're in for several good bounces—so be aware.

The windsock at midfield stood straight out with a direct 90 degree 50-60 mph crosswind. I knew O'Malley would be busy this morning. Aviators of all shapes, sizes

and sexes were bustling and scurrying around securing and resecuring tie downs, double checking tailwheels to make sure they were snug to the ground, locking flaps, ailerons and elevators in place. All this excitement I expected for such a windy day. But what I saw as I topped the little knoll to the north of the runway was totally unexpected.

Directly in front of me, not 300 feet away, I saw a Super Cub upside down in midair come crashing down to earth on its back. The wind had whipped under its left wing, snapped the tie down ropes, flipped it up in the air and threw it back on the ground upside down twenty feet further to the west of where it had stood only seconds before. The plane was severely damaged. The tail feathers were smashed. All the windows busted out. Both wings were broken. The fuselage was bent and wrinkled. The wing struts were torn out, and the tie down ropes physically hurt. The driver of the truck in front of me had driven past the airplane just seconds before on his way to check his own tie downs.

The Monday morning's paper, Oct. 30, showed pictures of several other mishaps such as the one above, all of which occurred in yesterday's winds. All in all twelve aircraft were virtually destroyed yesterday. They all flipped over. Numerous others were damaged by the winds but did not leave the ground although several tried desperately to fly.

It seems there is always a lesson to be learned by someone else's misfortune. Take a moment and think about this experience. I think you will see the necessity in securing your airplane to a good tie down at all times. Make sure you tie it down tight. Don't be sloppy or lazy. Use good quality rope that will hold a knot securely. Pull those ropes taut and double rap the strut or tie down point. You never know when that wind is going to come up and strike your airplane. Secondly, check your tie down ropes for fraying and weaknesses. If they are the least bit worn, get new ones. What is \$12 or \$15 worth if it means the difference between saving your airplane or having a bent, broken bird? The owner of the above mentioned Super Cub will no doubt be disgusted to learn that his tie down ropes simply snapped under the wind's persistence. His tie downs were cinder blocks. His tie down ropes had become badly frayed from the constant sideward rocking of the wings in the wind which was allowed because the ropes were not pulled down snug and tight. Had he taken the time to notice, he might have saved himself a \$30,000 mistake.

A.M. Weather is Back!

A.M. Weather is scheduled to appear on the following stations at press time. New stations are signing on daily, so be sure to check your local TV listings for the time and station in your area.

ALABAMA

WBIQ/Ch. 10, Birmingham
WIIQ/Ch. 54, Demopolis
WDIQ/Ch. 2, Dozier
WFIQ/Ch. 36, Florence
WHIQ/Ch. 25, Huntsville
WGIO/Ch. 43, Louisville
WEIQ/Ch. 42, Mobile
WAIQ/Ch. 26, Montgomery
WCIO/Ch. 7, Mt. Cheaha

ARIZONA

KAET/Ch. 8, Tempe

CALIFORNIA

KTEH/Ch. 54, San Jose

COLORADO

KTSC/Ch. 8k, Pueblo

FLORIDA

WSRE/Ch. 23, Pensacola
WUFT/Ch. 5, Gainesville
WSFU/Ch. 11, Tallahassee
WJCT/Ch. 7, Jacksonville

GEORGIA

WCLP/Ch. 18, Chatsworth
WDGO/Ch. 15, Cochran
WJSP/Ch. 28, Columbus
WACS/Ch. 25, Dawson
WABW/Ch. 14, Pelham
WVAN/Ch. 9, Savannah
WXGA/Ch. 8, Waycross
WCES/Ch. 20, Wrens

IDAHO

KUID/Ch. 12, Moscow
KAID/Ch. 4, Boise
KBGL/Ch. 10, Pocatello

ILLINOIS

WTVP/Ch. 47, Peoria
WSIU/Ch. 8, Carbondale
WUSI/Ch. 16, Olney

INDIANA

WIPB/Ch. 49, Muncie
WTIU/Ch. 30, Bloomington
WFYI/Ch. 20, Indianapolis
WNIT/Ch. 34, Muncie
WVUT/Ch. 22, Vincennes

KANSAS

KPTS/Ch. 8, Wichita
KTWU/Ch. 11, Topeka

KENTUCKY

WKPC/Ch. 15, Louisville
WKAS/Ch. 25, Ashland
WKGK/Ch. 53, Bowling Green
WCVN/Ch. 54, Covington
WKZT/Ch. 23, Elizabethtown
WKHA/Ch. 35, Hazard
WKLE/Ch. 46, Lexington
WKMJ/Ch. 68, Louisville
WKMA/Ch. 35, Madisonville
WKMR/Ch. 38, Morehead
WKMU/Ch. 21, Murray
WKON/Ch. 52, Owenton
WKIP/Ch. 22, Pikeville
WKSO/Ch. 29, Somerset

LOUISIANA

WYES/Ch. 12, New Orleans

MAINE

WCBB/Ch. 10, Lewiston

MARYLAND

WAPB/Ch. 22, Annapolis
WMPB/Ch. 67, Baltimore
WPPB/Ch. 31, Hagerstown
WCPB/Ch. 28, Salisbury

MICHIGAN

WCML/Ch. 6, Alpena
WCMU/Ch. 14, Mt. Pleasant
WNMU/Ch. 13, Marquette
WTVS/Ch. 56, Detroit

MINNESOTA

KTCA/Ch. 2, St. Paul
KAVT/Ch. 15, Austin

MISSISSIPPI

WMAH/Ch. 2, Acherman
WMAE/Ch. 12, Booneville
WMAU/Ch. 17, Bude
WMAO/Ch. 23, Inverness

MISSISSIPPI (continued)

WMAA/Ch. 29, Jackson
WMAH/Ch. 19, McHenry
WMAV/Ch. 18, Oxford
WMAW/Ch. 14, Rose Hill

MISSOURI

KETC/Ch. 9, St. Louis
KOZK/Ch. 12, Springfield

NEBRASKA

KTNE/Ch. 13, Alliance
KMNE/Ch. 7, Bassett
KHNE/Ch. 29, Hastings
KLNE/Ch. 3, Lexington
KUON/Ch. 12, Lincoln
KRNE/Ch. 12, Merriman
KPNE/Ch. 9, North Platte
KXNE/Ch. 19, Norfolk
KYNE/Ch. 26, Omaha

NEW MEXICO

KENW/Ch. 3, Portales

NEW YORK

WCCE/Ch. 57, Plattsburgh
WSKG/Ch. 46, Binghamton
WCNY/Ch. 24, Syracuse
WXXI/Ch. 21, Rochester
WMHT/Ch. 17, Schenectady

NORTH CAROLINA

WUNF/Ch. 33, Asheville
WUNC/Ch. 4, Chapel Hill
WUND/Ch. 2, Columbia
WUNG/Ch. 58, Concord
WUNK/Ch. 25, Greenville
WUNE/Ch. 17, Linville
WUNJ/Ch. 39, Wilmington
WUNL/Ch. 26, Winston Salem

NORTH DAKOTA

KFME/Ch. 13, Fargo

OHIO

WGTE/Ch. 30, Toledo
WBGU/Ch. 57, Bowling Green
WPTD/Ch. 16, Dayton
WPTO/Ch. 14, Oxford

OKLAHOMA

KWET/Ch. 12, Cheyenne
KOET/Ch. 3, Eufaula
KETA/Ch. 13, Oklahoma City
KOED/Ch. 11, Tulsa

PENNSYLVANIA

WQLN/Ch. 54, Erie
WVIA/Ch. 44, Scranton
-Wilkes Barre
WITF/Ch. 33, Hershey
WPSX/Ch. 3, University Park

SOUTH CAROLINA

WRJA/Ch. 27, Sumter
WEBA/Ch. 14, Allendale
WITV/Ch. 7, Charleston
WRIK/Ch. 35, Columbia
WJPM/Ch. 33, Florence
WNTV/Ch. 29, Greenville

TENNESSEE

WKNO/Ch. 10, Memphis
WSJK/Ch. 2, Knoxville

TEXAS

KEDT/Ch. 16, Corpus Christi
KERA/Ch. 13, Dallas

UTAH

KBVU/Ch. 11, Provo

VIRGINIA

WVPT/Ch. 51, Harrisonburg
WBRA/Ch. 15, Roanoke
WSVN/Ch. 47, Roanoke
WCVE/Ch. 23, Richmond

WASHINGTON

KWSU/Ch. 10, Pullman

WEST VIRGINIA

WMUL/Ch. 33, Huntington

WISCONSIN

WPNE/Ch. 38, Green Bay
WHLA/Ch. 31, LaCrosse
WHWC/Ch. 28, Menominee
WHRM/Ch. 20, Wausau
WLEF/Ch. 36, Park Falls
WHA/Ch. 21, Madison

Alameda County Chapter Pilot of the Year



Frances Gibson (R) Treasurer and Safety/Air Age Education Chairman of the Alameda County Chapter receives the plaque awarded to her as the chapter's first 'Pilot of the Year'. Presenting the award is Chapter Chairman Jean Stroobant.

Frances Gibson has received the first "Pilot of the Year" award presented by Alameda County Chapter. The award was presented by chapter chairman, Jean Stroobant, at the chapter's ninth anniversary dinner at Antonino's Restaurant in Hayward, CA recently.

Frances is a high school teacher. She assists students on orientation flights and visits to local airports. A pilot since 1966, Frances has just under 700 hours to her credit. She is a former TWA stewardess, a member of the Civil Air Patrol, Space Writers Association, Aircraft Pilots of the Bay Area and Hayward Flying Club.

In addition to her private pilot ratings, she has her instrument and ground school ratings. She and her husband, Henry, a retired airline captain, have a son, John, daughter, Nancy, and three grandchildren.

Be Careful!

Don't allow your membership to lapse!! You should renew it as soon as your notice comes to avoid forgetting about it. It's a hassle to get reinstated and you lose your original membership date. Besides that, the computer treats you like a 'new' member.

If you're about to expire, renew your membership now. If it's already lapsed, contact your chapter chairman and ask her to indicate chapter approval by signing the same form you used as a new member. The reinstatement fee is \$28.00.

Activities & Projects

East Canada

Twenty-four members and guests of the First Canadian Chapter met recently with representatives of the Ontario Motor League to learn about a fascinating project the League has planned — a fly-it-yourself tour of Australia! Aircraft, such as a Cessna 182 will be made available in Australia to qualified pilots and a squadron of Canadians will proceed from Sydney, to Alice Springs, over to the Great Barrier Reef, through Brisbane and back to Sydney. The tour is planned for February/March, 1979

and at least one of our chapter members, Vice Chairman **Maureen McGraw**, is planning to see Australia from the air. We're counting on Maureen for pictures and stories of a great flight.

99 hands were sold for Eastern Ontario's September 30th Poker Run! Chapter members completed all seven stops in reasonably good weather, which turned out to be much better than the rainy rain date would have been.



C. Blaine Bowyer, President of the National Air Museum Society, accepts the \$1000 Canadian Award in Aviation from Chairman Heather Sifton (second from left) while Lois Apperley, Director of the National Air Museum Society and First Canadian Chapter member looks on.



Isabel Peppier is the Canadian Award's first Chairman and was very instrumental in the Award's formation. She is holding the draft of the charter and will serve this term as the new Treasurer of the project.

Western Canadian

Saskatchewan members had the opportunity to participate in an Aware Clinic September 22nd, which was held in conjunction with the 49th Convention of the Royal Canadian Flying Clubs Association. The Clinic was attended by twenty women.

The **Saskatchewan** Chapter also held a very successful Instrument Flying Clinic in Saskatoon with many of the members flying in for the day or the weekend of October 28th. New member **Lynn Shaw** gave a very interesting and informative talk on instrument work in the morning and then, to improve skills or to become familiar with the basics of IFR, participants spent time in the air under Lynn's excellent instruction. **Dr. June Mills** and **Mildred Beamish**, both instrument rated, also spent time in the air with the other 99 members.

Middle East

The **Washington, D.C.** Chapter was well represented at the Fall Sectional Meeting held at New Market, VA. They also had a lovely dinner meeting in November at the Hospitality House in Arlington, VA. **Ira J. Rimson**, President of Systems Safety Associates, Ltd. was the guest speaker.

New York-New Jersey

The **Long Island** Chapter held its first meeting to welcome 66s. The program began with a slide presentation by **Jane Duggan** of her trip with 49½er, Wally, from Long Island to Oregon in a Citabria this past summer. After coffee and cake, the 66s were

introduced to the 99 and 66 program by **Kathy Lustig**, Chairman of the 66 Committee. **Long Island** chapter member **Pat Rockwell** thanked Mattituck Aviation of LI for the very generous raffle prize they donated to the NY-NJ Section Meeting in September. Pat won a box of aviation spark plugs which she sold to a local FBO for \$95.16 which she will put toward her glider rating.

On hand to help at the Avionics Clinic at the Ramada Inn in Westchester, NY October 17th were **Kathy Lustig** and **Pat Bizzoso**, both LI Chapter members. The clinic was sponsored by McIntyre Aviation of LI and hosted by the **Greater New York Chapter 99s**.

Hudson Valley Chapter members got to try their hand at helicopter training during their November meeting which featured a demonstration of a helicopter simulator. In December, the chapter co-sponsored an airman refresher meeting helping to celebrate the 75th anniversary of powered flight. The program covered eagle-eyed pilots and stepping up to a complex airplane.

North Central

All-Ohio **Yolanda Yourell** sponsored an FAA Instructor Clinic in Columbus, OH, in November. Members of the chapter from the Columbus area assisted Yolanda with the all day clinic. Coffee and cookies were served during the breaks, and **All-Ohio** **Verene Trubey**, A.E. Scholarship winner, prepared and served lunch to the instructors and FAA personnel who attended. In December, Yolanda is sponsoring an FAA Safety Seminar for all pilots in the Columbus area. This will be a 3-hour evening program featuring winter flying, plus emphasis on safe landing and takeoffs, since this is the area where the most accidents occur.

When the new officers of the **All-Ohio** Chapter took office, they knew they were filling pretty big shoes. The chapter membership numbers anywhere from 111 to 116. On some occasions the number of members who attended meetings were small, and frequently, it was the same loyal supports. The new officers put their heads together and with a lot of brain picking, decided there would be a lot of changes until the right formula was found to bring the inactive to meetings! The day was lousy for flying, yet with 1800' ceilings, aircraft flew in. There were 44 in attendance. The social hour started at 9:30 and then at 10:30 a program was presented by Dayton Radar personnel. The program hopes to develop a better understanding between the pilot and controllers. Chairman **Marcia Greenham** has started a portion of the meeting where everyone who wishes stands and explains what she has been doing. This is very informative and helps the members get to know one another better.

After the meeting, a spot landing contest was held. There were no strict rules, just get it on the line. 49½er **John Norman** puffed the lime and was proclaimed 'Super Pilot' for the day. In the past, members were in a rush to get home, but everyone had such a good time that they lingered and enjoyed.

Aviation Education has been brought to the Chicago Public Schools by **Rose Bonomo** and other **Chicago Area 99s** by talking to the students and answering questions and showing them various airplanes. Other talks have been scheduled through the winter.

Greater St. Louis Chapter members had planned to participate in 'Old Newsboys Day' by selling St. Louis morning papers on the day before Thanksgiving for the benefit of various children's agencies. However, a newspaper strike in St. Louis forced the activity to be postponed indefinitely. But, rest assured that when they do decide to have it, our gals will be out there in the cold hawking papers with the best of 'em. Plans are going ahead for the annual project of handing out fresh holly corsages to arriving Ozark Airlines passengers on December 21st at Lambert Field. In the past, the reaction of the passengers to this happy Christmas time gesture has been mixed. Most people are delighted, however, some think chapter members are looking for donations and can't believe the corsages are free! It is a fun experience for the members and even assembling the corsages the night before is fun. (And the sharp edges of the holly only hurts for a little while!)

Indiana Dunes Chapter members are planning to again bake cookies and take them to local airport and tower personnel as a way of thanking them for their faithful services during the year. A Christmas card made up by **Char Falkenberg** will be enclosed with the cookies.

November was the first **Indiana Dunes** Chapter meeting with emphasis on Air Age Education. **Bonnie Lewis**, Chairman, is sending letters to all local school corporations informing them of our availability for career day presentations, and aviation education presentations to all and every age student. Chapter meetings for the next three months will be devoted to Air Age Education. **Diane Cozzi**, Section Air Age Education Chairman was a guest at the last meeting and plans were formulated for the Section Workshop to be chaired by **Barbara Gross**, winner of the Air Age Education Scholarship to Oklahoma City last summer. The first workshop will be presented at the Spring Sectional Meeting of the **North Central** Section.

Northwest

The **Columbia Cascade** 'Nurses' Cap

Award' this month goes to **Dorothy Mercer** for Red Cross Blood Flights. Dorothy, with **Betty Prakken**, brought back 100 units from Ashland and another 100 units from Klamath Falls with co-pilot **Mary Jane Lusher**.

The major fund raising event of the **Columbia Cascade Chapter** is the Annual Fly-in Pancake Breakfast. This year it was held at Dietz Airpark, Canby, and despite inclement weather, almost 250 breakfasts were served.

Late fall weather permitted the **Idaho 99s** to enjoy a Poker Run that zig-zagged across the Idaho-Oregon state line borders. Seven airplanes carried nine members and four guests to Baker and Ontario, Oregon and Weiser, Emmett and Boise, Idaho. This is the first Poker Run that **Idaho** has had for many years. Most of the participants had never flown one before, and were delighted with the fun and camaraderie generated while scrambling for cards, topping off fuel tanks and dragging their passengers out of the ladies room to hurry along their way. The fine sunny day allowed the slower aircraft to make early departures to pick up all the stops, while the faster craft zoomed on by wagging wings in friendly hellos. The run was ended at Ontario with lunch and a meaty business meeting at the chapter Chairman's home just off the runway numbers. In the west, where we fly such wide open spaces, new pilots are sometimes too timid to enjoy venturing into new territory. Flying with a group of familiar airplanes in a Poker Run helps build self-confidence.

South Central

The **Austin Chapter** has learned very quickly the value of regularly washing and cleaning an airplane. Once again at Lakeway Airpark in September, chapter members bellied-up to under-bellies of singles and twins to raise money for the chapter. Three singles, three twins and eight hours later, the till was \$160 richer. It's worth the broken nails, bruised hands, arms, shoulders, knees, sore muscles and scratchy throats to pump up the sagging treasury.

Southeast

New Orleans 99s pitched in to help their fellow aviation enthusiasts, EAA Chapter 261, during their first fly-in at Lakefront Airport in early November. **Gloria Burlette** is a member of 261 and has helped promote good rapport between the two organizations. The fly-in at Lakefront was a first of its kind for that busy airport. Runway 13-31 was turned over to the EAA for their use as an uncontrolled runway to accommodate the radioless homebuilts, while normal traffic was handled by the tower on the other two runways. EAA President, **Al Womack** proudly gave rides in his restored Waco

biplane to 99s who were helping work the fly-in. Chairman **Judith Maggiore** accepted a trophy for the 99s from the EAA in



Chairman Judith Maggiore accepts a trophy from Willard Duke and Al Womack.



What a thrill to fly! That's the sentiments of New Orleans 99s Gloria Burlette, Judith Maggiore, Estelle Coffman, Ede Brandon, Al Womack and Caroline Cottingham.

appreciation for the large number of 99s who turned out to help. **Patsy Zeringue**, a new 66, soloed during the fly-in and Judith did the honors to her shirt. Much travelled, **Gloria Wills** flew her Cessna 185 to the fly-in and is preparing for her Treasure Hunt trip to the Bahamas. It will be her 8th trip to the Bahamas and she has found a treasure of pleasure each time.

Alexis Montague, Mina Elschner, Ellie Reichenback, Connie Tarry and Ellie McCullough Odorico along with **Kathy Schlitt**, a prospective member, represented the **Florida Gulfstream Chapter** as judges for the Southeast Reagional National Intercollegiate Flying Association (NIFA) meet in Melbourne, FL. The **Florida Spaceport Chapter** helped host the meet.

What would ordinarily have been a regular meeting turned into an extraordinary event when the **Florida Panhandle Chapter** flew into Bob Sikes Airport for their monthly get-together. **FBO Bill Ruiz** provided the hangar space and coffee for the meeting and lunch. The monthly events for the coming year were acted upon with the greatest emphasis placed on sponsoring a "Flying Companion Seminar," which is slated for March, 1979. The program was



Judith Maggiore does the honors to Patsy Zeringue after her first solo.

given by Mr. Kelly Irving EAFB pilot, and Dr. Roy Clemons, EAFB Hospital and President of the EAA. They showed slides and narrated the very famous yearly Oshkosh, WI Fly-In which they attended. Over 7,000 experimental aircraft converged on that field for the week-long air show attended by more than 30,000 pilots. All types of experimental home-built aircraft were exhibited and air shows by famous aerobatsists such as the Red Barons were a daily event. After the slide presentation, Dr. Clemons invited the members to view his "DOG", a one-of-a-kind biplane. The highlight of the day came for several members when they were treated to an aerobatic ride in the "Varieze". Chairman **Joyce Fester** concluded the day's events by announcing that the next meeting would be



Standing beside the one-of-a-kind biplane are (L-R) Florida Panhandle members Nan France; Evelyn Lowe, Secretary; Fran Biele; Joyce Fester, Chairman; and Dr. Harriett Celdran. Down in front are Miriam Fortune; Billie Hilton, Vice Chairman; and chapter guest, Kathy Thom, a glider pilot from Cedar Rapids, IA.

a fly-in to Panama City Airport.

South Central

December was a busy month for the girls of the **Golden Triangle**. Among the activities were a safety seminar, taking goodie boxes to the airports and canned goods for Samaritans. Two members, **Penny Peyton** and **Ellen Van Deventer**, even took the big step to the altar.

Nebraska 99s in the Lincoln area spent a snowy evening at the home of **Sally Clark**, Chapter Airport Beautification Chairman, making Christmas decorations to hang at the Lincoln Airport General Aviation Building. Nebraska 99s living in other areas have planned similar December airport beautification projects.

From the short grass country of NW Oklahoma where the buffalo *still* roam to near the shores of Lake Texhoma in SE Oklahoma, **Dot Clum**, Oklahoma Chapter's Air Marking Chairman and her helpers have been busy. Watching the progress of the air marking crew at the Laverne, OK, Airport was a herd of 40 to 50 buffalo grazing just across the fence. Then, a few days later, it was off to airmark the Madill Airport. Those 206s and 210s are really getting some X-Oklahoma time.



Sandra Rice, Eleanor Lowry and Gloria Holmes, South Louisiana members, prepare the runway for the spot landing contest held at New Roads Airport.

Southwest

Golden West's **Janie Postlethwaite** and 49½er, **Hartley**, have been very actively concerned with safety in aviation. They gave a seminar for NASAR (National Association for Search and Rescue) on Radio Direction Finding in Albuquerque. In November, in Aspen, CO, they taught how to find downed aircraft electronically for the Mountain Rescue and the Colorado CAP. They gave the seminar, then conducted a 'search' just for good measure. If this weren't



Sacramento Valley 99s flying in the Salinas His & Hers Air Race were Jean Matthewson and 49½er Steve (L) and Jeannete Fowler with teammate Art Allen (R).

enough, Janie also gave a talk to local elementary children on piloting and flying at Central School, Belmont, CA. It's easy to see why she won the Southwest Section's Pilot of the Year Award this year.

The **Mt. Diablo** Chapter and the **Redwood** Chapter teamed up Friday and Saturday, October 20-21st, to present a Flying Companion Seminar. Twelve Mt. Diablo members conducted various phases of pilot education during the seminar. The sign-up was so large that it was necessary to add a second seminar November 3rd and 4th.

Memorials to members who have found New Horizons during the last two years have increased **Phoenix** Chapter's Aerospace Education fund. Two hundred fifty dollars have been donated in memory of **Natasha Swigard** by friends in the chapter and her 49½er, **Clif**. Other contributions have been made in the names of **Jan Edens** and **Lona Atkinson**. In addition, Lona's will, which is now in probate, includes a bequest to the fund in the amount of \$1,000. The chapter's involvement in aerospace education, under the leadership of Aerospace Education Chairman **Joan Strand**, includes classroom projects with gifted children in grades four to six, sponsorship of two teams of ASU women students in the Kachina Doll Air Rally and participation in NIFA activities.

Five aircraft and fifteen people winged their way from San Luis Obispo County to



Utah 99s enroute to airmark at Price, Utah, October 14th are Mary Janis Shockey, Sidney Sandau, Wilma Nichols, Debbie O'Connor and Carol Rayburn.



Janie Postlethwaite, Southwest Section's Pilot of the Year.

the Red Baron Restaurant in Livermore, CA for a delightful luncheon October 26th. This fly-out was put on especially to invite student pilots and guests to go along in order to introduce them to activities of the 99s. Of the 15 people on this flight, six of them were guests. Now, two of those six are new chapter members.

MOVING?

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

Send to: The 99s
P.O. Box 59965
Oklahoma City, OK 73159

Affix old Label here	NAME	STREET	CITY & STATE
	New Address		
	STREET	CITY & STATE	

GENERAL INFORMATION

East Canada

The Board of Trustees of the 99s Canadian Award in Aviation announced that the winner of the 1978 annual award is the National Air Museum Society. The aim of the Society is "to promote, foster and encourage the early establishment and continuing maintenance of safe, adequate and permanent quarters for Canada's National Aeronautical collection." The Board hopes this award will increase public awareness in this endeavor which is a vital part of Canadian Heritage.

At their annual general meeting, 45 members and guests of the First Canadian Chapter wishes **Edith Denny** good luck on her retirement and move to Arizona. Edith has been an extraordinary 99 since she joined in 1960. She was responsible for the reactivation of the Canadian Section and served as Governor for the first two years. In recognition of these accomplishments and many others, the First Canadian Chapter

sponsored a plaque in Edith's name in Memory Lane in the International Forest of Friendship. As a memento, a scroll designed by **Julia Trent** was presented to Edith by Vice Chairman **Jean MacDonald**. New chapter Chairman **Betty Innes** was also installed during the meeting. Departing Chairman **Shirley Allen** handed the gavel to Betty, who in turn presented Shirley with a



Jean MacDonald (R) presents the scroll to Edith Denny.



Members and guests at the First Canadian Chapter's general meeting.

plaque in recognition of her many efforts for the **First Canadian Chapter** during her office.

First Canadian's Liz Lane has been chalking up the flying time lately. This summer, accompanied by **Wendy Ross** of **Niagara Trillium**, Liz and her aircraft, CF-EEG, headed out west to Regina, Saskatchewan. While the trip was plagued by bad weather—one day lost outbound and six returning—Liz considers the experience well worth the time enroute. Then in September, Liz joined **SW Safaris** for a fabulous six-day trip in Arizona and Utah by Helio aircraft and jeep. A raft trip did not materialize because of low water levels, but flying through the Grand Canyon and jeeping through Mesa Verde and the ancient Pueblo Indian ruins was spectacular. In Santa Fe, she was royally entertained by **Muriel Guggolz, Santa Fe Area**, who is an excellent weaver specializing in different techniques of various countries. Muriel retired as a Major in the U.S. Army Nursing Corps. Liz votes Muriel, whom she had never met before, as one of those "Hostesses with the Mostess."

At a recent meeting, **East Canada's** incoming Governor **Betty Jane Schermerhorn** gave a very comprehensive report of the Convention in Australia. B.J. also said that she has arranged for an exchange visit for her public school students next year. What a follow up! The next meeting is a fly-away to Montreal.

Western Canadian

Saskatchewan's Nadine Cooper was the guest speaker at the Eastview Rotary Club's October meeting in Regina. She spoke to more than 60 Rotarians on the 99s and women in aviation and reports that her presentation was well received.

Middle East

The **Greater Pittsburgh Area Chapter** has added three new Private Pilots to their ranks. They are **Connie Ellis, Lynda Hornick** and **Jane Urish**. Chapter member **Marge Bartko** is now flying a Rockwell Commander 112. Her Cherokee 140 was turned into a mass of bent metal last winter when a snow-laden hangar roof collapsed on it.

Jeanette Barrett, Hampton Roads Chapter, and her doctor husband, Bob, just returned from a medical meeting and vacation to San Francisco. They flew their Cessna Skylane 5,100 miles coast to coast and were able (with a little advance planning) to find 80 octane fuel all along their route. They flew out the southern route visiting friends along the way. On the way home via the northern route, a snowstorm grounded them for a day in Wyoming. The most beautiful airport they encountered was at Sedona, AZ, in the spectacular Oak Creek Canyon. The airport is on top of a mesa and

is a bit like landing on an aircraft carrier. Every FBO and FSS was friendly and helpful and the whole trip was a never-to-be-forgotten experience.

In spite of the tiring effects of adverse weather and mountainous terrain, **Sandra McPherson, Shenandoah Valley Chapter** and her 49½er, Ronnie, flew their Cessna 172 for more than eight hours during a CAP directed search for a missing Beech Bonanza owned and flown by Robert Einarsen, a Harrisonberg business consultant and a pilot of many years experience. Einarsen and Dr. David Mincey, a well-known oral surgeon also from Harrisonberg, had flown to Charlotte, NC to pick up Mincey's father, Elroy R. Mincey, to bring him home for Thanksgiving. The last radio contact with the Bonanza with the three men on board, was made at approximately 5:30 p.m. on the 22nd of November. The wreckage was spotted from the air on the 26th, but rescue teams were not able to reach it until 10:30 a.m. on the 28th. The plane had rammed into the east side of a mountain ridge just north of Little Bald Knob in Virginia about 25 miles west of the Shenandoah Valley Airport. The pilot had apparently attempted to maintain VFR in marginal weather conditions.

Washington D.C. member **Joan Stalk** and her 49½er, George, now have five pilots in the family. Her daughter-in-law, Cynthia Henry Stalk, earned her Private in October taking her check ride in 25 knot winds with gusts and turbulence. Joan says that they are making a pin out of George's Air Corps Cadet insignia for her as a surprise. She will soon become a 99 as did **Minnie Herrold, Washington D.C.'s** newest member.



The Middle East Section Officers for 1978-1979 are (L-R) Joan Bates, Treasurer; Doris Jacobson, Governor and Anne Adams, Secretary.

New England

Prospective member, Eileen Anderson, attended her first meeting of the **Northern New England Chapter** with a total of 99 hours logged flying time!

New York-New Jersey

Seven members of the **Long Island Chapter** represented the 99s at the dedication of the Charles A. Lindberg Building in

Hempstead, LI in October. This building is scheduled to open in October, 1979 and will house the New York Terminal Radar Approach Control (TRACON) facility of the Eastern Region Federal Aviation Administration. The NY TRACON covers an area of 60 to 80 miles around the major New York and New Jersey airports. Aircraft approaching or departing from any of the metropolitan airports or traversing the TCA become the responsibility of the NY TRACON. The principal concerns of the TRACON controllers are to insure safe separation of aircraft and orderly flow of incoming and outgoing air traffic. This control will eventually take over the duties now performed by the Common IFR Room located at Kennedy International Airport. In addition to the three major metropolitan airports, Kennedy, LaGuardia and Newark, it will also handle operations at L.I. MacArthur, Westchester County and about 25 smaller airports. After the dedication ceremonies, an in-depth tour was given by FAA Representative Richard Howroyd to LI Chapter members **Alice Borodkin, Jane Duggan, Doris Abbate, Barbara Evans, Pat Rockwell, Marie Piglagonia and Madeline LaCarrubba.**

Pat Bizzoso, another **Long Island Chapter** member found it nice to be able to help someone through her flying. One of the members of her flying club landed a bit too hard and broke the right strut of the plane, stranding the pilot, his wife and friend on Block Island, Rhode Island. Pat flew a Cessna 172 to Block Island at 11:30 p.m., picked up the group and delivered them back to Brookhaven at 4:00 a.m. All in a night's work!

Other noteworthy **Long Island Chapter** members are **Jane Duggan** and **Grace Schoenman**, who served as judges for the NIFA meet with Dowling College at Suffolk County Airport, and **Nicole Radecki** who has been appointed by Governor **Claire Angelini** to be the Section Air Age Education Chairman.

Lois Shriver, Western New York Chapter Chairman has taken the plunge and bought herself a Cessna 150. The call number is 6312G, which she fondly calls, "One Two Girlie".

North Central

All-Ohio Bernita Nickell and 49½er, Roger, have been appointed by Bluffton, Ohio, officials to support a museum in that city. Bernita and Roger are responsible for collecting aviation planes and artifacts. The Nickells run a crop-dusting business from their field and recently Bernita picked up a new Thrush in Michigan. She flew home at 800' and used 33 gallons of gas.

Jeanne Wolcott, another **All-Ohio member**, journeyed to Fairview, OK and teamed up with **Oklahoma Chapter** Chairman **Gwen Crawford** to win Second Place in the Fairview Fly Lady Derby, which is a time and fuel proficiency race.

Joy Dannelly, Aux Plaines Chapter, earned her Instrument Rating on November

7th. She decided to make use of it by flying to Atlanta, GA the weekend of November 17th. The day of departure dawned overcast and dreary—just right for IFR flight. But a call to FSS revealed moderate to severe icing above 4,000, tops at 18,000, etc. Not the kind of stuff she wanted to tackle in her lightly equipped Cessna 172. So with much disappointment the trip was cancelled. However, the story does have a happy ending, because on November 19th, Raymond Eric Dannelly decided to make his arrival—a month early! That's one trip Mom is glad she didn't make!

The **Chicago Area Chapter** had nine entries in the WOW Skyderby held at Keokuk, IA. **Mary Panczyszyn** and her son, Mike, won First Place; **Ruth Frantz** and her 49½er won Second Place; and **Judy Suit** with Keith Hazard won Third. The **Chicago Area Chapter** brought home all the top prizes including 5th, 9th and 10th. The chapter also held their own airmeet in September at Hunting, IL. The race was run by our top racer, **Ruth Frantz**. The Chairman of the race is always the previous year's winner, so the 1979 Chairman will be **Julia Konger**, who took First Place in her Cessna 140 with Tami Hicks as co-pilot. Other victorious chapter members were **Elsie Wahrer**, who captured Third Place in her Bonanza, and **Susan Zurcher**, who won Best Rookie Pilot in a Cherokee 160. The Northeast Pilots Association members also provided invaluable help with the race.

The **Chicago Area Chapter** is planning to celebrate their 45th Anniversary in January with a big party. Joining just in time to help with the festivities are new members **Sandy Grane** and **Patricia Collins**, who also holds a commercial balloon rating.

Nancy and Warren Hecksel of the **Greater Detroit Area Chapter** have been named to the Board of Governors for the Mooney Aircraft Pilots Association.

Prospective **Greater Detroit Area Chapter** 99s **Cathy Bonadio Harris** and **Cindy Boswell**, joined forces to win five trophies in the Michigan SMALL Race. This was their first race which they flew in a Bellanca Decathlon. They won trophies for '22nd Place in the 22nd Race', 'Crew with the Least Combined Hours', 'Best Performance by a Non-Professional Team,' and 'Best Performance by a Team with less than 500 Hours.'

Don't fly to Flora, IL for lunch! The **Greater St. Louis Chapter** did in November and found the restaurant closed. Flying Activities Chairman, **Bev Zirkle** simply took charge of the situation by directing the three aircraft and nine passengers to jump back into the planes and fly on to Mt. Vernon where they had a super time and a good lunch.

Adela Scharr, the first **Greater St. Louis Chapter** Chairman, presented a wonderful program for the November meeting at the Alton airport. 'Del' reminisced about her days in the WASP, and of course, this was very timely, since our NEWS has been featuring the WASP and WAFS in recent issues. Del is a delightful person and has

such an entertaining way of presenting the facts about these brave and wonderful women of WW II with enough humor mixed in to be a very interesting program. The Chapter Christmas party will also be a truly fun time. It will again be an International Buffet at Weiss Airport. Each chapter member brings a dish with international flare, and if it is anything like last year, expect a feast!

Northwest

Alaska 99s have been busy recruiting new members. So far to their credit, they have four brand new members and one reinstated member. The new members include **Cindi Pappas**, who became a 99 on her 18th birthday. She works part-time for the FSS and is the other half of the only mother/daughter team in the Alaska Chapter. Her mom is **Ruby Pappas**. **Judy Holtmann**, another newcomer is a long-time Alaska resident and well-known artist, best known for her gold pan paintings. **Marjorie Foster** also joined the chapter, as did **Jan Sosnowski**, who is a recent recipient of the Amelia Earhart Scholarship and is a librarian for the Alaska Court System. **Ruth O'Buck** has been reinstated as a 99 and has over 10,000 hours and every rating possible except helicopter.

At the Northwest Sectional Meeting in Helena, MT, **Dorothy Mercer** was the recipient of the Achievement Award, the third time in a row this honor has been awarded to a member of the **Columbia Cascade Chapter**. **Billie Dutcher** and **Pegge Blinco** were the former champion achievers.

The **Columbia Cascade Chapter** was honored at their Installation Dinner in October by the presence of their Governor, **Lou Wicks**. Their very interesting speaker was **Betsy Johnson**, who showed them a glimpse inside Russia via slides of the helicopter competition of which she was one of the two women on the competing U.S. team. Other countries with teams entering were Germany, Poland, England, as well as Russia.

Phyllis Crary, Charter Member of the 99s, was the guest of honor at the November meeting of the **Far West Chapter** held at the Three Crabs Restaurant at Dungeness. Her first plane flight was with stunt pilot, **Barney Oldfield** in 1927 and she started taking instruction in Buffalo, NY the same year. Lessons were 10-15 minutes in duration when instructors were available and in open cockpit planes with no brakes and hard rubber tires. She wore a helmet, goggles and parachute plus a fur coat and boots.

Phyllis was enrolled as an engineering student at Cornell College and flight instruction was an extracurricular activity. Her father, Major R. R. Fleet, and later president of Consolidated Aircraft, originated the first air mail flights in the United States in 1918 and was decorated by President Wilson.

It was an interesting meeting for members and guests to hear **Phyllis** relate her early

experiences in aviation when it took three days to fly from Los Angeles to Tacoma with no radio, no compass or maps and a cruise speed of 100 mph.



Far West Chapter members Jean Rutz, Elsie MacDougall, Carol Fletcher, Phyllis Crary and Mary Kochanek (back row) and Carol Wagner, Elene Duncan, Joan Rice, Barbara Lathrop and President Mary Cole pause for a minute at the November meeting.

Ilovene Potter and **Glenn Buffington** flew over to join us and we heard about Ilovene's recent trip to Russia where she served as advisor and judge for the Bell Helicopter team from the U.S., who placed second in the competition. **Glenn Buffington**, employed in the Flight Test Department of Boeing Aircraft Company, was familiar to the members for his many historical articles. **Phyllis**, **Ilovene** and **Glenn** made this a memorable meeting.

Deana Sherman has been attending **Mt. Tahoma Chapter** meetings for more than a year now in anticipation of being a full-fledged 99. She has finally earned her Private license and is not only a 99, but the newest member of the **Mt. Tahoma Chapter**.

The October meeting of the **Wyoming 99s** was conducted in the Sky Harbor Pilot's Lounge in Cheyenne. The main topic of the meeting was how to increase the membership of the chapter. Members also viewed an FAA film entitled 'Winter Flying' and visited the control tower.

South Central

The summer and fall months have been busy for the **Austin Chapter**. In July, chapter members were the guests of **James** and **Irene Glass** at their cabin east of Austin. It was a beautiful location with plenty of recreation including horseback riding, horseshoes (watch out for Chapter Chairman **Jo Payne** if ever you meet her in a similar event!) rowboating and fishing. A grass strip generously made available by the Hughes family served well for those who flew to the party. Incidentally, the **Glass Lodge** is available as a weekend retreat for a moderate fee.

The **Austin Chapter** welcomes **Paula Faught** who is transferring from the **Houston Chapter**. Also, we failed to properly recognize new member **Ann Klingner**. **Ann** is an instructor at the University of Texas School of Nursing.

In September, four **Austin** members, **Jo Payne**, **Irene Glass**, **Diane Hadley** and

Kathy Griffiths plus two prospective members attended the **South Central Sectional Meeting** sponsored by Space City Chapter. The meeting, held at the **Nassau Bay Resort Hotel**, was a 'first' for all except **Jo Payne**.

The **Coastal Bend Chapter** met at **LaNell Easley's** home in **Wharton, TX** in November and discovered that several of their members had been very busy.

LaNell Easley had gone to the **Cessna Pilot Center** school in **Wichita, KS**, and is helping out with the new **CPC** school at **El Camp Metro Airport** in **El Campo, TX**. **49½er** **Speck Morgan** obtained a glider rating, **Barbara Corley** became **Barbara Kurtz** and **Katherine Caraway** attended a hot air ballooning class at the University of Houston Victoria Campus in addition to passing her instrument written.

Golden Triangle member **Beverly Bass** who flies for **American Airlines** informed us that her uniform has been donated to the **San Diego Air and Space Museum**. Another contribution toward the goals of women in aviation! **Shirley Roberts**, another chapter member, accompanied by her **49½er**, flew their **V35A Bonanza** on the 8-day, 30th annual all Texas Air Tour which covers the entire state of Texas. **Shirley** was awarded the Tour's 2nd Distaff Pilot Award and was also given an engraved silver tray for weather scouting for the tour.

Paulie Perry of **Scottsbluff** is serving as Chairman of the **Nebraska 99s 1979 Aviation Art Festival**. Elementary school children from around the state will be making aviation posters to enter in the Art Festival. Local finalists will be sent to **Scottsbluff** at the end of January for display and statewide judging.

The **Nebraska 99s** held their annual Christmas party at the home of **Nancy** and **Butch Alley**. The festive evening included a delicious covered dish dinner.

When the **Fairview, OK Fly Lady Derby** was over, the **Oklahoma 99s** were in evidence in the winnings. **Norma** and **Charles Vandergriff** placed Third in the over-all competition. **Gwen Crawford** copiloted for **All-Ohio Jeane Wolcott** to capture Second over-all, while **Dot** and **David Clum** won the **Fairview-Pratt, KS** leg. This is a fun race and is held annually on November 10th.

Shreveport 99s and **49½ers** were very pleased to have world-famous aerobatic performer, instructor and former National Aerobatic Champion, **Marion Cole** as the guest speaker for the November meeting. **Marion**, who flies an aerobatic **Bonanza**, combines his Basic Aerobatic Course of approximately five hours with a recurrency training session. He can simulate the stall/spin accident (just short of hitting the ground), and trains the pilot to an "automatic reflex" recovery. This course is very beneficial to busy professional people who like to fly the **Bonanza**, but really do not have time for the proficiency required to stay ahead of these complex airplanes. The course requires a minimum of two or three days and includes actual dead stick landings. **Marion** and his three brothers, including

Dwayne and Dwayne's wife Judy, their wing-walker, are featured quite prominently in the Smithsonian Air and Space Museum Aerobatic Flight Section for their performances as Cole Brother's Air Show.

For their November meeting, the **South Louisiana 99s** met at the New Roads Airport northwest of Baton Rouge, LA, and participated in a spot landing and flour bombing contest plus a written examination, which was planned by **Gloria Holmes**, Vice-Chairman, **Mary Weber**, who flies a Pitts, was welcomed into the chapter. In December, members will participate in Aviation Appreciation Week in Lake Charles. **Sandra Rice** and **Nita Poland** will make sure that information about the 99s is made available to the public and to prospective members.



Mary Weber, South Louisiana's newest member, center, poses with other chapter members (L-R) Gloria Holmes, Fran Taylor, Sandra Rice and Mary French in front of her Pitts at the November meeting.

Waco-Centex Chairman **Helen Jessup** and Secretary-Treasurer **Ethel Jones** with their 49½ers participated in the All Texas Air Tour visiting 29 cities and flying approximately 3,000 miles all in the State of Texas. Also on the tour were many out of state 99s and their husbands. Ethel's husband, Bill, is the Tour Director. Also adding hours to the log book are **Weymouth McNeil**, Membership Chairman, who flew her new Cherokee Six from New York last month and **Helen Jessup**, who has been flying blood runs from Waco to Austin. **Waco-Centex's** newest member is **Joyce Rice**, who received her Private license in November.

Southeast

Barbara Moore, Carolinas Chapter, reports that she and her 49½er "Tiny", participated in the All-State Texas Air Tour, a 3,000 mile zig-zag tour of wonderfully varying terrain, super food and friendly, friendly people. But, the Texas hawks don't like outsiders! A big one attacked the Bonanza, leaving a trail of dead bird parts and a big hole in the Bonanza's wing.

The **Kitty Hawk** Chapter members were treated to a tour of Benson Gyrocopters recently. Unfortunately, the girls had to be satisfied with testing the controls on the ground due to bad weather in the Raleigh-

Durham area. Chapter member **Annette Rogers** was the guest speaker at a recent Raleigh Aero Club meeting. Her topic? The 99s, of course!

The **Florida Suncoast** Chapter held its October meeting at Albert Whitted Airport, St. Petersburg's downtown municipal field. There was a good turnout, with twenty-five 99s and more than thirty friends present. A pre-flight contest was held and a written quiz, compiled by a co-operative 49½er, completed. The big event was a drawing for the Suncoast 99 Quilt Raffle, which was won by **Pam Vander-Linden** of Palomar, CA. Tickets for the drawing were sold to members and friends all over the country to benefit a very worthy chapter cause. The meeting continued with some Southern-style entertainment provided in the hangar by the Countrytime Cloggers and ended with a business meeting in colorful 'Aunt Hattie's,' a famous local eating place adjacent to the field.

Southwest

Mountain flying techniques were needed by the members of the **Alameda County** Chapter for their November meeting which was held at Pine Mountain Lodge. Two fully loaded Cessna 172s flew into the beautiful private resort in the foothills of the Sierras 90 miles east of San Francisco. The airport has a 3600 foot runway at an altitude of 2900 feet. The fly-in was the opportunity for orientation to General Aviation flying for three guests including **Sandy Burnett**, who is a reporter for the *Hayward Daily Review*. Sandy was the guest of Chairman **Jean Stroobant**, who decided to counteract news media presentations of General Aviation by inviting the press. The other two guests were high school students from Frances Gibson's aviation education class.

Golden West's outstanding efforts have captured the Southwest Section's Public Relations Award. The unique trophy was accepted by Chairman **Pat Palmer**. In addition, **Janie Postlethwaite**, another **Golden West** member, was awarded the beautiful trophy for the Southwest Section's



Helping Janie Postlethwaite celebrate are (L-R) Rae Gilmore, Rick Ames, Janie, Julie Ames, Pat Palmer, Cecile Deriman. Second row (L-R) Hartley Postlethwaite, Dave Palmer and third row, (L-R) Ernie Gilmore and Bea Howell.

Pilot of the Year. **Geri Wiecks** was honored as **Golden West's** Pilot of the Year. The chapter was also treated to a talk by **Julie Ames**, **Golden West** member and **Hughes Airwest** pilot. Julie, who has just successfully completed her DC-9 training with **Hughes**, shared her flying experiences and her circuitous journey to become a professional pilot. Following in Julie's footsteps is another **Golden West 99**, **Kathy Wentworth**, who has begun her pilot training with **United Air Lines** in Denver, CO. She was formerly piloting **Navajos** for **Yosemite Airways**.

Marie McMillan, **Las Vegas Valley**, has as her newest student **Summa Corporation** (a **Howard Hughes'** conglomerate) Senior VP **Nadine Henley**. Nadine's first hour of dual was on the occasion of her 72nd birthday! For thirty years, Nadine was the executive secretary of famed billionaire **Howard Hughes**. Since the advent of **Hughes Airwest** sponsorship of the **Air Race Classic**, Nadine has become a real 99 supporter. She was the first of the **Air Race Classic** group to take to para-sailing at Ft. Walton Beach last June, doing an admirable job breezing along 300' above the Bay.

Another **Las Vegas** flight instructor, **Kathleen Snaper**, has been granted approval by the **FAA**, **National Park Service** and the **National Aeronautic Association** to set an official low altitude endurance record January 15th at **Death Valley**. She will attempt to fly a **Cessna 172** for four hours 100' below Sea Level because, as Kathy says, "That's one that no one has tried before." The event will be coupled with **Las Vegas Valley's** project of air marking **Death Valley's** **Furnace Creek Airport** the preceding day.



Kathleen Snaper will be using an airplane instead of a diving helmet in her attempt to break a below sea level record.

Orange County Chapter members attended a dinner meeting of the **Orange County Pilots Association** to hear from their guest speaker, **John Baker**, President of **AOPA**. His topic was 'The Future of Aviation in our Area.' It is clear that we must all cooperate with all other aviation groups and make ourselves heard.

Encouraged by the success and enthusiasm of the **San Diego Chapter**, **Palomar Chapter** is eagerly planning for a **Flying Companion Seminar** to be held in January.

Also filling a need for racing know-how, **Palomar** is gathering speakers for a Precision Flying Seminar.

Meeting 99s from other chapters is always refreshing. So, when **Chanda Sawant Budhabhatti**, Governor of the Indian Section visited Southern California, several local women pilots enjoyed swapping flying stories at a luncheon in her honor. **Alleen Mellott**, El Cajon, arranged the meeting at San Luis Rey Downs, and was joined by **Kay Brick** and members of the **Palomar Chapter Pam Vander-Linden**, **Esther Whitt** and **Rusty Mizell**. Pam was also the lucky winner of the handmade quilt raffled off by the **Florida Suncoast Chapter**.

Phoenix Chapter's Carolyn Chard isn't resting on her laurels. She led her paint crews to victory, taking home the First Place trophy for airmarking in the **Southwest Section**. Already she has them spreading paint again. A small but dedicated group painted the **Payson Airport**—name, numbers and elevation—on October 14th. Sedona was rained out in October, but rescheduled for November. There's no question about "whodunit" when these girls get through; they leave a small "99s" signature. Keep that paint flowing!

Two lucky men, **Mike Hawes** and **Jim McClurg**, captured the **Goldwater First Place** trophy in the **Kachina Doll Air Rally**, but 99s came in Second and Third. **Bruni Bradley, Sr.**, and 17-year-old **Bruni, Jr.** took Second while **Pat Moreland** and **Cathy Nicholaisen** took Third.

The new **NIFA Chairman** for the **Southwest Section** is **Phoenix Chapter's Marty Pearce**. Marty is a retired Army nurse, a flight instructor and a student at **Arizona State University** where she is earning her teaching certificate for a brand new career. Goes to show, if you want something done, ask a busy 99 to do it!

Mt. Diablo 99s and **49½ers** enjoyed a fly-in to the **Live Oak** home of **Lorraine Hoag**. Many were interested in the indoor swimming pool solar system built into the first solar home in **Sutter County**. The outdoor potluck was moved indoors because of 40 knot winds. Landing and taxiing difficulties were the main topics of conversation among those attending. The six planes were forced to land at three different airports after being waved off the shorter strips.



When the **Mt. Diablo Chapter** flew in for potluck at **Lorraine Hoag's** solar home, they decided to film it for posterity. But, first they had to get organized. This was accomplished by **49½er Dale Dryer** who directed positioning (L) for the swell picture (R).



Hail to the Queen! **Maris Hawes**, **Phoenix**, was selected **Queen of the International Flying Farmers** at their **International Convention** in **Norfolk, Virginia**. The **International Queen** is chosen from the ranks of the queens of 41 local chapters in the **U.S.**, **Mexico** and **Canada**. Involvement in aviation, interest in agriculture, poise and accomplishments are elements considered in the judging. The Queen is the official hostess for the **Flying Farmers** organization and handles many of the public relations duties.

The **San Luis Obispo Chapter** held their **November business meeting** at the home of **Bobbi Baker** with **Joan Missimer** co-hosting. Following the business meeting, **Joan** gave a very interesting presentation of 'User charges and their impact on General Aviation.' User fees is a dead issue now, but will probably come up again and we should all be aware of it. Following the discussion, beautiful desserts were served by the hostesses.

Ruth Kendrick, **Utah Chapter** member, had a startling discovery when she flew her 182 to **Minnesota**. Her new nav radios were connected with the antennas reversed! Meanwhile, other chapter members were headed in other directions. **Sidney Sandau**, **Carol Rayburn** and **Carol Clarke** flew to **Bakersfield** for the **Southwest Section Board Meeting**. Then, **Julie Pfile** and **Carol Clarke** took off for the **National Aerobatic Championships** in **Conroe, TX**. **Alberta Nicholson** is grounded for awhile as she is recuperating from a broken leg suffered in a bicycle mishap.



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