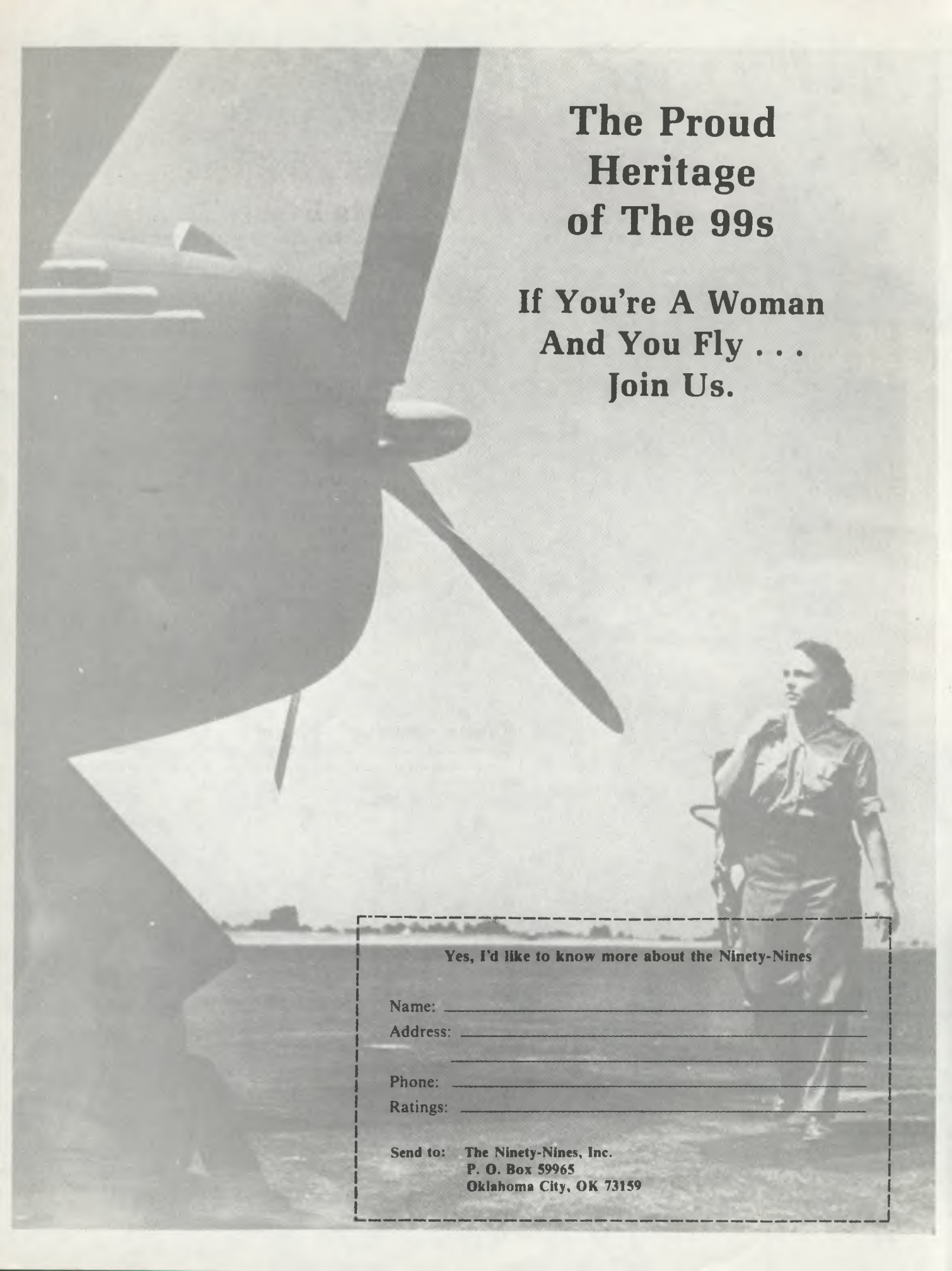


# ***the 99 news***

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

April 1979





# The Proud Heritage of The 99s

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P. O. Box 59965  
Oklahoma City, OK 73159



The Ninety-Nines, Inc.  
Volume 6 • Number 2 • April 1979

International Headquarters  
Terminal Drive and Amelia Earhart Lane  
P.O. Box 59965

Will Rogers World Airport  
Oklahoma City, Oklahoma 73159  
Return Form 3579 to above address

2nd Class Postage paid at Oklahoma City, Oklahoma  
and at additional mailing offices  
under 2nd class publication #390740.

Publisher ..... The Ninety-Nines, Inc.  
Editor ..... Marilyn Ratzlaff (405) 682-4425  
Circulation Manager ..... Loretta Gragg  
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Published ten times yearly. Jan-Feb and July-Aug issues combined.  
Annual subscription rate is \$7.00 and is included as part of the annual membership of The Ninety-Nines, Inc.  
Additional subscriptions: \$7.00 per year.

Membership Count 5,033 as of March 23, 1979

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



When the Federal Aviation Administration (FAA) issued a Notice of Proposed Rule Making (NPRM) in January of this year which vitally affected every one of the 784,000 pilots in the United States, Ninety-Nine Legislation Information Chairman, Joan Kerwin wrote to all U.S. Chapter Chairmen explaining the unhappy consequences should that NPRM become a Federal Aviation Regulation. Joan asked each Chairman to:

- 1) See that all members of her Chapter were fully informed of the proposals by providing them with a brief of the drastic changes, and
- 2) Urge every member to write their Congressmen and the FAA Administrator prior to the March 5th deadline expressing their opinions of the NPRM.

Most Chapters in the U.S. and Canada send me their bulletins which I read with the greatest of interest. Those affected by the NPRM (U.S. Chapters), with only a couple of exceptions, carried the message.

Thank you Ninety-Nines for your wonderful response. At a GENAVAC Meeting (General Aviation Committees) in Washington, D.C. yesterday, February 27, Vice-President Janet Green and I learned that so far, approximately 17,000 letters have been received on NPRM 18605 compared to the usual 100 to 200 normally received when a NPRM is issued. Today we learned that a thirty day extension has been granted.

Along these same lines, East Canada Section Governor Betty Jane Schermerhorn wrote me not long ago bringing to our attention the proposed ICAO changes in licensing procedures. The International Civil Aviation Organization (ICAO) has 144 contracting states (countries). The changes being proposed would affect all pilots in all member countries (all 99s throughout the world). The changes are some drastic amendments to personnel licensing and training. The repercussions and resulting actions that would be required if they go ahead with this concept is mind-boggling.

I wrote to Victor Kayne, IAOPA Secretary who sent me a copy of a recent letter mailed to members of the International Council of Aircraft Owner and Pilot Associations (IAOPA) following their meeting in Amsterdam at the end of last year. Accompanying the letter was an enclosure containing pertinent excerpts from various bulletins dealing with this relicensing which would affect all Ninety-Nines. Mr. Kayne has given me permission to quote from the IAOPA Bulletins.

"The proposal would change the licensing structure by dividing it into 'private' and 'professional' licenses with each having a number of ratings as appropriate. This would eliminate the present 'commercial' pilot category. Ratings would have to be renewed periodically. If this new categorization is adopted worldwide, it would mean that ultimately all pilot licenses in the world, something over 1,000,000 would have to be reissued, often with an accompanying reexamination of the holder."

"One of the objections that is sure to be raised to the division between 'private' and 'professional' is that the usual term to describe the non-professional in almost all other activities, such as sports, is 'amateur.' Amateur, is defined as 'one lacking in experience and competence.' We can foresee the next move wherein the 'private' pilot license would be changed to 'amateur' with its very obvious implications as to competence."

Of course there is a great deal more to the amendment, but this will give you the flavor of it. Let's all follow this one closely.

# 99Calendar

## April

- 1 April 99 Renewals Due  
May 99 NEWS Deadline
- 6-7 New England Spring Section Meeting, North Hampton, MA  
Western New England Chapter Hostess
- 20-22 Middle East Section Meeting, Asheville, NC
- 20-28 \*Louisiana Air Tour
- 21 \*Jim Hicklin Memorial Air Race
- 25-28 International NIFA SAFECON  
Monroe, LA
- 27-28 \*Okie Derby

## May

- 1 May 99 Renewals Due  
June 99 NEWS Deadline
- 4-6 South Central Section Meeting, Arlington, TX  
Southwest Section Meeting, Wonder Valley Dude Ranch, Fresno, CA  
\*Tucson Treasure Hunt
- 5 L.I. Annual Poker Run
- 5 \*Allegheny Air Derby IV
- 5-6 \*2nd Annual Pinch Hitter Course
- 11-13 \*ABS CFI Recertification Seminar  
Long Beach, CA
- 18-20 North Central Section Meeting, Midland, MI  
\*Fresno 400 Air Race
- 18-20 NY-NJ Spring Section Meeting, Holiday Inn, Rome, NY
- 18-20 \*ABS Recertification Seminar  
Palo Alto, CA
- 19-28 \*San Diego National Air Festival
- 25-27 \*Illini-Nines Air Derby, Mattoon, IL

## June

- 1 June 99 Renewals Due  
July-August 99 NEWS Deadline
- 1 Yellowstone Airport Reopens for the Season
- 2 \*Garden State 300 Proficiency Race, Monmouth County Airport, NJ
- 8-9 \*Hayward Mini-Derby
- 16-19 \*Hughes Airwest Air Race Classic

- 17 \*Saskatchewan 7th Annual Poker Run
- 27-1 \*International Flying Nurses 4th Annual Meeting  
Williamsburg, VA

## July

- 1 July 99 Renewals Due  
No Deadline 99 NEWS
- 13-14 \*Buckeye Air Rally  
\*11th Annual World's Biggest Little Fly-In
- 18-22 Ninety-Nines' International Convention, Albany, NY
- 22-24 \*International Forest of Friendship Ceremonies  
Atchison, KS

## August

- 1 August 99 Renewals Due  
September 99 NEWS Deadline
- 10-12 \*Palms to Pines Air Race
- 18 \*10th Annual Apuepuelele

## September

- 12-16 \*American Bonanza Society Convention  
San Antonio, TX
- 14-17 \*Fairladies Annual Indiana Race (F.A.I.R.) Lafayette, IN

## \*More Information Details about Calendar Events

### Louisiana Air Tour

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.

### Jim Hicklin Memorial Air Race

The Sixth Annual Jim Hicklin Memorial All Men's Air Race sponsored by the San Fernando Valley 99s will be held April 21, 1979. This is a handicap air race for stock aircraft from 80 to 450 hp and it is limited to the first 50 entries. The race start and finish will be at Bullhead City, AZ on the banks of the Colorado River. Race kits are \$2.50 and are available from this address: Jim Hicklin Air Race, P.O. Box 7260, Van Nuys, CA 91409. Both trophies and cash prizes will be awarded. Entry fee is \$55.00 and includes two banquet tickets and free tiedown.

### Okie Derby

The Okie Derby is a proficiency race sponsored by the Oklahoma 99s and will be held at Westheimer Field, Norman, OK. The race is open to all pilots. Any stock aircraft, single or twin, manufactured after January 1946 is eligible. The entry fee for the cross-country race is \$25 and it is sanctioned by the National Race Pilots Association of America. Race kits are \$2.00 and may be obtained from Race Chairman Phyllis Howard, 8108 NW 7th, Oklahoma City, OK 73127.

### Tucson Annual Flying Treasure Hunt

Sponsored by the Tucson 99s, the Tucson Flying Treasure Hunt will be held May 4-6 at the GAC Rio Rico Airport, AZ. Cash and trophies will be awarded to the top five teams plus several other awards. For an entry kit, send \$2.00 to: Tucson Treasure Hunt, 3525 N. Camino de Vista, Tucson, AZ 85705.

### Allegheny Air Derby IV

The Allegheny Air Derby IV is a 250-mile round-robin proficiency contest, which will be held at Westmoreland County Airport, Latrobe, PA. The event is sponsored by the Greater Pittsburgh Chapter 99s. Send \$2.00 for race information and a kit to: Sue Simler, Coordinator, 354 Homewood Ave., Trafford, PA 15085.

### 2nd Annual Pinch Hitter Course

The Second Annual Pinch Hitter Course sponsored by the Greater Detroit Area Chapter will be held May 5-6 at the Ann Arbor Municipal Airport, Ann Arbor, MI. For registration or information contact: Kay Bidwell, 4985 Valley Vista Road, Troy, MI 48098 (313) 646-7143.

### ABS CFI Recertification Seminars/Convention

May 13 a Bonanza oriented Flight Instructor Recertification Seminar will be held in cooperation with the FAA at the Holiday Inn in Long Beach, CA. May 18-20 another seminar will be held at the Hyatt House in Palo Alto, CA. For more information, contact: American Bonanza Society, P.O. Box 3479, Reading, PA 19605. Telephone: (215) 372-6967. Information on the convention is available from the same address.

### Fresno 400 Air Race

The Fresno 400 Air Race is held Saturday, May 20, with impound of the planes on Friday. It covers a figure 8 course of approximately 400+ miles with the start, a refuel stop (optional) and finish at Fresno Downtown Chandler Field.

This is a speed race with planes handicapped according to the type of plane. The limitations are stock aircraft of not less than 90

Cont Pg 13



# Be there. And stay a step ahead.

Business takes place wherever there's a decision to be made, wherever currency changes hands. And that can be in some pretty out-of-the-way places. But no matter where or when business happens, staying ahead of the competition requires immediate, face-to-face contact.

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net capital cost of acquiring a Beechcraft Duchess.



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Know any friends who want to learn to fly? Tell them about the General Aviation Manufacturers Association **Take Off** Sweepstakes. They could win a \$50,000 airplane just for earning their private pilot license. Have them call TOLL FREE, 24 hours a day, any day and ask for the BEECH "TAKEOFF" operator: USA 800-447-4700 (in Illinois, 800-322-4400); Canada 800-261-6362 (Toronto, 445-2231).



## New Ratings

### Western Canada

Jo Harris—Alberta - CFI  
Leslie Smithers—Alberta - CFI

### Middle East

Anne Adams—Shenandoah Valley - ME

### New York-New Jersey

Ada Freidman—Hudson Valley - IFR  
Mildred Margles—Hudson Valley - IFR

### North Central

Joy Dannelly—Aux Plaines - IFR  
Martha Norman—Greater St. Louis - ME  
Chris St. Onge—Greater St. Louis - ME  
Joan McArthur—Wisconsin - Part 135 IFR, ME

### South Central

Linda Peterson—Space City - ME  
Jo McCarrell—Wildflower - ME Instr.

### Southeast

Helen Hembel White—Carolinas - ATP  
Nancy Lyman Foster—Florida Spaceport - FAA  
Instr. Examiner

### Southwest

Erma Chance—Redwood Empire - AGI  
Jeannette Fowler—Sacramento Valley - ME  
Wilma Nichols—Utah - IFR  
Carol Rayburn—Utah - Convair 440 Type

## Volunteer Humanitarian Pilots

The VHP (Volunteer Humanitarian Pilots) is a directory of private pilots and companies, who will donate their time and aircraft for humanitarian purposes. The purpose is to transport hospital and medical university organ retrieval teams and/or viable donor organs and tissue between donor hospitals and university transplant centers. A retrieval team usually consists of a surgeon, nurse and technician. A pilot that transports a retrieval team must have a Commercial rating. A private rating, and hopefully with an Instrument rating is minimum for the transporting of organs and tissue only.

The VHP pilot is compensated only for fuel and landing fees.

The National Executive Committee of the Civil Air Patrol has endorsed the VHP Directory.

Any pilot desiring to be listed in the directory may do so by sending in this form. This is only a directory. There is no membership, no dues, no obligation nor commitment.

It is suggested that no pilot will be asked by any medical team or university to offer his or her services more than once or twice a year. No pilot will be asked to endanger himself, his passengers or aircraft by flying in inclement weather or any other unsafe conditions.

The VHP Directory will be an addendum to the "Physician's HOTLINE: The International Organ and Tissue Retrieval Directory."

If you would like to be listed, send the following information to VHP: name, address (city, state province and country); name of airport where your privately-owned aircraft is located; your business and home telephone number; make of aircraft and seating capacity (including pilot); your aircraft range in kilometers or miles; and your flight ratings.

VHP  
P.O. Box 172  
Spring Lake, Michigan, U.S.A.

## New Horizons

### Rene Birch

By June Hanson



Rene Birch conducting one of the Introduction To General Aviation classes for the women of the "Y". Rene spread the good word about aviation everywhere possible and, as a result of her efforts, saw a new woman pilot and a budding control tower operator emerge from classes presented to students at Oldfields School for Girls near Baltimore.

When a Piper Cheyenne crashed in bad weather short of the runway attempting an emergency landing at Baltimore Washington International Airport on February 23rd, the Maryland 99s lost one of its most valuable members, an active 49½er, and an enthusiastic booster—99 Rene Birch, 49½er Phil Birch, and Don Butler who had been given the title of an Honorary 49½er. Both men were also pilots and wholly supported the advancement of women in aviation.

Rene was not only a past Chapter Chairman who had chaired many committees within the group, she was also involved at Section level and was a "Star" at last year's first Aviation Education Seminar held by the 99s International Organization. During her ten years as a 99 she was absent from very few Sectional meetings or International Conventions.

Next to her family, flying was Rene's first love and she constantly strove to upgrade her capabilities though she never lost her love of just being in the air. In addition to helping Phil in his business, she found "spare" time to assist in numerous civic

activities plus spending hours each week aiding and loving the youngsters at Baltimore's Children's Hospital.

She passed her love of flying to many non-aviation oriented persons, young and adult, through her enthusiasm and dedication to aviation education.

To attempt to enumerate all the Birch's did for the Maryland 99s would be next to impossible for, despite their busy lives, these two vibrant people were ready volunteers for whatever kind of task needed to be done. Daughter Lee and son Beau were often involved, too.

Most of us who knew Rene, Phil, and Don are still finding it difficult to believe that they are actually gone—but they are. They will leave a hole in the lives of many and, though life and the world will go on without them, it will never be quite the same.

Members of the Maryland Chapter plan to establish a memorial fund to be used to further some aspect of aviation education. Contributions may be sent and made payable to: Birch Fund/Doris Jacobson, 25 Huntington Place, Bel Air, MD 21014. "v"

## **Time & Tide, Etc.**

**By Joan Kerwin**

It should read, Time and Tide and the FAA waits for no man. Although both AOPA and the EAA petitioned the FAA for an extension of the deadline for comments to the NPRM of January 5th, regarding the new PCA, the answer was a flat no. The reasonable request was for an extension from the 60 day deadline to 120 day comment period. This would enable the aviation organizations to get the word out to the aviation community through normal channels instead of a costly mailing. In their refusal to grant the extension, the FAA claimed that sufficient information was printed in the newspapers to enable anyone who wished to comment to do so. What they didn't say was that most articles in the general newspapers hid the items somewhere in their innards and did not include anything about where to write, that comments were invited, or any details upon which one could base an intelligent comment.

A 60 day comment period is too short a time frame. The 60 days countdown starts the day the NPRM is entered into the Federal Register. By the time those who have their names on the list to receive the NPRMs finally get their copy, the NPRM can be as much as two weeks old. Since deadline for copy for the aviation magazines is sometimes two months preceding the actual distribution of the magazine it leaves only the costly printing and mailing of individual letters to keep you informed of what is going on.

I know we have all been asked to do a lot of letter writing, but how about one more? A letter to your Congressman and Senators asking them to direct the FAA to extend the comment period on all NPRMs to 120 days for the reasons stated above. This extension certainly would not hamstring the FAA or imperil safety in any way. Unless they really don't want our comments?

Apropos the above, if you would like to receive your own copy of the FAA Notices of Proposed Rule Making, write: FAA Office of Public Affairs, ATTN: Public Information Center, APA-440, 800 Independence Avenue, S.W. Washington, D.C. 20591. Request your name and address be put on the mailing list for all future NPRMs. I can guarantee you'll find it interesting even though all NPRMs do not pertain to general aviation.

Senator Howard Cannon (D-Nev.), chairman of the aviation subcommittee, has sharply criticized the Carter Administration efforts to reduce the Airport Development Aid Program (ADAP) spending. (March

99 NEWS) "Your FY 1980 budget not only ignores the statutory minimums, your message proposes extremely high increases in future O&M (Operations and Maintenance) funding from Trust Fund revenues," said Cannon. "Programs which impact safety and are funded by a user trust fund which enjoys a two billion dollar surplus, and programs which require no Federal expenditures are not appropriate vehicles for our national fight against federal deficits and economic inflation. In short, I believe your budget advisors have done a disservice to your FY 1980 budget message, Congressional authority, and the safety and economic potentials of the air transport industry for the coming fiscal year." Cannon concluded.

Senator Cannon also introduced his Safety/Noise Bill which would call for funds for large air carriers for use in reducing the noise from their aircraft fleets, (December 99 NEWS). The bill would also provide increased funding for the construction of reliever airports.

You don't have to be a constituent of a legislator to write them. When they are members of a committee or subcommittee affecting your interests they would appreciate receiving your input. Let them know when they do something that you approve of as well as write them to inform them. An "Atta boy" now and then when deserved might make them more responsive to your requests.

Michigan Aeronautics Commission has recommended that FAA set up a special fund to help privately-owned, public use airports and will urge Congress to write

enabling legislation for the fund into the next Airport Development Aid Program.

"We have reached the time when we anticipate a reduction in the total number of public-use airports as well as convenient aviation service, whenever another public-use airport closes," said James D. Ramsey, Commission Director and DOT Deputy Director of Aeronautics. "The pleasure-flying public is relatively small, but business aviation is enjoying unprecedented growth," Ramsey said.

If the FAA sets up the special fund requested, the cost of local-government sponsorship of endangered private airports would be minimal and therefore not prohibitive, Ramsey said. The commission already has enacted policies which permit the state to participate in land costs when local governments acquire privately owned airports. Another plan would establish a program making the owner of a private airport eligible for a state grant to help pay for capital improvements if it was determined that the loss of the facility would be detrimental to the state airport system. (*Business Aviation Weekly*, 2/5/79).

(How about everyone getting after THEIR state Aeronautics Departments to push for the same legislation-and again write your Congressman. He, like mine is probably unaware of the user supplied Trust Fund which could help pay for this.)

Airport and Airway Trust Fund at the end of November contained \$3.78 BILLION—an increase of \$55.1 million during November.

**WRITE ON**

### **Support General Aviation**

## **Make Yourself Heard!**

### **Write Your Congressmen Today**



# **The Golden Jubilee Banquet**

## **Saturday, July 21, 1979**

Will honor our Founders, the Charter Members, and our Presidents, whose leadership has brought us to the 50th Anniversary Convention of the Ninety-Nines.

The theme of the banquet is "Women Who Fly, . . . From the Balloon to the Moon."

A salute is planned to give recognition to all Ninety-Nines whose vocations or avocations have taken them into the many fields of aviation.

On the 1979 Convention Registration form there is a space for aviation classification. The first Ninety-Nine to register in the pre-determined categories will be invited to sit on the dais as the representative of her particular flying activity.

The Banquet Committee will work closely with the Registration Chairman, as we salute, women who fly . . . from the first ascent of a woman in a balloon in 1784 to women now training to be astronauts.

### **NOTE**

**Convention Chairman Betty Elliott's  
New Number - (518) 462-2911**

### **Golden Jubilee Tours**

Note: Only if there is adequate response. Please make reservations by June 1st.

	Cost per person
July 19 - 5:30 <b>Saratoga Evening</b> Saratoga Performing Arts Center New York City Ballet <i>or</i> Saratoga Harness Track (Both include transportation and dinner in Saratoga)	\$22.00
July 21 - 12:00 <b>Old Rhinebeck Air Show</b>	10.00
July 18 - 9:00 <b>Historic Tour - Albany Area</b>	5.00
July 21 - 9:00 <b>Tennis Tournament</b> Limited to 99s/20 entries. Please list participants.	5.00

Above events are non-profit. NO REFUNDS AFTER 6/10/79. You may arrange to sell your reservation.

Name Carol S. Rayburn Address 1192 W. 4365 St., #1C  
City Salt Lake City State Utah Zip 84107 Chapter Utah

Return to Suzanne Polsinello, 141 Aiken Avenue, Rensselaer, NY. 12144. All checks payable to 1979 International 99 Convention.



# Ft. Worth Chapter Honors Three in Forest of Friendship



(L-R) Ft. Worth Chapter Chairman Henrietta Pence presents International Forest of Friendship plaques to chapter honorees Dr. Dora Strother, Tony Page and Edna Gardner Whyte.

By Henrietta Pence

With the opening of the International Forest of Friendship at Atchison, Kansas the Fort Worth Chapter of Ninety-Nines realized that our group has at least three members who should certainly be represented there with a marker for all to see.

During the past few months we chose to honor, one at a time, at special dinner meetings, three of our "Women in Aviation": Dr. Dora Strother, Tony Page, and Edna Gardner Whyte. A plaque was especially designed by our Chapter Treasurer Jaunita Waddell and Ernie Latham, husband of one of our members, Gladys Latham. The plaque which states, "The Fort Worth Chapter honors (name) for Outstanding Dedication to Aviation—in Memory Lane—International Forest of Friendship, Atchison, Kansas—1979" was, in turn, presented to each honoree.

Some of the reasons we think Dora, Dr. Dora Strother, Chief of Human Factors Engineering and Cockpit Arrangement Group in the Engineering Department of Bell Helicopter-Texttron, Hurst, Texas deserves this honor are: 4500 hours of flying time since she got her first rating in 1940. Ratings she now holds are ATP, Commercial, ASMEL, SES, Instrument, CFI, CFII, Glider, Rotorcraft, Ground Instructor and Link Instructor.

Tony Page was chosen because of her efforts in the field of aviation news. Tony is the owner and publisher of *Cross Country News*. She purchased the publication in 1952 and got her Private certificate in the same year. In 1963, she obtained her Helicopter rating and says she has 2000 hours in a taildragger and 35 hours in a helicopter.

Edna Gardner Whyte is also special to us.

Edna, builder, owner, manager, chief pilot of Aero-Valley Airport, Roanoke, Texas also runs a very active flight school out of her office that holds 119 trophies for competitive flying.

Edna started flying in 1926, soloed in 1927 and holds license #4013. She has accumulated 24,800 hours in 52 years, mostly flight instructing. Her ratings include: Commercial, Instrument, ASMEL, SES, Rotorcraft, Glider, CFI and Multi-Engine Instructor. From 1955-57, Edna was President of the International Organization of Ninety-Nines. She is also a registered nurse in Texas.

This honor, which the Fort Worth Chapter has presented to these women, is not their first and probably not their last because there is no sign of lessening of enthusiasm on their part for what they do.

By Polly Gilkison

Northeastern Louisiana State University will host the 31st NIFA Tournament of Champions at Monroe, Louisiana Municipal Airport on April 25-27, 1979. Twenty-five flying teams will be "competing in the spirit of safety and excellence" for the National Championship. The 1979 Top Woman Pilot will be selected from one of the competing teams, she will be presented with The Arlene Davis Perpetual Trophy and a silver tray. The All-Ohio Chapter of the Ninety-Nines sponsors this award. To further encourage more college and university women to follow a program in aviation and to attract more female participation in the Final SAFECON, the International Board of the Ninety-Nines started the Women's Achievement Award.

This contest is open to all women pilots with at least 5 hours solo time who are full time students in good standing at a NIFA member school. Her school need not be competing in the Tournament of Champions. Application forms for this event have been mailed to all NIFA member schools. This year three outstanding achievers will be recognized and awarded Amelia Earhart medals and cash scholarships to continue their work in aviation.

Hazel Jones, Ninety-Nines International Secretary and Professor Harold Wood, NIFA Executive Director met with the NIFA Management Group in Monroe recently to review the NIFA activities to date and to finalize the 1979 SAFECON plans.

Professor Wood said that Monroe is ready, willing and able to welcome a large number of people to this year's SAFECON. The location of the airport, campus and housing is all very convenient. The Awards Banquet room will accommodate over one thousand people and dinner will be served.

Another aviation organization will be celebrating their 50th birthday this year, AERF. On Friday night a birthday party will be held on the sandy shore of the Ouachita River in West Monroe with good local music and Cajun food!

Thanks to the host school Northeast Louisiana State University, this should be a great NIFA SAFECON.

From NIFA Headquarters, the list of Regional Champions and invited schools competing in the Tournament of Champions April 25-27, 1979 at Monroe, Louisiana are as follows.

**HOST SCHOOL:** Northeast Louisiana State University

**REGIONAL CHAMPIONS:**

- I. Boise State University  
Boise, ID
- III. The Air Force Academy  
Colorado Springs, CO
- IV. Louisiana Tech University  
Ruston, LA
- V. University of North Dakota  
Grand Forks, ND
- VI. Oklahoma State University  
Stillwater, OK

- VIII. Southern Illinois University  
Carbondale, IL
- XI. Mercer Co. Community College  
Trenton, NJ

**INVITED SCHOOLS**

Westminster College, Sale Lake City, UT  
Nicholls State University, Thebedoux, LA  
University of Minnesota, Crookston, MN  
Saint Cloud State University, St. Cloud, MN  
Central Missouri State University, Warrensburg, MO  
University of Oklahoma, Norman, OK  
Parks College-St. Louis University, Cahokia, IL  
University of Illinois, Urbana, IL  
Auburn University, Auburn, AL  
Miami-Dade Community College, Miami, FL  
Community College of Beaver County, Beaver Falls, PA  
Dowling College, Oakdale, Long Island, NY

Two schools from Region X and three schools from Region II will be added to the list after completion of their SAFECONS this spring.

## 99 Supporter J. Lewis Foster Dies in Mexico

By Donna Percy

Mr. J. Lewis Foster, our most faithful 49 1/2'er and proud Nervous Navigator, answered the call of his Pilot in Mexico City on February 16, 1979. He was born on March 7, 1909. Lewis, a pilot with many, many hours, and his wife, Lou Ellen, our Chapter Chairman, had flown their Baron to Mexico City on a business trip. They have represented our Chapter at numerous 99 meetings and conventions. Last summer, they were in Australia for the International Convention of 99s taking fine documentary movies to show to our Wichita Falls Chapter. No one could have been more interested in our organization than J. Lewis Foster.

## Qualifications for the NIFA Ninety-Nines Women's Achievement Award

An Applicant for this Award:

1. Must be a woman pilot with at least five hours solo time.
2. Shall not previously have received the NIFA Ninety-Nine Achievement Award.
3. Must be a full-time student in good standing.
4. Need not be from a school in the Tournament of Champions. All women NIFA members eligible.
5. May not be the winner of the Top Woman Pilot Award of the NIFA Meet.  
(If the pilot with the highest qualifications for the Ninety-Nine Award wins the Top Woman Award, the Ninety-Nine Award will be made to the woman with the next highest qualifications.)
6. Prior to the meet, the candidate shall submit a written brief from her advisor, or the sponsor, of her Flying Club. The

advisor should be aware that his brief weighs 30% in the candidates judging.

This brief will cover:

- a. Character
- b. Scholastic Rating
- c. Flying Activities

Please encourage women pilots in your flying club to compete for this award. Such competition stimulates upgrading of pilot proficiency and may lead to other honors and opportunities in the field of aviation. This is one of the outstanding aviation honors for which college women may compete.

Applications and briefs are to be delivered to Mrs. Pauline Gilkinson, the Ninety-Nines NIFA Co-Chairman, no later than 6:00 p.m. on Thursday, April 26, 1979. Personal interviews will be scheduled during the day on Friday, May 27.



# An Airport Saved 1979

By Mardo Crane

In the January, 1977, issue of the 99 NEWS I reported the trials of those, especially the women directly involved in the fight, who finally triumphed in saving the Oxnard (CA) Air Base for general aviation. Although they had won the long battle, it had left scars which they feared would keep the airport constantly a "target for today" by the irate citizens of the small city of Camarillo. The airport resides within its borders, and one particular woman who had fought for the termination of the facility, had sworn the airport would still have to go, and that she would see to it that it did. This meant constant alertness on the part of the area 99s, and all other pilots concerned. It became a see-saw affair at best. After a seven year fight, neither side was about to give up.

Compromises were made by the pilots in an effort to win over the Camarillo citizens. The 9,000-foot-plus runway was shortened to permit no landings on the 3,000-foot portion closest to Camarillo. Aircraft landing at the base would not weigh more than 115,000 pounds gross weight. The airport would be governed by a Board made up of two members from the Ventura County Supervisors, two members from the Camarillo City Council, and one member, representing the public, who would be named by the other four.

Then, action was the name of the game. The pilots, having won the big initial round, didn't let any grass grow under their feet. The airport growth was phenomenal—even greater than the most optimistic had dared to be. Within one year more than 150 general aviation planes, and at least 50 small hangars, were established on the field. Within one year the air operations increased to an average of 500 to 1,000 on a weekend. The aircraft were flying in from all over the U.S., particularly the western segment.

And there was more good news. The proponents of the general aviation airport had promised that no tax dollars would be used for development. None has been needed, for the leasing program at once assured a gross to the airport of some \$288,000, an amount which will probably triple in the coming years. Tenants at the airport include many diverse companies—electronics, farm equipment, a hamster supplier, a County Sheriff's Training Academy, a County Fire Department Headquarters, office space for business firms, a division of a Community College, and a High School. An industrial airpark will soon be under construction. A local farmer now leases about 200 acres on which he grows beans, peas and barley. Away go the weeds and the need for spending money

on weed control and landscaping for the airport.

Pilots and general aviation people have been very careful not to disturb the surrounding community by low flying or bad approach patterns. Consequently, there has been little opposition or complaints. In fact, the whole community attitude has been reversed. Now if you ask a citizen of Camarillo about the airport, there is a definite air of pride, and a belief that the airport is probably the best thing that ever happened to this small city. It is prospering, the airport is prospering, common sense has returned where once distrust and ignorance abounded.

Once more the lesson is very, very clear. **We cannot afford to lessen our efforts to educate the public to the important part general aviation can and does play in the development of a community.** I believe that every 99 chapter should have a speakers bureau (many already do), and should let organizations, clubs, schools, and news media know that they will appear anytime to tell the story of aviation as it applies right at home. This is a vital duty, and one we can do better than anyone else. And—NOW IS THE TIME!

## \*More Information Cont.

### Illi-Nines Air Derby

The 10th Annual Illi-Nines Air Derby returns to the site of the first race which was held in Mattoon, Illinois. An exciting weekend is planned for May 25, 26, 27 1979 at Coles County Memorial Airport. This unique race is sponsored by the three Chapters of the Ninety-Nines, Inc. in Illinois: Chicago Area Chapter, Quad City Chapter, and the Central Illinois Chapter. The race is sanctioned by the International Ninety-Nines, Inc.

Both men or women may participate as pilot-in-command and they have the option of entering either the speed or proficiency category.

This fun-filled, interesting, and educational weekend is the fulfillment of a year of work and planning by Mary Waters, Chairman, Chillicothe, IL; Joan Boyd, Vice-Chairman, Lincolnshire, IL; Shirley Bonomo, Secretary, Chicago, IL; and Marge Hughes, Treasurer, Sparland, IL; along with many other pilots from the State of Illinois and Indiana.

Arrival for impound on Friday, May 25 is just the beginning. A briefing on Friday night, and early Saturday morning is held for the sixty excited crews who will be waiting for the dropping of the flag by this year's honorary starter, Thon Griffith, International President of the Ninety-Nines, Inc., who will be here from Costa Mesa, CA. The entrants are limited to 60 crews and the quota has been filled with standbys for the past few years. The

course is approximately 250 statute miles with two pylons. The airman's proficiency in fuel consumption, power setting, navigation, pilotage and piloting will be tested to determine the winners. First prize—\$350 each category; total prizes—\$1,500 plus trophies, will be awarded to the lucky at the Awards Banquet on Saturday night. Wouldn't you like to be among the lucky? Just send \$3.00 to Norma Freier, 225 Kelsey Road, Rt. #1, Barrington, IL 60010 (312-381-1384), Entry Chairman, for all the details and kit. Entries open February 1—deadline April 30, 1979. Surprises are in store during this weekend of "FUN" + "FELLOWSHIP" + "FRIENDSHIP". Come join us!

### Yellowstone Reopens

On June 1, Yellowstone Airport, West Yellowstone, re-opens for the season. For further information, contact: Ted Mathis, Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59601. Telephone: (406) 449-2506.

### Garden State 300

The 7th Annual Garden State 300 will be held at the Monmouth County Airport, Belmar, NJ, June 2nd. It is a 300 mile proficiency race sponsored by the Garden

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horsepower nor more than 450 horsepower. Modified planes will be individually handicapped by making special arrangements with the Race Committee. Credentials and documents will be checked.

Cash prizes and trophies will be given the first five places, trophies only for the next five places. Special awards and trophies are also given.

This race is sponsored by the Fresno Chapter of 99s. The first race was held in 1972 and was called the Fresno 400 Men's Air Race. The name was changed to the Fresno 400 Air Race in 1978 as it was opened to both men and women. For information contact: Kathryn M. McNamara, Publicity Chairman, Fresno 400 Air Race, 675 E. Escalon, Fresno, CA 93710.

### San Diego National Air Festival

The San Diego Aerospace Museum and International Aerospace Hall of Fame Recovery Fund, Inc. and the Combat Pilots Association, San Diego Chapter #1 is sponsoring the week-long aviation event May 19-29. The Air Festival is a new concept for the area and will incorporate soaring, hang gliding, sky diving and hot air ballooning with a broad variety of other aviation and flying activities. There will also be some of the top stunt and exhibition flight attractions plus midget racers including the Formula One or IXL prop racers. For more details, contact: Jack Broward, (714) 280-2986.



## The Silent Killer—Carburetor Icing

By Jean Turner

*Jean Turner, of the Sacramento Valley Chapter, has once again written a superb article on safety education. This article appeared in her chapter newsletter and Jean has been kind enough to allow me to share it with you.*

Barbara Goetz

You are cruising along fat, dumb and happy (no digs intended). It is a beautiful day with temperatures in the mid-sixties and a few fluffy CU's here and there. Certainly a perfect day for flying. While scanning the instrument panel (I certainly hope that you scan the panel at least once in a while!) you note that you've lost a couple of hundred feet and for the second time you have to add power. Must be that the throttle wasn't tightened enough. You get busy looking for traffic and enjoying the vibrations. The sudden roughness of the engine **does** get your attention—fast. Myriads of thoughts run through your mind. Could I possibly be out of fuel? Fuel contamination? Real engine problems? Carburetor ice? No—couldn't be. Not on a day like this. Well, I'll pull on the carb heat just in case. Suddenly there is *silence*—number one—and only—engine just quit. You are a victim of fuel and throttle ice—one of the types of carb ice. You pulled on the carb heat too late!

There are two basic types of carb icing—impact and vaporization (refrigeration—classified as fuel and throttle ice).

Impact ice forms on the air filter and bends in the system when moisture—heavy air at temperatures below freezing hit the elements at 32 degrees or below. Ice builds up on air scoops, heat or alternate air valves, intake screens and inside the carburetor. Pilots should be alert to the possibility of internal icing when flying in snow, sleet, rain or clouds. If you see ice forming on the windshield or leading edges of the wing you can suspect ice in the engine as well. Impact ice builds most rapidly at 25 degrees F.

If your engine is fuel injected you can have slush, snow or ice block your air filter. Impact ice at high altitude can cause a loss of 4-6 inches MP when going to the alternate air source—if you have one easily available.

Vaporization ice is of two types—fuel and throttle. They generally occur together—especially in a conventional float type carburetor. Fuel ice forms downstream from the point where fuel is mixed with incoming air. This mixture is rapidly cooled in the mixing chamber because the high air

velocity creates a low pressure area through the carburetor venturi. When the fuel is vaporized, heat is absorbed from the air and the temperature in the mixing chamber may drop as much as 60 degrees F. **below** the temperature of the incoming air. The air moisture then condenses on the walls, joints and elbows and if unchecked will cause engine failure.

Throttle ice is formed at or near a partially closed throttle—typical of a cruising power setting. Again, water vapor in the air condenses, freezing when it hits the throttle plate or butterfly valve found in the float-type carbs. Unchecked it eventually closed the valve, killing the engine (and maybe the pilot!).

Recognizing the existence of carb ice is not easy. Typical icing indications, when the pilot has failed to anticipate the possibility, varies from a gradual loss of power to vibrations and roughness in the engine. It simply depends on how the ice forms in the induction system. A sticky throttle might indicate ice is forming on the throttle plate or butterfly valve in a fixed pitch prop plane with a float-type carburetor.

Nearly everyone is aware of carburetor ice in visible moisture conditions, but it can and does occur at other times. It can occur in temperatures up to and including 110 degrees F. Humidity is the big key.

Preheated air is the preferred method of combating carb icing. This causes 10-15% power loss but it is effective at moderate or high power settings and a must at idle power settings.

Carburetor ice is insidious. It creates a power loss and sets up a vicious cycle. Less power means less warm air available to melt the ice. Eventually there isn't enough hot air to melt any ice and the engine dies.

Carb heat is not as effective on the ground due to low power settings. At times it will be necessary though as ice formation **can** and **does** happen shortly after start-up. Be cautious of the possibility of dust and dirt entering the carburetor and possible fuel line blockage. Unpaved taxi areas and carb ice should mean a **no-go** situation for safety. There is no such thing as a partial setting in a plane without an induction air gauge. Partial heat may cause some ice to melt but it might not be enough. The water will seek its own level and will spread out to form a thin sheet covering the entire surface. It then refreezes and expands the existing ice.

A study at the University of Dayton

showed that there is a wide discrepancy between airframe and engine manufacturers on the best means to physically combat carb ice. Pilot reaction depends upon the degree of experience and what he or she was taught by the Primary CFI. There is a point where the application of carb heat will make the situation worse. If you don't keep up with it, it will catch up with you! Continually monitor power settings to catch it early.

There are between 110 and 150 accidents a year identified as being caused by carburetor ice. Actually those numbers should be doubled because the evidence melts before it can be identified after the accident—The Perfect Crime! The financial loss of these accidents is estimated to be roughly \$2,000,000.00 or 6½¢ per hour of operation of an aircraft.

We are taught to anticipate icing during descents yet most failures occurred during climb or cruise—with the engine at, or near full power. Instructional flights were found to be the most prone to develop icing problems. Non-commercial aviation had a total of 302 accidents which specifically listed carb ice as a cause in a six year survey. Commercial aviation only had 16 accidents of this type. It all boils down to the same old story—pilot awareness and education. The pilot **must** initiate preventative or corrective measures to combat this killer.

**Be Aware      Be Alert      Be Alive**  
**Safe Flying!!!**

### Note

*Since Safety Education is such an important part of Ninety-Nine activities, we would like to encourage everyone to get involved personally. You are also invited to express your ideas in the form of a safety article.*

*Please forward all ideas and articles to Barbara Goetz.*

### FREE CATALOG

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Phone: (513) 732-2411



## El Paso's Seminar a Great Success!!!

By Jan Scott

The El Paso Chapter recently played hostess to the Lubbock Chapter, to collaborate on a Flying Companion Seminar. To the relieved apprehension of the El Paso girls, the room at the top of the Federal Aviation Facility at the airport was filled to capacity. Starting on Friday night, February 9th, and then meeting again on Saturday from 9 a.m. to 3 p.m., each Lubbock girl took a different subject and expertly expounded on it.

Topics covered the first night were: "How the Airplane Flies," "Loading the Airplane," "The Instrument Panel," "Filing the Flight Plan," "Medical Aspects of Flying," "Radio Communications," and "Preparatory Explanation of Charts."

The first night was climaxed by a get-acquainted cheese and wine tasting party, with invitations extended to each Companion, her Pilot, 99s, 49½ers, and Nervous Navigators.

The next morning started with eager anticipation, as each student planned her first cross-country. The actual flight was simulated using color slides of ground references and check points. The class then broke into three groups to do a "walk-around," take the computer course, and have a quick lunch before seeing a flight movie. The last hour was spent in a question and answer period, with a little hangar flyin'



Jan Scott (center ELP) and Marge Beard (right ELP) assist a student doing her walk around.



(Back row - L to R) Margaret Thompson (ELP), Pat Cantrell (LBB), Betty Ligon (ELP), Ginny Patterson (LBB), Angela Boren (LBB), Marilyn Cragin (ELP), Connie Earsley (LBB), Delores Key (LBB), Edna Lavezzaria (ELP). (L to R—Front) Ruby Tatman (ELP), Frieda Young (ELP), Michelle Miller (ELP), Lynn Allen (ELP). Not shown: Theresa Ware (LBB) and Jan Scott (ELP).



Margaret Thompson, ELP (second from left) assists the only male student and the youngest one at that (age 11), while other workshopppers look on.

thrown in.

It was a thrill to feel a previously nervous "Companion" at home in the cockpit, and in addition, to make her a real help to her pilot;

besides, it was a fun time, and it made money!! Any chapter wanting further info on how to present this program is welcome to contact Lubbock or El Paso.



## A New Book By A 99

# Flight Plan: Aquarius

By Mardo Crane

Title: **Flight Plan: Aquarius**

99 Author: **Joan Cassity**, Golden West Chapter

Publisher: **Ashley Books, Inc.** (Box 768, Port Washington, N.Y. 11050)

Price: \$7.95 (For autographed copy add 46¢ postage, and address Joan at 2422 Casabona Ave., Belmont, CA 94002)

We all learn to fly somewhere, in some flight school, with some instructor. In our absorption with our own problems in learning to fly, the instructor and the flight school become "things" to us, mostly detached entities devoted to one proposition—teaching us a mastery of the air. Author Joan Cassity succeeds in turning this concept around for her reader. Suddenly a flight charter service, a flight

school, a flight instructor—all take on a "form", shocking and exciting because she has taken us inside a new world of adventure which most of us just never see at all. You will find *Flight Plan: Aquarius* worth reading, and be especially proud that another 99 has written an absorbing, fictional account of a segment of the "flying adventure".

**Note:** All 99s should have in their libraries the books which have been written by our members. If your aviation shelf contains only these books, you will enjoy them, and you will be proud that our 99 authors keep on writing about the wonderful world of flight. Next month we will list all books written by 99s, so that you may complete your own library.

### \*More Information Cont.

State Chapter. For an entry kit, send \$3.00 to: Joan Schneller, 500 Adams Lane, No. Brunswick, NJ 08902. Entry deadline is May 1st.

#### Hayward Mini-Derby

The 7th Annual Mini-Derby will be held June 9 at the Hayward Air Terminal, Hayward, Calif. 10:00 a.m. 400 nautical mile round-robin cruise and proficiency contest. Also, spot landing competition. Sponsored by Golden West Chapter, The 99s, Inc. \$2.50 entry kits available after March 1 from Jackie Freeberg, 715 Regal Court, Menlo Park, CA 94025. Entries taken from May 1 through June 1.

The race is open to women, men, mixed crews, and student and instructor teams, with no limit on pilot hours. Although there is no horsepower restriction, aircraft must maintain a minimum IAS of 75 knots at cruise, with optional fuel stop because of the course length.

Impound and registration deadline is 6:00 p.m. on Friday, June 8. Also on Friday evening at 7:30 contestants will be given the route during a briefing. FSS representatives will be on the field at Hayward to provide weather information at an 8:30 a.m. pre-flight briefing on Saturday, June 9.

Arrangements have been made to accommodate participants at the Vagabond Motel, immediately adjacent to the airport. Winners will be announced and trophies presented at a banquet at 7:30 p.m. (cocktails at 6:30) at the nearby Prime Rib Inn.

Pat Forbes of Atherton, California is this year's Mini-Derby chairman.

#### Hughes Airwest Air Race Classic

##### Date Change

Due to the fact that 25,000 square dancers were due to arrive in Milwaukee on June 25th, the A.R.C. board decided to change the

takeoff date of the Hughes Air Race Classic to June 16, finishing June 19th at 1700 CDT, in order to have adequate accommodations for all participants.

Hughes Airwest is giving \$20,000 prize money with \$5,000 to the first place winners. The Beech Corp. is giving \$1,500 if the winning airplane is a Beechcraft, or \$1,000 to the first finishing Beech airplane. Leg prizes will be awarded to those who have the fastest leg time and did not finish in the top ten. There will also be a prize given to the best scoring team who have not raced before in a major race (Powder Puff, Angel Derby, Air Race Classic). An award will be given to the team whose combined time is under 1,000 hours with the best score.

The Air Race Classic is an invitational race open to members only, both pilot and co-pilot must be members. The fee is \$10.00 and \$4.00 per year dues which includes the race kit.

The Air Race Classic board has voted to increase the horsepower limit from 520 to 570 to allow two aircraft they feel should be eligible for this race. They are the Beech Baron 570 horsepower—handicapped at 219 mph, and the Cessna 310 R, horsepower 570, handicapped 218 mph.

The Cessna Aircraft Co. has generously donated prizes for this year's race. \$1000 if the contestant wins 1st place in a Cessna, \$500 to 2nd place winner if in a Cessna, and \$350 to 3rd place if in a Cessna. Contestants flying Cessna not placing in top 3 positions, \$100 to the next nine contestants placing highest in the race.

Entries close April 23, send for your kit now! Members, \$4.00 for dues, which includes kit. New members, \$10.00 membership fee, \$4.00 for dues, which includes race kit.

Hughes Air Race Classic  
2188 Palomar Airport Road  
Carlsbad, CA 92008  
714-437-5179

#### Saskatchewan Poker Run

The Saskatchewan Chapter of the 99s will hold their 7th Annual Poker Run on Sunday, June 17 with the rain date on Sunday, June 24. The terminus will be Eston, Sask. Other stops include: Cabri, Leader, Kindersley, Rosetown and Biggar. The First Prize is a trip for two to anywhere Transair flies. Starting time is 8:30 a.m.

#### Int'l. Flying Nurses Association

The 4th Annual Meeting of the International Flying Nurses Association, Inc. will be held in Colonial Williamsburg, Williamsburg, VA at the Motor House, June 27 to July 1. For registration and information, contact: Miss Gary Wheeler, Annual Meeting Chairman, 162 Woodbridge Apts., Greenville, SC 29607.

#### Buckeye Air Rally

The Buckeye Air Rally will be held July 14 at Toledo Metcalf, Toledo, OH. The rain date is scheduled for July 15. Prizes for the race include trophies and cash. Race kits will be available April 1. To get one, send \$3.00 to Jeane Wolcott, 1633 LivMoor Ct., Columbus, OH 43227.

#### International Forest of Friendship

A ceremony around the Moon tree celebrating the 10th Anniversary of Neil Armstrong's giant leap for Mankind on the Moon and the new honorees in Memory Lane is scheduled for July 22-24, 1979 in Atchison, KS.

Accommodations again are in air-conditioned Neuman Hall at Benedictine College. Rates for two in a twin-bed room are \$6.00 per person.

Stop over in Atchison on the way home from the 99s 50th Anniversary Golden Jubilee Convention in Albany, NY.

For reservations, write to: The 99s Celebration, P.O. Box 99s, Atchison, KS 66002.

#### Palms to Pines Air Race

Entries for the race open June 1st and close July 31st for the 10th Annual Palms to Pines Air Race. The race from Santa Monica to Independence, OR, will be 816 statute miles with fly-bys at Merced and Klamath Falls, RON at Red Bluff. Entry fee is \$55 and the race kit is \$2.50, which is available from Claire Walters Flight Academy, 3200 Airport Ave., Santa Monica, CA 90405.

#### 10th Annual Apuepuelele

This 10th Annual women-only race will be held August 18th and is sponsored by the Aloha Chapter 99s. Special plans are under way this year to make the Apuepuelele an especially memorable event. Rental planes are available from several FBOs at the Honolulu airport and, of course, there are seats to be shared in planes being piloted by local women pilots for any vacationers who might wish to include the interisland race on their agenda. For information: Sue Hillman, Chairman, Apuepuelele '79, 2251 Round Top Dr., Honolulu, HI 96822.

#### Fairladies Annual Indiana Race

The 1979 Race will be held September 14-16 in Lafayette, IN at the Purdue University Airport. Race fliers and kits will be available soon and will also be available at the North Central Section Meeting in Midland, MI in May.



# The Best Man for the Job was a Woman

By Betty Wright

Another chapter in the on-going saga—Are women pilots as good as male pilots?—began in South Florida's Arcadia Airport recently, when the telephone rang one early afternoon in the office of Lenox Flight School. Airport Operations Manager Harriet Hamilton answered the phone.

On the other end of the line was DeSoto County Sheriff Frank E. Cline's office. Advice was needed. "Will 30 gallons of gasoline fly an aircraft into Arcadia from about ten miles out?"

"It depends on the aircraft," Harriet replied.

"It's an Aero Commander."

"Yes, 30 gallons will do it—"

"Would you fill a barrel with 30 gallons and have it ready for us?"

Harriet would. But she smelled a mouse. "We don't sell aviation fuel, except to aviation customers. What's the situation here?"

It seemed a pot plane, most likely from Colombia, an Aero Commander 680E with two Lycoming 340 horsepower turbo engines, carrying \$1 million in hashish and marijuana, was down in the Everglade swamps near Arcadia.

Harriet, a twinkle in her mind, said, "My partner here at Lenox Flight School, Patricia Hange, has flown Aero Commanders. If you have any problems, give us a call."

When it comes to flying, Pat Hange has it all. She is an FAA Pilot Examiner in airplanes and gliders. She is only one of four women in the United States licensed as an A & P with Inspection Authorization. Meanwhile, if that isn't enough, she has found time in her busy schedule to become an experienced jungle pilot. On many occasions she has flown throughout the South American Amazon with 99's missionary jungle pilot Jerrie Cobb, where she picked up a few tricks of the trade.

Knowing how much Pat loves the challenge of jungle flying and understanding that getting an Aero Commander out of the Everglade swamps would be one and the same, Harriet hurried to report the conversation with the Sheriff's office to Pat.

The tall, slender, quiet Pat grinned. Already she itched to get her hands on the controls of that Aero Commander. But when the men from the Sheriff's office arrived to pick up the fuel, Pat guessed she was never going to get a chance at it. The scene of the crime was crawling with men, mostly male pilots, two of whom were airline pilots.

The afternoon went its accustomed way.



Patricia Hange (Left) and Deputy Sheriff Danny Tew, (Right) Florida's DeSoto Co. Sheriff's Dept., who inspected the aircraft upon its arrival at Arcadia Airport.

Then, at dusk, as Harriet and Pat were closing up the airport, the phone rang again. It was the Sheriff's office.

That army of male pilots had milled around all afternoon, trying to figure out how to fly that airplane from the Everglade swamps. Finally, the two airline pilots had given it their best shot. But they couldn't get the Commander's nose up, slewing the aircraft into a muck-filled ditch. So now the party was over and the Sheriff wanted that Aero Commander safely tucked away at Arcadia Airport by nightfall, since it was a valuable piece of evidence in the smuggling case. Would Pat help?

Pat would. Finally the Sheriff's car arrived to pick her up. On the way out, they passed all those marvelous male pilots straggling homeward in defeat.

Then, there they were. Pat couldn't believe her eyes as she crawled into the cockpit of the Aero Commander.

The aircraft was trimmed to a minus 8 degrees. No wonder those airline pilots couldn't get the nose up! Furthermore, those two male pilots had abandoned the airplane in disgraceful haste. All the radios, every switch in sight, was in the on position!

Only the Sheriff and one of his deputies remained, shuffling their feet, wondering what had gone wrong, and showing little confidence in this solution to a difficult, if not impossible, problem. At last, the Sheriff ventured, "What do you think, Pat?"

Already Pat was at work. "Well," she allowed, "I figured I can do better than this.

I'll give it a go."

The Sheriff and his deputy moved away; and in the failing light, Pat searched for a check list. If there was one, she couldn't find it. Oh, well . . . she would rely on memory and doing.

She fired up the engines and maneuvered the aircraft free from the muck. Then, she got her act together. She checked the mags, scanned the instrument panel carefully, exercised the controls and eyed what lay ahead of her: a soggy field, rough as the proverbial washboard, with treacherous pot holes everywhere; at the far end of the clearing, before the tall trees soared into the fast falling night, was a pond, too close for comfort. Well, she decided, I've done it before and I can do it again.

Pat gave the Commander full power, got off, pulled the power back quickly—before the engines blew—and was winging her way to Arcadia.

At the airport came a round of applause. Though Sheriff Cline and his deputies, along with other pilots who had been at the scene earlier, had a hard time believing Pat had pulled it off, they were gracious and generous with praise.

Said the deputy who had watched Pat fly the Commander from the swamp, "I'll bet she didn't go 300 feet before she had that thing in the air."

Another pilot laughed, "Just like a woman to save the day!"

Precisely like a woman. So what's new?

# Alaska 99s Celebrate Silver Anniversary with Mudhole Smith

By Judi Brown

Have you ever heard of Merle K. "Mudhole" Smith? Have you ever wondered how he got his nickname? Well, apparently someone out there knows who Mr. Smith is because he recently received a letter from somewhere in the Lower 48 addressed to himself in Mudhole, Alaska. We know there's no such place as Mudhole, Alaska. We also know that Mr. Smith lives in Cordova, Alaska. But his nickname has become so synonymous with aviation that a letter addressed to him in Mudhole, Alaska actually found its way to him. Mr. Smith is well known in these parts as one of the original aviation pioneers in Alaska. He flew with the others like Bob Reeves, founder of Reeves Air Aleutian, Noel Wien, founder of Wien Air Alaska, and Jack Peck, founder of Alaska Aeronautical Industries. Mr. Smith himself was a founder. He founded Cordova Airlines which later was bought out by Alaska Airlines which now flies extended routes into Southeast Alaska as well as throughout the rest of the state with connecting flights to the Lower 48.

The Alaska Chapter 99s were honored to have "Mudhole" Smith as our guest speaker for our Silver Anniversary banquet held on January 27, 1979. The entire evening was a tremendous success with over ninety people attending (didn't quite reach 99 attendees, darn.) A short history of the Ninety-Nines was given for those unfamiliar with our organization by Joyce Bergstrand. Lavelle Betz, Chairman of the event, made sure our overstuffed scrap books were available for interested perusers and Judy Holtmann did a terrific job of making airplane decorations for both tables and chandeliers. We were also delighted to have among our guests three of our chapter's charter members, Ruth Jeffords, Pat McGee, and Margaret Cook.

Our guest of honor, Merle K. "Mudhole" Smith sat quietly watching the mingling of 99s and non-99s as the cocktail hour wound down and the evening's program was to begin. He'd flown in from Cordova that day. Flight has come a long way from the time when he first learned to fly. Mr. Smith has no sympathy for us fledglings who moan and groan about how many hours it takes us to solo or get our license. I must say he's probably justified in his feelings, however.

It took him five years to solo! He says he must have tried everything available. One model he and his buddy built from wrecked pieces flew them over the ground but only a couple feet above it. They were convinced



Merle K. "Mudhole" Smith

that if it could get them that far off the ground, surely it could lift them into the sky. "But it never did. So we finally bought something different and made it into the air."

After advancing into the sky, Mudhole took up barnstorming in the midwest. The

first money he ever made was from parachuting. He'd jump out and float as gracefully as possible to the ground while some cohort would pass around a hat to spectators on the ground. He netted \$10 that profitable day. His first commercial venture in aviation.

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Charter Members: Ruth Jeffords and Pat McGee





**"As an architect, I know a good design means more than good looks. While others may buy the Skylane for its great style, I bought it for its outstanding performance. That's what beautiful means to me."**



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**CESSNA '79**

**WE MEAN BUSINESS**

## Alaska 99s Celebrate with Mudhole Smith Cont.

That first aviation adventure also involved a woman and Mudhole was convinced from that day on (or at least until he was 28) that aviation and women would never mix. It just so happened that as he drove on into town after making all this money, he passed by a pretty young lady's home. She just happened to be sitting out on the front porch. It wasn't necessarily the first time Mudhole had noticed her, but it was the first time he had had enough money in his pocket to enable him to ask her to accompany him down to the local soda fountain for a Coke. Having gotten the words out in their proper order, he waited while the young lady went inside to ask her mother if it would be all right. Well, Mudhole never saw the girl again that day or any other. He heard all he needed to hear. The mother's reply resounded out the screen door, "Is that bum back here again?" All the girl saw when she returned to the porch was a cloud of dust following Mudhole into town.

Mr. Smith did lead an adventuresome life at times. One of his adventures involved a lion and another woman. (He was still skeptical about the women.) He and some others had a lion which they'd sort of raised. It proved a good attraction getter during those barnstorming days. Eventually, as animals do, the lion outgrew the back seat of the auto it enjoyed riding around in. One day while driving down the road, Mudhole and his companions noticed everyone driving towards them was running off the side of the road and into the ditch by the time they passed one another. After a few of these occurrences, Mudhole, et al, figured this a bit strange and began to look around for the reason. A look behind them and the answer was apparent. That old lion was sitting in the rumble seat, leaning out on the driver's side and taking a big swipe with his huge paw at each oncoming auto. It was then, when the woman accompanying them jumped in the back seat and calmed the lion, that Mudhole decided maybe women did have a place in aviation after all, even if it was only calming the lions.

Mudhole got his faith restored in women after he came to Alaska and at the age of 28 he married. "Besides," he says, "I needed a cook!"

On a more serious note, the topic of weather came up. When Mudhole began flying in Alaska there were no radios in either the airplane or on the ground. Every day at 9 a.m. he could listen in at ACS and hear the weather from all over the state as it was reported via wire communications. In those days, thanks to galvanized wire, one could talk from Cordova to Fairbanks and could get the weather with pretty good accuracy. Since then, Mudhole contends, they put in a switchboard at Glennallen and screwed up the whole thing so you couldn't

talk with anybody. Now pilots get worse weather reporting than before because many of the remote reporting stations are being done away with. Mudhole believes the private pilot is flying under worse weather-information conditions today than he did 42 years ago when he first came to Alaska. Putting the humor back in things though, he commented he isn't sure if things are getting better or worse . . . but then again, he was only making \$75/month when he came to AK and now he's making \$300, so he figures things must be getting better

Mudhole was the instigator of in-state sport competition among the high schools. He'd pack up a group of youngsters and transport them to one of the other small towns on the other side of the mountains from Cordova, be it Seward, Valdez or elsewhere. As things go, one trip led to another and another. Today in-state sports competition is well supported and involves athletes from all over the state.

I suppose the highlight of the evening's talk was when Mudhole told us how he received his infamous name. He explained (for the first time publicly) that his explicit title was bestowed upon him by none other than Mr. Bob Reeves many years ago. The story went something like this. One of the air services had a gold mine back in the mountains. The owners of the gold mine wanted reports on how the cleanup process was going each year. During one year in the past, the stockholders had lost some \$30,000 and they didn't even know about it until October because it took that long for the word to come out with the miners. Everyone knows that stockholders have urgent needs that must be met no matter what the cost and finding out about this gold mine was one of those necessities. So . . .

The mine workers developed a landing strip so an airplane **could** get in and out with the vital statistics for the owners. The "landing strip" was a piece of shale rock 200' by 25' placed on top of the spongy tundra. (And I think 400' is short) Now it was time for someone to fly in to the mine and get the word about the cleanup/profits and fly the news back to the bosses in Cordova. You guessed it. Mudhole got elected. Mudhole says they figured he was "expendable" being as he was the newcomer and all.



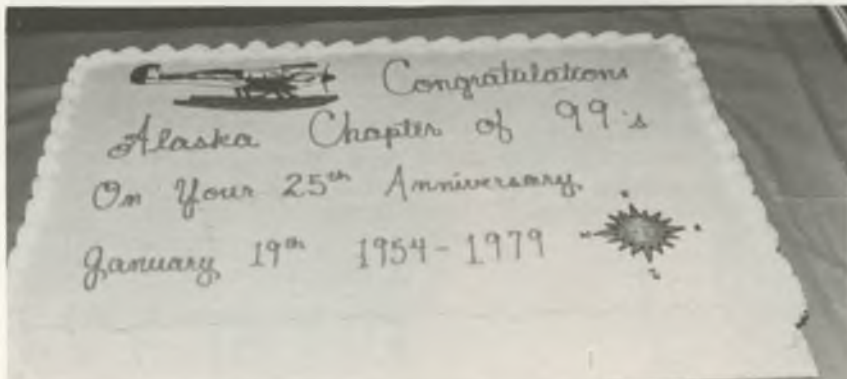
We had some fantastic door prizes that evening, one of which was won by Betty Rogers—a painting done by Judy Holtmann.

Mudhole climbed aboard his \$3,000 Stearman, three-place, bi-plane and took off for the gold mine. The landing went well. Having made a good landing he didn't feel it necessary to check the strip for rocks or debris. Later, he wished he had. His take-off roll was picking up speed when suddenly one of those big tires hit a rock. The aircraft slipped off the slab runway and into the muddy, wet tundra upside down. To make matters worse, when he opened his door to get out, he fell out right into that soggy, muddy tundra. "Didn't do much for the morale or the ego."

That night was spent atop a step ladder with a screw driver scraping mud out from around each of the cylinders so the engine would cool properly when he next attempted a takeoff.

By now Mudhole was overdue with his report for those stockholders. He figured his boss had surely written him off by now, especially since he was so expendable. He succeeded in finally reaching Cordova by wire and naturally had to give an explanation of what was taking so long. He matter-of-factly reported that he'd gotten "stuck in the damn mud."

Unbeknown to Mudhole at the time, Bob Reeves, the pilot from Valdez, happened to hear the report. From that day on, Bob always referred to Smith as "that crazy new pilot, Mudhole Smith."



Alaska 99s Silver Anniversary Cake



# Federation Aeronautique Internationale Feminine World or Class Records as of 12/31/78

By Virginia Thompson, Historian

A recap of Feminine World and U.S.A. National Aviation Space Records as published 12/31/78 by the National Aeronautic Association, Washington, D.C. is as follows.

All Space and Class A Balloon records remain the same as published in our Jan-Feb. 1977 Ninety-Nine NEWS. The most changes occurred in Hot Air Balloons. Donna Wiederkehr still holds the duration and distance records in all sub-classes except AX-1. The altitude records formerly held by Brenda Bogan of the U.S.A. have been taken over by Katherine Boland of U.S.A.,

Anneke Sandel of U.K. and Susan Hazlett, U.S.A.

The Class C-1, Group I (Piston Engine) and Class C-1, Group II, (Turboprop) remain the same. In Class I, Group III (Jet), the U.S.A. lost its only record held by Jacqueline Cochran. The U.S.S.R. now claims all of these records. Class C-2, Group I (Piston Engine) Seaplane and Class C-3, Group I (Piston Engine) Amphibians remain the same.

Class D-1, Glider (Single-Plane) shows Poland W. Germany setting new records. Poland also established new records in the

Class D-2, Gliders (Multi-Place).

In Class E-1, Helicopter, the U.S.S.R. continues its domination over all records.

Since we have many new members and a considerable time lapse exists since these records were published, they are again being recorded in the hope of encouraging members to try to set new ones.

Due to the fact that the Speeds Over Recognized Courses as recorded in our May and June 1977 Ninety-Nine NEWS remain the same, they will not be republished, only the list completed.

## Feminine Space Craft Records

6/16-19/63	Duration with Earth Orbit 48 earth orbits	USSR	70 hrs. 40 mins. 48 secs.	
6/16-19/63	Distance with Earth Orbit	USSR	1,970,990 KMS	1,223,716 miles
6/16-19/63	Greatest Altitude with Earth Orbit	USSR	231.1 KMS	143.59 miles
6/16-19/63	Greatest Mass Lifted with Earth Orbit Valentina V. Terechkova Vostok VI Spacecraft	USSR	4,713 KGS	10,380.3 lbs.

## Class A - Balloons A-1, Less than 250 Cubic Meters A-2, 250 to 400 Cubic Meters

8/12/72	DISTANCE Wilma Piccard Piccard S-10 Balloon Indianola, Iowa	USA	28.33 Kms	17.60 miles
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## Class A - Balloons A-3, 400 to 600 Cubic Meters

5/14/39	DURATION A. Kondratyeva SSR BP-31 Balloon Moscow to Loukino Polie	USSR	22 Hours, 40 Minutes	
5/8/53	DISTANCE Mrs. Paulette Weber F-AMAQ Balloon	FRANCE	511.978 Kms	318.128 Mi.

## A-5, 900 to 1200 Cubic Meters

7/31/75	ALTITUDE Renate Peter D. Trevira Balloon Augsburg, W. Germany	W. GER.	6,176 M.	20,262 Ft.
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A-6, 1200 to 1600 Cubic Meters  
A-7, 1600 to 2200 Cubic Meters  
A-8, 2200 to 3000 Cubic Meters  
A-9, 3000 to 4000 Cubic Meters  
A-10, Over 4000 Cubic Meters

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## World Records

### Class A - Balloons Cont.

#### A-6 - A-10

11/20-21/61	DURATION	USA	40 Hours	13 Minutes
11/20-21/61	DISTANCE	USA	585.786 Kms.	363.09 Mi.
	Constance Wolf			
	900 cubic meter balloon			
	Big Springs, Texas/Boley, Oklahoma			
7/31/75	ALTITUDE	W. GER.	6,176 M.	20,262 Ft.
	Renate Peter			
	D. Trevira Balloon			
	Augsburg, W. Germany			

### Hot Air Balloons

#### Sub-Class AX-1

#### Less Than 250 Cubic Meters

7/29/78	DURATION	USA	30 Minutes, 5 Seconds	
	Katherine E. Boland			
	Boland Balloon			
	Farmington, Connecticut			
7/29/78	DISTANCE	USA	4.81 KMS	2.99 Miles
	Katherine E. Boland			
	Boland Balloon			
	Farmington, Connecticut			
11/2/78	ALTITUDE	USA	3,477 Meters	11,407 Feet
	Katherine E. Boland			
	Boland Balloon			
	Monarch Pass, Colorado			

### Hot Air Balloons

#### Sub-Class AX-2

#### Between 250 and 400 Cubic Meters

3/13/75	DURATION	USA	2 Hours, 40 Minutes	
	Donna Wiederkehr			
	Modified Raven Hot Air Balloon			
	St. Paul, Minnesota			
3/13/75	DISTANCE	USA	18.01 Kms.	11.19 Miles
	Donna Wiederkehr			
	Modified Raven Hot Air Balloon			
	St. Paul, Minnesota			
11/2/78	ALTITUDE	USA	3,477 Meters	11,407 Feet
	Katherine E. Boland			
	Boland Balloon			
	Monarch Pass, Colorado			

#### Sub-Class AX-3

#### Between 400 and 600 Cubic Meters

#### Sub-Class AX-4

#### Between 600 and 900 Cubic Meters

#### Sub-Class AX-5

#### Between 900 and 1200 Cubic Meters

3/13/75	DURATION	USA	2 Hours, 40 Minutes	
3/13/75	DISTANCE	USA	18.01 Kms.	11.19 Miles
	Donna Wiederkehr			
	Modified Raven Hot Air Balloon			
	St. Paul, Minnesota			
11/2/78	ALTITUDE	USA	3,477 Meters	11,407 Feet
	Katherine E. Boland			
	Boland Balloon			
	Monarch Pass, Colorado			



## World Records

### Sub-Class AX-6 Between 1200 and 1600 Cubic Meters

3/23/74	DURATION	USA	11 Hours, 10 Minutes	
	Denise Wiederkehr Raven S50A Balloon St. Paul, Minn. to Waupun, Wisc.			
3/23/74	DISTANCE	USA	366.99 Kms.	228.04 Mi.
	Denise Wiederkehr Raven S50A Balloon St. Paul, Minn. to Waupun, Wisc.			
7/2/77	ALTITUDE	UK	7,952 M	26,089.23 Ft.
	Anneke Hogeland Sandel Thunder - 024 Barton, Great Britain			

### Sub-Class AX-7 Between 1600 and 2200 Cubic Meters

### Sub-Class AX-8 Between 2200 and 3000 Cubic Meters

### Sub-Class AX-9 Between 3,000 and 4,000 Cubic Meters

### Sub-Class AX-10 Over 4,000 Cubic Meters

3/23/74	DURATION	USA	11 Hours, 10 Minutes	
3/23/74	DISTANCE	USA	366.99 Kms.	228.04 Miles
	Denise Wiederkehr Raven S50A Balloon St. Paul, Minn. to Waupun, Wisc.			
10/18/77	ALTITUDE	USA	8,619 Meters	28,277.55 Feet
	Susan D. Hazlett Cameron 0-77 Somerford Mill Farm, Brewood, England			

### Class C-1, Group I (Piston Engine)

4/10/66	DISTANCE IN A STRAIGHT LINE	USA	7,267.69 Kms.	4,515.93 Mi.
	Geraldine L. Mock Cessna P-206 (1) Continental 10-520 engine Honolulu, Hawaii to Columbus, Ohio			
6/24-25/68	DISTANCE IN A CLOSED CIRCUIT	USA	6,543.28 Kms.	4,065.81 Mi.
	Geraldine L. Mock Cessna P-206 (1) Continental 10-520 engine Columbus, Ohio, San Juan, P.R. Course			
6/23/36	ALTITUDE	FRANCE	14,310 Meters	46,949 Feet
	Mrs. Maryse Hilsz Potex 506 Biplane Gnome & Phone 900 h.p. engine Villacoublay			
12/17/47	SPEED OVER A 3 KM COURSE	USA	663.054 KPH	412.002 MPH
	Jacqueline Cochran North American F-51 Rolls Royce "Merlin" engine Thermal, California			
4/9/51	SPEED OVER A 15/25 KM COURSE	USA	747.339 KPH	464.374 MPH
	Jacqueline Cochran North American F-51 Rolls Royce "Merlin" engine Indio, California			

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## World Records

### Closed Circuit

12/10/47	100 KMS. SPEED Coachella Valley, California	USA	755.668 KPH	469.549 MPH
2/29/49	500 KMS SPEED Palm Springs, California	USA	703.376 KPH	436.995 MPH

### Class C-1 Group I (Piston Engine)

### Closed Circuit

5/22/48	1000 KMS SPEED Palm Springs, California	USA	693.780 KPH	431.094 MPH
5/22/48	2000 KMS SPEED Palm Springs, California Jacqueline Cochran North American F-51 Rolls Royce "Merlin" engine	USA	720.134 KPH	447.470 MPH
5/18-6/20/67	SPEED AROUND THE WORLD Miss Sheila Scott Piper PA-24 Comanche (1) Lycoming IO-720 engine London-Rome-Athens-Damascus- Bahrein-Karachi-Jaipur-New Delhi-Calcutta-Rangoon-Penang- Singapore-Bali-Darwin-Mt. Isa- Brisbane-Sydney-Aukland- Norfolk Islands-Fiji-Samoa- Canton-Honolulu-San Francisco- Phoenix-El Paso-Oklahoma City-Louisville-New York- Halifax-Gander-Azores- Lisbon-London Distance: 46,080.97 KMS (28,632.75 Miles) Elapsed Time: 33 Days, 03 Minutes	U.K.	58.179 KPH	36.15 MPH

## Valley Air Derby Race Results

The first Valley Air Derby, sponsored by the San Fernando Valley Chapter 99s, got off to a great start when, after a solid week of rain, Saturday morning was clear and warm. The handicap air race was held February 24, 1979 and followed a 241 statute mile course from Van Nuys to Mystery Mesa to Soggy Dry Lake to Harvard to Sun Hill Ranch to Fox Field in Lancaster. Thirty-six airplanes participated and we had super help from the Van Nuys Tower Personnel as well as the Fox Tower Personnel. Those working the race had as much fun as those racing, and when the results were in, they went as follows:

1	Ray Schutte Audrey Schutte	Piper Tomahawk	+17.6299
2	Carl Schutte Faith Hillman	Grumman Tiger	+17.5439
3	Sidney Amster Cara Lund	Cessna 172M	+15.5180
4	John Metcalf Diane MacLachlan	Grumman Tiger	+14.9590
5	John Black Barbara Persons	Cessna 152	+14.9367
6	Donna Zwink Wendell Zwink	Cessna 172	+14.3866
7	John Jamgochian Kathy Grant	Cessna 172	+14.2618
8	Lorrie Blech Rae Ohrbach	Beech A36	+14.0506
9	George Young Mary Jo Gustin	Cessna 152	+13.6030
10	Luana Davis Eldon Davis	Beech V35	+13.1064



## International Profile

### Raili Aronen

By Erma Christian

I want to tell you about a most gracious, wonderful 99, Raili Aronen, Governor of the Finnish Section.

Before our recent trip to Helsinki, I wrote Raili to tell her I would be interested in attending a 99 meeting if there were any scheduled during my visit. Before my 49½er, John, and I arrived, she had already contacted our hostess to tell her of arrangements she had made.

The night after our arrival Kirsi Petersen-Jensen called for me and took me to the airport, where Raili was waiting. After a grand tour of the facility and the control tower, we all went to Vice Governor Sirpa Huusela's home for "coffee," which turned out to be a sumptuous, delightful meal.

From that evening until they took us to the train when we departed, Raili, 49½er Eino, and sons Markku and Yurki opened their home and hearts to us, spending hours taking us on sightseeing trips, visiting in her parents' home, attending a service at the famous "Church in the Rocks,"—lunches, dinners, sauna, and warm hospitality in their home.

One day, after a wonderful, complete tour of Helsinki, lunch at a lovely restaurant, a trip to their summer home on White Lake, we returned to the Aronen's charming home for sauna and dinner and a most enjoyable evening seeing some of the souvenirs from Raili's trips to almost every country in Europe, the Canary Islands, even Borneo, pictures of her Lake Amphibian in which she won a race in Switzerland and which superseded her motorcycle riding hobby (she now flies a Rallye), examples of her lapidary hobby, and partaking of her culinary artistry. Besides all this, Raili works in her family business which her parents (an extremely young 82 and 84 years of age) established many years ago, and which Raili joined after pursuing her profession as a pharmacist.

When it was time for us to reluctantly leave our newly-found, dear friends for our next stop in Turku, on the west coast of Finland, Raili had called Outi Nallinmaa, who made hotel reservations for us and changed her busy schedule so she could have dinner with us. Upon our return to our hotel that evening the phone rang—it was Raili in Helsinki calling to see how our trip had been and wishing us well on the remainder of our trip!!

What a gal!!

**Golden Jubilee  
Starts July 17th**

## A Note From Jerrie

Dearest Family and Friends,

It's great to be back in the jungle—especially with the Islander sporting new engines I trust now. The past week we flew 32 hours and she only used 1½ qts. of oil which makes us both so happy—and saves on expenses too.

Good being back for Christmas this year, but lots to catch up on down here in Amazonas. Fortunately it's dry season which makes for better flying weather, but presents problems for these primitive Indians in other ways—like being stranded far from their villages for weeks when the rivers drop so fast that even a dugout can't navigate—or having a family member die because they can't get them to the nearest pista (landing strip) where we can help, because the river is too low.

Amazonas is truly a land of extremes—10 months of the year too much rain—And these 2 months, too little rain. The jungle is a harsh environment, but there is a quiet beauty to it all—And strong, wise people who dwell herein—Primitive yes, but gentle and kind.

So we're making the rounds of the villages, helping where we can—And letting God express His love for these peoples through us. Thank you for supplying the medicines, seeds, and means to do so—What a wonderful difference it makes in their lives! And thank you God for all the wonderful 99s—and all their help. Please bless them with Your joy-peace-love.

Be blessed—With much love,  
Jerrie



Ninety-Nine Board Member Ruth and Charles Dobrescu presented Senator Barry Goldwater (Ariz.) with one of 25 "Lindbergh Philatelic Flight Documents" January 18, 1979. They produced the documents for the Friends of the Nassau County Museum, honoring the 50th Anniversary of Charles Lindbergh's historic solo crossing of the Atlantic. The Document retraces Lindbergh's flight 50 years to the day, by means of special stamps and 1977 postmarks, date-related to his epic flight of 1927. The Documents are signed by President Carter, Jacques Chirac (Mayor of Paris), the Postmaster Generals of both countries (U.S.—Benjamin F. Bailar; France—Norbet Segard) and Anne Morrow Lindbergh. The remaining 24 Documents were presented to select people, museums and organizations, both here and in France. The Dobrescu's serve on the Friends' Air and Space Committee. They successfully led the national drive to convince the U.S. Postal Service to issue the Lindbergh Flight Commemorative Stamp on the 50th Anniversary of C.A.L.'s famous flight—May 20, 1977.



# Activities & Projects

## East Canada

When pondering what to have for the **Eastern Ontario Chapter's** upcoming meeting, the idea of showing the film "*To Make A Map*" was discussed. This film is free from the National Film Board. The idea really blossomed with this announcement:



**On The Cover**

The "Racing Rabbit" Joan Enos, came directly from a dress-up day at the school where she teaches to participate in the Hayward Mini-Derby Race, held each year by the Golden West Chapter. Everyone from the Tower Controllers to passing aircraft pilots certainly did a double-take that day! She and teammate Jean Stroobant didn't place, but they did have a good time.

## 99s Meeting Notice

When: Thursday, Feb. 15, 1979 20:00 hours

Where: Algonquin College, Ottawa

Why: This is an open meeting. Bring a friend or three. Come and see how the maps we navigate by are produced. There will be a film and talk on map making, also a demonstration of the equipment used.

On February 15, the idea came into full bloom despite the -30 degree Celsius temperature with a classroom at Algonquin filled to view the 20 minute movie... one of the best available for the purpose. The arrangements were made by Fred Landry who is survey instructor and co-ordinator at Algonquin as well as a keen supporter of the 99s. He gave the talk on 1:50,000 map, aerial photography and the role of the surveyor.

Edna Starchuck, cartography co-ordinator at the College explained the role of the cartographer and the photogrammeter in the making of a map. This was followed by a demonstration of the aerial camera, survey instruments, photo grammetric stereo plotters, colour overlay and the final preparation of the maps. A healthy question period brought the evening to a close.

This type of meeting is becoming an annual tradition and is anticipated by the aviation public. It is an opportunity for the 99s to make a contribution to the aviation community in our area.

•

"Something to Fly For", with these words Ron Johnson and Fred Durham from the Ministry of Environment in Toronto opened the **Maple Leaf Chapter's** February meeting at the London Flying Club in London Ontario. Ron's speciality for the Ministry is

fighting pollution with a camera, while Fred's job is to monitor the quality of our environment. Both men were invited by the chapter to explain Operation Skywatch, a project in which the **First Canadian Chapter** have already successfully participated. "The ministry in its fight to combat pollution", Ron said, "is requesting the aid of all 99s in South Western and Northern Ontario". He went on to explain that by participating, the 99s could increase public awareness and encourage more citizens to get involved in environmental control. The operation is strictly voluntary and requires minimum knowledge of a 35 mm camera but maximum knowledge of your aircraft. It consists mainly of low and slow flight into designated areas to photograph any unusual looking or questionable substances, such as oil spills, dead fish, yellow vegetation in our waters, etc. These photos are returned along with a written report to the ministry. An official opening of Operation Skywatch for 1979 is being scheduled by the ministry for some time in May. On that day a marathon flight beginning at 0900 hrs. and to be flown by 99s will get underway. They will pick up and deliver members of the news media to London Ontario for a press conference. Reporters from major cities are expected to participate in this affair. Both Ron and Fred stated that three different flying groups had been checked out for this important job and the 99s were chosen because "they were the best to fly with". Not only does this give us "something to fly for", but something to be very proud of.

## Western Canadian

The **Alberta Chapter** sponsored a successful



How an airplane flies was one of the topics covered by the Alberta Chapter in the Flying Companion seminar they organized for the wives of the Flying Farmers. Here Rosemarie Painter and Anola Laing demonstrate some of the models that were used in the day long course.

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A brand new 99, Mary Oswald discussed fear of flying at the Flying Companion Seminar sponsored by the Alberta Chapter of the 99s for the Flying Farmers Convention. Mary's speech on how she overcame her fear of flying and went on to become an ardent pilot, inspired many of the non-flyers who signed up for the course.

Flying Companion Seminar for the Flying Farmers Convention in February. The seminar is a one day course for non-pilots. Topics covered ranged from map reading and radio work to basic theory of flight, and emergency procedures. Fear of flying was discussed in depth. The Alberta chapter will organize two more flying companion seminars, in March and April.

The Alberta Chapter's Annual Poker Run will take place June 3, with the rain date to be June 10. First prize is a trip for two on Pacific Western Airlines. Contestants may start at Rocky Mountain House, Three Hills, Ponoka, Stettler, Hanna, Lacombe, or Camrose. Terminus is Red Deer, deadline 2 p.m. Last year, over 50 prizes worth over \$1000 were won. Poker Run chairman is Nancy Rand.

The Greater Winnipeg Chapter is working on a special room in memory of women pioneer pilots in Canada, to be opened as part of the new Canadian Western Aviation Museum in Winnipeg.

## North Central

Plans for the Buckeye Air Rally, 13, 14, 15 July, Toledo Metcalf, have taken a giant step forward when All-Ohio Jeane Wolcott, Margret Bryant, and Bev Hirzel met with members of Toledo's Chamber of Commerce, Port Authority, and FBOs. The general public will be invited and while the Rally is being held (the aircraft flying the circuit), the public will be participating in balloon and aircraft rides, paper airplane contests, viewing EAA aircraft and antiques. After the finish of the Rally all pilots may participate in the short field and soft field landing contests. The Rally winners

will receive trophies and money for the 1st four winners, category winners for Beech, Piper, Cessna and Mooney, plus special awards for novice crew, oldest aircraft, Tail End Charlie, etc. The City of Toledo which has hosted races such as the Powder Puff, Air Race Classic and Angel Derby always opens its arms to the female and male pilots who travel to that great city.

All-Ohio 99s joined 150 other pilots in volunteering their services to the state of Ohio during any emergency. On 20 January, 27 of the 150 pilots met at the Disaster Center, Ohio National Guard, Columbus to be briefed on the Plan plus run through a number of scenarios. All-Ohio Jeane Wolcott was asked to be a Dispatcher working at the Center during an emergency. In the afternoon, approximately 20 of the 27 pilots attended a Survival Course. Ninety-Nines in attendance were Chapter Chairman Marcia Greenham, Secretary Rose Burchette, Treasurer Sally Brockman and Vice-Chairman Jeane Wolcott.



All-Ohio Margaret Golledge briefs the chapter on her progress regarding air marking. The meeting was held at Fairfield County Airport, Lancaster, Ohio. Four to eight inches of snow fell that day.

Despite Detroit's biggest snow storm of the season, a large crowd was on hand for the Amelia Earhart Commemorative Brunch sponsored by the Michigan Ninety-Nines. Greater Detroit, Lake Michigan, and Michigan Chapters co-sponsored this successful event. William M. Flener of the FAA was guest speaker. Loma May of the Michigan Chapter was Master of Ceremony.

Greater Detroit Area Chapter also co-sponsored with AOPA a CFI refresher clinic January 27-29. Over 200 flight instructors attended the clinic. Speakers were Jack Eggsuehler, Bert Greene and Glen McConnell. Helping with registration were Janet Bone, Dorothy Butler, Charlotte Davenport, Mardi Drebing, Doris Kilanski, Anita Mack, Gini Sutherland, and Phyllis Wood.

March 6th is the rescheduled date for the Old Newsboys Day sale of St. Louis Globe Democrat newspapers for the benefit of various children's agencies and "Newsboys" Chairman, Mary Kinnaw, along with

several of our gals will be out on the corner, hawking papers with the best of them. This time, Dottie Haupt designed a little insert for the papers the 99s sell, with a brief explanation of what the 99s are. It should be warmer than the end of November, when this event is usually held, but given the crazy weather we've had, who knows? Then, on March 16, we're all gathering at the St. Charles Vintage House Restaurant (and wine garden) for a money making wine and cheese tasting party! Talk about having a ball, making money!! March 22 will find the students of Lindbergh High School, in St. Louis County, being given all the up to date facts on careers in aviation by a team of experts on the subject. Nelda Lee, our Aerospace Engineer, Sue Matheis, St. Louis' helicopter traffic reporter, and Rosemary Boyd, all around experienced instructor, charter pilot, and aircraft sales lady, should make for a very enlightening program for the kids.

The Air Race Classic will terminate in Milwaukee at Mitchell Field June 16-19 and Wisconsin 99s along with neighboring 99 units will host the terminus; Caroline Morey briefed members on what will be expected. Volunteers were asked to donate time to planning, timing, hostessing, advertising and promotional work, have tours planned, programs printed, etc. . . . and we did get a nucleus group, with Donna Becher (66) and Gert Heintskill offering to share the chairmanship.

Wisconsin chapter may have three planes racing, cutting down our work force, but keeping the interest high. The meeting closed at 10:00 p.m. . . . snow was blowing outside . . . some of the pilots spent the night in the Madison area.

## Northwest

In January, the Mount Tahoma members toured the Seattle Center Museum of Flight. They learned about the Pacific Northwest Aviation Historical Foundation (PNAHF) and what the chapter could do to help with the research for various exhibits. Sally Bell, a Mt. Tahoma member, is quite involved with volunteer work at the Museum of Flight. She helped develop a special Wright Brothers program for school children and presented this program to several Seattle schools during the 75th anniversary of flight. Currently she is working on a similar project to honor Amelia Earhart. Carolyn Curles, another Mt. Tahoma 99, recently earned her master's degree in Aerospace Education and is currently teaching a college level class for teachers called "Aerospace Education in the Elementary School". She is also involved with Aerospace Education for gifted children in the public schools.

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CFI Evelyn Studlick refreshes Patsy Zeringue, Ede Brandon, Carolyn Cottingham, Judith Maggiore, Trudy Openhime, Pat Besselman and Carol Kirby. The background is a beautiful board room at Lakeland Airport with a mural of Lindbergh's Paris flight.

## South Central

**Space City** members **Mary Byers** and **Judy Covin** spoke to the Houston Zonta's Club at their Amelia Earhart dinner on January 17, 1979.

**Space City's** newest member, **Bernadine Roop**, has completed direction signs to be placed at the LaPorte Airport, LaPorte, TX.

The Memorial Derby sponsored by the Space City Chapter, will be held in May, probably over the Memorial Day Weekend. There will be more definite information available at the **South Central** Section Meeting in May. If you want information, please write to Helen Jackson or Mary Byers.

## Southeast

**Florida Spaceport 99s** met in January at Cecil Field in Jacksonville, FL, and were given a tour of the Base. We got to see the A/P Squad, inside the big hangars where the A/7 Single place Jet Trainers were based, and each member was given the opportunity to fly the S/3 Simulator making approaches on JAX both day and night. Then, we were shown the mock-up of the computer section that is on board the S/3 Simulator which handles tracking, firing, guidance, etc. After that, we were shown a very interesting and informative film on Carrier Warfare, including all fleets and carriers, using carrier aircraft. Lunch was at the Officers' Club.

**New Orleans 99s** are using a portion of their regular meetings for a refresher course presented by CFI, **Evelyn Studlick**. At the

February meeting the mini course on map reading surprised some members at how much can be forgotten. Evelyn is giving her sister members a helping hand by keeping them from getting too rusty. **Glorice Wills** and **Ede Brandon** are plotting to island hop again . . . more next month on this.

**Gloria Burlette** accompanied 24 cadets in the Civil Air Patrol on a flight to Washington, D.C. Their visit coincided with the worst snow storm in 30 years which delighted the South Louisiana cadets, most of whom had never seen snow. Ede flew to a flight clinic conducted by the Louisiana Wing C.A.P. and spent a beautiful day shooting touch and go's on a grass strip.

Six members of the **New Orleans** Chapter attended a safety seminar sponsored by the AOPA. Not only was a very professionally presented program enjoyed by all but each has hopes of winning the give-away plane!!!

## Southwest

The **Monterey Bay** Chapter in cooperation with the Federal Aviation Administration sponsored a Flying Companion Seminar on February 3. This seminar is a "Flying Can Be Fun Seminar" for non-flying companions you can't even get out for a Sunday cross-country, or a spouse who doesn't share your love of flying.

In just one day we introduced her/him to Basic Navigation, Basic Radio Work, Basic Instrument Interpretation, What to do in Case of Emergency and How to Participate in the Thrill of Flying.

It was such a success, that by popular demand we will do it again real soon.

Promoting General Aviation is a basic

goal of the Ninety-Nines organization. To that end, **Phoenix** Chapter annually provides a simple service that promotes safety through education as well as good will and cooperation between the Ninety-Nines and other General Aviation pilots.

One weekend each winter, the AOPA Flight Safety Foundation conducts a flight training clinic in Phoenix, offering ground school and flight training for the various flight ratings, instrument refresher, mountain flying, pinch-hitters, and survival training. The Ninety-Nines furnish ground transportation between hotel and airport for the participants.

In our shined-up and cleaned-out cars, we begin our operations as the participants arrive at Sky Harbor Airport on Friday afternoon. We take carload after carload of people and bags until all have been delivered to the hotel in time for the evening sessions. We're back at the hotel again by six o'clock on Saturday and Sunday mornings, shuttling back and forth all weekend. Our passengers include the airline captain who is spending the weekend instructing in the kind of flying he likes best—the light airplane; the doctor or lawyer or businessman who, wisely, takes this opportunity to relax from his professional responsibilities by working even harder at meeting his currency requirements and upgrading his skills; and the good-sport mate of the licensed pilot who is taking the pinch-hitter course to ease the apprehension of "what if—?" by learning to land the airplane from the right seat, "just in case—." Many couples make this a vacation-in-the-sun weekend; one may be an instrument refresher and the other a pinch-hitter. And, many come from snow country for a few days of productive effort while enjoying a few days respite from the cold.

We donate our time and gasoline, and in return, AOPA makes a donation to our chapter treasury and invites the Ninety-Nines to sit in on any ground school course they choose. Our greatest rewards, though, are the contacts with new and old friends in aviation, and the feeling that we have contributed to the advancement of General Aviation. We also like to hear the nice things our passengers have to say about the Ninety-Nines!

In February, seven **Redwoods** and three guests visited nearby Travis AFB as a part of the chapter's education/safety program. Attendees first learned of the function of the Military Air Command and then toured a C-5A and C-140. Several of the 99s had an opportunity to fly a C-5 simulator.

The following Saturday, we gathered at **Hazel Bertagna's** home on the Silverado golf course to cut, paste, swear, print, giggle and do all the other things necessary for compiling an up-to-date scrapbook. We are almost 30, and are trying to get our act together before middle-age sets in. In honor

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of our 30th birthday, we plan to plant a redwood tree, suitably placqued, at the Santa Rosa airport.

Sacramento Valley is hosting its 5th Annual Gin Fizz Brunch, on March 11, 1979 in Rancho Cordova. A huge success each year, the proceeds have gone to many causes—the Powder Puff Derby, race leg prizes, and this year the Hughes Air Race Classic leg and Sacramento's new Silver Wings Aviation Museum. There is a band for entertainment and Monte Carlo tables, as well as free gin fizzes from 10 a.m. to noon and an outstanding brunch menu.

A first for the Sacramento area—fifteen planes flew into Mather Air Force Base for our December Fly-In. Aptly guided by the cooperative controllers, the 99s and passengers enjoyed hospitality and the brunch served by the Officer's Club. Jean Taylor's determined efforts for such a Fly-In resulted in one of the most exciting Fly-Ins for the year.

The Santa Rosa Chapter held their annual "A.P.E." (Air Proficiency Excursion) under the guidance of Gail Lee Bartlett and Barbara Johnson. This is a mystery trip where in members are given clues a couple of months in advance, and an hour before takeoff are given instructions on flight route and destination; then must figure time and fuel required. This year the destination was Columbia with a stop at Willows-Glenn Airport with several visual checkpoints along the way. From the airport everyone was bused to their overnight stopover at Poker Flat in Copperopolis. The trophies were awarded during a dinner train ride from historic Jamestown through the Gold Country. Winners were: 1st—Jan Bagget and Judy Hunter, 2nd—Peggy Williams and Joy Reinemer, 3rd—Joan Robbins and Bea Ramu.

February started out with a visit to Castle Air Force Base in Merced to experience the High Altitude Chamber. Santa Rosa Chapter members Barbara Benson, Judy Simmons and Hialeah Reilich joined forces with San Joaquin Valley members Dorothy McAllister and Sally Ellison, as well as the members of the Redwood Empire Flying Club. When the "chamber" leveled off at 25,000 feet, the two people inside experienced various reactions to hypoxia. Each one recognized the symptoms in themselves, and also the reactions of their partners. Everyone reacts differently! They all felt the experience was very worthwhile and encourage every pilot to take advantage of it, if possible.

Fog and snow covered runways cancelled the flying events scheduled as part of the Utah 99's February 4 Poker Race. The social hour and Poker hands were enjoyed by those who drove to Wendover.

# General Information

## Canada

The All Canada meeting (99s from East and West Canadian Sections) will be hosted by the Greater Winnipeg Chapter April 27, 28 and 29 in Winnipeg. International President Thon Griffith is expected to attend, as well as noted Canadian aviation

speakers.

## Middle East

The Shenandoah Valley Chapter is happy to welcome its newest member, Grace Repass of Roanoke, VA.

Anne and Sam Adams have been getting

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Photo: Hoyle Garber

FAA Inspectors Walter A. Stickley (2nd from left) and James F. Byers (3rd from left) of the Flight Standards District Office, Washington National Airport, made presentations on winter flying and avionics, showing specifically how to preflight and reduce the cost of avionics. Mr. Patrick Russell, FAA Research and Development Manager of Aviation Safety (not shown) presented information on the latest research on stalls and spins by NASA, Langley, Va. His movie showed a typical general aviation trainer during spin tests including recovery by spin chute. It also showed some of the many modifications that have been tested, the elaborate instrumentation used and spin tunnel and radio controlled model tests.

Others in the picture from left to right are: Ethel Garber, Chairman, Barbara Barber and Virginia Thompson of the Shenandoah Valley Chapter of Ninety-Nines and Donald M. Thompson, FAA Safety Counselor.

This Safety Meeting was a part of a continuing series sponsored by the Shenandoah Valley Chapter and the New Market Area Chamber of Commerce to promote safety and aviation in the Shenandoah Valley area.



around recently, two trips to Florida and one to his parents. On the latter, their normal forty-five minute flight stretched into six hours. First came the frozen airplane door lock, then the surprise—two fallen pine trees on their truck at their destination airport. So it was chop and drag limbs for two hours. Then they decided, "If you have time to spare, go by air".

## New England



(L-R) Sallie Baliunas, AE Fellow, Harvard; Harriet Fuller, Governor New England 99s; Donna Keith, AE Fellow, Yale; Billie Downing, Zonta District 1 AE Chairman and 99; Pat Phipps, Governor Zonta District 1; Linda Stryker, AE Fellow, Yale; and Lynn Cominsky, AE Fellow, MIT at Valle's on 13 January 1979.

On 13 January 1979, 105 **Eastern New England** Ninety-Nines and Zontians from District I met at Valle's Steak House in Newton, Massachusetts, with the Zonta Club of Newton as hostess, to honor the 1978-1979 Amelia Earhart Fellowship Recipients studying in this area. Of the six in the area, four were able to attend: Sallie Baliunas, Harvard; Lynn Cominsky, MIT; Linda Stryker, Yale; and Donna Keith, Yale. Phyllis Lugger was to be married on January 14 in St. Louis and Ghazala Sadiq was in Pakistan visiting her family, so they could not be present. Certificates, pendants, and pins were presented to those who had not already received them at the Zonta Fall Conference.

After lunch, each of the recipients gave us a brief description of her field of study and accomplishments. All four are astronomers and we were extremely impressed and proud to be supporting such fine people in their studies. Of special interest to flyers, was the fact that Sallie Baliunas is working on a project developing material that can be used in goggles to intensify light, thus enabling one to see much better at night and in fog. She hopes to continue in this for the Department of Defense or industry.

Other guests included **Harriet Fuller**, Governor of the **New England** Section of the Ninety-Nines, **Pat Phipps**, Governor of District I of Zonta International, and **Dottie Tucker**, Area Director of District I. **Billie Downing**, District I Amelia Earhart

Fellowship Chairman and Ninety-Nine, presented a program of one of her flying trips west in her Cessna Skyhawk.

Congratulations to **Alexandra Taylor**, **Western New England**, on achieving second place trophy at the Empire State 300 race, bettering her score of her first place win in the New England Air Race of a few months previously. Co-pilot **Barb Guttormsen** also of **Western**, enjoyed the fun and excitement of her first 99 sponsored race.

January brought **Carol Stites** with our Governor **Harriet Fuller** both of **Eastern** chapter, flying in to give us a presentation on Air Age Education. Carol was one of the lucky ones to attend this Workshop in Oklahoma last year. After her informative talk, we found that the weather had not been at all cooperative making Carol leave her plane and the girls had to travel back home by car.

January also saw **Western** members, **Mary Shea**, 'Skip' **Orlitzki**, **Barb Guttormsen** and **Alexandra Taylor** accepting an invitation given by the Zonta International Club of Hartford, CT to attend an evening in memory of Amelia Earhart honoring flyers. Speaker **Fay Gillis Wells**, recounted her early day adventures in Russia and Egypt as a flyer and writer. She explained how she became the first woman pilot member of the Caterpillar Club, which required an exit out of a disabled plane to safety. Two other 99 Charter Members were also there, **Nancy Tier** and 'Teddy' **Kenyon** enjoying the fond memories.

## New York-New Jersey

The **Central NY** Chapter is very busy now

with plans for the **New York-New Jersey** Section meeting to be held at the Holiday Inn in Rome, NY on May 18, 19 and 20. At their next regular meeting on March 3, they will be making matching outfits so that they can be easily identified as the **Central NY** Chapter.

Three new members were welcomed at the last meeting: **Suzanne Frazee**, **Dorothy Mercier** and **Barbara Kogut**; with another three prospective members to be welcomed in the future.

Co-chairman **Mildred Murray** has been promoted to Commander in the Civil Air Patrol in Mexico, New York.

**NY/NJ** Section Governor, **Claire Angelini**; **Greater NY** Chapter Chairman, **Nina Claremont**; **Long Island** Chapter Chairman, **Madeline LaCarrubba**; and 1979 Golden Jubilee Convention Chairman, **Betty Elliott** were hostesses to the many Ninety-Nines from all around the greater New York areas, as they gathered at The Wings Club's Valentine Luncheon, February 14, 1979.

Wings Club Manager and long time Ninety-Nine, **Doris Renninger**, was M.C. at this traditional Ladies Day Luncheon. This year the Salute was to the women who serve our country in the Armed Services. **Chuck Scarborough**, pilot and NBC-TV News Center '4' Anchor Man was the guest speaker. In 1978, then President, **Lois Feigenbaum** was the speaker and the Salute was to the Ninety-Nines and their approaching 50th Anniversary.

**June Simpson**, 99 **Hudson Valley** member has donated a historic memento to the 99 museum at HQ. It is a brooch made with an Australian opal, which was worn by Mrs. **Clara Adams** on her record passenger flight around the world in 1939. Record: 16 days,



The line up of the dais from left to right, at the Wings Club Valentine Luncheon, February 14, 1979 was as follows: (L-R) Petty Officer, Aviation Electrician's Mate 3rd Class Ermina "Mini" Chillon, Coast Guard; U.S. Navy (pilot) Lt. Commander Judith Ann Neuffer; U.S. Air Force (Pilot, instructor T-38) Captain Connie J. Engel; NBC-TV News Center 4 Anchorman (pilot) Chuck Scarborough; President of the Wings Club, President, Trans World Airlines, C. E. Meyer, Jr.; Manager, Wings Club, Ninety-Nine, Doris H. Renninger; U.S. Army (Helicopter Pilot Instructor) Captain Mary Reid; U.S. Marine Corp—Air Traffic Controller, Captain Patricia Williams; Air National Guard, Member 109th Tactical Airlift Group, Lt. Sherrie Fawkes; U.S. Navy Reserve, Public Affairs, Public Relations Mgr. for United Airlines, Lt. Sally Chin McElwreath.

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19 hours, 4 minutes. **Thon Griffith** accepted the brooch on behalf of the 99s.

**New York Capital District Chapter 99** members and friends met at the Americana Inn in Albany, New York for a luncheon on February 10. The 1979 Golden Jubilee will be held in Albany. Don't miss it!

**Christine Hohensee** of the **Western New York Chapter** has successfully completed four months of ATC training at the Mike Monroney Aeronautical Center in Oklahoma City. She is now employed in the Control Tower at Buffalo International Airport.

## North Central

**All-Ohio Marilyn Miller**, Governor of **North Central Section**, was in Chicago during the January blizzard. Even though the Chicago area closed down Marilyn still visited the Chicago area meeting plus the chapter's birthday party. She also met with **Wisconsin** members and **Pat Jetton**, **Dallas Redbird Chapter**, for a chapter meeting and an Air Race Classic meeting on Saturday. Sunday found Marilyn with the **Aux Plaines Chapter**. The next weekend, Marilyn visited the **Indiana Dunes** meeting in Ft. Wayne. To date, she has attended meetings of 12 out of 19 chapters.

**All-Ohio** has started framing their 8½ x 11 information sheet/invitation to women pilots and placing them at airports in their particular areas. The sheet handsomely designed by **Kay Johnson**, not only explains the 99s, but invites inquiries from interested women. Each is displayed in a wooden frame and hung on the wall with the name of the local member who may be contacted.

Ohio Aviation Technicians (OATS) have asked the **All-Ohio 99s** to assist in a program they are presenting in March. OATS are A&Is and A&Ps who work in Central Ohio. These men meet every month and have various programs to insure that each member is up on the latest techniques, etc. dealing with aviation. In March, **Champion Spark plug** will present a program and the OATS have asked assistance from the 99s.

**Tara Harl**, our 66 and first 99 to be pinned by our chapter was accepted as a member of Alpha Eta Rho, the Aviation Fraternity at Dubuque University. She is also working on her Commercial license.

**Barbara Jenison**, **Central Illinois Chapter**, has been appointed by Governor Jim Thompson to the State of Illinois Board of Aeronautical Advisors.

All of us in aviation are well aware of the hazards of icing conditions, and here in the mid-west, the past couple of winters have made this painfully clear to us. However, one of **Greater St. Louis Chapter's** charter members, **Laura Sellinger**, is witness to probably the most painfully clear example of all. Laura was anxiously getting ready to leave for the airport for a long awaited trip to South Florida for a week in the sun and an escape from our below zero wind chills,

when she suddenly took flight without the aid of an airplane. She slipped and fell on a very icy patch and broke **both** of her wrists! Can you imagine trying to manage with both of your hands in a cast? Hopefully, by the time you read this, Laura's wrists will be all mended and things will be back to normal.

The February meeting found the **Greater St. Louis Chapter** as guests of the **STL FSS** which included a comprehensive tour of the facility. This was the first time since December that we were able to get together, **WX** being our arch enemy! Brand new member, **Lynn Zeiser** was finally able to formally receive her pin, and our congratulations, nearly two months after she had actually received it. We certainly enjoyed and appreciated the hospitality of our friendly **FSS** in their very up to date facility at the Spirit of St. Louis airport. (and, they kinda' enjoyed the cherry pie and coffee goodies our hostesses, **Irene Rawlings** and **Loretta Slavick** supplied!)

The **Indiana Chapter**, represented by **Lillie Danek**, participated in a hearing in Indianapolis with Congressman Wood protesting the 44 new **TCA's** and 80 new **TRSA's**. Several hearings were held over the state with 200-300 pilots at each, with representation from various pilot's organizations and also controllers.

**Indiana's** January Meeting was held at Indianapolis International Airport. The program was a tour of the new **FSS** installation, one of only two in the country. The other new **FSS** is at Atlanta. They can call up weather from 5 to 127 miles on each side of any proposed route—any place in the country. There is a color and a black and white radar display: Cincinnati radar, as well as Indianapolis, is on constant and immediate display. There are a few drawbacks with the computer however. If you are involved in any sort of incident, the tapes are erased after 15 days. So, any complaint should be raised before the expiration date. With all the tips we received, it was a very pleasant and profitable meeting.

January and February's weather dealt a blow to the **Indiana Dunes'** monthly meetings. January was wiped out completely. However, some cabin fever blues was dispensed with by the hardy souls who traveled to Fort Wayne, IN in °F below weather for the February meeting. **Barb Jennings** gave **Char Falkenberg** and **Barb Gross** the chance to experience once again the wonders of flight by transporting them from Valparaiso to Fort Wayne in her Cessna 182. The same bird will be winging across the skies in the **ARC** in June with **Barb Jennings** as pilot and **Charlene** as copilot.

Others braving the frigid temperatures were **Judy Graham** and **Paula Hook** visiting from the **Indiana Chapter**, and our **North Central Section Governor**, **Marilynn Miller** from Columbus, Ohio along with three other **Dunes** members living nearby. **Bonnie Lewis** and **Sue Mohnssen** drove in from

Michigan City, IN. **Bonnie**, our **Air Age Education Chairman** gave details of her presentations to a local third grade class. She has made three visits each about an hour in duration. **Bonnie** plans to put together some **SOP's** on what can be done, by anyone, regarding **Air Age Education**. We are sure other interested Chapters will find them useful.

Orders were taken for the beautiful crystal necklace being sold to raise funds for the 1979 International Convention. **Charlene** expounded on some highlights of the educational programs planned for all to enjoy at the convention.

**Sue Mohnssen**, the recipient of an acrobatic course from hubby, **Ray**, for Christmas, just returned from a cruise to Haiti celebrating their 25th wedding anniversary.

**Charlene Falkenberg** has started another private pilot groundschool at a local high school. **Vickie Harding**, and **Muriel Majerino**, along with their 49½ers, just returned from a trip to the Bahamas in the **Harding's** 250 **Comanche**.

On January 30, **Annette Fedor**, **Lake Erie Chapter**, flew her **A-36 Bonanza** to Boyne Mountain, Michigan for the weekend. Other Chapter members accompanying them were **Kathy Eisner**, **Dodie Jewett**, and **Beverly Demko**. **Annette** and **Kathy** enjoyed skiing, while **Bev** and **Dodie** enjoyed the fireside. In addition, **Kathy** went swimming in an outdoor pool, where the air temperature was 0°, the pool temperature 90°F. Thanks to the skill of **Annette**, the very icy runways were not a problem.

**Lake Michigan Chapter's Christine Winzer** is now the **FAA's** Accident Prevention Specialist at the Grand Rapids, Michigan **GADO**.

**Harlene Woodard**, also **Lake Michigan**, her husband **Bill** (CFI) and small son flew their new Cardinal **RG** to Portland, Oregon. They made 85k groundspeed over the mountains and 187k coming back. Except for witnessing the United **DC8** crash at Portland, Oregon, they had a beautiful flight. Sixteen hours out from Kalamazoo and 12 hours back.

**Lake Michigan Chapter's** February meeting was held at the Grand Rapids Airport and thanks to **Dorothea Fleming** we were privileged to hear **Col. Clair McCombs** tell of some of his experiences of 21 years in the **USAF**. He has instructed in Advanced Jets, flew **F-86**, **F-100**, **U-2s** and in the **Sky Blazers**, an Aerial Demonstration Team. Have you ever been in a spiral descent and have the ailerons lock??? Have you ever flown formation and tried to land with a 100 foot ceiling. Did you know the high altitude air over the equator is very, very cold? and the high altitude air over the poles is very warm? **Col. McCombs** gave much credit to his Christian faith for safe landings in numerous situations. **Col. McCombs** is now Director of Aviation for Grand Rapids

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School of Bible and Music teaching missionary pilots for work in remote areas.

**Minnesota** chapter is proud of newly hired corporate pilot for Orville E. Madsen & Son, Inc., our own **Gayle J. Vail**. Gayle has logged 3,400 hours, holds an Airline Transport Pilot Certificate, and has been flying "almost all her life". Gayle estimates that she has almost 3,000 hours of unlogged time spent as her father's enthusiastic right seat assistant, gaining hours of experience when "We flew every weekend, all over the upper midwest, summer and winter, experiencing many different and varied typical vagabond episodes that were common back in the earlier days of aviation". She will be flying Madsen's 1977 Cessna 310R. During the eight years since Gayle earned her Private Certificate she has flown 34 different aircraft, including a Culver "V" and a Luscombe along with more conventional types. She is also an instructor in Sociology at Lakewood Community College. Gayle has been a 99 since 1974 and has served as chapter chairman, as well as NIFA Chairman and Judge.



Gayle J. Vail is the new corporate pilot for Orville E. Madsen & Son, Inc.

A large group of 99s, 49½ers, and many guests (totaling 60-plus in attendance) enjoyed a St. Valentines Day Dinner meeting at Minntiks Supper Club near Madison. Pictures were taken of "loving" 99s with husbands or friends for a charge of \$1.00, part of which went into treasury monies. Before dinner, **Minnesota 99 Linda Haedge** gave a slide presentation introductory talk about flying blood for the Red Cross. The **Minnesota** chapter has been doing this for several years now, and the **Wisconsin** chapter thought they may be interested in this type project. After Linda opened discussion on pros and cons of this scheduled flying, Dr. Becker from the Madison office of the Red Cross told the

attending audience how blood is transported, processed into several units of blood, distributed through our state. Because there are three processing areas for Wisconsin to work from, the four hour donation to process time is no problem in our state. He was, however, interested in help with critical blood flights, usually on weekends when the Red Cross had to have a helicopter standby.

After dinner, Chairman **Helen Kelly** called **Caroline Morey's** 49½er, Field, to the podium, and awarded him the '49½er of the Year 1978' award for the man who has helped our organization the most. Recently appointed an examiner for flight instructors, Field accepted the certificate and tie pin. We then had the pleasure of pinning that 99 gold pin on six new members. **Terri Martin, Helen Ryan, Tanya Cunningham, Kay Totzke, Carol Jenner** and **Diane Orlick** took the oath of new 99s.

**Wisconsin's Joan McArthur** is still flying the State's new Governor, **Lee Dreyfus** around on all the non-official trips. The State of Wisconsin has a fulltime pilot, Civil Service, who has been around through many Governor's terms, so that position won't be open for awhile. But, she is as pleased as punch, though, that the Governor will continue to use her piloting services as much as he does.

## Northwest

The **Greater Seattle** Chapter February meeting was scheduled for a tour of the Boeing Tower. However, at the last minute plans changed due to remodeling of the Tower. A happy group met at the Boeing Skyroom for lunch and members' reports on the agenda.

**Carol Cansdale**, Editor of the *Ninety-Nine Fly-By* (the **Greater Seattle** Chapter newsletter), has added an interesting and pertinent column to test our memories. February covered the regulations regarding ELTs. And good girl that she is, she gave a detailed answer, so no one has an excuse for being ignorant on 91.52 Emergency Locator Transmitters.

Chapter member, **Van Adderson**, worked with a group through PNAH, the Pacific Northwest Aviation Historical Foundation, to present an aviation program honoring the 75th Anniversary of the Wright Brothers, in five schools in the North Seattle area, teaching them flying songs and organizing groups to do skits. Lots of fun for all involved.

The **Mt. Tahoma** Chapter and the **Puget Sound** Chapter joined together for their February meeting at Boeing Field to hear **Tom Croson**, a retired vice president from **Hughes Airwest**. Tom discussed with us the part women have played in aviation, the social impact of the airline industry, and answered 99's questions on career possibilities for women. The two chapters discussed the upcoming **Northwest** Sectional meeting

in August at Ocean Shores, Washington and shared convention ideas.

On February 11, 1979, **Wyoming 99s** gathered at the home of the Secretary, **Crystal Ahrens**, in Torrington for a combination meeting and carry-in dinner. Department of Transportation movies "*Mountain Flying*," "*Hand-prop Accident*," and "*Density Altitude*," and a humorous film on flying antiques were enjoyed.

## South Central

**Angela Masson** of the **Golden Triangle** Chapter who flies for American Airlines has been up-graded to **DC-10**. She is the first female (ever!) on a Jumbo Jet. She is stationed in New York. Congratulations, Angela.



Angela Masson

**Golden Triangle** Chapter had the honor of having International Secretary, **Hazel Jones**, show slides, taken on her trip to several countries, at our February meeting. Very interesting!! Most of our time has been taken by work sessions preparing for the Spring Sectional. New members welcomed into **Golden Triangle** are **Wilma McMullen** and **Angela Tidwell**.

**Nebraska 99s** will hold their annual Flying Poker Game on April 21. The route will be Lincoln, Millard, Fremont, Norfolk and Columbus.

**Oklahoma** Chapter's February meeting program was on WX. Even **Jerry Osburn**, National Weather Service Evaluation Officer, said that with all its computers, forecasts and even guesstimations, the WX went merrily on its way, in spite of their best predictions—sometimes. So its back to the dart board.

**Oklahoma** Chapter's **Ruth Jones** and **Skip Carter** had the interesting experience of going to Mazatlan fishing. This trip was filmed for the **Wallace Wildlife Show**, host, **Don Wallace**. This show is syndicated on several channels in the surrounding states and can be seen on Ch. 4, OKC at 6:30 p.m., Tuesdays.

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Along with **Arlene** and **Hoyt Walkup**, the leader, several other Oklahoma 99s went on the Central American Flying Farmer Tour, namely **Jan Million**, **Gwen Crawford**, **Nancy** and **Dick Smith** and **Marge Hudson**. All went well until returning home when 99NJ developed a sad case of indigestion just out of Alice, TX. Evidently, they are not making valve guides like they used to.

**Dana** and **Mark Gibson** now have a 1946 Piper J-3 Cub sitting alongside of that slick Beech Baron. What a way to go. One for low and slow and the other for the wild blue yonder.

The **Space City** Chapter would like to thank everyone that came to our Fall Section Meeting. We really enjoyed having you in our city and we still have information on presenting a Las Vegas Night Party.

**Patty Vick**, **Space City**, was injured in a bus accident while returning from a skiing trip to New Mexico. **Helen** and **Roy Jackson** also flew to Colorado for a little skiing in January.

**Space City** Chapter extends their sympathy to Mrs. **Alice Bull**, **Houston** Chapter, on the loss of her husband, Clyde.

They also congratulate **Maybelle Fletcher**, who is now an FAA designee for Private, Commercial, Instrument, and Multi-engine check rides.

program was presented by **Claude Rice** and **Jay Hebert**, who gave a slide presentation and talk about flying Cessna 180s off the Gulf Coast spotting fish.

**Sandra** reported on a successful balloon launch held at Eastwood Elementary School in Lake Charles where she teaches. Balloons were returned from as far away as Mississippi and North Carolina.

The March meeting will be in Baton Rouge with **Eleanor Lowry**. She will show the group the airplane she is building.

In the interest of safety, the **Florida Spaceport** Chapter's February meeting was held in Leesburg, with a Guest Speaker from MacDill AFB, Major Peter Bernstein who arrived by Military Helicopter. Our Guest Speaker, who is the Mid-Air Collision Avoidance Coordinator, showed a film and slide presentation on MacDill's Low Level Training Routes and Bombing Range in Central Florida. As Florida has so many MOA's and restricted areas, much was learned about "How To Do." Attendance was outstanding.

Congratulations to member **Nancy Lyman Foster**, who is one of the first women to be designated an Instructor Examiner by the FAA. Nancy holds CFII, Multi, etc. Sixty-six member **Ruth Ann Thropp** also has a brand new Private this month.

work.

Also speaking informally at our Chapter meeting was **Jackie Speier**, Democratic candidate for a Congressional seat. She was on the late **Leo Ryan's** staff. She spoke to us about the tragedy she saw in Guyana, the incredible burden of pain, death and chaos, the injuries she sustained from gunshots and her own personal views of the Peoples Temple. She exuded courage, stamina and determination to all around her.

**Julie Ames**, **Golden West**, is now teaching acrobatics in a SNJ-4 (T-6) besides her own professional piloting duties with Hughes Airwest.



Dr. Margaret Rhea Seddon (L) NASA Astronaut-Trainee and Memphis Chapter 99. Rita Gibson, Long Beach Chapter Chairman and Navy Lieutenant Commander Robert "Hoot" Gibson, also a NASA Astronaut-Pilot Trainee.

On January 10, 1979 **Long Beach** Chapter 99s were privileged to have Navy Lieutenant Commander Robert "Hoot" Gibson and **Dr. Margaret Rhea Seddon** fly to Southern California from Houston to present a program "The Space Shuttle, its Past, Present and Future". Bob and Rhea are astronaut trainees in the Space Shuttle Program. Rhea is a member of **Memphis** Chapter 99s. Bob is the son of **Long Beach** Chapter Chairman **Rita Gibson**. Their film and slide program and Bob's description of his pilot-training to fly the Shuttle made for an engrossing evening. Afterward, Bob and Rhea autographed photographs of themselves for us to share with friends or students.

**Harriet Brin**, Chairman of the **Monterey Bay** Chapter, and her 49½'er had their moment of truth a few weeks ago. Bill, with Harriet's help, worked 13 months night and day assembling their sleek, unconventional home-built airplane in the family garage in Hollister.

Bill climbed into the narrow, plexiglass covered cockpit at Hollister Airport and after a few taxi runs to test the controls, he lifted it off the runway in a triumphant first flight. He then circled the field seven times, trying a few careful maneuvers before setting it down smoothly to the cheers of Harriet and a few other onlookers. It makes the 13 months seem worthwhile, exclaimed Harriet. Most of the work on the airplane was done after hours and on weekends.

The Brins built the fiberglass plane from a kit purchased from the Vari-eze Company of Mojave, California. They estimate they have

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(L-R) Frances Miller, ATP Instructor, Helen Hembel White and Sylvia Roth, ATP Examiner following Helen's successful ATP check-ride.

## Southeast

**Helen Hembel White** received her ATP December 27. Her instructor was **Frances Miller**, and her check ride was given by **Sylvia Roth**, all **Carolinas** Chapter members. Sylvia said Helen was the first woman she had certified since her appointment as an examiner in 1968.

We believe this is the first time a woman ATP instructor has had a woman student awarded her ATP by a woman ATP examiner.

**South Louisiana** Ninety-Nines met at the home of **Sandra Rice** in Lake Charles. The

## Southwest

**Golden West's** February meeting was highlighted by **Richard Fouquet**, editor of "Pilot's Guide to California Airports", a most handy book for cockpit reference. Being a pilot himself, he found it frustrating to seek information from various sources to create a simple flight plan. He saw a need to provide comprehensive information to the VFR pilot in one easy-to-read/carry book. It especially prepares pilots to fly into busy tower-controlled airports with high density traffic. He related that keeping the Guide updated is very challenging and a lot of hard





Harriet Brin works the throttle while 49½-er Bill cranks the propeller to start the engine of their Vari-eze. 2,800 hours and approximately \$9,000 in the project. Although highly unconventional, it is from a proven design developed by a former NASA engineer. It is equipped with a 100 horsepower engine that pushes it at a rated 190 mph cruising speed and only 5.3 gallons of fuel an hour, much less than small aircraft of standard design, and considerably less than most compact automobiles covering the same distance. It carries two passengers in a slender fuselage about the length of an ordinary automobile. The rudders are mounted at the tips of narrow, swept-back wings that span only 22 feet. The elevators, mounted on what resembles the tail of an ordinary aircraft, are at the front, giving it a strange, backward profile that an imaginative observer might confuse with a UFO. Built almost entirely of fiberglass, the tiny plane weighs only 597 pounds. It stands on a tri-cycle landing gear with a folding nose wheel. The Brins point out that the tri-cycle gear and the elevators in front are features in common with the plane the Wright Brothers flew at Kittyhawk.

The restrictions on areas to be flown were lifted by the FAA in October, so Harriet and Bill have flown to California City, Santa Rosa and Solvang. They hope to take it on a long cross-country in the next couple months. Harriet states it hasn't lived up to the 190 mph cruise speed, but more like 155-160. Harriet has more than 10 years of flying experience and Bill has been an amateur pilot, as he calls himself, since 1960. Happiness is flying your very own home-built airplane.

Phoenix 99 June Bonesteel has been named Arizona's 'Flight Instructor of the Year'. Announcement of the selection was made at the Annual FAA Flight Safety Awards banquet at world-famous Camelback Inn, on February 24. A Gold Seal instructor, since 1968, June holds ratings for ATP, CFII airplanes, CFI helicopter, A&P and AI. After operating her own successful flight school for five years, she is currently

Chief Pilot for ATP and Helicopter at Taylor Aviation, in Phoenix. She has prepared for publication, manuals for instruction at all levels of flight training, both fixed wing and rotary. The constant upgrading of her own skills in order to better instruct her students was cited as a major reason for her selection. For example, June uses her knowledge of aircraft mechanics to thoroughly familiarize her students with the flight characteristics and limitations of the aircraft. June also gives her time to instruct at safety seminars and to give APT flights to Ninety-Nines.

Congratulations, June, for this well-deserved honor!

Wendy Hood, Lt. USAF, was surprised to see the "supportive" category applied to her until she realized that tearing holes in the sky in a T-37, passing instrument check rides, contact check rides, formation check rides and the like is not equivalent to a BFR. How about counting military currency?

Nina Rookaird's granddaughter soloed on her 16th birthday in December. Retired-teacher Granny encouraged Hope to play hooky on that memorable day.

The Santa Rosa Chapter wishes to welcome new members Charlene Dunning and Karen Tenbrook. Fair skies and tailwinds, ladies! Other new pilots and students will be introduced to the 99s at a Prospective Members Dinner to be held later this month at the Big Yellow House Restaurant.

A few of the members had a good time recently when they flew to Rio Vista for luncheon at the Point Restaurant. A very nice place to spend a few hours, I'm told.

Busy Utah members include Carol Rayburn, who is attending Convair training in Renton, Washington, and Marti Geer, who will be flying around the west as a heavy equipment salesperson for Century Equipment. Wilma Nichols recently flew a C210 to Phoenix and San Diego and she got to use her new instrument rating.

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

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