

# *the 99 news*

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

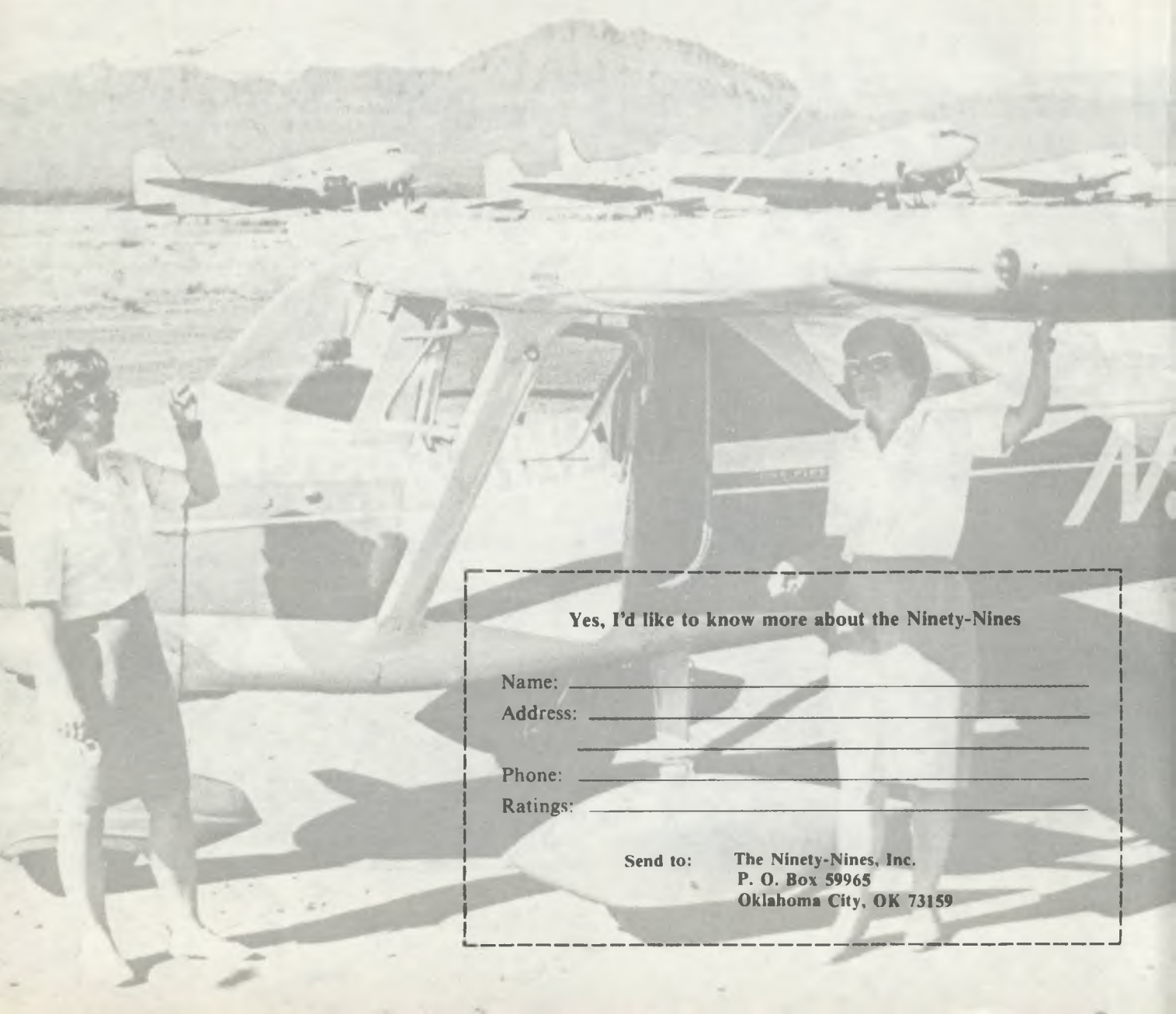
May 1979



*Coming out of the airport serving Sun Valley, Idaho, I heard Key Airlines Flight 508 report entering the valley on Unicom - via female voice. I asked, "508, are you a 99?" The response, "Negative, I'm a Convair." My observation is, that our membership activities are woefully inadequate when a professional woman pilot conjures up an aircraft model rather than THE organization of women pilots when she hears 99.*

— Gene Nora Jessen

# Spread the Word!



Yes, I'd like to know more about the Ninety-Nines

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Ratings: \_\_\_\_\_

Send to: The Ninety-Nines, Inc.  
P. O. Box 59965  
Oklahoma City, OK 73159



The Ninety-Nines, Inc.  
Volume 6 • Number 4 • May 1979

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## Thoughts From Thon

Ninety-Nines are noted for their "firsts." We were the first organization of women pilots. Now, I'm pleased to tell you about another of our firsts, a very special insurance plan for you and your family: The Ninety-Nines Group In-Hospital Protection Plan for U.S. members.

As medical costs continue to escalate, we were made aware that many of our members had need of supplemental medical coverage. When this became apparent, we decided to investigate and are now able to report to you the results of our study.

The Ninety-Nines Group In-Hospital Protection Plan is hospital indemnity insurance. This means that \$30, \$60, or \$90 is paid to you for each day you're in the hospital. The money is paid to you—not to the hospital—from the very first day of hospitalization for up to a full year.

It's easy to see why this In-Hospital Protection Plan can be so important to you and your family. When you're hospitalized, you may be faced with many expenses not covered by your basic hospitalization insurance. The money you receive through the Ninety-Nines Group In-Hospital Protection Plan can take care of additional medical expenses such as private duty nurses, pharmacy service and ambulance transportation. Or, if your present hospitalization plan already covers these expenses, you may choose to use the money for household help, babysitters or other expenses. The nice thing about our plan, should you decide to take advantage of it, is that the choice is yours; only you can decide where the money goes.

Much research was done prior to our decision to sponsor this insurance plan. A special committee considered many ideas and proposals from professional insurance consultants. After a great deal of review, our committee decided that PBA Inc. of Minneapolis, Minnesota, would be retained to carry on the development of our insurance program. PBA Inc. is a wholly-owned subsidiary of Alexander & Alexander, Inc., the world's second largest insurance brokerage firms. PBA's exclusive activity is the design and administration of group insurance programs for organizations such as ours.

Based on PBA's expert recommendation, our committee also decided to accept the Sentry Insurance Company of Stevens Point, Wisconsin as the underwriting company for our plan. Sentry is able to provide us with quality coverage and low rates. U.S. Ninety-Nines will be able to purchase a \$30, \$60, or \$90 per day benefit plan. Coverage for your husband and children is also available.

Just as the founding Ninety-Nines recognized the need for a pilot's organization for women, so do we now recognize the need for economical, competitive supplemental insurance plans for women. We hope you are as pleased as we are to have The Ninety-Nines sponsor such a fine insurance plan. Your Chapter Chairman has received details from me in the mail and soon, each U.S. member will receive a personal packet from PBA, Inc.

## ON THE COVER

El Paso Chapter's newest member, Sandi Pierce Melvin flies over the Juarez mountains near El Paso inverted. This is nothing new for Sandi, who is a professional aerobatics pilot. See story Page 24.



# 99Calendar

## 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 \*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 \*ABS CFI Revalidation Seminar  
Palo Alto, CA
- 19-28 \*San Diego National Air  
Festival
- 25-27 \*Illinois Air Derby,  
Mattoon, IL
- 28 Utah 99s Density  
Altitude Clinic  
Wendover, NV

## June

- 1 June 99 Renewals Due  
July-August 99 NEWS Deadline
- 1 Articles for Sale Information  
for the Sept. 99 NEWS
- 2 \*Garden State 300 Proficiency  
Race, Monmouth County Air-  
port, NJ
- 8-9 \*Hayward Mini-Derby
- 9 \*Greater Winnipeg Chapter's  
Annual Poker Derby  
Winnipeg Int'l. Airport
- 16-19 \*Hughes Airwest Air Race  
Classic
- 17 \*Saskatchewan 7th Annual  
Poker Run
- 27-1 \*International Flying Nurses  
Assoc. 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 Con-  
vention, Albany, NY
- 22-24 \*International Forest of Friend-  
ship Ceremonies  
Atchison, KS

## August

- 1 August 99 Renewals Due  
September 99 NEWS Deadline
- 10-12 \*Palms to Pines Air Race
- 18 \*10th Annual Apuepuelele
- 18-28 \*First Women's Air Derby  
50th Anniversary  
Commemorative Race

## September

- 7-8 \*Gold Rush Air Rally
- 12-16 \*American Bonanza Society  
Annual Convention  
San Antonio, TX
- 14-17 \*Fairladies Annual Indiana Race  
(F.A.I.R.) Lafayette, IN
- 22 \*New England Air Rally

## \*More Information

### Details about Calendar Events

#### 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 13th 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 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

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## New Ratings

### Middle East

Jeannie Ball—Maryland - AGI  
Mary Beth Jones—Maryland - IFR  
Ann Lawton—Maryland - AGI, IGI  
Ginny Vogel—Maryland - IFR

### New York-New Jersey

Carol Rubman—Long Island - CFI

### North Central

Verene Trubey—All-Ohio - ATP  
Jo Anne Sabo—Greater St. Louis - ME

### Northwest

Kathy Poppe—Greater Seattle - IFR

### South Central

Susan Horstman—Kansas - ATP  
Carol LeKron—Kansas - ME  
Becky Netherton—Shreveport - IFR  
Jere Saur—Shreveport - CFII

### Southeast

Eleanor Sankey—Blue Ridge - CA  
Ksena Stone—Carolinas - CFII

### Southwest

Marion Dittman—Long Beach - ATP  
Gene Fitzpatrick—Long Beach - ATP  
Shirley Baker—Orange Co. - IFR  
Jeanne Butler—Orange Co. - SES  
Eleanor Todd—Orange Co. - CA  
Helen Cranz Phillippi—Orange Co. - SES,  
CFI  
Jo Ann Linder—San Fernando Valley - CA  
Louise Martin-Vegue—San Fernando Valley  
- IFR  
Donna Zwick—San Fernando Valley - CA,  
SES  
Pat Kamm—San Luis Obispo - IFR  
Joan D'Amico—Utah - Powerplant

## Plan to Celebrate the 50th Anniversary Golden Jubilee in Albany, NY July 17

### Straightening the Approach

The 99 NEWS reported that the Los Angeles Chapter presented a Flight Instructor Revalidation Clinic in conjunction with Aviation Training Enterprises. The organization which provided the training was Accelerated Ground Training, Inc. and not ATE.

## New Horizons

### Charlotte Parker

On February 26, 1979, Charlotte Parker of the Kansas Chapter died following a heart attack. Her contributions to the Kansas Chapter were many as were the offices she held including chapter chairman. 1971 was a red-letter year for Charlotte; she piloted her plane to tenth place in the Powder Puff Derby and won an Amelia Earhart Scholarship.

Charlotte and her husband owned a Comanche 260. Flying and instructing Charlotte loved, right up to the end. She was also adept at boating, fishing and hunting and was an expert marksman. She leaves behind many friends, her husband, two children and three grandchildren who will sorely miss her.

## New Horizon Poem

By Betty McNabb

They lived on earth a little while,  
And learned the joy of wings—  
The cloudless sky, the boundless blue—  
A pilot's secret things.

They lived—they shared  
Their joy with us—  
And then they flew away  
To new horizons, brighter skies  
Where earth folk cannot stray.

Each left to us a legacy,  
A memory, a prayer,  
The dazzling height,  
The gift of flight,  
Their dreams and hopes to share.

Remember them—and care!

### \*More Information Cont.

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.

### Illini-Nines Air Derby

The 10th Annual Illini-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!

### 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 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 1st through June 1st.

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By Joan Kerwin

Item: "AOPA charged last week that FAA has been holding a series of 'little publicized' meetings around the nation to discuss . . . some of the 44 proposed new TCAs . . . FAA spokesmen said some agency field offices have held meetings, but only to inform pilots about the ATC program. FAA officials said that before any additional TCAs are implemented, the agency must issue a formal notice of proposed rule making and provide time for interested persons to comment. They said the issuance of such NPRMs is not planned until after comments on the general ATC proposal are reviewed." (*Business Aviation* 3/12/79)

Item: (In testimony last week before the subcommittee on aviation of the House Committee on Public Works and Transportation.) "Bond said the FAA already has the authority to increase the number of TCAs but will hold hearings in Phoenix March 27 and 28 on the proposed TCA there. Phoenix would be the first of the new TCAs under the plan." (*Aviation Week and Space Technology* 3/26/79)

Comment: See Bond. See Bond waffle. See Bond change the rules of the game. Either they changed the procedures in the two week time period, or, Administrator cannot control his own officials, much less something as vast as the ATC system.

And speaking of "little publicized" meetings, there seems to be a lot of that going around. The FAA's "Hub Forecasts" for major airports around the country to which everyone was supposed to be invited to attend and to submit comments is another

example. If International Board Member, Charlene Falkenberg hadn't been suggested as a panelist representing general aviation at the first of these in Chicago last December, we would never have known about them. So much for soliciting comments. Seems the feeling is, 'what the general aviation community doesn't know won't hurt the FAA.'

Getting down to dollars and cents, according to an FAA analysis of the proposed lowering of the PCA and additional TCAs would cost the owners of about 48,400 aircraft an estimated \$102.3 million through 1984. The government cost would come to \$46.6 million. (They don't say that the "government's 'share' will also come out of our pockets!) Administrator Bond said transponders would cost \$550-850 each, encoding altimeters \$600-950 and VOR/Tacan equipment \$1200-3000. (Perhaps inflation fighter Kahn could call that "Peanuts"?)

Extra fuel burned to divert aircraft around the controlled areas would come to 500,000 gallons per year. Cost of the extra fuel—\$420,000 per year. (Was that before or after deregulation of fuel prices? And where are you now when we need you, Mr. Schlesinger?)

The FAA extended the comment period on the NPRM (78-19) another thirty days to April 4. This extension was given one week

before the original deadline of March 5. Representative Gene Snyder (R-KY) and nine co-sponsors introduced H.R. 2418 which would prohibit the adoption of any airspace regulation unless a 120 day period for public comments has been provided. In addition, the bill would require the FAA Administrator to explain the purposes for any such proposed regulation to the appropriate Congressional committee in open public hearings."

Snyder said the airspace restrictions proposed by FAA are "essentially a hasty, ill-considered, ill-conceived response to the tragic mid-air collision, which occurred at San Diego in September. If finally adopted, these proposals would forever reserve for the exclusive use of favored categories of aircraft certain large areas of our navigable airspace—an indefensible discriminatory regulatory action without perceptible safety benefits of any kind. And in all likelihood, they would not work! Further, they would not have prevented the San Diego accident had they been in effect at that time!"

Write or call your Congressman in support of H.R. 2418. The 12-day comment period is vital in keeping the FAA responsive to our needs and rights.

We can have an effect. By March 26th, approximately 38,000 comments had been received by the FAA regarding the ATC proposals. Special thanks to those of you who have sent me copies of your letters. I found them most interesting. They covered some points I hadn't thought of before! "

WRITE ON!



AE Airlines. These "AE" initials will fly high in the air lanes as Air Europe takes delivery of their first Boeing 737-200 model in early April '79. Picture taken by Glenn Buffington at Boeing Field, Seattle, late March as aircraft was being readied for its second flight.

### At Last!

Hawaii Air Lines made American aviation history in early March when an all-female crew commanded the 9:45 a.m. flight into Molokai. On board were Captain Sharyn Emminger, pilot, First Officer Karen Squyers and Flight Attendant Trudi Asada.

**Have you made plans to attend the Golden Jubilee 50th Anniversary in Albany, NY July 17th? If not, do it NOW!!!**



# Be there. Behind the wheel of a classic.

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# Announcing International Board of Directors Candidates

Your International Nominating Committee would like to present the following Candidates for International Board of Directors. Two candidates will be elected at the Annual Meeting to a term of two

years each and are required to attend all meetings. Chapter Chairmen are urged to discuss this slate of candidates with your members and to instruct your Delegates to Convention as to the chap-

ter wishes.

Each candidate is presenting her own background resume of experience for your consideration.—**Joan Paynter**, Chairman.

## Candidates

### **Ruth S. Dobrescu**

(New York-New Jersey Section,  
Long Island Chapter)

Having: held most offices in my chapter/section and served 2 years as a Board Member; chaired more than 10 various Committees; worked 10 years as an Executive Secretary; co-chaired (1975-1977) the successful national drive to get the U.S. Postal Service to issue the Lindbergh Flight Stamp; been elected to serve as Trustee with Friends of Nassau County Museum. I feel I have the executive and organizational ability to do the job (as Board Member) and do it well have the freedom of mobility to serve where and when needed in the interest of our organization. As does an oak tree, my roots get deeper and stronger with each year of service and with each encounter as The Ninety-Nines continue to grow. Ruth has been a 99 since 1965.



Ruth S. Dobrescu



Joan Kerwin

### **Joan Kerwin**

(North Central Section,  
Chicago Area Chapter)

A 99 since February, 1970; Attended 7 International Conventions—6 as delegate; Chicago Area Chapter Chairman, 2 terms, where I initiated the formation of a new Chapter; Chicago Area Chapter P.R. Chairman; North Central Section P.R. Chairman; Vice Chairman 99s FAA Regulatory Revision Program; Accident Prevention Counselor; Initiated 99 membership in General Aviation Associations Committee; Represented 99s at First Biennial Operations Review in Washington, D.C., 1975; As International Legislation Information Chairman for past 4 years, have cooperated and coordinated with other aviation organizations re: legislation activities. Cooperate and work well with three terms of International Officers.

### **Betty Jane Schermerhorn**

(East Canada Section,  
Eastern Ontario Chairman)

Betty Jane Schermerhorn is married with three children and one grandchild. She teaches grade four full time and does some part-time instructing especially on floats. She has been active in the 99s at chapter and section level since she received her pilot's license in 1970. Betty Jane now holds a Senior Commercial License with multi-engine, instrument, instructor and instrument instructor ratings.

Betty Jane feels that communication between all levels of the 99 organization is the key to future progress. We cannot meet our purposes by being uneducated ourselves about each others' chapters and sections or by not keeping abreast of what is happening to general aviation in the world today. Communication leads to knowledge and understanding.



Betty Jane Schermerhorn



## Esme Williams (Caribbean Section)

A 99 since 1966. Charter Member of the re-activated First Canadian Chapter (East Canada Section). Charter Member and Governor of the newly formed Caribbean Section.

Service to the 99s means 13 years of dedication completely to the 99s, having served as Chapter Chairman, Secretary, East Canada Section Secretary. Governor of the Caribbean Section. Many years as a Member of the International Board of Directors (only non U.S. ever to serve) and International Membership Chairman.

Flying experience is 650 hours plus, with Single, Multi-Engine Land. Spent four months flying into all 13 countries of South America, all of Canada and the United States, plus four trans-Atlantic crossing in our Cessna 320F Skyknight, in all 58 countries, more than once. Attended 11 Conventions.



Esme Williams



Louise C. Wicks

## Louise C. Wicks (Northwest Section, Willamette Valley Chapter)

Louise C. Wicks has been an active participating 99 member since 1964. Has held all Chapter offices and numerous Section offices, including Secretary, Vice-Governor and Governor. Ratings: Commercial-Instrument, Basic Ground School and Associate of Science in Flight Technology.

In 1965 designed clothes for the 99s' Rose Festival Parade Float in Portland, Oregon. Helped organize luncheons and dinners to promote Joan Merriam Smith speeches. Organized and taught an Introduction to Aviation and Aviation Safety classes. Has timed, helped to organize and flown in Northwest Air Races. Since 1968 a member of Advisory Board to Flight Technology Department. Participated in a "50 Years of Airmail Flight". Gives numerous speeches to college, high school classes and organizations in the community. Worked Powder Puff and Air Race Classic stops.

## Behind the Scenes Cont.

And what about the students? The final enrollment was 27 ladies, two more than anticipated. Several of the ladies were terrified of flying, one had refused to fly for 15 years and one was taking the course as a birthday gift for her husband even though she would just as soon not fly herself. Most of the other ladies enjoyed flying, but had never had the opportunity to learn much about aviation. Several of the ladies were so inspired as a result of the seminar, that they are ready to sign up for flying lessons! Almost all of the comments received on the critique sheets were very favorable. Every-

one was impressed with the amount of organization and effort that went into the seminar. The only negative comments we received had to do with the large amount of material covered in the short amount of time and the complexity of some of the subjects. However, all of the students felt as though they got their money's worth and some even wanted to take the course again!

The Flying Companion Seminar was fun, both for the students and for the Ninety-Nines who put it together. But most of all, we contributed something very real and something very worth while to general aviation.

## \*More Information Cont.

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.

## Greater Winnipeg Annual Poker Derby

The Derby will be held June 9 with an alternate rain date of June 16. Starts will commence at 7:30 a.m. and continue until 11:00 a.m. The terminals to be used are Winnipeg Int'l Airport (starting point only), Portage la Prairie, Gladstone, Steinback, Lac du Bonnet, Carman, Winkler, Morden and St. Andrews Airport (Terminus). For information on the derby, contact the Greater Winnipeg Chapter c/o Myrtyle Pawlychka, Chairman, 55 Herron Rd., Winnipeg, Manitoba R2P 0S4, Canada.

## 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 Airwest Air Race Classic to June 16th, 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

Cont. Pg. 10



# Nominees for the Amelia Earhart Memorial Scholarship Fund Board

## Jean Pearson

Jean, an active member of the Michigan Chapter and a 99 since 1941, owns her own aircraft and holds a Commercial with Instrument rating. She served in World War II in the Womens Airforce Service Pilots (WASPs) and the U.S. Navy. Jean flew in eight Powder Puff Derbies.

Her honorary doctorate from Wayne State University is one of her many honors for her writing in aviation and the humanities. She "covered" all of the NASA manned space shots.

Recently retired from the Navy as a Lt. Commander, she was chosen to be among the first women to land at the South Pole on a technical research mission.



Jean Pearson

## Sylvia Roth

Sylvia has been a 99 since 1952 and is a member of the Carolinas Chapter. She holds an Airline Transport Pilot rating with Single, Multi-Engine, Instrument and CFII ratings and is a designated FAA Examiner.

Formerly a corporate pilot, she is now co-owner of Miller Aviation in Columbia, SC. She served on the AWTAR Board of Directors and has participated in eight Powder Puff Derbies.



Sylvia Roth

## AE Contributions

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West 423 - 29th Ave.  
Spokane, WA 99203

## Notice To All Members

Please help us locate some "lost" AE Scholarship winners. If you know of a winner who is not listed in the current 99 Roster, please send her name and address to:

Cecelia Roy Kenny  
196 W. North Street  
Buffalo, NY 14201

## \*More Information Cont.

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 Airwest 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.

## 11th Annual World's Biggest Little Fly-In

The event, scheduled for July 13-14, will feature forums only on Saturday instructed by some of America's leading designer-builders. Sunday will feature a fly-in breakfast, fly-bys and an airshow. Free housing will be given to the first 50 individuals or couples to pre-register. Ladies activities are also scheduled Saturday with the 3 Rivers Festival. For details, contact: Experimental Aircraft Association, Chapter 2, Smith Field, 426 W. Ludwig Road, Fort Wayne, IN 46825. (219) 432-5244 or (219) 747-5256. Ask for Marc or Bob.

## 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

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# Thanks to NIFA Committee

By Polly Gilkison

Our Section Governors selected another fine group of Section NIFA Chairmen this year. They have helped us to another successful year.

Middle East Section, Janice Knestout  
New England Section, Gov. Harriet Fuller  
New York-New Jersey, Clarice Bellino  
North Central Section, Sue Staples  
Northwest Section, Gov. Louise Wicks  
South Central Section, Gov. Linda Hooker  
Southeast Section, Bonnie Quensler  
Southwest Section, Marty Pearse

We gratefully remember the large number of Chapter Chairmen and NIFA Chairmen who stir interest in the National Intercollegiate Flying Association in their area.

Their influence added to our good year. Your donations and service to NIFA are important. You should receive personal satisfaction that through your continued support NIFA has provided a better aviation education for the college women and all the students. We are proud of the large number of Ninety-Nines volunteers who have generously given of their time during the Regionals and Final SAFECON. Our International Officers and Board Members are always a real part of this volunteer working group. President Thon Griffith and Secretary Hazel Jones, NIFA Assistant Chief Judge have followed the progress of SAFECON with Professor Harold Wood, NIFA Executive Director throughout the year. Thank you all for a job well done!



Among the competitors 50 years ago when the first women's transcontinental air race took off from Santa Monica, was Bobbi Trout of Carlsbad, Calif. She was back in Santa Monica Saturday, March 10, and is shown picking names for the order of take-off for the Golden Anniversary Flight on June 16, the 1979 Hughes Airwest Air Race Classic. She was assisted by Velda King Mapelli (left), president of the nationwide group that has carried on the annual race since it was discontinued as the Powder Puff Derby three years ago, and the Honorable Donna Swink, mayor of Santa Monica. Other race contestants looked on as Laura Little of San Diego and her co-pilot, Vi Chambers of El Cajon, flying a Cherokee 140 were picked number one for take-off. More than 60 planes are expected to compete this year over a 2,565-mile course from Santa Monica to Milwaukee, Wisc.

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Washington, D.C. 20005



# An Activity: Flying Companion Seminar

By Pat Mlady, Activity Chairman

A Flying Companion Seminar is a project that has great benefit for all concerned. It can also be used for a fund raising project for your chapter. You may want to investigate the possibility of holding one or more of these seminars in your area.

This seminar has been developed in great detail by the San Diego Chapter. Briefly, the seminar is considered to be a "pre-ground school." It is a very basic ground school for those people who are not pilots, but who fly along frequently and perhaps are sometimes a bit apprehensive.

The program is started by explaining what makes an airplane fly. It's done in layman's terms so as not to confuse or overwhelm the uninitiated. It's done in a way to make people feel better about what happens to the airplane in the air. There are parts of the seminar designed to explain the radio and how it works. The VOR and ADF, and their use, are explained briefly, also.

After some explanation a portion of the

seminar is designed for some hands-on chart work. Participants are shown how to plot a course, look for checkpoints, figure distance and time. Computer work is limited to figuring headings, time and distance. There is also a discussion on airplane loading and how to figure the weight and balance without going into detail.

In addition to all this, some time is given to the medical aspects of flying—things like the effect of alcohol, medications, altitude, etc. There is a brief discussion of survival information and the benefits of filing a flight plan.

All in all the seminar is designed to make people who are not pilots feel better about flying. It also teaches them to do helpful things that will keep them busy during the flight. It's a very worthwhile seminar and one that could be truly beneficial to everyone involved.

The San Diego Chapter charges \$25 per person for the seminar. Included in this price

is a copy of a workbook, "*White Knuckles to Cockpit Cool*." This workbook was developed by Ava and David Carmichael and is an outstanding tool for the seminar. The seminar is considered a weekend seminar in that it begins on Friday evening and continues all day on Saturday. Different chapter members are responsible for the various segments of the program. In addition, they have a Ninety-Nine available for each four to six participants to give individual attention. The San Diego Chapter limits each seminar to 60 people.

The San Diego Chapter has a Standard Operating Procedure for the Flying Companion Seminar. For \$25, they will be glad to send a copy of the SOP and a copy of the workbook. They also sell the workbooks and, I understand, give a quantity discount. If you are interested in obtaining the SOP, workbooks, or a combination thereof, please contact Betty Wharton, 6441 Montezuma Rd., San Diego, California 92115.

## \*More Information Cont.

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.

### First Women's Air Derby 50th Anniversary Commemorative Race

Louise Thaden, winner in the First Women's Air Derby, reports that Mae Hazlip, Mary Von Mach, Blanche Noyes and herself are the only remaining contestants of the original 19 who flew the derby. If anyone can advise All Women's International Air Race, Inc. of Mae Hazlip's current address it would be very much appreciated.

Virginia Britt says the First Women's Air Derby 50th Anniversary Commemorative Race is a reality. This special event sponsored by Cleveland's National Air Show and All Women's International Air Race, Inc. has been made possible through the support of the many Ninety-Nines who volunteered to help. Salient details of the race are as follows:

Dates: Impound Deadline (Santa Monica), August 18; Takeoff, August 21; Finish (Cleveland), August 25; Awards, August 28. Route: Santa Monica, Palm Springs, Yuma, Phoenix, Douglas, El Paso, Pecos, Midland, Abilene, Fort Worth, Tulsa, Wichita, Kansas City, East St. Louis, Terre Haute, Cincinnati, Columbus and Cleveland. Entries: Open June 1, 1979 and close July 1, 1979. Prizes: \$10,000 to first five places, \$5,000 to winner.

Excitement of retracing the original route on the original dates is building and "talk" of 1929 vintage costumes abounds.

Drawing for First Day Entries takeoff positions will be held at 12:00 Noon on Wednesday, June 6 at 94th Aero Squadron at Executive Airport in Fort Lauderdale, Florida. Those wishing to attend may make reservations by calling 305-771-6827 or writing AWIAR, INC., P.O. Box 9125, Fort Lauderdale, Florida 33310.

### Gold Rush Air Rally

San Fernando Valley Chapter 99s' Gold Rush Air Rally is sponsored by Cactus Pete Casino of Jackpot, NV, and the Nugget Casino of Fallon, NV. The rally will be held September 7 and 8, 1979 departing Van Nuys, CA, to RON the 1st night in Fallon, NV. The termination contest will be on the 8th at Jackpot, NV. Entries are open to both men and women with an entry fee of \$35.00. First prize approximately \$1500.00. Trophies will be presented to 1st through 10th place. Winners of 1st place names will be engraved on the five foot perpetual trophy to be on public display at Sky Trails Restaurant on Van Nuys Airport. The rally will cover a distance of approximately 700 miles and will be a proficiency, treasure hunt contest. Kits available at \$1.50.

For further information write Lauana Davis, 6201 Shoup Ave. Unit 66, Woodland Hills, CA, 91367, (213) 999-1161 or 931-6321.

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# Behind the Scenes at a 99 Flying Companion Seminar

By Marilyn Ratzlaff

When Ava Carmichael of the San Diego Chapter presented a program on Flying Companion Seminars last summer at the first Air Age Education Workshop in Norman, OK, she fired the enthusiasm of chapters all over the country. The Oklahoma Chapter was no exception. Although we had never done anything like this, we were more than ready to try.

The wheels of progress actually started in November when Vice Chairman Sue Halpain casually suggested planning a seminar for late March. Although it was three months after the initial enthusiasm began, it was still there intact. Chapter members volunteered for everything. Seldom has a project generated as much active participation as this. In no time at all, all of the instructors had been chosen, a committee had been selected to handle the fine points of seminar planning and members had volunteered for everything from transportation to refreshments. Fantastic! However, the seminar was still four months away. Would the enthusiasm last?

As the weeks rolled by, initial assignments remained steady. Evidently, none of the enthusiasm was wearing off. Suddenly, it was almost time for the seminar. Planning and execution shifted into high gear.

Seminar Chairman Sue Halpain completed the arrangements for the meeting place. It couldn't have been better. Rockwell International has an excellent training facility a block from the main terminal on the Wiley Post Airport grounds. The classroom featured tiered seating, overhead projectors and slide equipment. There was a room for the simulator and even a break area complete with coffee pots, etc. And best of all, it was free for the asking. We were welcome to use any of the equipment we needed and the Rockwell training staff went out of their way to help whenever it was needed.

So, we had a beautiful place to meet. Now the subtle fear began to surface - would anyone one want to come to the seminar? All we could do was to publicize and wait. The first step was completed with the help of the FAA. Since the seminar was also related to aviation safety, the FAA agreed to print our flyer and mail it to all of the pilots in the Oklahoma City area. There was a bit of fumbling at this point. We were told that we could design our own flyer using the FAA format and they would print it. True, except it would take at least three months on their

offset equipment, which they didn't tell us. So, we created a very attractive mailer. At the last minute, we discovered the three month problem and had to settle for a somewhat less than professional looking ditto-machine type piece if we wanted it in the mail on time.

Our fears were unfounded. Almost immediately after the mailing went out, calls for reservations started coming in. Everyone felt more encouraged. Then another less than desirable situation developed. Three members were listed on the mailer for reservations. One of the members went into the hospital and was unavailable, one worked and one left town. But, it didn't phase those wishing to enroll. They just kept on until they got a reservation. In a matter of days, we had the 25 student quota filled and even had a waiting list!

Meanwhile, the instructors were frantically getting their presentations together. Three, Jan Million, Wadad (Poochie) Rotzinger and Marge Culwell, are university instructors, so they were experienced and fairly well prepared without a great deal of

effort. The rest of us are strictly amateurs and were considerably more concerned about our teaching performance.

Some of the sessions required teaching aids. Some of them were easy to come by and some of them were not. Gwen Crawford explained how an airplane flies. She has given this presentation before to other groups and already had the model airplane, so that one was easy. Jan Million taught the computer and borrowed a giant model from the University of Oklahoma where she teaches, so that one was easy. However, she also taught radio communications and had to create a demonstration tape with some of the things pilots hear over the radio. This was not too much of a problem since she is involved with the FAA Air Traffic Controller program at OU and had a controller-instructor handy to handle the microphone. Nancy Smith managed to round up a tabletop simulator and even someone to run it, so she was in good shape. The most challenging assignment fell to 99 NEWS Editor Marilyn Ratzlaff, who had the flight planning, navigation and VOR segment. To make it a little more interesting, Marilyn decided to fly the route she was going to help the students plan in the classroom and photograph on slides some of the checkpoints to enable the students to get a better perspective. She invited Poochie Rotzinger to go along to help with the flying while she was looking out the window taking pictures. The first day of the proposed flight was rained out. The second flight was cancelled due to the Oklahoma winds, which were gusting up to 47 mph. Finally it became a have-to situation if there were to be any slides. The day was severe clear - perfect for photos. At 6:00 a.m. the wind wasn't bad, yet, and really wasn't forecast to be. However, the wind increased much more than expected and the flight became a real challenge. However, the slides were outstanding and well worth the time and effort expended to get them.

Finally, the big day arrived and we were all ready to put on the seminar. Somehow we had been magically transformed into an organized, well-prepared team. Everyone was performing her assigned task beautifully. It was obviously apparent that our seminar, first time and all, was going to be a complete success.

Cont. Pg. 9



Seminar Chairman Sue Halpain explains the pre-flight inspection to seminar students.



The students were all ages and ranged from those who enjoyed flying to those who hated it.



Ann King tried flying the simulator.



# A lost page of aviation history rediscovered

The amazing story of the  
World War II women pilots  
—the WASPs—who flew every  
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This book brings to light one of the most extraordinary sagas in U.S. military aviation, the whole story of the women, more than a thousand of them, who became the Women's Airforce Service Pilots in World War II. They trained for six months at Avenger Field in Texas and then they flew—over 60 million miles—in

every plane in America's air arsenal, from the P-51 Mustang fighter to the B-29 Superfortress. One test-flew the AAF's first experimental jet.

The WASPs ferried thousands of planes to coastal ports for shipment to war theaters. They served as test pilots for the planes flown by AAF cadets still in training. They towed targets to train air-to-air and ground-to-air gunners; they flew simulated smoke-laying and strafing missions, radar jamming and searchlight tracking missions.

They encountered suspicion from the generals and a lot of flak from the men. Thirty-eight of them were killed. But they got the job done. And when the war ended the WASPs were disbanded and forgotten. Now a young pilot, Sally Keil, who has spent five years searching out WASPs all over the U.S. tells the story of their adventures in a book packed with flying lore, action, and excitement. Don't miss it. Send for your copy now.



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### \*More Information Cont.

#### 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.

#### New England Air Rally

For information on the New England Air Rally which will be held at Manchester, NH, contact Diane Norton, 23 Middle Dunstable Rd., Nashua, NH 03060.

## Plan to attend the 50th Anniversary Golden Jubilee July 17 - 21

### MOVING?

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

Send your new address to:

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

Affix old label here	Name	_____
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# The Five Decade Plea for Northwest Routing

## The 1930 and 1979 Air Race Routes

By Glenn Buffington

When we heard of the 1979 Hughes Airwest Air Race Classic routing, it brought to mind some correspondence in the Edith Foltz Stearns files.

The year was 1930.

Amelia Earhart served on the Race Committee and she wrote Edith Foltz regarding a possible routing from the Pacific Northwest to the National Air Races, which were held in Chicago that year.

Edith's letter, in part: "I firmly believe that we should start this race from the Northwest, but not over the route that was marked on map—from Vancouver, B.C. I am returning the map marked with what I consider a marvelous route—from Vancouver, B.C. to Portland, or Vancouver, Washington for the first loop. **First**, we would have a cool route and low elevations—highest mountain range approximately 6500 feet—highest landing field Helena, Montana, 4000 feet—shorter distance through mountains due to the fact that the Rockies lie more in a northwesterly and southeasterly direction and you would naturally reach the flat prairie country in a shorter distance than you would further south. **Second**, safe country to fly over, more thickly populated than desert country of Utah, Wyoming, California, Arizona, New Mexico, Colorado and Texas,—a safe landing can be made almost any place between Vancouver, B.C., Seattle and Portland, Walla Walla, Spokane, Missoula, (via Sand Point, Idaho, route of Ford Tour 1928) Helena—fifteen miles of bad timber, but not solid—from Vancouver, B.C. east you would have some of the worst mountains in North America, but marvelous idea to start from there if they will put up money. This part of the country needs awakening in aviation as much or more than any other part of the country. I am afraid that people in the East consider the west as California, but there is a large country here in the Northwest which needs a lot of stimulation in aviation, especially women. So much for the route."

"As to the classification, I believe rating should be on piston displacement because it prevents a lot of argument. I would like to see race confined to one class of engines, if possible, in order that everyone might have a more even chance to win, prize money would be greater to winners and more prizes could be offered. If two classes, suggest 510 cu. in. and 800 cu. in. Not more than two or three entries could be hoped for in a class over 800 cu. in. I would allow open planes and cabin planes in same class to keep from splitting up



Edith Foltz Stearns by the Bird, the type she flew in the '31 and '32 Derbies.

prize money too much."

"Regarding conduct of race. I believe four flying hours are enough for one day and if two classes, slower planes start several days ahead. Regarding rules. All good, but suggest that enough gas be carried for at least one hour of reserve flying."

"I would like to suggest that you personally come to the Pacific Northwest and see this country for yourself. Also, I believe your visit would stimulate interest in this race and be the biggest momentum for flying generally."

Edith's letter was addressed to AE in care of "Cosmopolitan", and if Amelia was in agreement, she failed to influence the Race Committee. The 1930 race was subsequently flown from Long Beach, via the Southern routing to Chicago. A Dixie Derby was also flown by women from Washington, D.C., through Dixie and up to Chicago.

Gladys O'Donnell won the Pacific Derby, followed by Mildred Morgan, Jean LaRene, Ruth Stewart, Ruth Barron and Margery Doig, the latter being forced out with an engine problem at Emporia, KS. Phoebe Omlie won the Atlantic Derby ahead of Martie Bowman, Laura Ingalls, Nancy Hopkins (Tier), Charity Langdon and Vera Dawn Walker, who was forced out at Birmingham, AL.

Edith Foltz did fly to Chicago in 1930, however she accompanied Floyd Keadle who flew a Waco J-5 in the Men's Pacific Derby from Seattle eastward.



Gladys O'Donnell of Long Beach, winner of the 1930 Derby (Pacific) in a Waco Taperwing, poses here with her husband, Lloyd.

The AWTAR did touch the Northwest in the past with a terminus at Spokane in 1959 and a start from Seattle (SE to Clearwater, FL) in 1966, but we have been treated very seldom to the "big time" racing scene. However, the '79 Hughes Airwest Air Race Classic seems to partially fulfill Edith's plea for a Northwest routing—albeit about five decades in coming to fruition.



A youthful Amelia Earhart, circa early '30s, who served on the Air Race Committee in 1930.



## The Golden Jubilee Banquet

Saturday, July 21, 1979

We 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.



These solid bronze, individually hand-crafted belt buckles designed with the 50th Commemorative logo are available from the Palisades Chapter. The buckles guaranteed to last 500 years, are made to fit 1½" belts and are designed to hook on the correct side for women. This limited edition is available at \$10.00 each on a first come, first served basis. The Palisades Chapter will donate \$1.00 toward the Convention Fund for each buckle sold.

## Golden Jubilee Tours

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

July 19-5:30 Saratoga Evening \$24.00  
Saratoga Performing Arts Center New York City Ballet - Donizette Variations - Tas de deux momentum/movements  
Acting Company - Doing Broadway - The Roaring 20s come alive in this robust and brassy play spiced with music.  
Harness Track - There will be a race called for the 99s.

### SELECT ONE CIRCLE ACTIVITY DESIRED

July 21-12:00 Old Rhinebeck Air Show \$11.00  
July 18-9:00 Historic Tour/Albany Area \$6.00  
July 21 - 9:00 Tennis Tournament \$6.00  
Limited to 99s/20 entries.  
Please list participants.

Above events are non-profit. No Refunds After 6/10/79. You may arrange to sell your reservations.

Name \_\_\_\_\_

Address \_\_\_\_\_

Chapter \_\_\_\_\_

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

For those of you who have sent in reservations, Thank You!

## Golden Jubilee Charm

Order your 50th Anniversary Charm as sketched. A treasured remembrance for years to come. This lovely charm is available in Single Gold Filled, Double Gold Filled or 10K Gold and will be ordered if we receive 250 PREPAID orders by AUGUST 1, 1979. First come, first served! ORDER NOW!!



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No. of Charms \_\_\_\_\_ @ \$50.00 - 10K Gold

No. of Charms \_\_\_\_\_ @ \$25.00 - Dbl Gold Filled

No. of Charms \_\_\_\_\_ @ \$15.00 - Sgl Gold Filled

Total enclosed in U.S. Funds \_\_\_\_\_

Make checks payable to: The Ninety-Nines, Inc.

Mail to: Esme Williams  
P.O. Box 3283  
Tequesta, FL 33458



# 1979 Albany International Convention Package

GOLDEN JUBILEE REGISTRATION includes all convention activities PLUS Welcome . . . Hospitality . . . Amelia Earhart Luncheon . . . International Luncheon . . . Saturday Night Banquet . . . Albany Airport Transportation (Free Tie Down) . . . Aviation Educational Seminars and Exhibits.



## GOLDEN JUBILEE REGISTRATION FORM

Arrival Date: \_\_\_\_\_

Albany County Airport

Commercial Airline \_\_\_\_\_

Flt. # \_\_\_\_\_ ETA \_\_\_\_\_

Albany County Airport (General)

Make/ Model \_\_\_\_\_ N# \_\_\_\_\_ ETA \_\_\_\_\_

Number of persons needing transportation \_\_\_\_\_

REGISTRATION FEE IS: \$60.00 if postmarked prior to June 1, \$65.00 if postmarked after June 1. Fee is pro-rated before June 1 as follows:

Tuesday and Wednesday - \$60.00

Thursday - \$55.00

Friday - \$50.00

After June 1:

Tuesday and Wednesday - \$65.00

Thursday - \$60.00

Friday - \$50.00

Guests are welcome to the Jubilee package. Please include their names below.

ENCLOSED \$ \_\_\_\_\_

Names of guests: \_\_\_\_\_

Name \_\_\_\_\_

Chapter \_\_\_\_\_ Section \_\_\_\_\_

Address \_\_\_\_\_

Please Check:

Charter Member \_\_\_\_\_ Sect. Gov. \_\_\_\_\_

Past Int'l Pres \_\_\_\_\_ Chapter Ch \_\_\_\_\_

Flying Occupation \_\_\_\_\_ Voting Delegate \_\_\_\_\_

## GOLDEN JUBILEE HOTEL RESERVATION FORM

Turf Inn

Sheraton Airport

Americana

Name \_\_\_\_\_

Name(s) of additional persons sharing room \_\_\_\_\_

Mailing Address \_\_\_\_\_

Reservation to be guaranteed

Yes \_\_\_\_\_ No \_\_\_\_\_

NOTE: Reservations will be held until 6:00 PM unless accompanied by deposit or guarantee payment for first night's stay.

## All Major Credit Cards Accepted

### SCHEDULE OF RATES

Single .....	\$28.00 to \$36.50
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Twin .....	\$37.00 to \$42.50
Triples .....	\$42.00
Quads .....	\$48.00
Suites .....	\$60.00 to \$85.00

Please check:

- ☐ Single (1 person) \$ \_\_\_\_\_
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- ☐ Suites (2 persons) \$ \_\_\_\_\_

Send both Registration & Reservation Form to: Doris Miller, P.O. Box 314, Hainesport, NJ 08036



# Bakersfield 99s Assist Meadows Field Tour Program

By Stephen P. Schmitt, A.A.E.  
Aviation Director  
Kern Co. Dept. of Airports



Bakersfield Chapter members meet the school children at the bus . . .

At many large airports, a public tour program is essential for a good relationship with the community. Some areas are fortunate enough to have programs supported by airport funds. In Kern County, such was not the case. Although the Department of Airports recognized the

value and benefit of an Airport Tour Program, providing tours on a regular basis posed a problem. Airport management did not have personnel available to conduct tours.

The Bakersfield 99s provided a solution for the problem. They agreed to serve as volunteer tour guides at Meadows Field. With their support, Meadows Field has had a public tour program for the past three years, which otherwise would not have been possible. It is amazing, but no surprise, how well the 99s have worked out as Airport Tour Guides. Their knowledge and enthusiasm have been the key in making the program successful.

The local community has expressed many compliments for the excellent manner in which tours are given, largely due to the personal efforts of the tour guides. Besides the community, the Kern County Board of Supervisors, by Resolution, expressed its appreciation to the 99s for their outstanding contribution and service.

The local 99s' work in Bakersfield is a fine example of the dedication and worthwhile efforts of the 99s organization.



organize them into a manageable unit . . .



for a tour of the terminal . . .



and even the flight line.

## AVIATION LAW: AN INTRODUCTION

By V. Foster Rollo (1979)

Library Binding. \$20. Postage prepaid, if paid order is received before publication date, September 1, 1979.


M H PRESS

9205 Tuckerman St., Lanham, Md. 20801





# JEPPESSEN Charts in the Airspace System

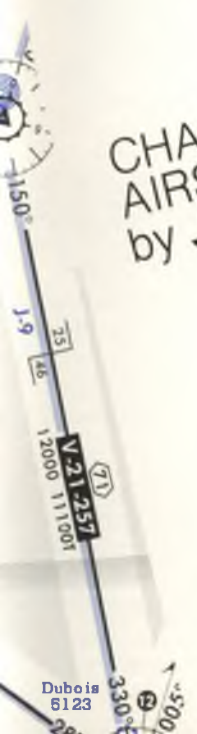
presented by **NINETY-NINES, INC.** and  
 **PHILLIPS PETROLEUM COMPANY**

CHARTS IN THE  
AIRSPACE SYSTEM  
by **JEPPESSEN**

JULY 20 AND 21, 1979  
1979 INTERNATIONAL CONVENTION  
THE NINETY-NINES, INC.  
The Turf Inn — Albany, New York

SESSION 1:  
Charts in the Enroute Structure  
Friday, July 20  
3:00 P.M. to 5:00 P.M.

SESSION 2:  
Charts in the Terminal Structure  
Saturday, July 21  
9:00 A.M. to 11:00 A.M.





# Charts in the Airspace System by JEPPESEN

## AN EDUCATIONAL SEMINAR ON IFR PROFICIENCY PRESENTED IN TWO SEGMENTS:

**SESSION 1:** Charts in the enroute structure      **SESSION 2:** Charts in the terminal structure

Over 23,000 pilots, to date, have attended CHARTS IN THE AIRSPACE SYSTEM seminars. Their reactions to the information presented are on record. Some of the comments...

"It's a pleasure to listen to someone who absolutely knows his subject..."

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"You gave me some extremely useable information... thanks..."

In CHARTS IN THE AIRSPACE SYSTEM, Mr. Terpstra, with the aid of color slides and sample "hand out" charts, presents many facets of chart utilization in today's airspace. The following are some of the topics that will be discussed:



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**AREA NAVIGATION (RNAV)** - Learn about flying with radio navigation but without having to overfly nav aids... about placing a VORTAC at your destination airport for distance and time to go. RNAV charts help you determine the easiest way. Also learn about filing RNAV flight plans.



### "CLEARED FOR THE APPROACH"...

You're cleared for the approach, but you're not on a published route... now what? Learn what is required and what you can do when cleared.

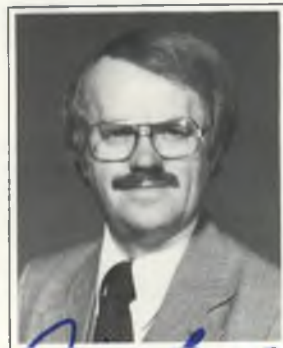


**FINAL APPROACH SEGMENT** - Is the MDA an altitude which provides obstruction clearance all the way from the FAF? No. Where does obstruction clearance begin? Learn more through in-depth discussion at the seminar.



**IFR DEPARTURE PROCEDURES** - If you are a FAR Part 91 operator, do you need to comply? How about FAR 121, 135? Does it make a difference if there is an operating control tower? Listen to a discussion about the practical and regulatory aspects of departing an airport.

**IF YOU FLY IFR...OR PLAN TO...YOU'LL WANT TO ATTEND "CHARTS IN THE AIRSPACE SYSTEM"...AN INVESTMENT IN IFR PROFICIENCY.**



*James E. Terpstra*

"CHARTS IN THE AIRSPACE SYSTEM is presented by Mr. James E. Terpstra, Manager-Flight Information, Technical, for Jeppesen Sanderson, Denver, Colorado. He has been associated with Jeppesen for the past eleven years, formerly as an editor of flight training courses, and for the past six years managing Jeppesen's Computer Navigation Data.

Jim's ratings include ATP, single and multi-engine - airplane, instrument, and multi-engine flight instructor. The majority of his 4,900 flight hours have been logged while instructing for advanced ratings. In his free time Jim also contributes to Flight Operations Magazine as an Associate Editor.



**"As a charter operator, what's important to me is payload and performance for the money. For my money — and profitability — nothing performs like the Stationairs."**



## **STATIONAIR 6 AND TURBO STATIONAIR 6**

These aren't just good-looking airplanes — these are the money-makers. They haul people or cargo with speed and comfort at single-engine economy.

The Stationair 6 has a useful load of 1,693 pounds, cruises at 147 knots (169 miles per hour) and has a new range for 1979 of 900 nautical miles with standard, larger capacity integral fuel tanks. The Turbo Stationair 6 has a service ceiling of 27,000 feet and a cruise speed of 167 knots (192 miles per hour) — a new maximum range of 805 nautical (926 statute miles) plus all the turbo benefits of high altitude fuel economy and great hot weather performance.

And the Stationairs are as versatile as they are rugged. Floats may be added to both airplanes, and amphibians to the Turbo Stationair 6.

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For more information regarding the Stationair 6 or Turbo Stationair 6, or to arrange for a demonstration, contact your nearest Cessna Dealer or complete this coupon and send it to: Stationair, Cessna Aircraft Company, Dept. N, Wichita, Kansas 67201 U.S.A.



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## **CESSNA '79**

**WE MEAN BUSINESS**



# AMELIA EARHART SCHOOL

DEDICATED SEPTEMBER 1979



© Michael W. Green

## COURAGE

Courage is the price that life exacts for granting peace  
The soul that knows it not, knows no release  
from little things;

Knows not the livid loneliness of fear  
Nor mountain heights, where bitter joy can hear  
The sound of wings

How can life grant us boon of living, compensate  
For dull gray ugliness and pregnant hate  
Unless we dare

The soul's dominion? Each time we make a choice, we pay  
With courage to behold restless day  
And count it fair

*Amelia Earhart*



BAY CITIES CHAPTER NINETY-NINE INC.  
INTERNATIONAL ORGANIZATION OF WOMEN PEOPLE

## Bay Cities Chapter Celebrates 47th Anniversary

By Vivian Harshbarger

The highlight of our anniversary luncheon this year was the presentation of a plaque for the new Amelia Earhart School being built in the City of Alameda, less than three miles from Oakland Airport.

We have been working with the school district on the dedication ceremonies since last May and decided we wanted to donate the official plaque. Thanks to Mike Green, Art Director of the Port of Oakland, we were able to use a drawing of Amelia, which he had done for a plaque for the Port that is now hanging in the main terminal at Oakland Airport. The plaque was presented to the School Board President. The entire board, school officials, members of five neighboring chapters plus Thon Griffith, International President, and Margo Smith, Southwest Section Governor, joined us.

After the presentation, the guests were entertained by a special film made by the Oakland Museum depicting the aviation history of California.

Alameda, being adjacent to a busy airport, has not always looked favorably on its neighbor, so we are especially pleased that we were able to bring the airport and community a little closer.



"X" marks the location of the Amelia Earhart School.



Bay Cities Chapter members display the plaque for the new Amelia Earhart School in Alameda.



Those helping to celebrate at the luncheon were (L-R) Michael Green, plaque artist; Thon Griffith, 99 President; Barbara Borden, President Alameda School Board; Vivian Harshbarger, Chairman Bay Cities Chapter; Clarence Kline, Alameda Superintendent of Schools; Margo Smith, Governor Southwest Section; and Walter Klas, Assistant Superintendent of Schools.



# Alice Aviation: The Ultimate FBO

By Jan Million

*For those of you not from the Southwest, Alice, Texas, is located about 40 miles west of Corpus Christi or about 80 miles southeast of San Antonio. Harlingen, Texas, home of the Confederate Air Force is only a short hop away, as is Padre Island or the Mexican border. There's good food at reasonable prices at the "Restaurant", the motels are comfortable, and the FSS is on the field. Although we weren't there long enough to meet her, the FBO is owned by a former WASP. We hope you'll take time to stop in when you're in the area.*

While a sick engine IFR at 6000 feet may not seem the ideal time to scout around for good FBOs, a great one certainly came to our attention under just those circumstances recently, and we want to share our discovery with you.

Oklahoma Ninety-Nines Jan Million, Nancy Smith and Gwen Crawford, plus 49½er Dick Smith, were pushing to make it home following a two week escape from the winter blahs to Central America, when an immediate landing became imminent. Air Route Traffic Control Center directed us to Alice, Texas, a scant 21 nautical miles away.

Texas-style hospitality was at once apparent upon our arrival at Alice Aviation early that Sunday evening in February. The eager line boys literally spread the carpet at our feet, and it didn't seem long before we were comfortably ensconced in a local motel after they had assisted us with all those details associated with unplanned RONs.

The line boys were back early the next morning to pick us up, and when we arrived at the field, the mechanic was already working on N99NJ. While our problem turned out to be more extensive than we could wait on (valve guide deterioration necessitating new cylinder and oil pump housing), we couldn't help but notice what a great place this would be if your circumstances were different from ours and you merely needed to hold out for some better weather, etc., or were looking for an FBO stopover with good staff and great facilities.

A new-looking Beech facility, Alice Aviation has everything from covered parking for your automobile to a hangar floor clean enough to eat on. In addition to the lovely main waiting room, there is a coffee lounge and a warm and relaxing TV lounge—all with plush carpeting and beautiful new appointments (you must see



Nancy Smith, Jan Million and Gwen Crawford stopped to pose for a minute with two Alice Aviation employees after they unloaded 99NJ for a trip back to Oklahoma minus the ailing bird.

the gorgeous paneling and wallpaper in the ladies room!).

The appearance of the facilities was matched by the spirit of the staff—from the accommodating line boys, to the knowledgeable mechanic, to the office staff, who were most helpful when it came time to arrange for other means to return to Oklahoma.

The final paragraph in this adventure

came a week or so later. Nancy and Dick Smith flew back to Alice from Oklahoma City to retrieve the now-healed N99NJ. The return trip was blessedly uneventful. The last of Alice? Not at all! A few hours later, the mechanic called the Smiths at home just to make sure everything was okay and there were no further problems. Alice Aviation is indeed the ultimate FBO!

## To My Friend Who May Turn Green But Is Never Yellow!

By Catherine Hutton

My passenger friend turned green today  
Inside — where it doesn't show  
The rockings and drops of the bumpy air  
Bothered her more than she let me know.

To make matters worse, the short flight dragged on  
In haze, our airport had vanished.  
So I flew to the North, the Southwest, the East  
When course doubts were finally banished.

She's the perfect companion — this friend of mine  
She never voiced her concern  
But kept her own counsel - then rode home in a car  
The reward she had quietly earned!



## A Conversation with Sandi Pierce Melvin

*Ed. Note: Recently, I had the pleasure of meeting the El Paso Chapter's newest member via the telephone. Sandi Pierce Melvin is such an interesting lady, I thought perhaps you would like to share the conversation.*

By Marilyn Ratzlaff

"Sandi, I saw one of your shows a couple of years ago when it was in Oklahoma City and it was very impressive. How did you get started?"

"Well, I learned to fly in Austin, Texas, at Tim's Airpark. I got a job as a secretary for the Cessna dealership to finance the lessons. I started flying in September and had my Private license by December. That was in 1966, almost thirteen years ago. I ended up marrying my flight instructor, Wayne Pierce. I got my Commercial the next year

and my CFI a year later. Wayne also taught me aerobatics, which I loved from the beginning."

"When did you start performing in the airshows?"

"I started flying in the shows a couple of years after I learned aerobatics. I also did the wing-walking for the show. Wayne had been flying the shows for quite awhile, but it took about four years to really become well known. I have been performing seriously, on a full time basis for about nine years."

"Are you planning to continue with the airshows?"

"Oh, yes. I recently purchased National Airshows and I will be producing and promoting the shows in the Southwest primarily."

"How many pilots are involved in the shows?"

"None of the pilots are associated with the show full-time. I promote the shows and bring the pilots together for the show and then everybody goes their own way."

"Sandi, as I was watching your show, I couldn't help wondering about the danger involved. How dangerous is it?"

"Of course, all shows have some element of danger, but the pilots are professional and the planes are kept in top condition, so the danger is minimized. Then too, we fly in a controlled set of conditions and everyone tries to use good judgement. Occasionally accidents will happen, that's part of the risk a professional airshow pilot takes. Once in a great while the equipment will fail, but since we have a built-in altitude cushion and the shows are performed right over the airport, we could usually recover and land with no damage. As a general rule, accidents result from errors in judgement."

"When you say 'errors in judgement,' what exactly do you mean?"

"Doing something irrational. Sometimes a crowd will cause a pilot to push his capabilities and use poor judgement because he wants to be better than the other pilots. Manuevers done on the spur of the moment can also cause trouble."

"Have you had any close calls flying airshows?"

"Not in an airshow, no. Getting to the show was sometimes a problem, though. The planes are not instrument equipped, so even though I am instrument rated, it doesn't help much trying to get through weather."

"I know that you're also an aerobatic instructor. How do you teach beginners? Doesn't that increase the risk factor?"

"Not really. Beginners have lots of ground school and really, it's a mechanical skill, learning what to do when and then polishing the rhythm and movement. And, too, the manuevers are done high, about 3500 feet. That's plenty of altitude to recover."

"What's it really like up there?"

"It's fun! It's a challenge and it really keeps the pilot busy, really on his toes. It's a totally different environment and the equipment is different. Some people love it



During the early days, Sandi did as much wing-walking as she did flying in the airshows.



and others can't stand it. I'm really sold on aerobatics for teaching people how to fly. It's a terrific confidence builder and if it's done correctly, it's really not all that dangerous. It's really funny, I love to do aerobatics, but I can't stand to ride the rides at the fair. It bothers me tremendously. I think it's because I have no control and that's really where the fear factor comes in.

"Is that true with the students?"

"Oh, sure. They lack confidence in their ability to control the plane and they are afraid that their flying ability will hurt the airplane. As soon as they gain a little confidence, the fear is no longer a problem."

"I'm sure you've really had some interesting experiences as a result of your flying."

"Yes, I've really gotten to do some interesting things. Besides instructing, I was the General Manager for Sebring Aviation in Florida for awhile. But, one of the most interesting things I got to do was to fly as co-pilot on an old World War II bomber in the Fire Ant Eradication Program. We flew



The classic pose. Sandi and her baby, a Taylorcraft Experimental.



This Pinto-Jet is only one of the many types of planes Sandi has flown during the course of her career.



Every pilot's dream come true. Sandi actually got the chance to fly the Blue Angels' jet.

grids all over South Carolina, Georgia and Florida spreading a chemical that would kill only the Fire Ants. It took three applications before it was effective. The government stopped the program by banning the chemical. They couldn't prove it was bad, but they couldn't prove it was good either. One of the most rewarding things is the recognition that comes from flying the airshows. I got to be on the "Mike Douglas Show" and "What's My Line?" as a result."

"What's in the future? More airshows?"

"Definitely. But now it will be fun. The pressure has been taken off and I can control the number of shows and the type of shows I fly. I don't have to make a living doing this and I can really do it for the enjoyment of doing a good show. Besides, my husband and I are building a new home with our own hangar and 2600 landing strip north of El Paso, so that's going to keep me pretty busy."



In addition to all of her flight ratings, Sandi also holds an Airframe mechanic's license. The photographer caught her adding smoke oil to her Great Lakes during an airshow.



## Flight Plan of a Hausfrau

By Catherine Hutton

Can't wait for tomorrow! It's a take-off day,  
When I am going to get away

From all the humdrum chores of life,  
Of being a mother—a cook—a wife.

And just because I'll have more fun,  
I'll leave with work that's (mostly) done.

I'll polish, vacuum, dust and clean.  
(Never land with a mixture lean.)

Scrub the floor, both kitchen and hall.  
(Remember! A circle before a stall.)

Iron the clothes, his, hers and mine.  
(Put in a crab to track a straight line.)

Stir up a pie. Start spaghetti for dinner.  
(Was that stratus or cumulus that made the sun seem dimmer?)

Get daughter's request. I won't refuse her.  
(Time under distance when I work the "confuser".)

Please! Let the dawn bring a brilliant blue sky  
With only light cross winds. It's My day to fly.

No IFR weather—No clouds that are scuddy.  
They'd send me to ground school my lessons to study.

The language of weather, I really **must** try  
To get it together. LORD—I'd Much rather fly.

## Checklist of a Hausfrau

By Catherine Hutton

Sky - Blue  
Clouds - Few  
Family - Fed  
Made the Bed  
Dishes - Done  
Errands - None  
Cooking - Why?  
I'm Cleared to Fly!

## Notam

If you have pre-registered for the 50th Anniversary Golden Jubilee and the optional tours, but did not specify your preference of tours, **DO IT NOW!** Send the information to Suzanne Polsinello, 141 Aiken Avenue, Rensselaer, NY 12144. Otherwise, you may not be able to attend the function of your choice. See Page 16 for tour details.

## A Note from Jerrie

Dearest Family and Friends,

So good to hear from many of you - your letters, prayers, love, support means so much to me - and really keeps us going!

It's rainy season again in Amazonas. During the next ten months 400-600 inches of rain will fall turning this vast jungle (larger than the entire U.S.) into a very difficult place to survive. But, the Indians are happier now that the rivers are rising, and they can navigate the streams in their dugout canoes instead of the arduous task of slashing through the thick jungle growth. Many of their chagras (planting fields) are some distance from their village and they depend on their dugouts to get to and fro.

It takes 6-9 months for an Indian to make his dugout. One long day of paddling is equivalent to a 5-10 minute flight in our 'Bird'. So, for those who are too weak, sick, injured or bitten by poisonous snakes, the 'Bird' is their only hope of getting the help they need to survive. When we're not flying emergency medical missions, we're living and working with the Indians showing them how to plant new and varied seeds to improve their diets. All in all, it's just letting God express His love for these isolated peoples through us - and what a joy and privilege it is!

With much love and gratitude to each of you who make it all possible!

Jerrie Cobb



A happy Pat Schaaf smiles her pleasure and excitement as she receives the FAA Certificate of Appreciation presented to her by Asia-Pacific Director Robert Siegler. Pat's 49½er, Herb, is Regional Accident Prevention Specialist. They live in Honolulu.

A long-time member of Georgia and Deep South Chapters, the Georgia folks hated to see Pat depart for the Oahu Chapter. But, she has done a fine job in Hawaii. The agency was expressing its gratitude for her personal involvement in supporting her husband in the conduct of safety seminars and clinics. She also assisted the office staff with many phases of business management, a subject she taught in Georgia for some years.

Said Mr. Zeigler, "Pat is the hardest working non-paid member of the FSDO staff—you certainly can't beat getting two for the price of one!"



## **How to Share the Cockpit with your Husband..... and Still Remain Friends**

**By Jeane Wolcott**

The March meeting of the All-Ohio 99s held at Bolton Field, Columbus, Ohio, was unique in that the topic, "Sharing the Cockpit", is one that every pilot has had to wrestle with at one time or other. It does not necessarily have to be husband and wife, it can be just two friends (hopefully) sharing the same cockpit.

So that the members would be more open with their questions, we asked that they write them on a piece of paper and then collected them to be answered. Needless to say, there were times during the program when two or more people were expressing themselves and in loud voices! None-the-less, it was a good, healthy program and it is highly recommended to other chapters.

These are some of the questions and some of the answers.

"If there is a swamp at the approach end of the runway and your husband lands in the swamp then taxis up on to the runway, can he really count that as a soft field landing?" Or "The same husband makes it a practice to land before the numbers on the approach end of the runway and stop before he passes the numbers. Isn't that a bit much for a short field landing?" Of course, these questions brought on gales of laughter and no one had any answers, except most people said they wouldn't fly with him. The best idea was to send him back to his instructor before he killed himself or the entire family.

"The wife tells the husband, who is flying the airplane, that he's flying with the right wing low all the time. What answer do you give him when he says, "That's because you are sitting on the right side?" (I have it on good authority that this was not a case of husband and wife, but male student and female instructor. Her reply was, "That's a good way to get a D in this course!")

One of the best questions and funniest, was "How do I find the courage to sit in the left seat in the same plane with a husband who is positive that it was just an oversight on the part of God that he wasn't born with wings!" This was a question that brought on

more than one person talking at one time and raised the volume.

Then, "How long do you wait before you take the controls from your wife?"

"Is it fair for him to always fly left seat?"

"What is the best procedure to follow, before the flight, that there won't be any fighting or arguments, including right off the bat, "Don't slam the door!"?"

"How do you keep a 6'4" husband's feet off the rudder pedals when you are trying to straighten the plane to make a good landing?"

"Should you correct your husband if he approaches his landing on the wrong runway?"

By now you have gotten the jist of the questions. Probably in there somewhere is a question that the reader has had. In all seriousness, there is a problem when two pilots share the cockpit. The duties of each should be clearly defined prior to the flight. Whoever is the better flyer, or thinks that he is, should refrain from helping and correcting unless it is asked for. Someday that person will be on a flight by himself and if he/she has become accustomed to the other person pulling his feet out of the fire, what is going to happen when he is alone?

Too frequently the wife, when in the left seat, does not assert herself. If the car can be equated to the airplane and the wife is driving, the husband is not grabbing the steering wheel. But, in a plane with dual controls, it is much harder to keep his hands off. It would do the partners who fly together, in order to enjoy flying together, to decide who is going to fly and what the duties of each will be. One should get the left seat going and the other coming. I have heard so many wives complaining about not wanting to fly the Buckeye Air Rally because it would end up in a fight and that is just too unpleasant. It is time to sit down and talk with your partner. Tell him or her your feelings and establish your flying roles. Good luck and may there always be happiness in your cockpit.

### **How To Kill Your Organization**

1. Never attend meetings.
2. If you do attend, be sure to complain, criticize and find fault, but never offer solutions or alternatives.
3. Refuse to be an officer or serve on committees.
4. Become indignant if you aren't nominated or appointed.
5. If for some reason you are elected or appointed anyway, don't do anything.
6. Oppose everything, especially parties, activities or other functions, as a waste of the organization's funds.
7. At business meetings, complain that the meeting is dull and boring.
8. Encourage other members to skip the meetings.
9. Never contribute to or support anything that is even remotely connected with the organization.
10. Never contribute to the organization's magazine, not even monthly chapter reports.
11. Complain bitterly to everyone, especially the higher ranking, that you never see anything about your chapter in print.
12. Don't pay dues or contribute monetarily, ever.
13. Don't bother to read mail from anyone in the organization and especially refuse to correspond with Headquarters.

**Remember - Golden  
Jubilee starts July 17**

**READ YOUR  
99 NEWS**





# Activities & Projects

## South Africa

There is a deadly hush on Wilson Airport, due to the aviation fuel crisis (Iran). About two weeks ago, all business and pleasure flying with the exception of the charter firms, were refused any fuel. The present supplies will last till sometime in March and then this will be the airplane graveyard.

Our flying school was one of the first to stop flying. However, our ground school is still going. This is run by a Ninety-Nine, **Paula Allsopp**, **Virginia Gay Stephenson** and **Denise Morchand-Holz**, Governor of the East Africa Section, are the flight instructors, and we have an African, **Steven Walusimbi** (who also flies for Flying Doctors) and **David Sutherland**, Australian, who used to be a VC 10 skipper, instructing with us. Anyway, we think of it as a Ninety-Nine venture. (Gay is our APT Chairman.)

According to a young commercial pilot whose sister just got her wings, many pilots are leaving Kenya seeking better jobs, as they aren't being paid until fuel starts reappearing from Iran. He reckons that in a few years' time, all the pilots on the airfield will be ladies, because we don't tend to think so much in terms of getting into airlines (with a few exceptions), and just want an opportunity to fly, and love living here. So if this happens, it will be rather unique—an airport dominated by women pilots. Under normal conditions, Wilson Airport is the busiest in Africa (but it doesn't compare with busy airports in the States, naturally.)

Anyway, the East African Section is very much alive and kicking. Last year we had two Air Rallies (January and June), so this year we are relatively quiet, especially with our dry tanks. Will let you know when things pick up again. We'd love to know if other foreign sections are having the same fuel stoppage and what they are doing about it.

## East Canada

The occasion was the de-briefing scheduled at the end of our first year with Operation Skywatch, flying pollution patrols for the Ontario Government.

Held at the Prince Hotel in Toronto on November 28, 1978, the evening began with a recap of the season's work, assessment of flying and camera techniques, a showing of the 35 mm slides that had been taken on the various assignments. Of particular interest were some of the special surveillance patrols undertaken with Ministry officials on board. Results have been most encouraging and a great deal gained from practical experiences.



Betty Innes, First Canadian Chapter Chairman, accepts the Citation of Merit from Paul Cockburn, Regional Director of the Ministry of the Environment. The citation expressed appreciation for the chapter's cooperation and efforts in the first Operation Skywatch program.

Following the de-briefing, Mr. Paul C. Cockburn, Regional Director for Ontario Region, MOE, hosted a wine and cheese 'Happy Hour' but the big surprise of the evening, was the presentation of a large, beautifully-framed and worded Citation from the Ministry, expressing their appreciation for our cooperation and efforts in the culmination and take-off of the very first Skywatch program.

This plaque is unique in that it is the first time our Chapter has had any kind of formal recognition of their work. It will be proudly displayed at every appropriate occasion and

have a place of honor in our Chapter Archives.

## Western Canadian

Two more Flying Companion Seminars are planned by the Alberta Chapter; to take place this spring at Edmonton and Medicine Hat.

A member of the Alberta Chapter, **Robbie Taylor**, has accepted a request to be the writer of the regular column entitled "Up and Away with The Ninety-Nines", which is published as a regular feature in *Canadian Flight*, the official magazine of the Canadian Owners and Pilots Association of Canada. Robbie is a free-lance writer who does feature writing for her hometown newspaper, as well as her reporting and features for aviation publications. She writes under the name of **Roberta Taylor** and is also an active partner in Taylor Aviation Ltd., based in Cranbrook, British Columbia.

The Alberta Chapter has a Poker Run planned for June 3, with the rain date being June 10. Last year's Poker Run was a huge success, drawing pilots from all over the province of Alberta, and this year, under the chairmanship of **Nancy Rand** again, the chapter is looking forward to a successful run.

A joint meeting with the Intermountain Chapter is planned by the Alberta Chapter for the month of May.

This is the second time the United States girls have been invited to join with the Alberta Chapter at a fly-in meeting at Cranbrook, B.C., in the heart of the Canadian Rockies.

The Greater Winnipeg Chapter will host the joint East-West meeting of the Canadian 99s the weekend of April 28, at Winnipeg.

During the meeting, the stand taken by the Canadian Airlines Pilots Association of Canada regarding "women pilots and pregnancy" will be discussed.

The metric system as it affects the Canadian pilot will also be under discussion.

A tour of the Canadian Western Aviation Museum is planned. The museum has a special room dedicated to Canadian women pioneer pilots, for which much of the work was done by the Winnipeg Chapter of the 99s.

The Winnipeg Chapter is watching with interest, and giving encouragement to the plans of a Canadian young lady who hopes to make the Amy Johnson Commemorative Flight in a DeHavilland DH-60 GM Moth, built in 1928 at Stag Lane, which is partially restored.

**Dr. June Mills**, of the Saskatchewan Chapter is spearheading a committee which will report to the joint East-West Canadian meeting on the regulations of the Ministry of Transport as they affect the Canadian commercial pilot who becomes pregnant. It

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If your Chapter didn't send in a report, we hope next month, you will GET AROUND TO IT!!



is hoped the regulations can be updated.

The **Saskatchewan** Chapter is holding a **Poker Run** Sunday June 17 (rain date June 24) with the terminus **Eston, Sask.** First Prize is a trip for two to anywhere Transair flies.

## Middle East

**Maryland 99 Ann Lawton** and her husband, **Russ**, are involved with aviation five days a week, and then some. During the week, Ann serves as an Aviation Safety Inspector (Operations) at Baltimore GADO and Russ is AOPA's Director for Operations and Safety. In her off-hours recently, Ann spoke before an Aviation Explorers Post at Gaithersburg, MD., explaining the function of GADO and how it relates to the aviation community. Russ gave the **Maryland** Chapter a very informative slide presentation on "Emergency Landing Techniques," ranging from how to recognize a critical situation to what to do about it and how to protect oneself. A lively discussion followed concerning the merits of ditching with gear up or gear down.

## New York-New Jersey

The **Long Island** Chapter's 66 Committee met, discussed and proposed several regulations for the 66 program. These were presented, voted on and accepted at the regular 99 business meeting in March. They are as follows:

To become a 66, a student pilot must have soloed.

The 66s will be invited to three business meetings a year, all flying activities and social get togethers including picnics and Christmas parties. At the business meetings that the 66s are invited to attend, there will be no discussion of current balance in the chapter treasury. The 66s will be kept informed of activities by letter and personal calls from their 99 sponsors.

No meetings attended by a 66 will be counted toward the three required meetings to become a 99. Once a 66 has obtained her license she will be required to attend three business meetings of the chapter and voted on by membership as is required by any other prospective 99.

The 66 Program will be reviewed by the 66 Committee and brought before the membership in March 1980 to consider results.

There are approximately 14 known student pilots interested in becoming 66s in the **L. I.** Chapter.

The **New York Capital District** Chapter is raffling off a set of 16 aluminum framed aircraft pictures, the proceeds to go to the **Empire State 300** air race which will be held

at the **Saratoga County Airport** sometime this fall. The pictures were donated by Dr. and Mrs. William Miller. For information in purchasing tickets contact **Harriet Bregman**, 56 Grove Ave., Albany, NY 12208.

**Palisades** Chapter has successfully completed its fourth airmarking in New Jersey. **Hanover Airport** is a small (2000'), privately owned uncontrolled airstrip located within the New York TCA between Essex County and Morristown airports. It is very difficult to locate without the aid of the 123° radial of Stillwater VOR (109.6) or the 278° radial of Teterboro VOR (108.4). Now bright yellow 20 foot high friendly letters spell out the name to local area pilots or transient aviators who attempt the short-field landing techniques necessary to land there.

**Palisades'** February Safety-Education program was held at Liberty Aviation located at Essex County Airport. Guest speaker **John Bell**, presently with the FAA Regional office at John F. Kennedy Airport and formerly of the La Guardia Tower, gave a highly informative presentation on "Visual Approach and Visual Separation". Tapes of actual flights terminating in disaster were heard, and discussion followed as to how and why the fatal crashes could have been avoided. It was an excellent program giving insight into the legal imperfections of our Air Traffic Control System.

Keeping safety constantly in mind, **Angela Kovacs**, our expert night instructor at Teterboro Airport, recently discussed and reviewed FAR's with the membership. She distributed a test sheet of 20 review questions, and challenged everyone to complete as many answers as possible. Even though most members are current, it was interesting to hear the answers and interpretations of the situations involved. The chapter wholeheartedly endorsed the idea of Angela "Quizzing" us several times throughout the year—it is an excellent way to keep SAFE!

**Sussex County Airport** on Saturday, April 28, 1979 (Rain or Shine) will be the location of the 1st Hangar Sale sponsored by the **Palisades** Chapter. Fly-in, drive-in, or



Palisades Chapter airmarkers **Valerie Dempsey**, **Adele DiGregorio**, **Blossom Friedman**, **Clarice Bellino**, **Micki Thomas**, **Helen Levy** and **Marianne McCormack** handled the job of painting the bright yellow 20' high letters on the runway.

walk-in to buy the treasures of a lifetime. Coffee and doughnuts will be sold there, and the diner across the road will "keep the wolves away" for the more starved. Contributions and white elephants will be gratefully accepted by Co-Chairmen **Emily Schank** and **Marianne MacCormack**.

## North Central

The **All-Ohio 99s** will participate in the **Region X National Intercollegiate Flying Association** meet to be held in **Athens, Ohio**, with **Ohio University** as the host school. **All-Ohio Joan Mace**, who is a flight instructor at OU, advised OU's Flying Bobcats regarding the operation of the meet. Ninety-Nines from all over the state travelled to OU for the meet which was held the 30th and 31st of March. **All-Ohio Jeane Wolcott** was Chief Judge for the navigation event and chapter members acted as check pilots for the participants.



**Jeane Wolcott**, Vice Chairman **All-Ohio**, and **Edward Eisele**, Chief, General Aviation District Office at Port Columbus.

**All-Ohio** Chapter has initiated a 66 program for women pilots who have yet to receive their private license. Sixty-Six **Louise Rehkopf** has consented to head the 66 program which will consist of keeping the 66s interested and attending meetings until they are licensed pilots. Louise has all of 9 hours and is working hard toward that license as is her husband Paul. Guess if Louise is a 66 that makes Paul a 33!

**Buckeye Air Rally** kits went on sale at the **All-Ohio** meeting in March. The sale of the kits was a huge success since no member was permitted to leave without one! The Rally which is being held at **Toledo Metcalf Airport** in **Toledo, OH** on the 13th, 14th and 15th of July is open to male or female pilots and the co-pilot does not need to be a pilot.

"Sex and the Single Engine" will be the title of the program being put on by the **Greater St. Louis 99s** for the **St. Louis Chapter of Missouri Pilots** at their April meeting. **Tex Wickenhauser** thought this rather provocative title would convince the

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MO Pilot's wives that this would be a program they couldn't miss. It seems the guys in the organization feel our gals can do a better job of selling their non-flying wives on the thrill of flying than they have been able to do! So, using the talent of the same great group who managed to keep about 100 high schoolers attentive for an hour with their "Careers in Aviation" program in March, Tex will present our Speakers' Bureau Bunch to convince the ladies.



STL 99s' Careers in Aviation panel—Nelda Lee, Sue Matheis, Coordinator Peggy Bert and Rosemary Boyd.



Lindbergh High School students listen attentively to 99 speakers on the options open to them in the field of aviation.

It should be an excellent program. In another area, Air Age Education Chairman, **Martha Norman** reported that she took eleven Girl Scouts through their paces to earn their aviation badges and, as a flight instructor in her own right, said she really enjoyed doing it.

## Northwest

**Van Adderson**, Greater Seattle Chapter, flew down to Elma Airport to make arrangements for Airmarking the 2,000' runway, and with the help of six other volunteers, March 21 was set as the date.

Helping with registration at the Washington State Aeronautics Flight Instructors Clinic March 26 thru 28 are **Nancy Jensen**, **Betty Kramer**, **Judy Pocher**, **June Blackburn**, **Virginia Hubbard**, **Iona Funk** and **Van Adderson**.

## South Central

**Chaparral Chapter** Ninety-Nines took an active part in launching the newly completed Las Cruces terminal building. Following the dedication on Saturday morning, February 24, 99s showed educational aviation films

and kept two concession stands going for the weekend. Money earned will go toward decorating the women's restroom in the new building. The 99s also sponsored a spot landing contest with the \$25 first prize going to **Mike Ingram** and second prize to **Joe Gold**. **Chaparral Chapter** received a lot of needed help from 49½ers and other Las Cruces flyers in marking and judging the contest.

As a reminder of a great weekend, the marking for spot landings was painted on permanently so that spot landings can be practiced in the weeks to come.

The **Coastal Bend Chapter** have set up their first airmarking and are hoping for a very active spring and summer. They have also gotten a multitude of names for future members and invited several to their meetings.

**Golden Triangle Chapter** members airmarked Gainesville, TX March 24.

**Nebraska 99s** have been providing coffee and rolls for State Department of Aeronautics VFR Refresher Courses throughout the state. **Paulie Perry** and other Scottsbluff 99s helped with the course in Scottsbluff on March 24. **Cay Hutton** and **Sue Askew** helped with the course in Norfolk on April 14. Also, Lincoln area 99s provided coffee for a series of Lincoln FSS Pilot Safety Meetings from November through April.

The **Oklahoma Chapter's** first Flying Companion Seminar has come and gone. It was hard to tell at the beginning, who had the White Knuckles—us or them, no loss of Cockpit Cool, though. The **Oklahoma** gals gave the 27 enrollees basic aviation for an evening and one full day. **Sue Halpain**, Seminar Chairman, and her lecturers, covered all the bases. When the Seminar concluded, all including the enrollees'



Oklahoma Chapter's Flying Companion Seminar students were kept busy learning during the day and a half session. Some were afraid to fly while others can't wait to do it themselves!

knuckles and cool were normalized.

T'was a good show, the response was great

and best of all, some 50 people had a great time, teaching and learning the prelims of aviation.

## Southeast

The **Blue Ridge Chapter** is hostess for the **Southeast Sectional** meeting to be held in Asheville, NC, the third weekend of April, at the Grove Park Inn. More than one hundred fifty 99s, their 49½ers, and others expected to attend. The convention will feature a spot landing contest with **Carol McKinney** and **Mary Ellen Castelloe** as judges. Also, there will be a tour of the famous Biltmore Estate, with a party following, door prizes, seminars, and much good flying fellowship. Special thanks to **Louise White** and **Lee Orr** for their hard work.

The chapter recently had a most successful meeting in Greenville, SC. Guest speaker was **C. L. Chandler**, chief meteorologist of Delta Airlines. Known to many racers as "Chan", he presented an interesting and informative program on pressure pattern flying. At the present time, **Chan** and **Blue Ridge member Carolyn Pilaar** are planning the Dixie 600 Race, which they won in 1978.

**Florida Gulfstream Chapter** held a flying Companion Seminar on March 10 at Fort Lauderdale Executive Airport. Titled "From White Knuckles to Cockpit Cool", it reflected several months of work by the membership. Chapter Chairman **Ellie McCullough Odorico** and Seminar Chairman **Alexis Montague** had most of the membership doing one job or another—instructing, planning the delicious lunch and snack breaks, and generally doing whatever each one could to help. The students were all people who were afraid to fly except for one student pilot who came to learn as much about flying as possible from this great source. They ranged in age from early twenties to late seventies, and included a housewife, a veterinarian's assistant, and a stockbroker to name a few. **Ellie** brought her "Schatzy" down from Vero Beach and **Alexis** brought her club Skyhawk II for the Seminar walkaround so that the students could see, feel, sit in, and get comfortable with airplanes. It was a very successful venture, all the girls did a great job, and the **Florida Gulfstream Chapter** hopes to repeat the Seminar before long.

The **Florida Panhandle Chapter** presented a Flying Companion Seminar on St. Patrick's Day, March 17. The enthusiasm and hard work of all the members of this young, rapidly growing chapter led to a very successful Seminar that proved to be as interesting for the members as it was for the guests. Flying in to help out for the day were **Betty** and **Hal McNabb**, **Mary** and **Bill**

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Tobin, Dorothee Tremaine, Ivy Walters, and Myra Hendrix. The main theme for the Seminar was that safe flights are accomplished by intelligent pre-planning and that knowledgeable passengers can contribute to the safety and fun of flying. **Betty McNabb** treated the group to an hilarious account of her many past experiences flying into the Bahamas and Haiti, while subtly interjecting helpful hints on safe overwater flying procedures. A surprise question, "What can I do if the pilot has a heart attack?" led Dr. Wright, a flight surgeon from Eglin Air Force Base to explain what happens during a heart attack and what the symptoms are. Since the participants seemed most concerned that a pilot might collapse against the controls, Dr. Wright advised that pilots be encouraged to use their shoulder harness. **Nan France** explained weight and balance to show that a properly loaded airplane will continue to fly with hands off the controls. **Joyce Fester** explained use of the radio and how to use it to call for help. Films and slides were used to more dramatically illustrate the importance of scanning and emotional factors which influence a pilot as well as proper radio procedures.

## Southwest



Gail Wagg, Bay Cities, teaches computers to Right Seat Proficiency Seminar students.

**Bay Cities** Chapter has just finished their third Right Seat Proficiency Seminar for the flying partners and is now taking the concept a little further. Under the direction of **Denage Marquis** and **Gail Wagg** we are planning an advanced Seminar in May. This one will be one day, instead of a day and an evening and we will cover the same subjects—only in depth. Our goal is to help these non-flying partners become really proficient in reading charts, computers, etc. The program evolved from the many requests made by those attending the other seminars. They were so enthusiastic about what they learned that they want more.

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**Orange County** Chapter members continue to be enthusiastic about our latest Flying Companion Seminar, March 30 and 31. Everyone participating has said almost the same thing: "the feeling that you have been a real help to someone is tremendous".

# GENERAL INFORMATION

## Western Canadian

**Alberta** Chapter has a new Chairman—**Jo Harris** of Edmonton has taken over from **Betty Alsager** who moved onto the famous Gang Ranch in the interior of British Columbia where she will make good use of her two modern aircraft. The **Alberta** Chapter hopes to fly out over the mountains to the Gang Ranch to visit Betty this summer.

## Middle East



Mary Lou Waite's first student, Jeff Kravitz, became a Private Pilot November 3, 1978. Mary Lou, a member of the Greater Pittsburgh Area Chapter, loves being a CFI and wishes for more VFR flying weather.

## New England

Ten **Northern New England** Chapter members and four 49½ers drove through

snow, sleet, and freezing rain for a potluck lunch at **Diane Norton's** in Nashua, NH in March. Plans were discussed for the New England Air Rally to be held on September 22 at Manchester, New Hampshire. Three members of the **Northern New England** Chapter are working for Flight Engineer ratings: **Jean Languell** who has just moved to Virginia; **Helene Guay**, who is at school in Florida; and **Leanne Ferland**, in Maine, who has passed the written.

## New York-New Jersey

**Long Island** Chapter member **Ida Van Smith**, educator and untiring promoter of Aerospace Education in the New York City Public School System will be honored at the 8th Annual Bishop Wright Memorial Awards Luncheon May 10, 1979. The ceremonies will be held at the International Hotel at J. F. Kennedy Airport and sponsored by the Council of Churches of the City of New York. She will receive the Bishop Wright Air Industry Award.

There are articles on **Ida Van Smith** in the November 1978 issue of *Ebony* Magazine and the Jan.-Feb. 1979 issue of *Aviation Space* Magazine. Ms. Smith is wearing her 99 emblem in pictures in both magazines. The articles are about Ida and the flight clubs bearing her name. The purpose of these flight clubs are to expose youngsters to aviation with emphasis on careers in aviation and space. They are non-profit and are recognized by the N. Y. Board of Regents. **Ida Van Smith**, is an outstanding educator and valued member of the **Long Island** Chapter.

**L. I.** member **Ruth Dobrescu** was invited to represent the 99s in the newly reactivated Aviation Division of the National Safety Council, Washington, D.C.

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**Ruth Dobrescu** and her husband, Charles, presented, in Washington, D.C., the priceless Lindbergh Philatelic Flight Documents (produced for the Nassau County Museum) to Sen. Barry Goldwater and Postmaster General William Bolger (U.S.P.S.) Ruth and her husband also traveled to St. Louis to present a copy to the Missouri Historical Society.

L. I. member **Pat Bizzoso** and 49½er Pete are the proud new owners of a 1976 Grumman Tiger. True to 99 form, the plane's color are blue and white.

The **New York Capital District Chapter** has sponsored **Marjorie May Lesser VanAntwerp** in Memory Lane at the Forest of Friendship in Atchison, Kansas. She was a Charter Member of the 99s, a Governor of the **New York-New Jersey Section**, and did some flying in and out of Albany County Airport.

**Harriet Bregman** from the **New York Capital District Chapter** has been selected as the **New York-New Jersey Section** candidate for the **Amelia Earhart Memorial Scholarship Fund**. Harriet plans to get her multi-engine rating.

New apprentices accepted into the **New York Capital District Chapter** are Betty Lindhe and Karalee Ross. Betty made her solo flight in December, currently has 45 hours, but should be doing a lot more flying in her Cherokee 140. She is a school nurse teacher and is also a co-owner of a florist shop in the Albany, NY area. Karalee is the mother of six children ranging in age from 18-25, and has just started taking lessons. She passed her written in February and has approximately 30 hours.

**Clarice Bellino, Palisades Chapter**, was the guest speaker for the **Amelia Earhart January meeting** of the **Clifton-Passaic Zonta Club** held at the exclusive **Pennington Club** in Passaic, NJ. Clarice's three part program included an introductory discussion on the role of women in aviation, the **Ninety-Nines, Inc.**, and a resume of **Amelia's** contributions to aviation. The **Ninety-Nines, Inc.** documentary film, "The Stamp of Friendship," highlighted the evening. For a glance into the flying life of a modern day aviatrix, Clarice showed the TV video-tape of herself and her Aztec which had been filmed for the NJ cable television program "Pulse". The remainder of the evening was devoted to questions and answers, and of course, the first question of the evening is always "Why did you start flying?"

Congratulations to **Gerri and Rolf Nelson** on the birth of their daughter **Geraldine Helga** on February 12, 1979. This future 99 may someday know that shortly before her birth, she was doing aerobatics in a Decathlon!

## North Central

**Amelia Earhart winner Verene Truby, All-Ohio**, earned her ATP rating. Verene

applied for the scholarship in order to achieve the ATP. 99 money well spent. Verene thanks everyone for the support.

The **All-Ohio 99s** were awarded the **Federal Aviation Administration Flight Safety Award** for support of the **FAA's Accident Prevention Program**. **Marcia Greenham**, Chairman, **Jeane Wolcott**, Vice-Chairman and **Rosalie Burchett**, Secretary met at the Columbus FAA office to be presented the plaque and letter of appreciation from the Chief Edward Eisele. The award was based on the **FAA Safety Seminars and Flight Instructor Clinics** that the 99s have sponsored over a three year period. It is estimated that approximately 5,000 pilots have attended the seminars.



This was the March meeting of the All-Ohio 99s—42 members and 16 husbands and guests. Vi Blowers, past Chairman, is reporting on the Dayton Air Fair progress.

In 1978, Eisele reports, Columbus had a 20 percent reduction of air accidents in general aviation and Columbus had the second lowest accident rate in the country. Cincinnati had the lowest. Mr. Eisele expressed his opinion that the **All-Ohio Chapter** greatly influenced the reduction through the seminars.

The Chapter voted to donate the plaque and letter to the **Women's Air and Space Museum** when it is built in Dayton. In the meantime, the historian, **Jane Sims**, is the keeper of the award.

**Greater St. Louis Flight to Lunch Bunch** is still battling 1000! Grounded again for proposed Quincy, IL flight in March, we keep hoping, one of these days--meanwhile, weather will absolutely be no factor when some of our gals drive to McDonnell Douglas Automation Center in St. Charles for the divine pleasure of "flying" the new visual flight simulators manufactured by them, thanks to arrangements made by **Virginia Kunkel** and 49½er **Norris**. Then, in June, **Val Johnson** and **Nelda Lee** will team up for the **Hughes Airwest Air Race Classic**.

Over in Indianapolis, March 23, **Gloria Cash** and **Nelda Lee**, with backup assistance and moral support from **Dottie Haupt** and **Irene Rawlings**, produced such a convincing proposal to the **North Central Section site selection committee**, that the **Greater St. Louis Chapter** was unanimously selected as the hostess chapter for our 1982 International Convention! We are delighted that, of the four chapters bidding, we were so honored and we wish to extend our sincere

invitation to all 99s, World Wide, to "meet us in St. Looie" in 1982. No small amount of credit for our success in our bid has to be given to **Laura Sellenger**, who put together the "book" that did it. We give our solemn promise that you will all really enjoy the Gateway to the West. (But, a word to the wise - no flying through the Arch!)

March 17, found the **Indiana Dunes** members meeting for lunch at the home of **Barb Gross**, Chairman. **Char Falkenberg** was the first to arrive and was met by 49½er **Dick Gross**, who informed her that Barb was at the doctor's. Seems the Tuesday before, Barb was doing some deep frying when the doorbell rang. When she returned to the kitchen everything was aflame. In the process of putting out the fire, Barb was seriously burned on her right arm and foot. The firemen arrived, along with the police and carted her off to the hospital. Dick came home to find their two boys outside playing. When he asked, "Where is Mama?". They replied, "Oh, she's in the hospital and the firemen and police just left." You can imagine what went through Dick's mind.



Terry Bueltner, center, the newest Indiana Dunes member, gets pinned by sponsor Pat Magon while Membership Chairman Carol Zander looks on.



Despite serious burns, Barb Gross, Indiana Dunes Chairman, was undaunted and continued with the March meeting at her home as planned. The bandage on her right arm and foot are evidence of her fire-fighting efforts. Cont Pg. 33



Barb is doing well and insisted on not telling anyone and having the meeting as planned. She had everything in green, (St. Patrick's Day) and served cornbeef and cabbage along with many other delicacies.

**Bonnie Lewis** Air Age Education Chairman, with the help of **Pat Magon**, gave us more information on what to do to interest the schools in Aerospace. Pat will become a mother-in-law in April when her son Mike gets married. Speaking of marriage, **Margaret Gordon**, is also planning to be married in the near future.



Attending the Indiana Dunes March meeting were (L-R) Sue Mohnssen, Ellen Herring and Board of Directors member Charlene Falkenberg.

**Diane Cozze**, **Chicago Area Chapter** Chairman, was guest and presented **Charlene Falkenberg** with a certificate honoring her 15th anniversary as a 99. This was a surprise and greatly appreciated by Char.

The **Indiana Dunes** was chartered in 1976 and took the bicentennial colors, red, white, and blue. In the future, plan to see us dressed thusly. A pattern was decided upon at the March meeting and we plan to have an outfit consisting of navy jacket and pants, white skirt, and red and white polka dot blouse. It was also voted to order badges with the Dunes emblem.

February 27th, on a cold but very sunny day, **Kathy Eisner** and **Pat Stark** took off from Cuyahoga County Airport in Kathy's Bonanza at 12:30 p.m. to fly to Erie, PA for lunch, via Greenville and Meadville, PA to pick up **Marie Eaves**. Kathy practiced a few Chandelles on the way to Meadville, just for fun. The runway was icy and slushy, but the great pilot that Kathy is, she made perfect landing each time. Arrived back at County in the late afternoon, an ending to a perfect day.

March 27th, Kathy plans to fly to Winschullers in Marshall, MI, leaving at noon from Bounty. Want to guarantee thunderstorms? Join us--call Kathy if you need a ride.

**Kathy** and **Fred Eisner**, **Cindy** and **Don Federice** spent seven glorious days at St. Croix; Providenciales; Turks and Caicos in February. A perfect vacation in their Bonanza. We understand that they had been praying to the Saints--St. Croix etc.

**Cindy Federice** has been appointed Secretary of the Willoughby Flying Club; her husband, by coincidence, has been appointed President of the same Club.

March 11th, our hostess, **Coralie Felger**, presented an excellent program at the Akron-Canton Airport. Guest speaker was Don Stamp, an Aerobatic-Instructor for ten years. Don has performed at numerous Air Shows in his "Stein Skybolt", and at present is building "Christen Eagle". Seven of us had a delicious lunch, and planned for many upcoming events in Cleveland.

## Northwest

March 14th dawned clear and sunny for the fly-in meeting at **Betty Denny's** beautiful new home at Crest Airpark. Nineteen members and one prospective turned out for a bountiful feast from a gracious hostess.

**Phyllis** and **Chuck Baer** went to New Zealand backpacking on the South Island. While there, they flew up on the Tasman Glacier on Mt. Cook in a Cessna 185 on skis, and also flew in a 172 to Invercargill on the South tip of the Island.

**Nancy Jensen** took her family up to see the eclipse, popping up above the clouds around the Tacoma area and got lots of pictures and her youngsters thought it was neat, even though they "had" to miss a half hour of school!

**Joyce Harding** just returned from the east coast having spent most of the month of February dodging snowstorms etc. A high school friend, now a captain for Piedmont Airlines, checked her out in his Maule - "a neat airplane" and fun to use to accomplish all of her visiting up and down the east coast.

**Kay** and **George Stearns** and **Frances** and **Jim Heaverlo** have just returned from Mexico and Central America. Their group of fourteen traveling in two Aztecs and a Cessna 310 had spent time in Ixtapa, Guatemala City, Antigua, San Jose, Cancun, Chichen Itza, Oaxaca, and Mazatlan, and covering some 12,000 miles. Their appraisal of the trip: "Fantastic!!!!"

Echoes of "See you next month" resounded from the Wind River Range as **Wyoming 99s** departed Lander on March 11, 1979. At the conclusion of the business meeting, members and guests had uncased a bronze plaque from the Wyoming Aeronautics Commission to be erected by members of the Lander Airport Advisory Board in commemoration of the new hangar facility at Hunt Field.

## South Central

It was with great regret that the **Coastal Bend Chapter** bid farewell to one of their members, **Dolly Gibbons**, at the last meeting. Dolly has taken a position with Federal Express in Memphis, Tennessee. We all wish her well and hope to see her

working with the chapter in the area of Memphis.

**Katherine Caraway** has completed the Instrument instruction and tests successfully to obtain the Instrument rating. She has also completed the Commercial written exam successfully and has to pass the flying portion to obtain the Commercial license. **Vel Morgan** has gone to work in the brand new El Campo Hospital. **LaNell Easley** has successfully completed the Instrument written exam and is well on the way to her Instrument license.

The March meeting of the **Dallas Redbirds** featured the FAA film, "Mountain Flying". All present, including prospective members **Judy Frisk** and **Nancy Sands**, were very impressed with the film. Plans are to build a Fall Safety Seminar around it and "Winter Flying" (also available through the local GADO) just in time for ski season.

**Sandi Pierce Melvin** is new to the El Paso chapter. She owns National Airshows and has been an aerobatic pilot and wing walker for nine years, logging nearly 5,000 hours. Among her many ratings are: CSMEI, Advanced & Instrument Ground Instructor, and Airframe Mechanic. Sandi has flown 65 types of aircraft, including the McDonnell-Douglas T44 Skyhawk with the Blue Angels, Super Pinto Jet, Boeing B-17 and 450 Stearman. She and her husband, Bob, have one daughter named Shawn Dell after the Chandelle, and she and the whole family are looking forward to a move into their new home next to their very own airstrip.

**Alverna Williams** of Golden Triangle has her biographical record on file in the Aviation Hall of Fame in Dayton, OH for setting a precedent for physical waivers. Most of our time at **Golden Triangle** has been devoted to Spring Sectional workshops, as many of you who have had sectionals know what we're talking about!!!! By now I hope you have made firm plans to be with us in May at the **South Central Sectional**. We have lots of fantastic times in store for everyone. See you all at Dallas/Fort Worth, TX, May 4, 5, & 6, 1979. See you soon!!

**Carolyn Westerman**, in charge of Beech Aircraft plant tours, personally escorted two VIP's through the plant. **Bruce Jenner**, 1976 Olympics Gold Medalist, and **Bert Jones**, Baltimore Colts Quarterback. Bruce purchased a new Bonanza while there!

**Elaine Potter** was welcomed by **Shreveport**. She holds a private rating. This brings our total to 31.

**SHV March meeting** was hi-lighted by a visit from our International Secretary, **Hazel Jones**. SHV Chapter is contributing about 13 of our sisterhood to the NIFA SAFECON at Monroe, LA on April 26-29. Hazel is in command for this event, and she was over to give us our briefing. **Barbara Ringold** of our chapter is doing an outstanding job coordinating this function.

**SHV's Becky Netherton** received her

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Instrument rating, and **Jere Saur** her CFII. Becky's husband, Wally, rewarded her with a gift certificate for Marion Cole's aerobatic course. She has since completed that making 3 such certificated in our chapter. **Mary Friday, Helen Hewitt, and Becky**, Jere's double 1 makes 5 in our chapter. **Helen Hewitt, Helen Wray, Evelyn Snow, Amy Pilkinton, and Jere**. That represents a lot of dedicated hours.

**Helen Hewitt** was named to "Who's Who in American Women" for 1978. **Amy Pilkinton** was listed in "Outstanding Young Women of the Year" for 1978. We are really getting famous.

SHV Chapter founder, **Helen Hewitt**, was given a Moped by her fuel conservationist husband, "Whitey". This was to enable her to save money to afford our one oh four point five price per gal. of av fuel here in SHV. Being the agile, alert, and capable person that she is, she promptly mastered this little machine....so she thought. Turning into her driveway, she gave the throttle a twist to reduce speed, this function being the opposite of her Bellanca, was added incentive to turn it in the wrong direction. This she did adding power on the turn. Result? Face to face with the gravel and concrete surface of her driveway. She has been in hiding for 3 weeks letting the bruises, cuts and abrasions heal. She is now fine, and bruises are a beautiful lavender and chartreuse. Yes, "Hi Ho Helen" will ride again.

**Spanish Peaks** held a membership meeting in February at the Home of **Ann Courtright**. Officers were introduced to prospective members and guests, and the history and operation of 99s was explained by **Joan Alyea**.

Ever put together a Flap Jack? After-business activities of the March meeting were devoted to an attempt to assemble this cute little battery-powered plane which is supposed to flap wings and everything else. We learned the validity of the statement "When all else fails, read the instructions", which was done, after an embarrassed **Shannon Crouse** discovered she had amputated part of the wings. The plane in question will be one of the door prizes at the planned Safety Seminar in April.

## Southeast

**Carolinas** Chapter had a very interesting meeting at Salisbury, NC. Capt. Shub, Safety Officer from Seymour-Johnson Air Force Base gave an excellent talk and showed an exceptionally good movie on crash survival. We all learned a lot. Other chapters might be interested in a similar program. USAF Safety Officers are often available to the civilian community for educational purposes.

**Peggy Brown Sanders, Florida Gulfport Chapter**, and husband Richard (Tradewind Seaplane Service) ferried a thirty-two year old Republic Seabee from Fort Lauderdale

to St. Croix, U.S. Virgin Islands, in the middle of March. Resplendent in its new paint job and annual, while being flown to its new owner, it attracted crowds wherever it landed. After leaving a fuel stop at South Caicos, the Seabee lost all electrical power, which meant no navigational aids, no functioning fuel gauge, and no radio. Deciding to continue on over the five hours of over-water flying, they landed at Isla Grande, Puerto Rico to find that it was a broken generator belt. Also, of course, if the engine had failed, they would not have been able to restart it. And, after the long trip, shortly after landing at St. Croix, on a training flight with the new owner, the engine did stop. After getting magneto and distributor parts from the States, and seeing that the engine was fixed, **Peggy and Dick** came home to Fort Lauderdale, by Air Florida's DC9.



Pausing for the camera are **Olga Bello**, Eng. Cristobal Pina M., founder of the Aeroclub Dominicano, **Ede Brandon** and the mysterious lady in the hat, **Glorice Wills**.

**New Orleans 99s Glorice Wills and Ede Brandon** have been island hopping again. This time they joined the Caribbean Air Tour in Ft. Pierce and with 20 planes flew to Santo Domingo to attend the 2nd Caribbean Air Congress hosted by the Aeroclub Dominicano 74, Inc. of Santo Domingo. Banquets, a picnic and an air show! Two of the highlights of the air show were a performance by **Jim Holland** in his Pitts Special and **Dick Johnson** in his Decathlon. **Glorice and Ede** enjoyed a certain amount of notoriety themselves being the only women pilots flying the route. Next stop was St. Kitts where they fell in love with an island. They visited the Olney Plantation and went aboard the Irwin family yacht to drink Pina Coladas from coconuts. A shopping stop was made on St. Thomas. The food was delicious, the company just great and they can hardly wait to go again! On one of the legs they were advised to watch for an overdue boat. Spying blue planks in the water they advised control they were going down for a closer look. The "blue planks" turned out to be 3 blue whales with their bright blue flippers extended, spouting and thoroughly enjoying the sparkling blue Caribbean. What a sight!! **Glorice Wills** and

**Gloria Burlette** also attended a Civil Air Patrol, Louisiana Wing SAR Test held in Jennings, LA. Gloria had a real challenge flying the low level search exercise in gusty conditions in a 150.

## Southwest

Sherwood Mobile Home Park Community Center in Salinas was a lovely setting for the **Monterey Bay March 7** meeting, courtesy of **Mrs. Scott, Dell Hinn's** mother. Thirteen members and three guests were in attendance. The membership voted to present a tentative bid at Spring Section Meeting for the 1986 International Convention to be held at Asilomar. A denial to our request for a food booth at the Watsonville Air Show was received due to lack of space for more booths so the chapter voted to have the chairman check possibilities of serving breakfast at the Hollister Air Show in July. Tentative plans were made for a flight to attend the Sacramento Chapter meeting April 18. Plans were finalized for the luncheon for the Old Timers Pilot Reunion on March 10 in Salinas. **Vicki Karnes** won the free visit to Jerome's Beauty Salon for March. **Kay Harmon** extended an invitation from Salinas Owners and Pilots Association (SOPA) to the 99s to join them on a luncheon flight to The Flying Lady March 18, arrival at South County Airport 11:30 for transportation. **Santa Clara Valley** challenged our chapter in spot landings and flour bombings for March 12 at Hollister. **Dell** gave an interesting day-by-day account of her recent trip to Morocco and Kenya with photos to illustrate their visit. She rode in the cockpit of a stretch DC-8 for 2 hours and was co-pilot in a British Islander on a flying safari. Thank you, **Dell and Tena**, for the delicious refreshments and an enjoyable evening.

After the great fun at Solvang in December and Death Valley in February, **Orange County** Chapter members are looking forward to the next Fly-In, April 21 and 22, an overnight trip to Columbia.

The **Palms Chapter 99s** first anniversary was celebrated with a dinner/meeting and special program at the Kittyhawk Restaurant at Santa Monica Airport.

The Standing Room Only crowd was composed of **Palms Chapter** members and their guests, with **Los Angeles, San Fernando Valley** and **Santa Monica Bay Chapter** members also in attendance.

Following dinner, a "Woman Pilot of the Year" award was presented to **Claire L. Walters**, Chairman of the **Palms Chapter 99s** by emcee (a real pro), **Nina Laughbaum**. "It was decided that **Claire** deserved this award primarily for her encouragement to the youngsters of the Crenshaw schools to better themselves scholastically by offering them free flying lessons as a goal. And it worked. Because of her interest, several

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students who had not been doing well scholastically improved tremendously."



Claire Walters, right, Palms Chapter Chairman, receives the 'Woman Pilot of the Year' award from Nina Laughbaum at the Palms Chapter's First Anniversary dinner celebration.



The Palms Chapter also recognized 49½er Dan Motola and his 99 Maureen.

Shortly after Claire, beaming, graciously accepted her trophy, Nina announced that **Palms Chapter 99 Maureen Motola** and her 49½er Dan were both celebrating March birthdays, and also **San Fernando Valley 99 Ceci Stratford** and her 49½er Mel (newly married) were also celebrating their March birthdays. Needless to say, all of this brought several rounds of applause from the crowd.

Ninety-Nine **Eva Henry** and her 49½er Scott made a special trip up from San Diego to show everyone a movie of the 1978 **Palms to Pines Air Race**. The movie covered the activities of the racers including polishing their planes, the banquet the night before the race, the picnic at Red Bluff, the flight itself, dinner at Independence, Oregon, and the presentation of awards—with everyone reliving those anxious moments.

The highlight of the evening was a movie of a balloon trip over the Southern part of France taken and narrated by pilot **Bob Long**, a friend of **Nina Laughbaum**. The brightly colored hot air balloons, eight stories tall, gently drifted over sleepy towns, black shadows against green, rolling valleys below.

The group of 18 adventurous people who made the trip—different ages and from different walks of life—enjoyed two weeks of ballooning with expenses totalling \$213 per day. Picnics along the way were gourmet meals prepared by the professor of the **Cordon Bleu**. The gourmet meals and Moet

et Chandon champagne (served at every meal to the tune of an incredible wine bill) were included in the total price charged.

It was first class all the way and so were the people of France who waved to the balloonists as they floated by and greeted them enthusiastically when they landed.

Have you ever known a real, live queen who traveled to the hinterlands to visit her subjects at the controls of her own magic carpet? Well, maybe not the hinterlands—how about to convention centers? And, maybe the magic carpet was an airplane—say, a Navion? International Flying Farmers Queen **Maris Hawes**, **Phoenix Chapter 99**, does it all the time! With 49½er Butch, she has plied the airways to conventions in Texas, Oklahoma, Alberta, Canada, and to the Arizona border town of Nogales; and she has relied on Big Brother to take her to conventions in Nebraska, Iowa and Indiana. Florida, Wisconsin, Oregon and South Dakota are on her itinerary before she relinquishes her crown at the International Flying Farmers Annual Convention in Oklahoma City in August. As International Queen, Maris is the Hostess for the organization, serving in a public relations capacity. How appropriate that a Ninety-Nine is in a position to aid and abet the Flying Farmers as they encourage their women to fly in their "Landit" program. Women who solo are recognized with certificates and awards, and are encouraged to maintain proficiency by renewing their training annually. Many get valuable communication training in the "Know Your Radio" program. Wonder how many who start out like that end up with a Private ticket—or more?

**Phoenix Chapter's** Charter Emeritus **Melba Beard** has been on the speaking circuit again. Past President of the Arizona Wing of OX-5 Aviation Pioneers, holder of records and awards galore, and a storehouse of aviation lore, she was one of several women-in-aviation honored by the California Wing of OX-5 Pioneers. A licensed aircraft mechanic (for the special benefit of her beautiful red 1928 Bird), Melba and 49½er Bill frequently display a spit-and-polish, specially mounted, working OX-5 engine at aviation events, such as the recent Pennies-a-Pound Airlift conducted by the **Phoenix Chapter** at Phoenix Litchfield Airport.

**Phoenix Chapter** says, "Welcome Home" to **Lynn Johnson**, back from a year in Japan with her 49½er Bob and their two boys. In spite of the fact that the Johnsons lived only about a ten minute's bike ride from the local airport in Fuchu, Tokyo Prefecture (like unto a county), Lynn didn't get to do any flying in Japan. She persuaded a Japanese neighbor to take her to the airport to handle the language problems, and discovered that it would cost her the equivalent of \$125 an hour to rent a Cessna 172. Her attempts to contact two Tokyo 99s by telephone and letter met with no success—again, the language problem, she believes. Nevertheless,

the entire family loved every minute of their stay in Japan, and are already planning a return visit. **Phoenix Chapter**, meanwhile, is awaiting a viewing of the Johnson's Japanese Journey in motion picture.

It was just two years ago that **Phoenix Chapter's Pam Marley** took her first demo ride in an aerobatic airplane. Within weeks she was taking home trophies, and now she's using that fresh new CFI ticket to hook others. It just may be that here is another candidate for a demo ride, Pam.

**Phoenix Chapter** members were delighted that **Edith Denny**, **First Canadian Chapter**, stopped in to visit at the Pennies-a-Pound Airlift at Phoenix Litchfield Airport. Edith and her 49½er Wally have moved, lock, stock, and barrel—permanently, that is—from Toronto to their beautiful estate, La Loma, in Litchfield Park. They flew down from the cold country in their Aztec last November and have been struggling to get a U.S. registration for it ever since, a comedy of errors that has lost all its comic aspects as far as Edith is concerned. A former member of the International Executive Board and former Governor of the **Canadian Section**, Edith has specialized in international liaison for the 99s, establishing the **Finnish**, **East African** and **Colombian Sections**. Edith and Wally plan a trip up the coast to Alaska and east to Winnipeg and Toronto and thence to the 99s International Convention this summer. Welcome to Arizona, Edith and Wally!

**Sacramento Valley Ninety-Nine Jeannette Fowler** announced her acquisition of a new airplane in a very exciting and unusual way. At our February meeting, she provided refreshments, which included a cake with the copy of her brand new Bonanza A36 decorated on it (numbers included!!) She presented the cake on gold engraved napkins announcing the birth of her 'baby' 2048B on March 2. This was accompanied by a genuine birth announcement (weight 2379#, length 26 3/4") and a pink cigar!!!! Congratulations, Jeannette!!!

**San Fernando Valley Chapter 99s** congratulate **Pamela McInnes**, who has been the Skywatch Lady on KGIL Radio for the past two years reporting traffic each morning in the San Fernando Valley, has just accepted a new job flying and reporting traffic for KMPC Radio. Several of our 99s, including **Virginia Rainwater** and **Donna Zwink**, tried out for KGIL as Pam's replacement. We wish Pamela lots of luck in her new endeavor. We will all be listening.

**San Fernando Valley Chapter 99s** wish to announce that **Diana (Ace) Abramson** has been nominated by national experts to be one of six members of a panel on "Women in Aero Space" at the National Congress on Aero Space Education, April 5-7, 1979 in Atlanta, Georgia. Mary Anderson, formerly of the FAA will be the chairperson. Dr. Kathy Sullivan, Astronaut Candidate, Captain Bettye Payne of the U.S. Air Force

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and Karen Coyle of General Aviation Manufacturers Association (GAMA) will serve on the panel as well.

**Diana (Ace) Abramson** is also currently working for Flying Tigers Airline as a mechanic. She was recently featured in the Flying Tigers' Magazine. She is the first woman airplane mechanic working for Flying Tigers.

Ace joined 99s June, 1978 with 200 hours flying time. She got her private September 1977 and her A&P six months later and has been with Flying Tigers for three years, the last eight months as a mechanic. Ace is building a Aeroduster II, at present, in her spare time.

**Lori Apperson, San Luis Obispo's 1977** recipient now has her private license and is enjoying the wonders of flying. **Cris Darbonne**, our 1978 recipient has soloed and is about to take her written. **Suzanne Skeeters**, runnerup and 99 member, is about to take her instrument check ride (if the weather would ever cooperate). Our second runnerup, **David Meyer**, is just now getting around to taking advantage of the grant and is now starting his flight instruction.

The **San Luis Obispo County Chapter 99s** held their regular business meeting at the home of **Emily Cletsoway** on March 8. Plans for the 1979 Flying Start grants were finalized. Applications for the grants will be made available on April 1. **June Cunningham** showed and has on hand a AOPA slide presentation (How the Other Half Lives) telling the story of general aviation and its economic effect on a community. This would be excellent to show to service clubs and is available to anyone who would care to show it. Emily showed two very good FAA films: 'Mountain Flying' and 'Overwater Flying'. The Ninety-Nines have been rained out of their last two fly-outs.

**Wanda Strassburg, San Louis Obispo County Chapter member**, has recently been appointed Corporate Secretary to Swift Aire Lines, the commuter air carrier based in San Luis Obispo. She also serves as Vice President of marketing for the commuter service. Wanda has been director of marketing, manager of reservations, and chief flight instructor for Swift Aire. She holds flight instructor and ground instructor licenses along with single, multi-engine, and instrument ratings, and is a certified weather observer. Another Chapter member, **Shirley Moore**, recently flew a 'milk run' twice a week to the Palo Alto Airport transporting the milk. This was done for more than a three week period. **Shirley Moore** also helped a neighbor by flying a burial at sea.

**Nancy Reuling, Utah Chapter**, received a service award at the Utah Pilots Association Banquet.

Other busy **Utah** members are **Wilma Nichols**, **Julia Pfile** and **Carol Clarke**, who attended the Copperstate Aerobatic Contest in Arizona, and **Ruth Kendrick** who vacationed in Mexico while **Julie Jacobson** was on a Caribbean cruise.

## 99CLASSIFIED

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

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

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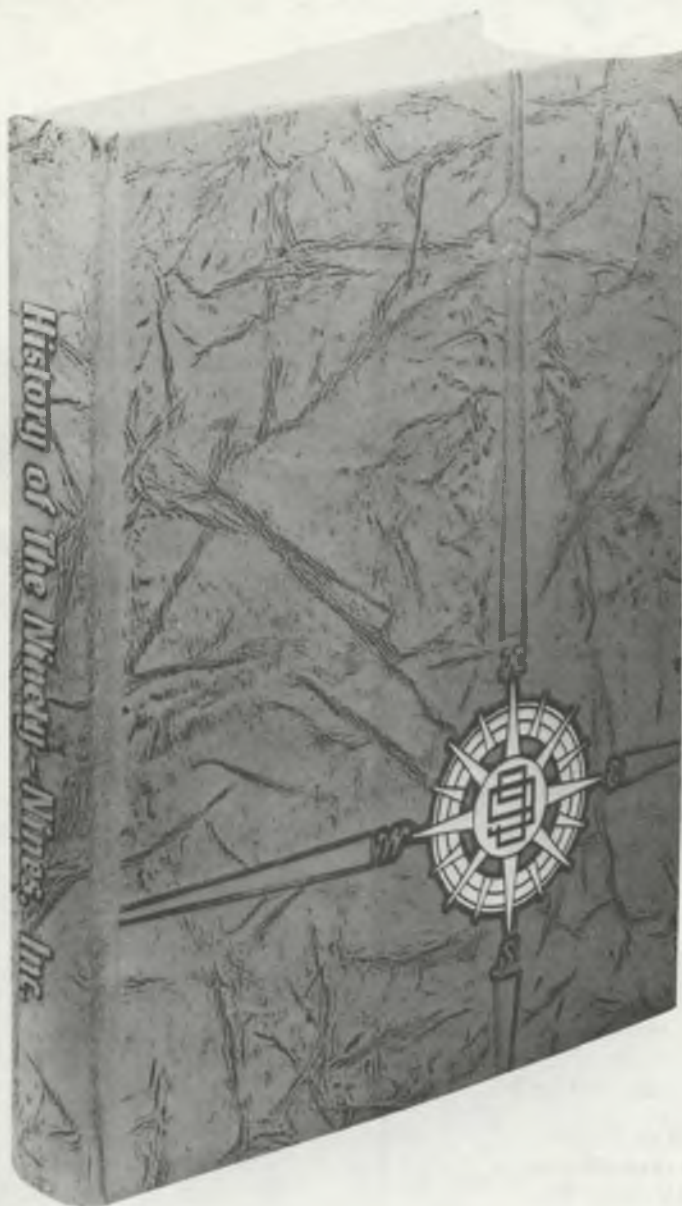
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# Events Schedule

## The Ninety-Nines' Golden Jubilee

### Albany, NY

#### Tuesday, 7/17/79

- |                               |   |
|-------------------------------|---|
| Time open<br>* 7:30<br>* 8:30 | Arrival and Meetings, Board of Directors<br>Albany FSS, Operation Sunshine<br>Joe Diblin, AVCO Lycoming |
|-------------------------------|---|

#### Wednesday, 7/8/79

- |  |  |
|--|--|
| 8:00-4:00<br>9:00-11:00<br>* 11:00-12:00<br>12:00-2:00<br>* 2:00-3:00<br>* 3:00-4:00<br>6:00-7:30<br>7:00-9:00<br>9:15<br>10:15<br>10:15<br>* 12:00-5:00 | Registration<br>Historic Tours<br>NASA, Lori Shima-Monitoring Earth Resources with Landsat<br>Governors' Lunch<br>Dave Fox, History of Control Systems<br>NASA, Shima repeat<br>Opening Reception<br>Buffet<br>Powder Puff Derby, Commemorative Film, Joyce Young<br>99 Slide Show<br>A.W.T.A.R. Meeting<br>Exhibits |
|--|--|

#### Thursday, 7/19/79

- |   |   |
|---|---|
| 8:00-4:00<br>8:00-9:00<br>9:30-11:30<br>** 12:30-2:00<br>2:30<br>* 3:00<br>** 5:30<br><br>* 9:00-5:00 | Registration<br>Chairmens' Breakfast<br>Communications Sessions<br>International Luncheon<br>Round Table Discussions<br>NASA, Larry Bilbrough, Overview of Research and Development<br>Saratoga Evening<br>Dinner in Saratoga, Choice of NYC Ballet, Acting Company or Race Track<br>Exhibits |
|---|---|

#### Friday, 7/20/79

- |   |   |
|---|---|
| 8:00-12:30<br>** 1:00-3:00<br>** 1:30-3:00<br>* 3:00<br>* 3:00-5:00<br>* 4:00<br><br>6:00-8:00<br>* 8:00<br>* 9:00-9:00 | International Business Meeting<br>49 $\frac{1}{2}$ er Luncheon<br>Amelia Earhart Luncheon<br>NASA, repeat Overview<br>Jeppesen, Part I<br>Edo-Aire, Jay Frye, Float Film, Float Technics<br>Continuation of Business Meeting if Necessary<br>Dinner - Own Arrangements<br>FAA<br>Exhibits |
|---|---|

#### Saturday, 7/21/79

- |   |   |
|---|---|
| * 9:00-11:00<br>* 9:00<br>* 10:0<br>8:30-11:00<br>** 12:00-4:00<br>** 6:00<br>** 6:30-8:00<br>** 8:00<br>* 9:00-12:00 | Jeppesen, Part II<br>NASA, repeat Overview<br>Edo-Aire, Jay Frye, repeat<br>Tennis Tournament<br>Old Rhinebeck Aerodrome<br>Bus to Empire State Plaza<br>Cocktails<br>Banquet<br>Exhibits |
|---|---|

#### Sunday, 7/22/79

- |                   |                                       |
|-------------------|---------------------------------------|
| 7:30-9:30<br>7:30 | Continental Breakfast<br>FSS Briefing |
|-------------------|---------------------------------------|

Transportation available from hotels to airport until noon

\*Educational Programs Open To The General Public

\*\*Guests Welcome

