

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

June 1979





The Ninety-Nines, Inc.

International Organization of Women Pilots

Chapter News

Reporter

Date

Calendar

New Ratings

Activities & Projects

General Information



The Ninety-Nines, Inc.
Volume 6 • Number 5 • June 1979

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

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INTERNATIONAL OFFICERS

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

BOARD OF DIRECTORS

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

HEADQUARTERS HOSTESS

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

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Thoughts From Thon

My column in the March 99 NEWS (sans picture and title) was on the subject of membership. The letters are still arriving at my home in response to that article! Each letter has been answered and each letter has been most enlightening. To those of you who wrote, thank you for sharing your thoughts, ideas and time. Some telephoned or caught up with me at Section Meetings. It helps a great deal to have your input.

More than one commented on the timing of the membership renewal form. Let me clear up some obvious misconceptions. The renewal form is mailed two months prior to the time it is due. Let us use as an example a Ninety-Nine who joined in June (your membership card shows your membership month). Her dues will be due every June 1st. Her renewal form will be sent in early April—about two months prior to her renewal date. If she pays before June 1st, she will show up on the IBM print-out her Chapter Chairman receives each month as a "current member," however, if she pays her dues during the month of June she will be listed on the "Due to Renew" portion of the print-out sent at the end of June—simply because she didn't renew by the due date, June 1st. If she waits until July, she will be in the thirty-day grace period. Let's review the foregoing. Our gal received her notice in early April and had a total of about four months to send in her dues. Headquarters, under the current procedures, considers the member who does not pay by the end of her grace period, a Non-Renewal and pulls her card from the active file; notifies data processing; removes her folder from active and re-files in Non-Renewals, then attends to other necessary functions such as reducing the Chapter and Section counts, checking to see if she was Chapter Chairman, News Reporter, Committee Chairman, etc.

Now another facet of membership. First, I'll sum up the observations taken from a letter sent by an active, caring Ninety-Nine which more or less said what several others mentioned. Memberships are hard to come by in some Chapters. Some require attendance at many consecutive meetings and some require that a prospect attend a number of meetings in a specified period of time. Those Chapters apparently want working members. The reasoning seems to be that when vying for trophies for Ninety-Nine sponsored programs, their scores are based on the number of members in the Chapter as related to "Active" members. She went on to say that if there were not so much pressure to report for points or vie for trophies, then there would not be such severe requirements for attaining membership in some Chapters. She neatly wrapped it up with the following, "Every person who cares enough to become a member of The Ninety-Nines is important. The very act of remaining a member, continuing to give her support, even though she may no longer fly for one reason or another, makes her a very important person to The Ninety-Nines." It would seem to follow then that while we have these various forms of competition, there will be competitive Chapters. Are YOU content with the status quo or do you think it's time to consider changes? If you favor a change, would you describe your ideas?

Con't Pg 4

On The Cover

NIFA - See Page 8

99Calendar

June

- 1 June 99 Renewals Due
July-August 99 NEWS Deadline
- 1 Yellowstone Airport Reopens
for the Season
- 2 Garden State 300 Proficiency
Race, Monmouth County 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
- 16-19 Northwest Section Meeting
Ocean Shores, WA
- 18 10th Annual Apuepuelele
- 18-28 First Women's Air Derby
50th Anniversary
Commemorative Race

September

- 1-3 Cleveland National Air Races
- 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

October

- 5-7 Michigan SMALL Race
- 5-7 South Central Section Meeting
Hilton Inn, Wichita, KS
- 20 New Orleans 2nd Annual
Poker Run

Thoughts From Thon Con't.

Another Ninety-Nine who recently transferred from a "... pretty low key supportive and easy going Chapter," to a "very active, energetic and involved-in-everything Chapter," commented that, "It seems not a week goes by that we aren't invited to a fly-in with some Chapter, or a race, or a Sectional Meeting or something else. No one likes to say no all the time, but many of the girls in the Chapter own their own airplanes and it is very hard for me to keep up." She could have been writing about any one of many Chapters and Ninety-Nines. Do we give consideration to the needs of Chapter members who may be unable to keep up with flying activities?

A well-known Ninety-Nine, with vast experience, wrote to say that after finally deciding to join, "I thought I would learn about aviation, how to be a better pilot, hangar flying, etc. Something different than the normal FAA programs. I see and meet the new members who join and who are eager to learn, then after a drawn-out meeting leave disappointed. I would like to see at least fifteen minutes given at each meeting to talk about a personal experience, their X-country trip or just flying around the area. What they saw or what they experienced."

One letter came from a Ninety-Nine who had NOT renewed, but the last issue of the 99 NEWS she received carried my "membership column" so she wrote. Her opinion also encompassed the feeling of others, "My country club membership provides me with all the social activities I need, and I had hoped Ninety-Nines would provide a forum for public information and education about flying as well as an opportunity to meet with other women who felt the same way." My personal observation here is that I agree, but I like the social activities too and try to attend both because my Chapter provides both.

Now the zinger—and this thought, expressed in various ways, ran through almost every letter: Ninety-Nines often travel a considerable distance to attend meetings. After making the effort to attend—little or no effort is made to make the newcomers welcome. Long time members of a Chapter who have formed close friendships manage to make members who don't fit into their group feel like intruders at each meeting. Any comments on that statement?

After writing the foregoing, I expect to see many of you—or your representatives—at the Roundtables in Albany during Convention July 17-22 with additional thoughts, different concepts from the foregoing and some suggestions. It's still letters that I like best though, so please write even if you plan to meet with the Directors at the Roundtables.

New Ratings

New York-New Jersey

Shirley Hoerle—Central NY - ME

North Central

Debra Calvin—Lake Erie - IFR
Charlene Fee—Lake Erie - CFII
Jan Young—Minnesota - CFIA&I, Part 135
VFR, Part 135 ME IFR Co-Pilot
Terry Zeidler—Minnesota - IGI

South Central

Marilyn Ratzlaff—Oklahoma - IFR

Southwest

Suzanne Sketters—San Luis Obispo - IFR
Barbara Benson—Santa Rosa - CA
Bea Ramu—Santa Rosa - CA

NOTAM

Amelia Earhart Commemorative Stamp Crusader now Compiler of Amelia Earhart tribute book seeks prose, poetry - (English/Foreign language), and illustrative material including cartoons, photographs, sculpture, paintings, musical salutes.

Please give all pertinent information about tribute particularly if material is copyrighted/credit line. Include a biographical sketch of the artist if possible. Specify if you wish material returned after use.

Send Amelia Earhart material to:
Shirley A. Dobson, 79 Olcott Drive,
Manchester, Connecticut 06040.

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Spring Directors' Meeting

Reported by Esme Williams

We are trying out a new format for reporting the "highlights" of your Directors' Meeting. If you prefer this format to the old format or vice versa, please feel free to write to me with your opinions and also suggestions. As you must know, we can only give you the "highlights" because of space in the 99 NEWS.

We all arrived by Saturday evening, April 21st and the meeting started promptly at 9:00 a.m. Sunday, April 22nd.

History Book:

Motion passed to present Lu Curtis, Taylor Publishing Company, and a 99 since she started working on our History Book, a Certificate of Appreciation and an AE Medal appropriately inscribed for her undue extra effort on our behalf. Lu had the Board of Directors at her home for dinner and surprised one and all by presenting us with our personalized copies. The books are in the process of being mailed now and we are all so thrilled with the finished project. If you did not order one, I am sure when you see it, you will just rush in your order. It is absolutely fantastic!

99 Slide Show:

We now have three sets of slides, tapes and scripts at Headquarters for rent. This is also a beautiful presentation of The Ninety-Nines, Inc. The charge for purchasing one set outright is \$200.00. The charge for renting one set is \$1.00 per day on a three week limit. Days over three weeks will be charged at \$2.00 per day. The three week period will be determined by the Post-marked date. When renting, **it must be insured for \$200.00.**

Roster:

Apparently, some members would like to see the Items for Sale inserted in the Roster again. If this is done, our Roster would be classified as "advertising" and we would lose our Bulk Mailing Rate, thereby greatly increasing the cost of the Roster out of realm. It has been suggested that we print the Items for Sale in the NEWS as usual with instructions on how to 'tear out' and insert in your Roster.

Air Age Education:

Evelyn Sedivy, Air Age Education Chairman, attended the meeting briefly to give a report on the National Conference in Washington, where she represented the Ninety-Nines.

Ad Hoc Committee:

This Committee was set up after the 1978 Convention in Australia to study dues from members outside the U.S.A., Canada and the Caribbean. From this three member committee, i.e. Hilda Devereaux, Maple Leaf Chapter, Nancy Bird Walton, Australian Section and Marilynn Miller, All-Ohio Chapter, we have only received suggestions from one member. We hope to present more on this subject at Convention in Albany in July.

Failing & Out of Business Chapters:

This was discussed at great length and Headquarters will notify the Governor should a Chapter in her Section start to fail. It is hoped that through the Governor, adjoining Chapters will come to their rescue and try to keep them in business or have those members left join a nearby Chapter.

50th Anniversary Charm:

A motion was carried to take orders for a 50th Anniversary Medallion. They are being offered in 10K Gold at \$50.00, Double Filled Gold at \$25.00 and Single Filled Gold at \$15.00. You will find your Order Form in the May, June and July issues of the 99 NEWS. Order deadline is August 1st with delivery approximately October 15th, 1979, and I hope to bring samples to Convention. If we do not get a minimum of 250 prepaid orders by August 1st, then we will not be able to go through with the order, so please rush in your order now.

Con't Pg. 16

You CAN'T Legislate Safety

By Joan Kerwin

In a big effort to improve safety, FAA Administrator Langhorne Bond is going to have Congress legislate it! That's right, folks. Those of us who aren't worried enough about our personal safety to avoid flying into weather beyond our capabilities, flying into known icing conditions, or mismanaging fuel are really in for it. Bond is seeking legislation to increase the maximum civil penalty for violation of the Federal Aviation Regulations from the current \$1,000 per occurrence to \$25,000 per occurrence and criminal penalties for the worst violators of safety regulations. Although such penalties would apply to pilots and aircraft operators, he "did not know if the same fines and charges could be imposed on air traffic controllers found guilty of willfully violating safety regulations."

Mr. Bond also plans to modify the immunity provisions of the FAA/NASA Aviation Safety Reporting System to permit FAA to act against persons observed violating the FARs even if such a person files an ASRS report. (Three cheers for Mr. Bond. That should really improve safety statistics. The fewer reports they get the safer the system will appear.)

In response to the above, John Winant, President of NBAA and Chairman of the ASRS Advisory Board, told the House Government and Transportation Subcommittee, "Major infractions of FARs are not covered by immunity for the agreement specifically excludes cases of gross negligence, willful misconduct and reckless operation."

Comment: Serious offenses against the safety regulations have their own built in penalties. Any pilot who is going to willfully endanger his own life is not going to be deterred by the threat of a fine or criminal penalties. Since these penalties would be imposed only after the fact (usually an accident), how would the imposition of a big fat fine improve safety? No, Mr. Bond, you can't legislate safety. If you don't believe me, ask the Supreme Court how it's doing on legislating love and tolerance.

The Airport and Airway Trust Fund topped **\$4 Billion** at the end of January—and the Carter Administration is still calling for increased taxes on general aviation.

Congressman-HR 2418—would prohibit the adoption of any airspace regulation unless a 120-day period for public comment has been provided and would require the Administrator to explain the purposes for any such proposed regulation to the appropriate congressional committees in open public hearings.

Congressman-HR 3568—all aviation regulations adopted by CAB, FAA and DOT would be subject to review and possible rejection by a 7 member appointed commission.

Congressman and Senators—Airport Development Aid Program—would divert twice as much money from the Aviation Trust Fund to cover FAA maintenance and operations as will be used for airport development grants. Also proposed is a new six percent tax on new aircraft and avionics and increase of fuel tax from the current seven cents per gallon to a 10 cent per gallon tax.

NOTAM

The many friends of **Van Adderson**, throughout the country, undoubtedly will want to know that her 49^{1/2}er, Gordon, was taken with a heart attack on April 17th, while driving between Weed and Shasta, California. He'll be sorely missed, having been a strong booster of the 99 organization.

Dear Joan,

I would like to quote from a letter from Congressman Bob Carr, Michigan, member U.S. House of Representatives.

"Because I do not believe that the FAA has done its homework and because so many user groups will be adversely affected without any addition in air safety, I have introduced a bill, H.R. 3471, which prohibits the Secretary of Transportation or the Federal Aviation Administrator from changing the controlled air space in any way. That is, my bill will prohibit the lowering of the positive control area below 18,000 feet, would prohibit the expansion of current terminal control areas and also prohibit the establishment of any additional terminal control areas. The only way these designated control areas could be changed is through an act of Congress.

This is strong action, but it is dictated by the total lack of solid planning, solid justification or solid concern for all aviators on the part of the FAA.....I hope I can now count of your support for my bill."

I do agree that this is indeed strong action, but perhaps it could be considered very carefully, and supported by the aviation community if found to be a viable solution.

Yours very truly,

Olivia Bottum
Greater Detroit Chapter

At Last! WASPs Due Benefits

Approximately 850 Women Airforce Service Pilots (WASP) are eligible to apply for veterans benefits according to a recent Pentagon Announcement.

The Air Force News Service reported, "Women who served as Women Airforce Service Pilots (WASP) between Sept. 10, 1942, and Dec. 20, 1944, can now have that service considered as active military service for the purpose of laws administered by the Veterans Administration.

"Women may submit applications to the Air Force Manpower and Personnel Center (AFMPC/MPDCOA1), Randolph AFB, Tex. 78148, in narrative form or on DD Form 2168. Applications should include supporting material or evidence of membership and character of service needed to support the claim of WASP membership.

1979 SAFECON Sets Records

By Hazel Jones

The 1979 SAFECON, hosted by Northeast Louisiana University, in Monroe, LA is history. It was a smashing success! It set records daily. It had some 800 people divided between contestants, workers, faculty advisors, parents, industry representatives and friends. By all counts, it was the best organized and best run SAFECON in history. And the Ninety-Nines were there in full force. From the Colorado Chapter came Judge Mary Adams and Support Staff Anita Hesson. From the Shreveport Chapter came Eileen Anderson, Joan Carroll, Helen Hewitt, Amy Pilkinton, Marion Piper, Dottie Ports, Elaine Potter, Barbara Ringold, Jere Saur, Mary Jo Voss, and Helen Wray. They were the support staff for the power on and power off landings and the message drop. From the Dallas Redbird Chapter came Kathy Long, Bryant Hutchinson, and Associate Chief Judge Hazel Jones. From Wildflower Chapter came Judge Jo McCarrell and Judge Linda Hooker. From Ft. Worth Chapter came Carole Sue Wheeler. From Cape Girardeau came Judge Lois Feigenbaum, Staff Member Chris Kurianowicz and Contestant Susan Staples. From the Maryland Chapter came Judge Ann Lawton. From Chicago Area Polly Gilkison, Judge for the Ninety-Nine Achievement Award. The Ninety-Nines had promised to provide at least half of the judging staff and all of the support staff. They all came and worked and had a great time.

SAFECON stands for Safety Conference. These young men and women from 27 schools have earned the right to participate in the National event, by either coming in 1st or 2nd in the Regional events. The three days are crammed full of activities including Power-Off Precision Landings, Power-On Precision Landings, Navigation Contest, Air Drop Contest, IFR Precision Flight Event, Instrument Proficiency Event, Pre-Flight Safety Event, Aircraft Recognition Event, and Computer Accuracy Event. The day starts at 5:30 a.m. and goes to sunset. On Friday night, there is a party for everyone and this year it was a Cajun Festival. It also celebrated the 50th birthday of Alpha Eta Rho, International Aviation Fraternity. Saturday night is the banquet when all of the scores are in and the winners are announced. Everyone is a little sunburned, a lot tired, but still with enough left to cheer the winners. Kirk Menard, President of NIFA,

and his group of 30 students put on quite a show. They had everything well organized. They were everywhere. The Monroe Convention Coordinator, James Fryor was everywhere seeing to tiny details so that the meet would go smoothly. There may have been glitches, but no one ever knew because they were handled quickly and efficiently. Even the weather, which had been horrible, finally settled down and was near perfect. The Women's Achievement Awards, presented by the Ninety-Nines went to: Margaret Montagne, St. Cloud University, 3rd place; Susan Staples, Southern Illinois University, 2nd place; and Mary Heringa, Oklahoma State, 1st place. Each winner is given an Amelia Earhart medal and a check. Flying Team Award went to Southern Illinois University; American Airlines Safety Award went to Western Michigan; National Championship and Judges' Trophies went to Southern Illinois University; Collegiate Progress went to Westminster at Salt Lake City, Col. Jeane Wolcott, All-Ohio Chapter, presented the Arlene Davis Memorial Trophy to Top Woman Pilot Terri Moore, Oklahoma State University, and the Loening Perpetual Trophy was won by Oklahoma State University. It was presented by Judge Emeritus George Holly.

The address was given by John Baker, President Aircraft Owners and Pilots Association. John Baker also presented the NIFA foundation a check as did GAMA and the Ninety-Nines. Harold Wood,

Executive Director of NIFA was most pleased. The foundation is 501(c)3 and their goal is \$250,000.00 so that the SAFECON can be held forever on the interest derived therefrom.

Thanks to Gary Hemphill, Steve and Bob, Official Photographers, we have pictures for this story. They are also going to provide a whole set of pictures for the Ninety-Nines as a gift, in appreciation. They are also making up a slide presentation for us on just what NIFA and SAFECON is and how we participate.

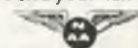
I would hope that all of the Ninety-Nines would support the NIFA both financially and by helping out at Regionals and National Safety Conferences wherever possible. If you ever want to renew your faith in the youth of this country and experience again the exuberance of flying, this is the place to be. Northeast Louisiana University didn't win any trophies, but they truly were BIG winners in the hearts of all who were there, because they did one fine job in putting on the conference. All who were there were winners! The workers, the watchers, the participants and the supporters! They all won big!!

As we walked out of the banquet at almost midnight, SAFECON 79 was history. The heats were finished; the papers were scored; the trophies clutched in the hands of their new owners; and it was over for this year. Guess what? *It started to rain.* How is that for timing!

NIFA Photos by Gary Hemphill

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Region X NIFA Report

By Charleen Mehaffie

The Region X NIFA meet was hosted by Ohio University, Athens, OH, on the weekend of March 31. Four teams arrived on Friday evening in their sleek Kachinas and dependable Cessna 150's: Western Michigan, Bowling Green State University, Ohio State University, and the host team of Ohio University. The All-Ohio Chapter of the 99s was well represented to judge the navigation event serving as check pilots. Chief navigation judge Jeane Wolcott briefed us on this event; however, all was to be of no avail for a low pressure system sat on Ohio the entire weekend drenching the spirits of all. The spot landing event was attempted, the weather wouldn't co-operate and all flying events were scrapped, so there will be a fall meet at a place yet to be selected. Western Michigan and Ohio University were selected on the basis of ground events accomplished to represent Region X at the National meet in Monroe, LA. Jeane Wolcott and Kay Johnson will also be present to present the Arlene Davis



All-Ohio Marcie Greenham, Charleen Mehaffie and Joan Mace at the NIFA Region X Meet, March 31 at Athens, OH.

Memorial Travelling Trophy and silver tray to the top women pilots.

Many thanks to Joan Mace in Athens for her help and hospitality.



Support staffers Joan Carrell (top) and Kathy Long (below) at the NIFA meet in Monroe, LA.



Terri Moore, Oklahoma State University (L) accepts the Arlene Davis Award from All-Ohio Vice Chairman Jeane Wolcott.

On The Cover

Top left, clockwise: Lois Feigenbaum; Hazel Jones; Susan Staples, SIU; Mary Haringa, OSU; Peggy Montague, St. Cloud; Polly Gilkison; Anita Hessin; Mary Jo Voss; Support Staffers; Jo McCarrell; Joan Carrell.

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

The International Forest of Friendship

By Fay Gillis Wells

The International Forest of Friendship has another coup—300 Geniponics tree seedlings—the first in Kansas.

Geniponics is the trademark for General Electric's famous Programmed Environment Agricultural System where superb produce is grown the year round exclusively in nutrients, in an enclosed, controlled, disease-free environment that eliminates insecticides and fungicides, and recycles water for a 90% saving. In Geniponics, the tree seedlings attain several years' growth in the space of a few months.

General Electric has grown 300 selected Austrian Fir seedlings especially for the International Forest of Friendship. 100 will be set out in the Forest in late May or early June. The other 200 will be flown into Atchison by the 99s, and planted July 24th. Foresters consider July an impossible planting season, but the General Electric Company has confidence their trees will thrive, for the survival rate of their Geniponics trees is many times greater than nursery stock. The planting will be supervised by the Kansas State University Forestry Extension Service that has been working with the 99s and the City of Atchison since 1973 when the Forest first was planned as a Bicentennial Horizon Program. The Forest was designed by Jim Nighswonger, landscape architect. Ray Aslin of the Forestry Extension Service oversees the present planting and Earl Adam, a former forester, now a TWA pilot, is the Forest's liaison in Atchison.

Thon Griffith, our International President, will head the flyaway from Albany, July 22nd. From Albany, the planes will touch down at Syracuse, NY where the seedlings are growing and where the General Electric officials will transfer the seedlings to the planes for the flight to Atchison. Any 99s flying home from our fabulous Golden Anniversary Convention who would like to participate please contact me (Fay Gillis Wells, 4211 Duvawn Street, Alexandria, VA 22310, 703-960-4632) so we can coordinate the flyaway from Albany. Actually, a couple of planes can handle the seedlings, but we will divide them up according to the number of planes involved, so all who want to, can be a part of the history of our Forest. Important detailed scientific records will be kept on all 300 of these seedlings.

Another fun time is planned for Atchison. Again we will take over Newman Hall at Benedictine College as we have the last two visits (\$6.00 per person, two to a twin-bedroom with connecting bath). We are planning a relaxing cruise on the Missouri

River the night of the 23rd, and an historic ceremony around our Moon Tree at 11 a.m. the morning of the 24th as this is the 10th Anniversary of Neil Armstrong's landing on the moon. This early ceremony will leave several hours of daylight for those who have to fly home.

Also we have 45 new honorees for Memory Lane as of April 26th. Thanks to inflation, it now costs \$200 to sponsor an honoree in Memory Lane. Granite plaques, 12" by 16" by 4½" thick, etched with the

name of the honoree are embedded in the concrete Memory Lane that wanders through the Forest and around the cul de sac where you can sit serenely on the redwood benches and reminisce about those who have or are now contributing to the advancement of aviation. Sponsors should make out checks to the International Forest of Friendship and send them directly to John E. Smith, Treasurer, P.O. Box 99, Atchison, KS 66002.

Hope to see you in July.

Committee Chairman's Report

By Jerry Roberts

Memory Lane, now has 154 honorees to date! Those honored are, and have been, aviation enthusiasts—some great, most near-great, but all great in the hearts of their sponsors.

Memory Lane is a cul-de-sac surrounded by a circle of redwood benches and flowering shrubs filling in that circle. The concrete walkway has granite markers imbedded with the names of the honorees cut in the stone. It is a fascinating walk that becomes more interesting as each new marker is placed.

A Golden Book is being compiled that will be covered in wood and contain photos and biographies of the honorees listing their sponsors.

The Forest is yet a baby forest made up of 83 species of trees representing each state of the United States and 33 countries where there are 99s, as well as Moon, Independence and American Spruce trees. In front of each tree is a marker identifying the tree and its state or country and next to each tree is a flag-standard holder cemented in the ground. There are forty acres on Lake Warnock that house the Forest. These grounds as well as the trees require year-round maintenance.

There are plans for a Visitor Center with paneled walls and the names of contributors burned into the panels at levels equal to the amounts of the contributions. The ceiling will be constructed of tiles bearing the names

of those Atchison youngsters who contributed to the "Pennies From Heaven" project in 1976.

It would be nice to have plaques and/or scrolls available for presentation by a sponsor to an honoree in Memory Lane.

It would be nice to have appropriately designed receipts that are uniform and significant to acknowledge contributions.

As for all projects, it takes money along with the enthusiastic physical and time-consuming effort and support to accomplish goals and realize ambition. As the Forest grows, so do creative expanding ideas for its future development. We hope this report explains the current \$200 cost for sponsoring an honoree in Memory Lane to your satisfaction, and that we can count on your continued interest and support in helping develop the Forest of Friendship.

At the Roundtable session on Thursday at Convention, Fay Wells will have pictures to show and newspaper clippings and she will share her ideas with you concerning the Forest development. I hope to be on hand to help answer questions and receive your ideas.

We are planning an informal reception Friday afternoon at 5:30. You are cordially invited to attend.

You will hear about the Geniponic seedlings, their delivery to Atchison from Syracuse and the dedication ceremonies to be held July 24.

Marjorie M. Gray Awarded Life Membership

By Patricia Rockwell

Saturday, April 7, 1979 was one of surprise and joy for Marjorie Gray. Chauffeured to a luncheon by Long Island 99 Ruth Dobrescu on the pretense of having an extra ticket, Marj was completely surprised as she was surrounded by 99s from Long Island, New York and New Jersey Chapters, plus men and women she had been associated with in aviation for the last forty years.

During the day's festivities, Marj was awarded a Life Membership Certificate in the Ninety-Nines by the Long Island Chapter of which she has been a Charter Member since its inception in October 1965, and is our longest standing 99. She originally joined the 99s in November 1939.

Marjorie M. Gray was born in Manhattan and now lives in Oyster Bay, LI. She received an AB degree in Political Science and Economics at Douglass College, Rutgers University—New Brunswick, NJ. The love of flying hit her early as it has with so many of us. Her first solo was in a 40 hp Taylorcraft on July 4, 1938. She worked her way through commercial land and sea ratings. At the outbreak of WWII, she was working as an Air Traffic Controller at LaGuardia Airport. When the WASP (Women Airforce Service Pilot) was formed in 1942, she applied and was accepted into the Army Airforce.

On her trip to Houston to receive her initial military training, she stayed awake during the entire night flight enjoying the DC-3 ride. At that time it was a thrill to both fly at night and have coffee served on board. The DC-3 later became one of her favorite planes. She received much of her instrument training in them.

Upon reaching Houston, she went through the rigorous ground and air training that qualified her to wear the coveted silver wings of the WASP. She was assigned to the 2nd Ferrying Group Air Transport Command at New Castle, DE. For 25 months she delivered U.S. transports and other craft around the country. She had the most actual air hours in her squadron because of flying some of the slower birds which required more time to get to where she was going. Though not a slow plane, one of her particular loves was the B-25 Bomber.

At the end of the war, from 1946 until 1951, she operated the Marjorie M. Gray, Inc. Flight School at Teterboro, NJ. She held a Flight Examiner's rating and tested



(L to R) Ruth Dobrescu, Board Member; Marjorie Gray, Life Membership Awardee; Madeline LaCarrubba, LI Chapter Chairman and Kathy Lusteg, LI Chapter Vice Chairman.

many applicants for pilot certificates.

In 1956, Marjorie was awarded the Lady Hay Drummond—Hay Trophy for outstanding achievement in aviation by the Women's International Association of Aeronautics.

Acquiring 3,000 hours in 25 different types of aircraft from Piper Cubs to transports and bombers, Marjorie remains a member of the Air Force Association and Aviation Space Writers Association and the 99s. She recently retired as a Lt. Col. in the Air Force Reserve. She had been attached to the Eastern Transport Air Force Office of Information.

Marjorie worked as a Documentation Analyst for Kollsman Instrument Corp. in Syosset. She also was an Associate Editor of *Flying Magazine* for seven years. She has written many aviation and allied technical topics both freelance and for Grumman Aerospace Corp. The day before her luncheon, she retired from Grumman.

Marjorie worked her way up through the ranks of the 99s culminating in her becoming Governor of the New York-New Jersey Section.

It's interesting to note that we almost lost this wonderful lady from the 99s membership this year because of personal reasons. When renewal time came around, our very observant Membership Chairman, Ellen Gilmore, noted Marjorie was not renewing. Ellen brought this sad fact to the attention of the Long Island Chapter Chairman, Madeline LaCarrubba. Between the two of them, they put a motion before the LI Chapter membership to bestow upon Marjorie M. Gray a Lifetime Membership Certificate in the 99s as a way of saying thank you for all her great contributions to aviation throughout some forty years. It was enthusiastically accepted by all members.

It's sad to think that a person with Marjorie's background could have been lost to us. We would like to encourage other chapters to think along these lines when they have an outstanding member—one who has served aviation and the community for so many years—to help keep her active—to keep her a 99.

By giving a well-deserved tribute to a great lady, we now know we'll never lose Marjorie Gray. She will be a 99 forever.

Two Ninety-Nines Receive Bishop Wright Air Industry Award

By Carol Wozniak
Secretary, Protestant Chapel

The Eighth Annual Bishop Wright Air Industry Award Luncheon will be held at the Travel Lodge International Hotel at John F. Kennedy Airport on Thursday, May 10th, 1979 at 11:30 a.m. This was announced today by Chaplain Marlin Leonard Bowman, Pastor of the Protestant/Ecumenical Chapel at JFK Airport, who indicated this annual award is in honor of Bishop Wright, father of the Wright Brothers.

Mrs. Fern Roberts Giambattista of Long Beach, New York, President of the Chapel Council and Chairlady of this year's luncheon, announced the names of the 1979 recipients, as confirmed recently by the Awards Committee. She indicated that this award is presented to an outstanding individual, without regard to race or religion, who has distinguished himself or herself in the air industry by their humanitarian good-will, courage, love and concern for their fellow man.

Jerrie Cobb was the first woman to complete NASA's Mercury Astronaut tests and was a recipient of the International Harmon Trophy presented by the President of the United States. She was a demonstration - sales test pilot for Aero Commander Company and has approximately 30,000 flying hours, holding all pilot ratings. She has, during the past 14 years, devoted herself, her funds and her airplane flying the sick, medicines, vaccines, seeds and various other emergency supplies out of short jungle strips. Her humanitarian flights are made throughout the South American Amazon basin, which is an area



Jerrie Cobb

larger than the United States. She has dedicated her life to Christianity in helping others less fortunate and teaching Indians to grow food and become more self-sufficient. Mrs. Doris Renninger, General Manager of the Wings Club of New York City, is the first licensed helicopter pilot in New York State, and will present the award to her long time friend, Jerrie Cobb.

Arthur Godfrey, well known star on TV, movie and radio, as well as a veteran professionally qualified pilot, will be one of the recipients of these coveted awards. Chuck Scarborough, distinguished NBC newscaster who holds a commercial pilot's license, will be an honored guest at the luncheon to present the award to his old friend Godfrey. Scarborough has won four Emmy's for his news programs.

Henry V. Molle of Freeport, New York, Vice President of Airline-Aerospace Employees Teamster Local 732, has been active for the past 30 years in the airline industry and the airline labor movement. His hard work and determination that airline employees be treated with the dignity and humanity that their demanding jobs call for has won the respect of executives and employees at all levels. Mr. Molle's years of service began when he joined Pan American World Airways after being honorably discharged from the United States Army Air Force in 1945. Mr. William F. Genoese, Secretary-Treasurer of Teamster Local 732 will present the award to Mr. Molle.

Captain Kimball J. Scribner of Daytona Beach, Florida, recently retired after 36 years as Pan American World Airway's Master Pilot of Ocean Flying boats, Chief Pilot for seven years, flying every Pan Am aircraft from DC-3s to Boeing 747 transports, has over 27,000 hours of flying which is more than three full years in the air. He introduced a program for the study of clear air turbulence and flew a high performance sailplane in areas of extreme turbulence with an infra-red temperature detection system provided by the United States Air Force. Captain Scribner is a Trustee of the Embry-Riddle Aeronautical University, Chairman of its National Advisory Council and founder of the University's Wallace Research Center for aviation research and development. Dr. Herbert O. Fisher, former Chief Test Pilot for Curtiss Wright and retired Airport Executive for the Port Authority of NY/NJ will present the award to Captain Scribner.

Ida Van Smith of Roachdale Village, Jamaica, N.Y. and founder of Flight Clubs, Inc. for children on Long Island for the past 12 years has indoctrinated many minority groups in the great potential and vastness of the aviation and aerospace industry. Her dedication is to cultivate within youngsters an interest in the field of flying and to encourage high scholastic and ethical standards in aviation. Chaplain Thomas Flanagan of Our Lady of the Skies Roman Catholic Chapel at JFK will present the award.



Ida Van Smith

Phoenix 49½'er Honored

The Phoenix Chapter is busting its buttons with pride over the latest honor bestowed on 49½'er Cliff Crase. (Officially, he belongs to Immediate Past Chairman Nancy.) On March 16, Cliff was inducted into the Michigan Upper Peninsula Sports Hall of Fame, at Northern Michigan University at Marquette. A native of Rockland, on the Upper Peninsula, Cliff, an outstanding athlete even before his bout with a smashed sports car (he complains that he didn't even have the fun of driving it!), was honored for his accomplishments as a wheelchair athlete. The list is long and impressive: Member of the U.S. swimming team for ten years; World Breaststroke Champion 1967-68; Captain of the U.S. Team for the 1968 World Wheelchair Games; and winner of 68 gold, silver and bronze medals over a period of ten years. WOW!

When asked if any honors were bestowed on her, too, Nancy replied, "I sat beside him."

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Flying High on the Ground

By Lindy Boyes

For non-instrument-proficient fixed-wing pilots, it was especially challenging to sit in the pilot's seat of the Huey helicopter simulator and try flying it.

The opportunity was made available to Aloha Chapter members by an Aloha Chapter member, Pat Davis, who is a training instructor for helicopter instrument procedures at Wheeler AFB in the heart of Hawaii's main island of Oahu.

The day was clear and beautiful for VFR flying, but on this occasion the flying was done in a viewless cockpit inside a building. The simulator offers 91 percent actual flight fidelity. In fact, its high degree of fidelity is so high that everything that you've ever wanted to know, Ed McMahon, about flying a helicopter is possible in the machine, and the proof of that is that it is proposed that ATP flight tests be given in it.

Aside from the jokes about its being a Singer machine, which it is, the sophisticated simulator can be programmed for 105 malfunctions! Termed a Synthetic Flight Training Simulator, the complex has four cockpits, two of which are seen in the accompanying photo. In the middle is the control console where the programming is done.

Troop movements left the simulators free the day, March 26, that the 99s were guest "pilots". Besides 99 instructor Pat Davis, 49½er Tom Penland (Trippi's spouse), a National Guard instructor, took on some of the women. Also instructing were Section Chief CW4 R. V. Dobbs and Sr. Training Instructor Stan Smith. At the console was



Debby Petteys, Lois Weatherwax and Pat Schaaf watch intently as instructor Davis listens to one of the "airborne" pilots.
Photos by: Charles Petteys

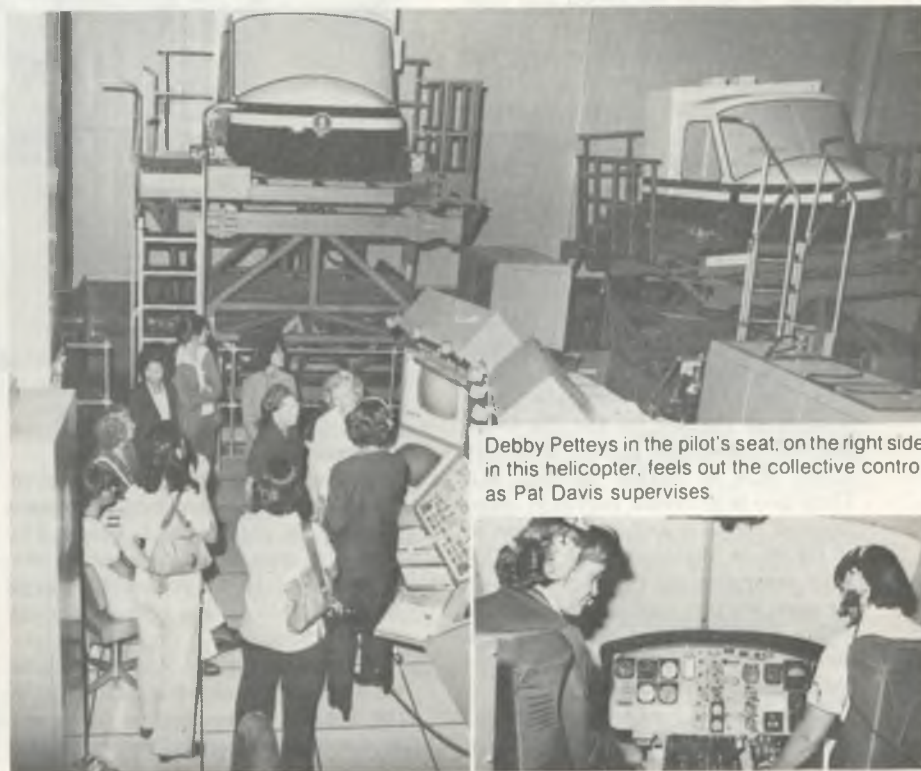
Chief Engineer Larry Bell.

About 20 Aloha Chapter members participated, including Chairman Vivian Fagan, and each had at least 15 minutes at the controls doing instrument approaches for some and for others just trying to fly right side up was a challenge. While one 99

was flying, another sat in the jump seat behind and between the instructor and pilot for additional exposure and familiarization. It was an exhilarating experience for all participants and a Mahalo Nui Loa (a great big thank you) went to Pat Davis for arranging the program.



Whee! Seems to describe the expressions of Trippi Penland, right, Lindy Boyes, center, and 49½er Tom Penland (1 Lt. Hawaii Army National Guard) who volunteered as an instructor for the 99s.



Debby Petteys in the pilot's seat, on the right side in this helicopter, feels out the collective control as Pat Davis supervises.

Explaining to Aloha Chapter members the intricacies of the simulator complex for the Huey helicopter is Pat Davis, back to camera in dark suit. Two of the four cockpits are seen here and were being flown by 99s—note the "tilt" on the right one.

"Anniversary Races"

By Becky Thatcher

To commemorate the "Golden Anniversary" of the Michigan Aeronautics Commission, Governor William Milliken has proclaimed 1979 to be "Michigan Aviation Year."

One of the main events will be the "1979 Air Tour." This race will be comprised of 3 separate flights and 75 aircraft all taking off on June 11th and terminating on June 15th at Lansing, MI. Flight #1 will start from Pontiac Airport, the site of the first Air Tour 50 years ago on June 10, 1929. Flight #2 will takeoff from Grand Rapids, which is in the Lower Peninsula, and Flight #3 will takeoff from Escanaba, which is in the Upper Peninsula. Flight #1 will be for aircraft—151 K and up cruise air speed; Flight #2 will be for aircraft 111-K to 150-K cruise air speed; Flight #3 for aircraft up to 110-K cruise air speed.

This anniversary brings to mind another Michigan Air Race which will be celebrating its "Silver Anniversary" in 1981. This race, we Michigan 99s believe, is one of the oldest and most copied aviation events of any State in the United States. All 99s in Michigan will be looking forward to this as something "special." It had its beginning, first as only an idea, at a meeting at Bishop Airport, Flint, MI in the spring of 1956.

Flint's Bishop Airport had been selected for the terminus of the 1956 (AWTAR) All Woman Transcontinental Air Race, a race of 2,366 statute miles, starting at San Mateo County Airport, CA on July 7th and ending at Flint's Bishop Airport, Flint, MI on July 10th. Michigan had also been selected as the site for the 99s International Convention to be held on July 12-15, 1956 in Harbor Springs, MI. These two large events, only days apart, required the help and co-operation of all the 99s in Michigan. With some 200 miles separating the two locations and the same workers needed at both places within a few hours of each other, the idea of a small race gave birth to the "Michigan SMALL Race."

Racing is fun, but putting on an air race was something new to the 99s in

Michigan, so the Michigan Aeronautics Department was asked for advice and assistance. Without their co-operation with help and excellent advice, the Michigan SMALL Race would never have gotten off the ground. Walt Carr, a member of the Commission, assisted in organizing the first race, did much of the preliminary work on forms and procedures manual, was assistant chairman, chief of operations, and chief starter. In 1961, Walt was named chief starter and technical advisor until his death in June, 1970. Jack Frielink, Chief of the Air Safety Division,

the lowest gas consumption. Announcement of the winners and presentation of the prize money and the trophies to the winners of this first "Small" race was made at the International Convention banquet on Saturday night in Harbor Springs. The prize money of \$600 went to the first six place winners. The first five place winners also received a trophy donated by the Aeronautics Commission. The winner of the first SMALL Race was Alice Roberts, Phoenix, AZ with co-pilot Iris Critchell of Palos Verdes Estates, CA. This first SMALL Race made such a hit with the



Winners of the 1st Michigan SMALL Race, 1956 - Flint, MI to Pellston, MI.

handled operations at the Pellston terminus.

Unlike the AWTAR, which required an all woman crew, male co-pilots were allowed in the SMALL Race. The youngest male crew member on this first race was 14-year-old George McKay, Jr. who was co-pilot for his mother "Sammy."

While speed alone was the key to winning the Transcontinental race, in the SMALL race economy flying was an essential, getting the best speed with

girls that flew in this race that the 99s in Michigan decided to make the race an annual affair.

The 1957 race started in Lansing and terminated in Traverse City; the 1958 race started from Sturgis and ended in Manistee and the 1959 race from Bay City to Benton Harbor. The 1960 event was the first "Round Robin" race using Muskegon as home base.

This was a different type race. The course was triangular in shape, having two pylons over which the contestants



Let's go, we got the flag.

had to fly at 200 feet above the ground to be identified. The approximate 200 mile race ended as soon as the last airplane crossed the finish line, usually about three hours after take-off. Since becoming a "Round Robin" race, the route is kept a secret until the night before takeoff after all race planes have been impounded, thus giving each contestant an equal opportunity to win. Being a proficiency race, each contestant strives for a perfect score, using gasoline consumption as well as speed

to determine her position. The scores are very close, and the pilots who win are indeed skilled.

In 1974 when the realities of a limited fuel supply and the visibility of general aviation as a "conspicuous" fuel user, nearly grounded the general aviation fleet and the realization of the seriousness of the fuel situation, this prompted the Michigan Chapters of the 99s to cancel their now traditional SMALL race temporarily and replace it with an event of vital significance to all licensed pilots. This event was called "Michigan Aviation Festival and Rally" and was held October 3-6, 1974 using Antrim County Airport, Bellaire, MI.

In 1975, the Michigan SMALL Race returned as a cross country proficiency aviation event for stock model, unsupercharged, fixed wing, single or multi-engine aircraft of not more than 420 horsepower manufactured after January 1, 1954.

In the years of the SMALL Race, including the Michigan Festival and Rally, only on two occasions, 1962 and 1978, was it necessary to postpone the race until the next day due to weather conditions along the route. The 1977 Race is the only race that had to be cancelled due to very heavy rain the entire weekend of the race.

Aircraft entered and flown since the first race have ranged from 65 hp single

engine to 300 hp twin-engine. Contestants have come from distances of over 2,000 miles and flown every conceivable type of aircraft allowed.

The cash awards, divided between the first five winners, usually amounts to around \$1,500.00. Trophies, donated by the Michigan Aeronautic Commission, are given to the first four pilots and co-pilots. The fifth place winner receives one from the Michigan Chapter 99s. There is also a Paul Bunyan Rotating Trophy which goes to the winner which she can keep until the next race. This is donated by the Traverse City Chamber of Commerce. There are usually some 20 or more Best Performance trophies which are awarded and can be won by almost any pilot. New Private pilots are encouraged to enter these races to gain experience and learn from doing. There is also the fun of flying in something important, meeting new 99s, the hospitality room, making new friends, and the awards banquet.

The site for the 1981 "Silver Anniversary" Race has not been chosen as of this date. Bea Steadman, a Past International President of the 99s, was the originator of the Michigan SMALL Race.

"Sammy" McKay has the distinction of being the only pilot to have flown in all of the SMALL Races.



Ready for a cold drink?

Spring Directors' Meeting Con't.

Headquarters:

Nema Masonhall, Headquarters volunteer from the Oklahoma Chapter, was presented with a Silver AE Medal by your Directors for her long and untiring contribution to Headquarters and the editing our our History Book. Nema also presented our Library with a book "*Women in Aeronautics*" by Charles Paul May. The British Section, through Ruth Dobrescu, presented a book "*Your Private Pilot's Licence*" by Betty Cones. The book had been presented to Ruth during her visit to the British Section. Janet Green donated "*Into the Wild Blue Yonder*" by Skip Shelton. Rita Eaves, Accessions Committee Chairman, attended the meeting briefly to give a report on her progress of categorizing, photographing and researching the source of our Memorabilia. We now have boxes and boxes of archives mainly collected by Gene Nora Jessen while working on our History Book. Gene Nora, Lu Curtis, Virginia Thompson and Virginia Thomas were left at HQ to work on this massive project of categorization. In order to store this material, a complete wall of new cabinets have been installed. The Chicago Area Chapter kindly donated \$400.00 toward the cost of the cabinets, for which we deeply thank you. We would welcome any other donations from chapters to help defray this additional expense.



International President Thon Griffith presents Nema Masonhall with a Silver AE Medal for her contributions to the Ninety-Nines.

Life Membership:

The Board of Directors approved Life Membership for Virginia Thompson and Jerrie Cobb. We were thrilled to be able to present Jerrie's Certificate personally. We had a wonderful visit with Jerrie and Ruth Lummis who works with Jerrie in the Amazonas. During a quickie lunch break, we even had the pleasure of seeing and sitting in Jerrie's Brittain-Norman Islander, "La Pajarita". She is truly a wonderful lady and we are all proud of the work she is doing in the Amazonas. I personally hope to spend some time with her down there one of these days.



Jerrie Cobb accepts her Life Membership Certificate from President Thon Griffith during the Board of Directors' Meeting.

NIFA:

A motion was passed to donate \$800.00 to the NIFA Foundation and \$125.00 for the 1st Place Winner, \$75.00 for the Second Place Winner and \$50.00 for the Third Place Winner. Lois Feigenbaum and Hazel Jones left after our Meeting to judge at the Annual Meet in Monroe, LA.

Safety Education:

Barbara Goetz, Chairman, reported that last year we had 50% participation and this year is sending out more simplified forms. If you have any comments or suggestions, please contact Barbara.

Standing Rules:

These have been updated by the Standing Rules Committee and will be available at Convention in Albany.

99 NEWS:

For those Chapters and Sections who have complained about their articles not being published, we would advise that this has been looked into in great detail. We can now assure you that our NEWS editor, Marilyn Ratzlaff, publishes every report she receives. However, I must point out that just mailing your local Newsletter is not acceptable for reprint. Your report must be sent in the proper format. During the last three months, there has been an average of only 40-45 reports received. In the future, a list of Chapters and Sections participating will be published every month in the NEWS. It is your NEWS, so why not support it with your news, articles and 99 pictures for the front cover. A special note to our overseas members—we miss you, please write us.



Jerry Sumrall

Salute!

The Mississippi Chapter is proud of active member, Mary Frances "Jerry" Sumrall, who is running for Tax Assessor and Tax Collector of Walthall County, Mississippi. She has eight years experience in tax collection work and as a deputy with the Sheriff's Department. She is presently an accountant with Todd's Farm Center.

Footnote:

After three long days and nights of meeting, we adjourned on Tuesday evening April 25th, but many of us stayed on for a day, some two, some three to do chores that interest us.

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

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Past Int'l Pres _____ Chapter Ch _____

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Albany County Airport (General)

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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: _____

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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.

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Quads	\$48.00
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Please check:

☐ Single (1 person) \$ _____

☐ Double (1 bed / 2 per.) \$ _____

☐ Twin (2 beds / 2 per.) \$ _____

☐ Triples (2 beds / 3 per.) \$ _____

☐ Quads (2 beds / 4 per.) \$ _____

☐ Suites (2 persons) \$ _____

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

Golden Jubilee Tours

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

July 18	9:00	Historic Tours Albany Area	6.00
July 19	5:30	Saratoga Evening Includes transportation, dinner and admission to: Saratoga Performing Arts Center New York City Ballet (Donizetti Variations, Pas de Deux, Monumentum/ Movements, Vienna Waltzes	24.00
(Circle One)		or The Acting Company doing "Broadway" The Roaring 20's come alive in this robust and brassy play, spiced with music.	24.00
		or Saratoga Harness Racing The race called for the 99s at the oldest harness track in the East.	24.00
July 21	9:00	Tennis Tournament Limited to 99s 120 entries. Please list participants.	6.00
July 21	12:00	Old Rhinebeck Air Show	12.00

For those who have sent in early registrations—Thank You! If you did not indicate your Saratoga option, please do so at this time. A post card will be fine.

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

Name _____ Address _____

City _____ State _____

Zip _____ Chapter _____

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

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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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Address _____

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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



This full lead crystal necklace is available from Convention Chairman Betty Elliott, 27 Crumitie Road, Loudonville, NY 12211. The price of the beautiful crystal necklace is \$12.



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 1 1/2" belts and are designed to hook on the correct side for women. This limited edition is available at \$10 each on a first come, first served basis. The Palisades Chapter will donate \$1 toward the Convention Fund for each buckle sold.





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CESSNA '79

WE MEAN BUSINESS





50th Anniversary Golden Jubilee

Schedule of Events

7/17/79 Tuesday

- 2:00- 5:00 Registration
- 7:30- Educational Programs:
 - Operation Sunshine, Albany FSS
 - Engine Operation, Joe Diblin, AVCO Lycoming
 - (Pilot Oriented presentation)

7/18/79 Wednesday

- 8:00- 4:00 Registration
- 9:00-11:00 Historic Tours of Albany & Vicinity
- 11:00-12:00 Monitoring Earth Resources with the NASA Landsat
 - Lurie Shima, NASA
- 12:00- 2:00 Governors' Lunch
- 2:00- 3:00 History of A/C Control Systems
 - Dave Fox
- 3:00- 4:00 NASA Landsat repeat
- 6:00- 7:30 Welcome Party
- 9:15- Educational Programs:
 - Powder Puff Derby Commemorative Film
 - 99 Slide Presentation "For the Fun of It"
- 10:15 AWTAR Association Meeting

7/19/79 Thursday

- 8:00- 4:00 Registration
- 8:00- 9:00 Chairman's Coffee
- 9:00-11:30 Communications Session
- 12:30- 2:00 International Luncheon
- 2:30- 4:30 Round Table Discussions
- 3:30- 4:40 Overview of NASA R&D Programs
 - Larry Bilbough, NASA
- 5:30- Evening in Saratoga with dinner and choice of
 - NYC Ballet, Saratoga Harness Track
 - or Acting Company

7/20/79 Friday

- 8:00-12:30 International Business Meeting
- 1:00- 3:00 49½ Luncheon
- 1:00- 3:00 Amelia Earhart Scholarship Luncheon
- 3:00- 5:00 Jeppesen/Sanderson Seminar—Part I
- 3:00- 4:00 NASA R&D Programs (repeat)
- 4:00- 5:30 Float Flying Techniques
 - Jay Frey, EDO-AIRE
- 8:00- Educational Program:
 - General Aviation Accident Survival
 - James Harris and Joseph Nix, FAA OKC

7/21/79 Saturday

- 9:00-11:00 Jeppesen/Sanderson Seminar—Part II
- 9:00-10:00 NASA R&D Programs (repeat)
- 10:00-11:00 Float Flying Techniques (repeat)
- 8:30-11:00 Tennis Tournament
- 11:30- 4:00 Old Rhinebeck Aerodrome
- 6:00- Bus to Empire State Plaza for Banquet
- 6:30- 8:00 Cocktails
- 8:00- Banquet

We have all worked very hard to make the Golden Jubilee Convention an unforgettable event. We have planned many extras, including a 49½er Hospitality room, educational programs by outstanding educators in the aviation field, historical tours, dinner and the NYC Ballet or Saratoga Harness Racing Track, a trip to Old Rhinebeck Aerodrome where Cole Palen is planning a special program in honor of the 99s, and a 99 tennis tournament.

The FAA at OKC is bringing their Vertigon so that you can experience vertigo and spatial disorientation.

For 49½ers:

In addition to the 49½er Hospitality room, we have planned a special 49½ luncheon with a surprise program, and a tour of the Watervliet Arsenal. Each of the hotels has a swimming pool and there is tennis and golf nearby. Be sure to register your 49½. He will be welcome at all events except business meetings.

Each of us is eagerly awaiting your arrival in Albany and look forward to welcoming you to the Golden Jubilee Convention.

Doris Miller, Registration Chairman

Exhibits Open:

- Wednesday, 7/18/79
 - 12:00- 5:00
- Thursday, 7/19/79
 - 9:00- 5:00
- Friday, 7/20/79
 - 9:00- 9:00
- Saturday, 7/21/79
 - 9:00-12:00

**1979
International
Convention
Albany, NY**

SHV's Jere Saur

"General Aviation and a Tightening of the Rules"

FAA tests definitely are getting tougher, with the skies becoming crowded; here's how one instructor sees private flying, its future in the Ark-La-Tex area and nationwide

By Jean Hardman

Ever since Amelia Earhart, America's women have been inspired to take to the skies. Amelia even was the first president of an organization for women pilots, called the 99s, which has grown from 99 members to now over 5,000.

Some of these women pilots not only have their basic private licenses, but also hold the "advanced degrees" of aviation: instrument ratings, instructors' ratings, instrument instructors' ratings, air transport ratings.

Jere Saur of Shreveport is one who has progressed through the ranks and now holds the rating of instrument flight instructor, one of three women in Shreveport who have attained this stature. Another woman has gone on to the next rating, air transport, which is needed for charter and commercial pilots and is the highest rating.

But there's another facet to Jere Saur: she's also an accomplished musician, holding a masters' degree in music, and has taught piano for many years. She earned her bachelor of music degree from Baylor University, graduating cum laude. Her master's degree is from Louisiana Tech University.

Married to Henry C. Saur, a certified public accountant, Jere is a native Shreveporter and is the daughter of Mr. and Mrs. Henry Weyer. Jere was born in the home in which her parents still reside.

A morning's talk with Jere reveals why she's a successful teacher, whether it be flying or music—she's naturally friendly, interested in people and eager to share her own enthusiasm. Coupled with her attractiveness and intelligence, it's no surprise she's succeeded in the fields of her choosing.

Not only was she enthusiastic about talking with this interviewer, she also volunteered to take me up for a flight—an opportunity I didn't hesitate to accept.

The flight (we called it a mini-lesson), was in a Piper Cherokee, which belongs to Jere's friends, Dan and Evelyn Snow. The day was overcast, with a chance of light showers—Jere called it ideal weather for flying, as the air was calm and the glare lessened. We climbed aboard, buckled in, and Jere went through the required flight check. She conversed with the Downtown Airport tower, requesting permission to taxi and



Jere Saur

Photo: Ed Luttrell

take off. A voice responded with a string of figures about headings, runway numbers, wind velocity and such. "It makes sense once you learn it," she assured her confused passenger. Taxi. Make further flight checks. Wait for another small plane to land. Line up at the head of the assigned runway. And we were off. That glorious feeling of freedom from Earth's grasp returned as it must have to the Wright Brothers.

Once up, she explained every move she made and why she did it. She emphasized "getting the feel" of the aircraft and how it responds to various maneuvers. "Put your feet on the pedals (controls the rudders) and your hands on the wheel (controls the ailerons) while I make this turn." I touched the controls on my side while she handled the controls on her side. "Feel it?" she asked. "Now you turn it. Head for that pond over there." So I gingerly turned the wheel and touched the pedals. Piloting a craft through the air is no comparison to driving one's

Volkswagen down Line Avenue. It takes a light touch and slow, easy movements. It also takes more attention: watching the gauges, listening to the engine, keeping in touch with control towers in the area, and keeping a sharp eye for other aircraft.

We headed back to Downtown Airport. Jere cut back the throttle, adjusted controls and, as she said, "Just let 'er settle down onto the runway." Despite a slight crosswind, Jere brought us down for a perfect landing.

Such expertise comes after much learning and practicing. Jere talks about herself and flying and her music.

For starters, I asked Jere how she became interested in flying.

"My husband and I were married in 1957, and that's when he began flying. I was very afraid for him. Flying was like a carnival ride mainly for passenger and cargo carrying, and Barksdale is solely for military use. "Is this a good arrangement?" I asked Jere.

Cont. Pg. 22

to me: something to scare you and possibly endanger your life. This is the way I thought of it then. So when my husband started flying, I thought I'd be a widow just any day—and I was just a newlywed. Every time the weather got bad or a thunderstorm came up, I'd wonder if he were flying—he'd never tell me. It would worry me, too.

"One day he came in and said, 'How would you like to learn to fly?' It never occurred to me to want to fly. I had only been up a couple of times, holding on tight the whole time. But, I thought about it. I may have been afraid, but I was never one to turn down an opportunity. So I gave it a try."

Then Jere went on to describe her training for her private license.

"I shed a lot of tears. It was very hard for me. It's hard to learn when you're afraid and not relaxed. I went to ground school and went up with this young flight instructor. One day we were landing, and he was chewing me out. 'If you had been in the military, you'd have been washed out by now,' he chided. He told me I had been cross-controlling. I didn't know what cross-controlling was, then—I assumed it was something which would cause us to crash. Then we saw my husband standing by the terminal waiting for us as we taxied in. So my instructor had me taxi over towards the gas pumps—away from where my husband was standing—so he wouldn't see me cry. To get me over my fear of flying, one of my instructors took me up and did loops and spins. I was so numb after that, I wasn't scared any more.

"My husband tells the story that 'nine instructors later' I learned to fly. He says that one instructor joined the Army, one died and one took up crop-dusting . . . anything to get away from teaching me!

"I'm probably the only person who has a movie of her first solo flight. My husband, my brother-in-law and my sister-in-law all went up in the control tower (at Downtown Airport) with a movie camera. I knew they were up in the tower, but I sure didn't know they were filming me. I look at that film now, and it looks like a little fly flitting around. The plane goes down below the trees, and comes back out of the trees. So I finally got my private license in 1962. Then I got an instrument rating, then a ground school instructor certificate, then I became a certified flight instructor, and I started teaching. I say that I had to get a flight instructor rating to make myself honest, because I never went up with anybody that I didn't tell them what to do next!

"The latest certification I got was instrument flight instructor. I've taken all the FAA tests except the last one. The next step would be Air Transport Rating, which is what airline pilots must have. But I have no thoughts of doing anything like that. Three other local women have the instrument instructor rating: Evelyn Snow, Helen Wray and Helen Hewitt. Mrs. Hewitt also has her

Air Transport Rating. She's only one of a few (possibly four or five) women in Louisiana who have this rating. She flies charter planes. She has four sons and has taught them all to fly. One is now a pilot in the Air Force—he was the only one in his flight school class who had originally learned to fly from his mother!"

After earning her private pilot's license in 1962, Jere was asked to join the 99s, the foremost women pilot's organization. "Would you describe 99s and the work that it does?" I asked.

"The purpose is to encourage women to fly and stay proficient, and to promote safety in flying. A woman has to be asked to join and must have at least a private license. It got its name when, in 1929, someone sent out letters to about 117 known women pilots in the U.S. trying to start an organization for women pilots. In response, 99 cards came back from interested women—so they called the new organization the 99s. It's an international organization now of some 5,000 members. There are members from around the world, including India and Australia. At the 99s international meeting each year, the women from India fly to the meeting place in their saris. When the Shreveport Chapter of 99s started, there were only five members. Now there are 30.

"The local chapter of 99s has education programs all the time to keep our proficiency. We also painted the large identifying numbers on the runways of Downtown Airport and painted the words 'Downtown' on one of the taxiways. We also hold Pinch-Hitter courses for women whose husbands fly, but they do not. It's designed to teach them what to do if the pilot gets sick and can no longer handle the controls while they're flying together. Helen Hewitt coordinates these courses. I've taught the area of communication (radio communication with tower). The local 99s hold safety seminars frequently, too. We have to keep up to date on FAA regulations—they do change."

"With all the talk of 'crowded skies,' what has been the effect on the FAA (Federal Aviation Administration) exams?"

"The FAA tests are definitely getting tougher, in order to increase safety in the skies, but general aviation is on the rise anyway. My husband took his test in 1957, and he only had 50 true-false questions to answer. Now the test for private pilot's license has about 60 multiple-choice questions, designed to throw you if you don't know the material. It even includes some questions about helicopters. As you progress up to commercial and instrument rating tests, it becomes much more difficult. The sky may be getting crowded, but I still don't think it's unsafe."

Jere's "other side," that of a musician, is her other favorite topic.

"Music was always my first love from the time I was grammar-school age. I started teaching piano, when I was 15, to neighborhood kids. I went to Baylor for my bachelor

degree and studied at Eastman School of Music in Rochester, N.Y., although I didn't earn a degree there. I spent one of my undergraduate years studying at Centenary with Norman Fisher and William Teague.

"It wasn't until 1968 that I earned my master's from Louisiana Tech. For my thesis I wrote eight compositions in the contemporary idiom. I also had to give a recital, and practiced eight hours a day for a very long time. The day I was to give the recital, I cried all the way from here to Ruston. I wondered why I had done this to myself. I thought I could not remember even the first note and could not possibly perform—it was to be an hour's performance, all from memory. But after I started playing it went well. I had put the time in. Performing like that is very difficult—I was drained.

"At one time I had as many as 40 piano students in group classes and individuals. Now, because I teach flying, I only have five students. In 1975, the eight students I had then and I wrote a Bicentennial musical in lieu of the traditional recital. We performed it for local civic clubs and for the fifth grade of Hillsdale Elementary.

"I sing in the choir at First Presbyterian, and occasionally play the organ there. I used to play for weddings, but have cut that down—only for relatives and very dear friends."

Back on the subject of flying, I asked Jere what repercussions there have been from the mid-air collision over San Diego last year.

"The FAA has proposed a number of new regulations which have caused quite a protest from general aviation pilots. The FAA has received some 40,000 letters on the proposed regulations. One of the proposals would limit us to a ceiling of 10,000 feet in much of the U.S. (east of the Mississippi River and the southern half of California). Another would virtually keep small planes out of 44 more large airports (general aviation is unwelcome already at the most heavily trafficked airports). One of the proposals could be very costly to general aviation pilots—it would require special equipment to be in planes flying into 80 new areas. Such equipment could run as high as \$7,500 per plane.

"I'm certainly all for safety—all general aviation pilots are. But we feel that these proposed regulations are not getting to the problem. We feel that the FAA must strictly enforce the regulations now on the books. We also feel that the FAA should restructure the present air corridors over airports. We want to keep freedom of the skies—we feel these proposals are an attempt to grab the air space away from us. Even if these regulations had been in effect at the time, the San Diego accident would have still occurred."

Downtown Municipal Airport in Shreveport is devoted entirely to general aviation and private aviation instruction is, in effect, confined to that airport. Regional Airport is

Con't. Pg. 26

Joint East-West Canada Meeting

By Roberta Taylor

About fifty Ninety-Nines attended the All-Canada meeting in Winnipeg at the end of April which included the passing of two controversial resolutions and the unveiling of a museum collection on women pilots.

During the business session, delegates said Transport Canada should change its policy regarding pregnancy as it affects pilots licenses.

They passed a resolution requesting that Transport Canada remove all reference to pregnancy from the medical requirements in the personnel licensing handbook.

At present the regulations state that pilots who hold commercial, senior commercial or air transport ratings shall be assessed as temporarily unfit in the event of a presumed pregnancy.

They are not permitted to exercise the privileges of their license until they have undergone a re-examination and have been assessed as fit, following delivery or miscarriage.

Private pilots may be considered fit up to and including the seventh month of pregnancy, provided there is no physical obstruction to the safe operation of an aircraft.

The presence of symptoms of pregnancy which may interfere with the safe operation of an aircraft will be considered temporary unfitness.

Delegates said they did not consider normal pregnancy to be an illness, and that the present regulations can effectively eliminate a whole year of flying for a woman who becomes pregnant.

They said a pregnant woman who feels fit and healthy during pregnancy should not be grounded automatically, and that removing the reference to pregnancy from the regulations would leave the decision whether she was fit to fly or not, up to the individual pilot.

It was stated that in the United States, the FAA does not make reference to pregnancy in its medical requirements.

Delegates to the Winnipeg conference also passed a resolution advising the Minister of Transport that they object to the restrictive legislation and higher costs which threaten the existence of general aviation in Canada.



Officiating at the unveiling of the 99 collection on women pilots at the Western Canada Aviation Museum are Thon Griffith, International President of the 99s, Dennis Carter, president of the museum, and Helga Valousek, Governor for the Western Canadian Section of the 99s. The collection was researched by the late Dorothy Renwick, and funded by the Western Canadian Chapters of the 99s, with assistance from the Winnipeg Chapter. Photo by: Roberta Taylor

Delegates said they felt the policy should be "the less government interference in general aviation, the better."

Examples of restrictive legislation were the closing of aeradio stations, restrictions on light aircraft using Mirabel airport, tight security and lack of parking facilities at large airports and inadequate listings of general aviation airports in government publications.

Delegates said user fees, excise taxes, fuel taxes, and licensing standards for small airports were among the government policies which contributed to higher costs for general aviation.

The Ninety-Nines will send a brief to the Minister and to the General Aviation Task Force, outlining specific complaints and suggestions for lessening government interference.

While in Winnipeg, delegates watched the un-veiling of an exhibit of the founding of commercial aviation in Western Canada, and a collection of pioneer women pilots at the new Eastern Canada Aviation Museum.

The collection on pioneer women pilots is located in a special room and was a project of Ninety-Nines Chapters in the Western Canadian Section, and the Winnipeg

Chapter.

Much of the research for the collection had been done by the late Dorothy Renwick, and was funded by the East Canada Ninety-Nines.

Included in the collection is a feature on Winnipeg 99 Rosella Bjornson, who flies as first officer for Transair.

Bjornson was Canada's first woman scheduled airline pilot when who was hired by Transair six years ago.

Also featured in the collection is Marion Orr, a 99 in the First Canadian Chapter.

She was a war-time ferry pilot and is still active in aviation as a career.

Both Bjornson and Orr were delegates at the conference, and on hand for the unveiling.

Only the first two exhibits are completed in the museum, with work continuing on the remainder.

Shirley Render, museum co-ordinator for the 99 collection is in need of material on other early women pilots, and anyone who can provide information should contact her at the museum office at Box 99, Station C, Winnipeg.



International President of the Ninety-Nines, Thon Griffith (center) was special guest at the All Canada meeting in Winnipeg at the end of April. With her are Betty Jane Schermerhorn, Governor for East Canada Section (left) and Helga Valousek, Governor the Western Canadian section

International President of the Ninety-Nines, Thon Griffith travelled from Southern California to Winnipeg to attend the conference and give a report to the Canadian 99s, and listened to our suggestions for ways to streamline communications and service between ourselves and 99 Headquarters in Oklahoma City.

Guest speakers at the Winnipeg banquet were Vera Dowling, a well-known woman pilot from Edmonton, and Malcom Joyce, a regional aviation safety officer with MOT.

Dowling spoke about her war-time career when she served as a test pilot and ferry pilot overseas.

She is currently a designated flight test examiner and instructor, with over 25,000 hours flying time on over 200 different aircraft.

Con't Pg 26

The Alaska Chapter

By Judi Brown

Eleven brave 99s crept to Willow, AK under heavy, low, threatening clouds for their annual Winter Survival outing. Those who made the trek had a super time. The snow was totally dry and blew around like dust. That's fine and dandy until you try to put up a tent which requires ground stakes for final support. The most often asked question was "How do you get these blankety blank stakes to stick in the snow?" when it's four feet deep and fluffy as feathers? Good question. There was a lot of doubling up in tents. It's rumored that Lavelle Betz lugged in four 50 lb. sand bags from the back of her pick-up truck to use for tent rope supports. (Yes, there were a few folks who drove. The location was planned that way, just in case the weather was terrible).

Tink Bostwick volunteered the use of her flare gun for a signal demonstration and Betty Rogers informed us on the art of snare setting. Betty had just returned from a week's survival outing in Fairbanks as part of her job with the FAA.

Betty Rogers and Ruby Pappas took full honors for tent and campsite construction. They worked all day on it, but when it was done it was beautiful. The three-step entry way led down to the bottom of the snow and a sunken living area. The tent was placed in the center with a walk way around three sides and a little vestibule for cooking. For fear they should be cold in the middle of the night (and not being permitted their 49½ers to keep them warm), Betty came prepared with not one, but two engine covers (and she still had one for her 172 which she flew up)! She managed to talk her 49½er John into letting her take the covers off their twin.

It was hilarious to be standing talking to another and suddenly have the snow collapse underneath. Claire Drenowatz seemed to take those honors, but Mary Jo Beal ran a close second.

It would be unfair to say we didn't have some conveniences close at hand. Jerry Bagley of North Star Aviation just recently built a small FBO building on the east end of the taxi way. If it weren't for him, neither Judy Holtmann nor Anita Benson would have been able to put on their makeup and they would have had to look like the rest of us the morning after.

One experimentally minded camper decided to dig a snow cave to sleep in. The morning after comments weren't quite as enthusiastic as those heard during the construction phase.

Liz Gilbert kept waking up all night long to check on her 8 year old daughter to make sure she was still warm as the temperatures dipped into the low teens. Julie, her daughter, didn't hear or feel a thing all night. Best sleep she'd had that month.

The sun shone brightly but briefly the next morning, just enough to get everybody up and about, before it recessed behind those threatening clouds. Some adventuresome 99s flew on north to Talkeetna for a thaw-out lunch at the local roadhouse before heading back to Anchorage. All in all, the event was a success and lots of fun if for no other reason than being the perfect excuse to get out of town for the weekend!



The morning after the snow fell. Judy Holtmann, where are you?



And the glory of modern conveniences!

99s Survived Again!



Betty and Ruby's Castle



Who says we don't know how to survive. Ask Claire or Marchine!



h, the morning after when you're not the only cold one



EI Survivors

East-West Canada Meeting Con't.

Malcom Joyce, who had a military career prior to joining the MOT, spoke on ways to keep the pleasure in your flying by having a defensive attitude, expanding one's knowledge and keeping up on new techniques.

During the conference, Isabel Peppler announced that the board of trustees of the 99s Canadian Award in Aviation is now receiving applications for the 1979 award.

The amount of the award is \$1,000 and it is open to individuals or organizations who are actively involved in educational or charitable activities related to aviation and aeronautics, and need financial assistance to further their endeavours.

Among the past winners have been the Canadian Society of Aviation Medicine, The Western Canadian Aviation Museum, the Soaring Association of Canada, Dr. Allan Frost, and the National Air Museum Society.

Interested applicants can contact the 99s Canadian Award in Aviation Trust c/o the Prop Shop, Toronto-Buttonville Airport, Markham, Ontario L3P 3J9.

Jere Saur Con't.

"Yes. We think of Downtown Airport as 'our own.' But remember, Regional does have a base operation for general aviation. I take students over there to shoot touch-and-goes; the students have to learn how to handle themselves around the big commercial jets. We're fortunate here to have a big regional airport and the military base—we've learned to live with these. It can be very scary to look out the window of your small plane and see one of those huge B-52s flying near. I've been on two cross-country races (Powder Puff Derby) and have had to fly into big airports in larger cities. Since I was used to flying around commercial and military planes, it was much easier for me."

The Powder Puff Derby to which Jere referred was an annual trans-U.S. race for women pilots arranged by the International 99s organization. Jere flew in two of the derbies, one in 1971 and one in 1975, and helped prepare the navigation game for one leg of the 1977 derby. The 1977 event, the final one held, passed through Shreveport. Jere recounted the challenge and excitement of those races:

"In the 1971 race, I flew with Sara Henley of Shreveport. In 1975, my partner was Evelyn Snow. In the 1971 event, we were sponsored by the Netherton Company, which provided the plane and paid all expenses. The Powder Puff Derby lasted from three to five days—that was the required time slot. It all depended on the weather conditions. The race course was all plotted before hand, and divided into legs. We had to fly to point A, then point B, and so on. The 1975 race began in Riverside, California, and ended in Boyne Mountain, Michigan. Before the race, each participant's plane was inspected carefully to make sure it wasn't souped up. Each plane was handicapped according to its speed capabilities. Anything we could do to make our plane fly faster than its capability—like finding tailwinds—would earn us points. If we flew slower than its capability like getting into headwinds—we would get minus points.

"In 1977, Evelyn Snow and I worked out the navigation game for the Dallas-to-Shreveport leg of the Powder Puff Derby and graded the participants' papers. To write the game, Evelyn and I flew back and forth from Dallas' Love Field to Shreveport and picked out landmarks. Then we put it in a puzzle and let the participants find the landmarks. If they were on course, they would see such-and-such. We did it by names of jewels, such as they would have to find a ruby—perhaps a red-colored water tower—or aquamarine, a pond. It had to be approved by race officials and kept top-secret before the race. It was a lot of fun."

Jere also is a captain in the Civil Air Patrol. "What does the CAP do?" she was asked.

"We're an auxiliary of the U.S. Air Force. The primary purpose of the original CAP was to look for downed aircraft and saving lives. I've been on searches and I've gone with pilots down Red River looking for bodies of persons who've jumped off the bridge. We've looked for lost children in wooded areas, and we've taken persons to hospitals for emergency care when they couldn't get on commercial flights. When we're not doing public service things, we're working on proficiency in flying. We also have a cadet program for young people. A lot of them go on to become pilots later."

It may seem Jere has accomplished so much already. What else does she want? She'd like to take a course in aerial acrobatics, and she'd like to fly a jet. As a small jet taxied by the window of Downtown Airport, Jere stopped mid-sentence and said longingly, "Everyone envies that pilot. That's my ambition—to fly a jet just once. I don't care to solo, but I'd just like to feel the controls."

With Jere's track record, she'll probably do just that—and more.

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Activities and Projects

Beginning this month and continuing each month, the 99 NEWS will print a list of all Chapters submitting a Chapter Report for publication in the "Activities & Projects" and "General Information" Sections. This month reports were received from the following Chapters:

New England

Western New England

New York-New Jersey

Long Island
New York Capital District
Palisades

North Central

All-Ohio
Greater St. Louis
Indiana Dunes
Lake Erie
Minnesota

Northwest

Alaska
Greater Seattle
Far West
Idaho
Puget Sound

South Central

Golden Triangle
Nebraska
Oklahoma
Spanish Peaks

Southeast

Kitty Hawk
Memphis
New Orleans

Southwest

Golden West
San Luis Obispo
Santa Rosa

Inside the back cover is a sample Chapter News Reporting Form, which might make reporting easier. Of course, it is not mandatory to use a form for your news to be acceptable. However, it must be on time and in the proper format. Remember, your local Chapter Newsletter is not considered a report and will not be used.

New England



Mildred Ferree, Eastern New England Chapter (L) and Lois Auchterlonie, Eastern New England Chapter, both former WASPs were the guest speakers at the New England Spring Section Meeting held at the Northampton Hotel in Northampton, MA April 6th and 7th. They told of their pilot training and their experiences with this pioneering group of women fliers during World War II. The use of movies and slides put chapter members right back there in the thick of it with them. Pictured in the center with Lois and Mildred is Mary Kolher, Western New England Chapter Chairman. The Western New England Section was the Section Meeting host.

New York-New Jersey

The Central NY Chapter made matching vests in blue with two pockets; the 99 insignia on one and the 50th anniversary patch on the other. They will wear them at the NY-NJ Section meeting in Rome, NY on

May 18 and 19 and at the International Convention in Albany, NY on July 17-22 so that they might be easily identified. The theme of the convention is "From the Balloon to the Moon."

Long Island Chapter member Ruth Dobrescu represented the 99s at an FAA Educators' Workshop at J. F. Kennedy Airport on March 20, 21, 1979. The Workshop was designed to inform the educators from the school system, and the people staffing the FAA as to what aerospace resources are available to them. Information was included as to what materials and what speakers can be utilized both in schools and adult education and other aerospace projects. The Workshop was well attended and well received. Our 99 Coloring Book was particularly well received by the educators.

North Central

A free weekend at the Perrysburg Holiday Inn, a slim-line computer, a case of aircraft oil, \$200, \$150, \$75, \$50, pewter trophies, H.A. trophy, Novice Crew, Oldest Aircraft, Best Beech, Best Cessna, you name it, you got it. All-Ohio 99s have outdone themselves in organizing this year's 4th Annual Buckeye Air Rally. A handicap rally over a course of less than 250 miles. No one will go home without some type of award or door prize. The Rally will be held at Toledo Metcalf Airport, Toledo, OH, July 13th & 14th with

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(L to R) Joan Wigal, Dee Borrows, Norma Bethel, Mary Ellen Keil, Bernice Browning, and Robert Lilly. Mr. Lilly, Assistant Director, Avionics Department at Ohio University, Athens, OH explains the avionics equipment in the C-45 flying laboratory to members of the All-Ohio 99s. Mary Ellen Keil, reminisced about her days in the WASPs when she used to fly 45s.

a rain date on the 15th of July. The public is invited for a Paper Airplane Contest, balloon rides, airplane rides, static displays and to watch the fly-bys of the Rallyers. Kits are selling like oil stock and entries are filling up rapidly. So, if you plan to fly the BAR '79, send off for your kit or your entry application to **Jeane Wolcott**, 1633 Liv-Moor Ct., Columbus, OH 43227. (Kit is \$3.00).

All-Ohio Dee Borrows met with the world famous Paul Tibbitts recently to complete plans to use Executive Jets new hangar for the Port Columbus 50th Anniversary celebration, July 7th. Dee is chairing the 99 Dance that will start at 8 p.m. til 12 p.m. The scenery, done by **All-Ohio**, will be a giant bill board of American Airlines landing and the people will be dancing on the runway. Two bands will play "flying music" plus disco which is guaranteed to get the dancers off the runway!



(L to R) Dick Taylor, Lois Taylor, Margret Bryant, Arlene Norman, Norma Bethel, Dee Borrows and Marilynn Miller are absorbed in watching the film "Coast to Coast in 48 hours" a film shown at the All-Ohio April meeting in Athens, Ohio. The film featured Port Columbus 50 years ago when passengers traveled to the west coast via train and Ford Tri-Motors. Also on the same program Mary Ellen Keil, Public Speaker Chairman, showed her general aviation slides and presented the talk that accompanied the slides. M.E. has developed the speech for non-aviation organizations.

Columbus and Cincinnati will be stops on the upcoming Angel Derby. **All-Ohio Kay Johnson** will chair Columbus and **Pat Fairbanks**, Cincinnati. Word has been received that **Virginia Britt**, Florida Gulfstream Chapter and Chairman of the Angel Derby, will be in Columbus for a meeting the first week in May. Columbus has been designated a pre-stop and the Angels will fly enmasse to Cleveland for the finish.

The Missouri Pilots Assn. told the Greater St. Louis Chapter that they enjoyed the largest attendance in a long while for their April meeting, and that the program for that meeting was responsible. The plaudits belong to **Tex Wickenhauser** for her presentation of "Sex and the Single Engine",

featuring **STL Chairman, Ruth Schueler** speaking on "As the Propeller Turns", giving a brief background of the Ninety-Nines in general and STL Chapter in particular. Ruth was followed by **Nelda Lee**, starting in "Flight of the FTE with an XPE Rating". Nelda explained in lay terms the female view of Flight Test Engineering on experimental aircraft—military jet type! Program anchor person was delightful **Amy Laws** with her rendition of "Young and Restless", or, "Love of Flight", depicting the everyday hausfrau who decides she's tired of being left at home on the weekends while hubby trots out to the flyin' field, so if you can't lick 'em, you join 'em and wind up falling hopelessly in love with flying! The entire program was "gift wrapped" by Tex with her entertaining and witty comments about the guest speakers, women in aviation, and encouraging the ground-hugging ladies in the audience to "try it! You'll love it!" The ladies liked it and the guys were mighty pleased that they did because the purpose of our program was to stir interest of the wives/girl friends of MO Pilots in the wonderful world of flight and if our 99s didn't do it, then it can't be done.

As a result of this very well received program, our chapter is giving serious consideration to conducting a sort of "Pinch-Hitter" course to further familiarize the non-flying ladies with the joy of flight.

Meanwhile, we continue to encourage ourselves, ie: the April 5th tour and actual "hands on" flying of the McDonnell-Douglas VITAL IV visual flight simulators at their Electronics Co. facility in St. Charles, MO. Thanks to **Virginia** and **Norris Kunkel**, fourteen of our members were guests of **Kenneth Burtin**, head of the VITAL System for this really super experience. The system is designed to fit any aircraft, standard or wide body, supersonic to helicopter and has the added realism of side window viewing. It can be programmed for different airports, WX conditions, day or night. While our group was there, we "flew" in and out of MSP. The realism is unbelievable and some even reported queasy feelings as a result of the unusual attitudes they managed to get themselves into! However, tiz a most forgiving machine. If you aren't satisfied with your approach, you can back up and start over! Seriously, in a time when all of us are being urged to conserve fuel, the VITAL system that is being used for flight simulation world wide, for the training of airline, military, and corporate pilots with such complete realism is, in it's own way, conserving many thousands of gallons of fuel, every day. We feel especially privileged to have been given such a marvelous tour and are truly indebted to Mr. Burtin for this opportunity.

March 30th & 31st found **Charlene Falkenberg**, along with **Joan Kerwin** and

Lois Feigenbaum, instructing a Flying Seminar to 75+ non-pilots in Springfield, IL at a seminar sponsored by the Illinois State Department of Aeronautics. This was a first for the State of Illinois, who has presented a seminar for pilots for several years. The response was so great that the three 99s have already been invited back for next year.



Lois Feigenbaum keeps the non-pilot audience spellbound as she expounds on the aerodynamics of aviation at the seminar in Springfield, IL.



Jim Terpstra, Jeppesen-Sanderson will give a presentation on Instrument Charts at the International Convention in Albany in July.

April 28, 1979 is the date for the Spring Aviation Clinic presented by the **Indiana Dunes Chapter**.

Who but **Bernice Barris** would even think to invite the Angel Derby to Cleveland! This year is the 99s' 50th Anniversary, the Cleveland Air Show's 50th Anniversary, and the Angel Derby's 30th Anniversary, so they have been combined for a great celebration. The route will be the same as it was in 1929, even to the original dates, August 18-26th, terminating in Cleveland.

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Lake Erie Chapter 99s have already begun their plans to make these events a great remembrance of the good-old days. We certainly have an excellent group and we will do our best to make this one of the happiest occasions of the year. Bring your cameras.

Northwest

The **Alaska** Chapter 99s held their annual Pinch Hitter and Pilot Refresher Course during the first week in April. The turnout exceeded expectations with over 25 attendees. **Claire Drenowatz** was activity leader and primary instructor. She did an excellent job with strong support from other 99 members. Each year the attendance for the programs gets better and there is a possibility that some of the bush communities within Alaska may be approaching the **Alaska** 99s to request similar courses be offered in the bush.

Mary Kochanek, CFI, conducted the third Pinch-Hitter Course with 17 participants who were each presented certificates



Mary Kochanek, CFI, demonstrates how an airplane flies for students in the Far West Chapter's 3rd Pinch-Hitter Course.



Idaho 99 Karen Marchbanks teaches the finer points of weight and balance at the co-pilot course in Boise, while another chapter member, International Treasurer Gene Nora Jessen dispels fear on another subject.

of completion calligraphed by **Dorothy Hall**. **Mary Kochanek** is a charter member of the **Far West** Chapter who has held all chapter offices and served twice as Chairman. On the sectional level, she has served as chairman of the nominating committee and is presently safety education chairman. She has her Private, Commercial, Instrument and CFI ratings and was the recipient of the Amelia Earhart Scholarship in 1974. Mary has served as president and secretary of the local Olympic Peninsula Pilots Association and secretary of the air show, and participated in the Air Lift to raise funds for the local search and rescue unit. She has assisted with Girl Scout aviation badges and has given rides to first grade students. She is one of our valuable artistic members and is presently employed part-time as a clerk for the Clallam County Health Department.



Members in the throes of airmarking at Elma, WA, were Van Adderson, Phyllis Baer, Nancy Jensen and Jean Townsend.

The **Idaho** Ninety-Nines are at it again in the battle to help stamp out fear and ignorance in the field of aviation. On April 7th, the 99s conducted a co-pilot course in Boise for the husbands, wives and children of the members of the Ponderosa Aero Club. The 99s themselves taught the course which



included eight hours of classroom study, plus a trip to the Boise Airport to visit the Flight Service Station and to walk through a preflight inspection of an aircraft on the field. Each student received a copy of the co-pilot handbook from which the course was taught. The book, "*From White Knuckles to Cockpit Cool*" was written by a **San Diego** 99 for the purpose of conducting just such courses, and it aims at arming the air passenger with enough knowledge about air travel to make him a more comfortable and helpful passenger. Ponderosa Aero Club members **Karen Marchbanks** and **Gene Nora Jessen** were instrumental 99s in coordinating the event.



Liz Lundin, Rainier Chapter and conference speaker Lorna Kringle, Puget Sound Chapter, talk with Washington Wing CAP commander Col. Lambert and retiring Pacific Region CAP Liaison, L.D. "Pat" Cody at the Pacific Region Conference for Aerospace Education in San Francisco.

South Central

Nebraska 99s are in the midst of preparations for a float which they plan to enter in the annual Nebraskaland Days Parade in North Platte, NE in June. Flying Activities Chairman, **Mimi Haworth**, is spearheading the exciting plans for the event.

Nebraska 99, **Nancy Alley**, gave a presentation on aviation to an enthusiastic class of students at Goodrich Junior High School in Lincoln on April 24.

Spanish Peaks Chapter co-sponsored a Spring Accident Prevention Seminar in Pueblo, Colorado, in April. Headlining the program was Gary Koch, Rocky Mountain GADO Accident Prevention Counselor, who presented a new GAMA program in "Preflighting Your Avionics". The seminar was preceded by a well-attended "Pilots' Buffet", highlighted by hangar talk and door prizes, including an airplane—a genuine certified FlapJack! Special guests were

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Virginia and Charlie Thomas (All-Ohio Chapter), who came through in their motorhome and got an added bonus. Owners of the club where the seminar was held allowed the Thomases to park overnight free in the parking lot. The buffet is quite popular and enables us to get meeting facilities at no charge. Co-sponsors of the seminar were Pueblo Chapter One Colorado Pilots Assn., and Thunderbird Senior Squadron, Civil Air Patrol. Plans are afoot (and a-wing) for a 50th Anniversary Fly-in Brunch in Pueblo at the Ramada Inn on June 11th.

Southeast

A Flying Companion and Safety Seminar was offered to the general aviation public (and their companions) by the **Memphis Chapter** in March. Although the number of participants (35) was disappointing (especially to our finances) we learned that the program was not disappointing to the participants. We feel the seminar was a definite success in terms of a safety review. Dr. Chad Wood, who spoke on the medical



Seminar instructors Jean McCarthy and Virginia Proctor (standing) wait for their turn. Both are flight instructors also.



Pat Besselman and Carolyn Cottington judging the Aerospace entries in the Regional Science Fair at the University of New Orleans.



Participants during break at the Memphis Chapter's Flying Companion and Safety Seminar. Dr. Chad Wood, guest speaker, is on the left.

facts of flying at our January meeting, again presented his exceptional program with slides. 49½er Jim Sullivan presented facts to know for a BFR, Joe Walker of the National Weather Service discussed its place in aviation weather forecasting, and Harris Weiss, FAA Accident Prevention Specialist presented a GAMA prepared program on flight emergencies.

New Orleans 99s are encouraging youthful exploration in aerospace by giving an award at the Regional Science Fair. **Pat Besselman** and **Carolyn Cottington** were fascinated by the many excellent projects at the fair. Pat and Carolyn, in the name of **New Orleans 99s**, presented a plaque and a \$25.00 check to Jack Knight, a junior high student, for his project "Which Wing Works Best?" **Evelyn Studlick**, another NO 99s, was also a judge at the fair. Evelyn who is working on her masters in Climatology was helping the American Meteorological Society judge. Evelyn also presented an excellent mini-refresher course on flight planning and weight and balance at the March meeting. Evelyn is a big plus to the **New Orleans Chapter**.

Southwest

The **Golden West Chapter** gals are bustling with activity in preparation for our **Hayward Mini-Derby** June 8-9. We extend a nice big warm welcome to pilots of all abilities. It's always a fun weekend from the excitement of the contest to the friendly pilot companionship of the cocktail party and awards banquet afterwards. We promote general aviation and air safety by testing



These are part of the participants at Memphis Chapter's Flying Companion and Safety Seminar.

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how proficiently contestants fly their aircraft and estimate their time and fuel. Flyers sharpen their navigational skills, weather knowledge, use of computer, aircraft knowledge, pilotage and much more. Entries must be in by June 1st to **Jackie Freeburg**, 715 Regal Ct., Menlo Park, CA 94025.

Phoenix Chapter 99s welcomed the opportunity to participate in the Pacific Coast Intercollegiate Flying Association (PCIFA) SAFECON 1979, hosted by Arizona State University's Sky Devil's Flying Club, on April 7, 8 and 9. Chandler Flyers, on Deer Valley Airport, was the main base of operation.

Chief among the VIP 99s in attendance were International President **Thon Griffith** and her 49½er **George**, International Secretary **Hazel Jones**, Southwest Section Governor **Margo Smith**, and former PCIFA official **Carol Block**. (The Griffith's spectacular new pressurized Beech Baron elicited many ooh's and aah's from the onlookers!) Unwilling to stand on ceremony as honored guests for the occasion, OUR officials pitched in to serve as judges, observers, and supporters for the flying and ground events. (The 99s show the best judgment when it comes to choosing their leaders!)

Fifteen to twenty students from each of eleven schools vied for the top honors which finally went to the team from San Jose State University—again. Palomar College and Cochise College teams took second and third places. Two of the few women contestants were **Sue Coles** and **Ann Edmonds**, both prospective **Phoenix 99s**, who competed as members of the ASU team.

Southwest Section NIFA Chairman **Martie Pearce**, also a member of **Phoenix Chapter**, hopped across town in her Cessna 182, to coordinate the services of Chairman **Judi Carns** and 18 **Phoenix 99s**, which included judging the performances in the flight training simulator, judging the preflight of a Cessna 152 that **June Bonesteel** had bugged, measuring for the spot landing contests, judging the message drops, flying observation posts in the navigation event, "manning" the line, serving as "go-fers, and generally offering encouragement and moral support for the contestants.

Santa Rosa Chapter members **Barbara Benson**, **Maggie Bock**, **Holly Broadus**, **Jan Baggett**, **Barbara Johnson**, **Joy Reinemer**, and **Judy Simmons** delivered 600 lbs. of medical supplies for the Direct Relief Foundation to Solvang for pick up by the **Santa Barbara Chapter**. "Shy" **Smith** (**Santa Barbara Chapter**) helped unload the supplies and rented the gang a "Heavy Chevy" for the Trek into Solvang for a day of shopping and lunch.

General Information

South Africa

Denise Morchand-Holz reports that fuel has reappeared in rather large quantities at the end of last month, so they have been busy flying and calling back students and instructors. Since there is due to be a 20% price hike in the cost of flight instruction in May as a result of increased costs, such as maintenance, we are trying to get them through as quickly as possible. It's great to be back in the blue skies, even though it costs more and more and more, etc.

New York - New Jersey

The **Central NY Chapter** welcomes three new members, **Debbie Larkin**, **Pat Sforza**, **Linda Bogden**. We now have 25 active members.

Long Island Chapter member **Anita Coderre** recently arranged to have representatives from the FAA Flight Inspector Field Office visit our April meeting. Pilot **Frank Tennyson** flew the Jet Commander in from its base at Atlantic City for the 99s to

inspect. This is one of the airplanes used in the **Northeast Section** for Navaid and Air Space Inspections. The equipment and computers on board were quite impressive.

In explaining their operations before the tour of the Jet Commander, **Tom Taylor**, **John Sarachene** and **Newell McCalmot** revealed the extensive checking each navaid receives to be considered useable. An ILS less than one year old must be checked by an FAA plane each 60 days or less. An ILS more than one year old must be checked every 120 days or less. A glide slope requires about one hour to check while a localizer takes approximately 9.3 hours. A glide slope is checked to be reliable at 10 nm while a localizer is supposed to be reliable at 18 nm. All runways are different lengths and widths. Therefore the localizer width will vary slightly at each airport. For a standard 6,000' runway, width 700', the ILS path will be 5.89° or approximately 35 miles in width at its widest point.

To check the localizer path, the Jet Commander or other FAA airplane in use must fly back and forth across the localizer

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Finalizing plans for the Golden Jubilee are **Betty Elliott**, 1979 Convention Chairman, and members of the New York-New Jersey Section at the March 24th Convention meeting at the Turf Inn at Albany, NY.

path from the 18 nm point to within 50' of the ground near the runway. The advice of the Flight Inspection Field Office - If you're practicing ILS approaches and you're told a flight check is in progress, it might be prudent to abandon your practice at that airport until another day. The FAA will be watching for you (as you of course will be watching for them), but they may be traveling up to 200 mph across the path of the ILS and us little guys are hard to see at that speed.

VORs and other Nav aids are also checked regularly, but details were not presented at the meeting.

J. F. Kennedy Approach requested a check of their localizer and made an appointment with the FIFO while they were here. Even so, the FAA was not allowed into the JFK area until two days after the appointed day and time as the TCA was too congested. Even the FAA has its problems with the TCA!

LI Chapter members **Anita Coderre** and **Nicole Radecki** went along in the Commander with FAA pilot Tom Taylor and co-pilot John Sarachene to check nav aid equipment at some of the LI airports and to learn more about the operations that keep us safely in the IFR system. **Pat Bizzoso** was a very interested observer on another flight.



(L-R) John Sarachene, co-pilot; Anita Coderre; Tom Taylor, pilot; Newell McCalmott, Technician in front of the FAA Jet Commander, the flight inspections craft

Also at our April meeting, the **Long Island** Chapter was privileged to view the new slide presentation "**For the Fun of It**". This is put out by the 99s and shows the 99s from their inception in 1929 through the WWII years of the WASP, up to the present girls in training as astronauts. The slides were also seen at our surprise luncheon for **Marjorie M. Gray**, a former WASP. Marjorie joined the 99s in 1939, is a Charter Member of the **Long Island** Chapter (1965) and on Saturday, April 7, 1979, was awarded a Life Membership Certificate in the 99s as a tribute to her for all the hard work and contributions to the 99s and general aviation she has made in the last forty years. We're proud to have Marjorie in our chapter.

Several members of the **New York Capital District** Chapter attended the March 27th meeting of the Northeast Pilots Association at the Old Dutch Inn in Kinderhook, NY.

The guest speaker was Dave Fox from Old Rhinebeck, NY. Those attending the Golden Jubilee in July will be able to see him perform in the airshow presented at Old Rhinebeck.

Mary Wolfe, member of the NYCD Chapter, and her husband Chuck spent a two week vacation flying some 40 hours in their '59 Comanche around the United States. Included in their itinerary were Georgia, Little Rock, AR, Dallas, TX, Columbus, NM, Seirra Vista, AZ, and Nogales AZ.

Tangier Island, VA —was a delightful fly-in recently for a luncheon for **Helen** and **Bill Levy** flying a Cherokee Lance. This Chesapeake Bay "hide-out" is well recommended April 1 thru November 1 as a quaint place to go. It is a fishing village near-by our East Coast accessible by boat or plane only. The runway is in excellent condition and the families are most friendly. The local restaurants specialize in crab cakes and oysters.

Kay Blevins returned recently from a two month tour of the Southeast. The trip included passing **BOTH** CFI writtens and a complete tour of the Atlanta FSS computerized facility.

Welcome Aboard to new members **Barbara Buehler** and **Ellen Rivers**.

Geraldine Helga Nelson, a future 99 has made an International Flight at age one month!!!! Geraldine, the daughter of **Gerri** and **Rolf Nelson**, was born February 19, 1979 during the infamous George Washington's Birthday snowstorm. Her gross weight was 7 lbs. 15 oz. Four weeks after her birth she accompanied her parents for R and R in the Bahamas. Before departing Essex County Airport her daddy had to remove one of the seats in the Debonair to accommodate all the boxes of Pampers, the baby carriage, Scuba gear, etc., etc. While enroute VFR early evening near the coast of Florida, a UFO (probably a seagull) crashed into the prop and splattered itself inside the engine. An immediate emergency was executed at Vero Beach and the flight continued quite safely and happily in the morning.

Newsreporter **Clarice Bellino** is assisting in teaching a mini-course on aviation at West Essex Junior High School for an enthusiastic group of 12 future pilots, only one girl. The curricula includes informal lectures on aviation in general, women's role in aviation, air-racing and the Ninety-Nines. The next session includes use of the flight instruments and cross-country flying. A field tower, C&W Electronics, and a ride around the patch in Clarice's Aztec N14136.

North Central

Greater St. Louis Chapters "Antique Lady", (uh, no) "Our Expert" on antiques (that's better!) **Peg Kilby**, was kind enough

to invite us to her home for our April meeting, which included a tour of her beautifully furnished antique house. Well, no, the house isn't that old, but most of the furnishings are and it's just delightful to see the T.L.C. and plain hard work Peg has put into her home. The meeting was devoted to business and planning and it's plain to see we'll be a mighty busy group, this summer, with air races, static displays, etc., all requiring the devoted expertise of the Ninety-Nines.

May 12, 1979 the **Indiana Dunes** Chapter will meet with the **Indiana** Chapter at the Balloon Wurks Restaurant in Plymouth, Indiana. **Char Falkenberg** will show slides of Australia. Meanwhile, **Mary Morris**, **Indiana Dunes** Chapter, has been hired as a Flight Engineer with TWA. **Charlene Falkenberg** gave a career talk to a third grade class in a local elementary school. All the students wrote her a letter of invitation with questions to be answered. It was surprising how mature they were. However, some did bring a chuckle, i.e. "Have you ever been hijacked? How do you remember what to do with all the buttons?" After her presentation, which was the same one she gives to high school seniors, with the exception that it was aimed at the lower grades, it was surprising how much the third graders grasped and the interesting comments and questions. It was worthwhile.

Since the Air Force sometimes flies Educators to parts of the USA, Lake Erie's **Dodie Jewett**, through her affiliation with her school, flew in a C-130 to Wichita Falls, TX. We all envied her the trip.

Congratulations to **Charlene Fee** upon receiving her CFII and to **Debra Calvin** upon her Instrument Rating. The winter weather has never bothered Debra, and she is already into her Commercial Rating. Of course it is great having **Marie Eaves** as her "Coach"!

Bernice Barris, a dedicated 99, graduated from the Cuyahoga Community College nurses program, Phi Theta Kappa. Congrat-

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Lake Erie Chapter Chairman Margaret Juhasz (L) and Bernice Barris (Hostess) (R) pose with Confederate Air Force Colonels Dave Guzman and Dave Gale.

ulations Bernice, now you may go back to all your flying.

Our April meeting was held at the beautiful Country Club in Greenville, PA, with **Marie Eaves** and **Debra Calvin** as Hostesses. We all enjoyed our excellent speaker, **Marie** and Charlie's son, **David Eaves**. Marie has her CFII, husband his CFII, it's so nice to have all the family involved in the flying field. Marie just flew a Tomahawk to Oklahoma City.

Helen Kiedel and **Bernice Barris** were able to acquire the Confederate Air Force film "Ghost Squadron" for the viewing at Mayfield High School here in Cleveland. We were fortunate to have Colonels Dave Guzman and Dave Gale for a question and answer period afterwards. Despite the cold Sunday, many showed for this WWII film. We recommend it to everyone.

Northwest

Tink Bostwick is the Alaska 99s newest member. She began working on her private in the fall of '77 and received her license May '78. That accomplishment was followed by a new Maule in February '79. She has just recently passed her instrument written.

Terry Cartee gave an excellent slide show presentation to the Alaska 99s on glacier/mountain flying. Terry is a long time Alaskan with many hours of bush flying both on wheel/skis and floats. He currently flies a 200 hp Super Cub on wheel/skis.

April Showers and low ceilings were the order of the day to the Greater Seattle Chapters. April 11th meeting, thereby cancelling our scheduled flight to Oregon. Instead, nineteen members, two prospectives and two guests met at the "spanking" new Blue Max Restaurant at Boeing Field. However, to the north the weather had been somewhat more cooperative, so three of our Friday Harbor contingent, **Dodie Gann**, **Lisa Burden** and **Sandy Perkins** managed to wing on down to join us.

Jean Townsend, **Sue Pal**, **Monica Mygatt** and **Frances Heaverlo** had all participated in the four night "Operation Raincheck" at the Seattle ARTC Center in Auburn, Washington, where among other things, they were able to spend time on the floor observing and querying the Controllers in action.

Lisa Burden and **Sandy Perkins** hied themselves off to Friday Harbor High School where they gave the student body an insight into the why and wherefore of the "99s".

Frances Heaverlo attended the survival seminar, sponsored by the FAA 7 Aeronautics Division of the Washington Department of Transportation where lectures, films, demonstrations and survival kits were all a part of the agenda covering "cold" environments, "hot" environments, water ditching and rescue, signaling demonstration on the beach, as well as static displays of helicopters and other aircraft from the CAP, Army

and Coast Guard, all of whom had flown to Ocean Shores for the event.

Ann Stott, Idaho Ninety-Nine, and her husband Don are now flying a new Cessna 182RG. Ann has adamantly denied rumors that the N-number is a reflection of her IQ. She insists it is her weight. The airplane is sporting the number N103AS.

Jean Rutz of Diamond Point and **Peggy May** of the Wisconsin Chapter, presently living in Pasco, Washington, will be entrant #44 in the Hughes Air Race Classic flying a Cessna 172 from Santa Monica to Milwaukee, Wisconsin June 16-19. After returning from the race, Jean plans to accompany her husband, Wally, on a flight to Greeley, Colorado to the Ercoupe meet on June 26th. Jean is presently pursuing her instrument rating.

Jerry Weiler of Weiler's Aircraft Maintenance discussed spring maintenance and pre-flight inspection with members and guests at the April meeting as a follow-up to the Pinch-Hitter course. An experimental biplane, a Starduster, in for maintenance was viewed with interest.

The chapter is proud to sponsor **Elsie MacDougall** as a candidate for the office of Secretary for the Northwest Section. Plans were made for a joint meeting with the co-hostess chapters at Ocean Shores on April 21st to make arrangements for the fall section meeting to be held there August 16-18.

South Central

Golden Triangle welcomes new members **Jennifer Stewart** and **Joanne Campbell** to our chapter.

Golden Triangle Chapter has been devoted to Spring Sectional and is now busy nominating new officers. We are planning a

trip to 99 Headquarters in Oklahoma City within the month. We hope this time we will not be rained out. While we are up there, we plan to tour the Cowboy Hall of Fame also. We would like to thank everyone of you who attended the Spring Sectional and hope everyone had a great time. See you at Fall Sectional!!

The Oklahoma Chapter scored another coup. **Lucille Pregler** was chosen Oklahoma Flying Farmer Queen and **Arlene Walkup** was awarded the Oklahoma Flying Farmer Woman of the Year Trophy. Arlene has worked long and hard for both the FFs and 99s, it is a well deserved award.

The Oklahoma Chapter had a field night (dinner) our 3 (anyway we still claim them) Mercury Astronaut Trainees had a happenstance gathering in OKC. Life Member at Large **Jerrie Cobb**, Amazonas missionary pilot, was in for the Okie Derby; LA Chapter **Wally Funk**, NTSB for a Safety speech at the FAA Academy and Idaho Chapter **Gene Nora Jensen**, International Treasurer, was in here for the Spring 99 Board of Director's meeting. They hadn't seen each other in years, so it was a happy reunion for them and us, too.

Joan Alyea, Spanish Peaks, was featured in the April issue of Aerowest Magazine in a new column on "Women in Aviation", written by Associate Editor Emily Zimmerman. Joan also received a Master of Arts Degree in Special Education/Educationally Handicapped at the spring commencement of Adams State College, Alamosa, Co.

Southeast

The winter has really slowed the Kitty Hawk Chapter down. Not many activities are underway yet, but we are pleased to

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New Orleans members spring clean for the Southeast Section Meeting. Judith Maggiore, Gloria Burtette, Patsy Zurangue and Carolyn Cottingham in action.

report that Chapter member **Diane Tunnell** is a 1979 recipient of the Business and Professional Women's Foundation's Career Advancement Scholarship. This is a national competition. The scholarship was awarded to Diane for use in obtaining advanced flight ratings. Congratulations Diane!

Memphis Chapter's Hilda Savage and her RV became home away from home enroute to the Southeast Sectional in Asheville, NC. **Hilda** and **Gladys Estes** served as chauffeur to former SE Section Governor **Virginia Proctor**, **Memphis Chapter Chairman Janice New** and Vice Chairman **Mary Ellen Parks**, **Carolyn Sullivan** and **Dora Dunavant**.

Another fly-in, this time to Pocahontas, AR for May meeting served as first flight to the winner of the Martha Tobey Award, **Chris Alsup**. **Chris** earned this very coveted award for his wind tunnel entry in the Memphis-Shelby County Science Fair. Other prizes include a plaque, savings bond, and Aviation Services display box and subscription to **Chris' School**.

Carolyn Sullivan another **Memphis** member, is proud part-owner of 1146 R—an AX-6 Raven Hot Air Balloon, (named Cannonball). A new rating is in the offing (if the weather will cooperate). A Balloonfest for Memphis in May celebration is expected to provide many hours of enjoyment and beauty to the Memphis area, May 18-19-20. Most launches are expected to be centered near Germantown (east of Memphis) depending, of course, on the winds. Y'all come!

New Orleans Glorice Wills is very grateful to friendly neighbors who helped save her Cessna 185 when the creek next to her grass strip in Poplarville, Mississippi overflowed its banks. The helping hands loaded the plane on a low boy and transported it to the highway where traffic was stopped for her take off.

Southwest

Golden West's Fran Grant was honored along with **Jeannie McElhatton** at the annual meeting of the National Congress of Aerospace Educators. The Congress is sponsored by the FAA, CAP and NASA. They received a special Recognition Award for their Fear of Flying Clinic efforts. A hearty congratulations! So what is **Fran** doing now? She's starting another Fear of Flying Clinic to help more non-pilots overcome their apprehensions.

Ninety-Nines flying to Sun River, OR Airport will be met by **Donna Vasco** of **Golden West** this summer. She will be running the airport office which includes Unicom, gas, rental cars, accounting plus taking visitors on sightseeing tours in her own Cessna 182. Sun River is a beautiful resort and conference complex near Bend,

OR. **Donna** moved to Bend and will literally fly to work each morning as she has a runway in her own backyard! Lucky girl.

Women pilots know flying is fun, but how many sit down and write captivating stories about it too. **Golden West's** author/pilot **Joan Cassity** has written the shocking and exciting fiction book, *Flight Plan: Aquarius* published by Ashley Books, Inc., Box 768, Port Washington, NY. It's a behind-the-scenes thriller involving a flight charter service, a flight school and a CFI. Talented **Joan** created a book that's hard to put down and guaranteed to give you a new perspective.

Another behind-the-scenes presentation was given by **Ralph Guerriero**, Training Officer, Oakland FSS Pilot Education Program at **Golden West** Meeting. His candid comments about the abilities, functions and shortcomings of the very busy

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

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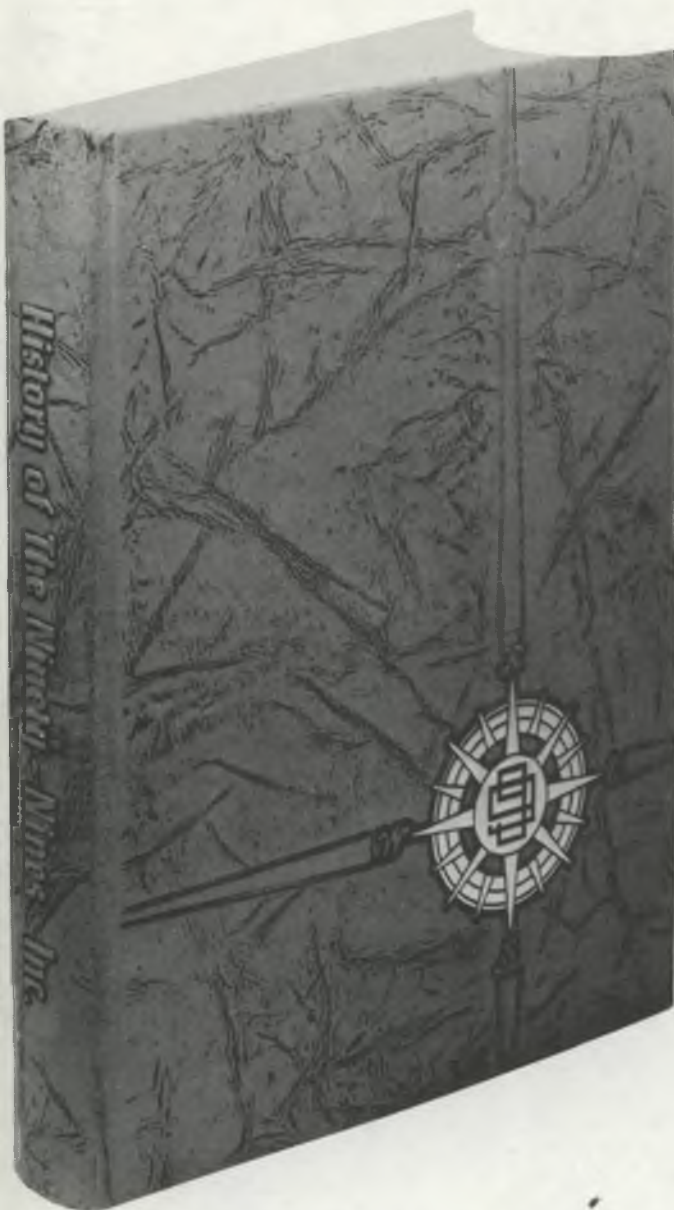
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Oakland Flight Service shed much light on their services and how we pilots can use them more effectively. We all learned valuable information on pilot briefings and flight plan activation.

The weather finally opened up and let the **San Luis Obispo County Chapter 99s** go on their fly-out to Monterey (third try). Two planes, piloted by **Nancy Stacy** and **Shirley Moore**, with three passengers, **Pat Kamm**, **Joann Levin**, and **Pat Wright**, flew to Monterey on Thursday, April 19th and had lunch along with a short business meeting.

Suzanne Skeeters, our 1978 "Flying Start" runner up, has recently received her Instrument ticket and has since gone to Wichita, KS to ferry a Cessna 152 back for Coastal Airlines.

Laureen Cooper and **Claire McClelland** have joined the **Santa Rosa Chapter** as New Members. Welcome **Laureen** and **Claire**. ♡



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