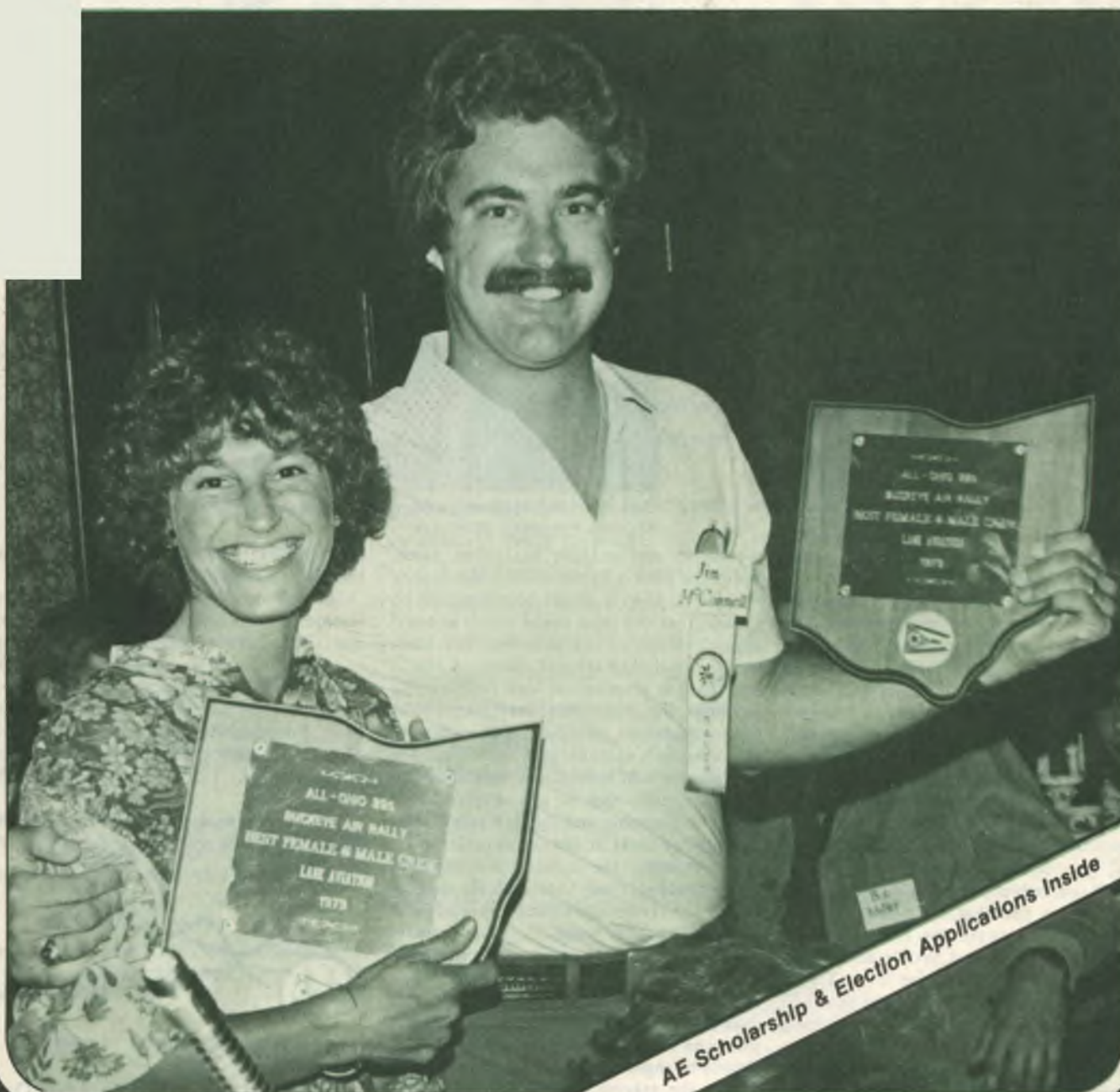


# the 49meats

AL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

October, 1979





# Density Altitude Attitude

By Joan Alyea

*Note: "Hit the Trail to Vail" in 1980, and you will be coming to Colorado—the state that has the **highest** average altitude in the United States—and you will be coming in summer. Density altitude will be a prime factor in your flight planning for Convention. We have asked Gary Koch, Rocky Mountain GADO Accident Prevention Specialist and a long-time friend of Colorado Ninety-Nines, to review this important subject for us.*

*You will also want to plan to schedule the FAA Film, "Density Altitude" for one of your chapter meetings.*

It is most assuredly approaching that time of year when all aviation minded folks must be keenly aware of the quality and condition of our local atmospheric conditions before attempting a takeoff. Since performance figures that are listed in the aircraft owner's handbook for length of takeoff run, horsepower, rate of climb, etc., are generally based on standard atmospheric conditions (temperature 59 degrees Fahrenheit, pressure 29.92 inches of mercury) at sea level, how often do we have standard atmospheric conditions in the State of Colorado during the summer months?

I'm sure you would concur that standard atmosphere is the exception rather than the rule. So with this profound bit of aviation technology, tell me why there will be some intrepid aviators that will fall prey to that old nemesis, **Density Altitude?**

Since density altitude is the pressure altitude corrected for temperature, the higher the temperature, the higher the density altitude. As the density altitude goes up the performance capabilities of aircraft go down. When temperatures become higher than standard for a certain locality, the density of the air for that locality is reduced. This should alert the pilot that the trusty powerplant will wheeze and gasp in the less dense atmosphere and as a result, a reduction of horsepower output will occur. Now, you couple this with an increased takeoff roll, reduced climb performance and I can assure you that the pilot's "pucker factor" will go over red line. Not only might the airplane crash, but people could very well get hurt or even end their flying activities permanently. Now, if the pilot will take into consideration the pressure altitude and the temperature and pull out his trusty "confuser" and cunningly calculate the density altitude, the first step toward

preventing an accident has taken place. When the pilot is aware of what the density altitude is, then it might be reasonable to assume that the pilot could arrive at some logical decisions on whether the darn airplane will take off and climb, so that a safe flight is practical, at least for planning purposes. But, if the pilot does not even twirl his computer or go fiddle with a density altitude graph, valuable information will not be obtained and believe me, we all need all the information that we can obtain when it comes to planning and flying a safe flight.

If a pilot looks at density altitude with a dense attitude, the accident investigation team should get ready to scramble to the site. Let us all take density altitude seriously and pass along the word to other pilots, especially those folks visiting from the lower parts of the U.S. Be aware of what density altitude is and what it means to you with regard to the performance limitations that it places on the aircraft that you are flying. The time to be cognizant of density altitude is not during the takeoff roll or after lift off in

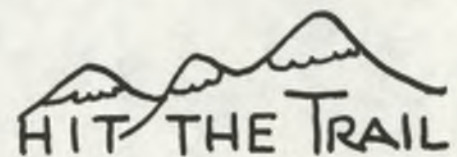
ground effect, but before even climbing on board the aircraft for the proposed flight.

In closing, I participated in a flight instructor refresher course this past month, and one of the speakers commenced his presentation with the statement that flight instructors have two problem areas: One, ignorance and the other, apathy! At that point, I overheard one CFI say to his buddy, "What did that guy say?" To which his buddy replied, "I don't know and I don't care!"

*Fly safely and get acquainted with Density Altitude prior to the flight!!*



Gary Koch, Rocky Mountain Region FAA General Aviation District Office Accident Prevention Specialist.

  
HIT THE TRAIL

JULY 23 - 27, 1980  
VAIL, COLORADO



## ON THE COVER

The Best Female and Male Crew on the Buckeye Air Rally was All-Ohio Connie McConnell and her 49½er co-pilot, Jim. Shortly after the Rally, Jim was hit in the back by a tree which was struck by lightning. He is recuperating from extensive injuries, but from all indications, he will be recovered in time for next year's Rally.

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Membership Count: 5150 as of Sept. 24, 1979



New York Capital District Chapter members who worked at the Golden Jubilee were (seated L-R) Ann Matthews, Betty Lindhe, Florence Dooley, Peg Weiss, Ruth Green, (standing L-R) Sue Polsinello, Estelle Polsinello, Betty Humphris, Jo-Ann Perko, Mary Scher, Harriet Bregman and Mary Wolfe. After a quick rest, the members began working on plans for the Empire State 300 Air Race held in September.

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**the 99 news**

USPS 390-740

Volume 6 • Number 8 • October, 1979

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## Circulation Information

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





## Thoughts From Thon

Today as I write, it's back-to-school time. Although my four children are grown and my grandchildren too young to attend school, still it's in the air and I enjoy the thoughts of learning new subjects. It has been interesting and absorbing to continue to learn more about our organization and to share with you some of the things I have learned. The subject of membership has come up over and over. Just when I think it has been more than adequately covered, still more questions pop up. One area either not covered or not explained well is this—what is a good and seldom used source for obtaining new members? Easy,—the hundreds and hundreds of FORMER members. Often it takes only a telephone call to a former member with an invitation to attend the next meeting and to tell her the happy news that our Bylaws now read: "Upon Chapter approval any former member of The Ninety-Nines may be reinstated without meeting new membership requirements." Most former members do not realize they need not have a BFR nor a current medical. If a woman once worked hard enough to earn the right to be a Ninety-Nine, she is welcome as a full-fledged member always. Chapter Membership Chairmen have application blanks and could probably increase their numbers substantially by going back through old Rosters and noting which 99s have let their memberships lapse....no matter how long ago.

Back a few sentences I used the expression "full-fledged member" and some of you will probably challenge that description. Yes, we have Classifications of Membership—you voted to establish those categories at our 1975 Convention in Coeur d'Alene. If you would take a minute and turn to Page 282 of your current Roster where Article IV, Section 3 of the Bylaws will be found, you'll probably agree that Emeritus is a good Classification, as is the Member-at-Large Classification for those who live in countries and areas where no Sections have been chartered. Many members have come to feel there is much to recommend the Affiliate Classification, since Ninety-Nines living where there are Sections cannot be classified as Members-at-Large but may become

members of a Section—or in other words, Affiliate Member. Affiliate members are not permitted to hold office at any level, although they may vote at Section and International level. They support the organization with their dues, and in the U.S. and Canada they support their Section through the \$3.00 per year per member. At the present time however, one must have been a member for two years before being allowed to become an Affiliate member.

Now we have come to Supportive, a classification some have indicated they dislike. What is the difference between Active and Supportive? Active holds a current pilot certificate as defined by the governing body of the country in which she resides. Supportive does not. Oddly enough, only nine Ninety-Nines must fall into the Active Classification,—those nine who serve on the International Board of Directors. All others, with the exception of new members, according to our current Bylaws, may be Supportive and hold any Chapter or Section office; may vote at all levels; and may be Delegates at Convention. To sum it up—members in both classifications have identical privileges with the exception of being eligible to serve on the International Board. Some Ninety-Nines have suggested doing away with the two classifications by asking members who wish to serve on the International Board to provide proof of currency. What do you think?

Probably three-fourths of the 99s classified as Supportive today are actually Active, but simply failed to write in the date of their BFR or most recent medical on the Renewal Form. Since it only matters whether or not you are Active or Supportive when deciding to run for the International Board (and I hope many of you are thinking about just that) you need only to send proof of a current BFR and current Medical and you will be confirmed as, or changed to, Active.

If your Chapter has recommendations for ANY Bylaw changes, on any subject, not just the foregoing, put them in writing and send to The Bylaws Chairman, in care of The Ninety-Nines Headquarters now or any time prior to March 15.

## 99 Calendar

### October

- 1 October 99 Renewals Due  
November 99 News Deadline
- 4-7 \*International Cessna 195 Fly-In  
Wichita, KS
- 5-7 \*Michigan SMAI.I. Race
- 5-7 South Central Fall Section  
Meeting  
Wichita, KS, Kansas Sunflower  
Octoberfest
- 12-14 \*Pacific Air Race  
San Jose, CA
- 13 \*Kachina Doll Air Rally  
Deer Valley Airport, Phoenix,  
AZ
- 20 \*New Orleans Poker Run
- 20 \*Treasure Hunt  
Nowell, MI

### November

- 1 November 99 Renewals Due  
December 99 NEWS Deadline
- 2 99s 50th Anniversary  
Celebration  
San Diego, CA
- 2 \*Curtiss Field  
Bronze Plaque Ceremony
- 4 \*General Aviation Council  
Air Show  
Oahu, HA
- 15 \*1st Annual All-Woman Calif./  
Baja Air Race  
Long Beach, CA
- 30 \*Deadline for receiving  
Intent to Seek  
Election forms

\*More Information available from 99  
NEWS Editor.

## Important

Grumman Corporation of Bethpage, Long Island, by means of a donation to our Convention, honored the Ninety-Nines at our Banquet in Albany with the presentation to each attendee of gold pens in the shape of a nail with "The Ninety-Nines—Golden Jubilee—Albany, New York—July 21, 1979" imprinted on it.

We thank them for this thoughtful treasure.

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# TCAs + PCAs = Big Money

By Joan Kerwin

What ever happened to NPRM 78-19 you ask? Mr. Bond is strangely silent on the subject. However, judging from a slip of the tongue by a gentleman from the FAA at one of the "informal meetings" regarding expansion of the Chicago TCA, the PCA will be dropped from the present 18,000 ft. to 12,500 ft. The slip occurred when he stated that the FAA wanted to raise the ceiling of the Chicago TCA from the present 7,000 ft. to 12,500 ft. "to meet the floor of the PCA".

Now, the lowering of the PCA floor to 12,500 ft. isn't going to bother most of us in our flying. But, combine that with the proposed proliferation of TCAs and the raising of the TCA ceilings and you've got a problem of energy and economics.

Part of the title of a DOT FAA handout at the Chicago TCA meeting reads, "Finding of No Significant Impact". It reads, in part, "Certain fuel consumption increases may be expected to result from the joining of the TCA ceiling with the lowered floor of the control area. These impacts and related costs would occur because nonparticipating VFR aircraft would be required to circumnavigate the TCA and could no longer overfly it. However, — the FAA has determined that these increases can be reduced through the use of fuel efficient bypass airways — and ATC accommodation of aircraft where workload permits for those aircraft with the required equipment." Further on it states, "Additional fuel required for diversion around the proposed TCAs will total about ½ million gallons annually. — At the current (Jan. '79) price of gasoline, these diversions would add \$420,000 to general aviation operating costs."

This blurb pertained only to the 44 proposed TCAs and did not include the

statistics for the diversions around the existing TCAs some of which will abut the proposed TCAs.

For example: Milwaukee (proposed), Chicago, Indianapolis (proposed). Flying from Green Bay, WI to Louisville, KY, divert around Milwaukee TCA, extra fuel required (according to FAA's tables) 34 gallons; divert around Chicago TCA — no statistics available; divert around Indianapolis TCA 13 gallons; and of course there is a proposed Louisville TCA in which you would be using extra fuel as you are diverted within the TCA. There you have an extra 48+ gallons for your trip. And, if your aviation fuel prices have been skyrocketing like ours in the Midwest you know that last January's estimate of \$420,000 extra fuel costs has probably been increased by about one fourth.

What can we do about it? **Pester** your FAA regional office's Airspace and Procedures Branch, Air Traffic Division till you find out where and when your area's "informal airspace meeting" will be (or was) held. **Attend** these "informal meetings". **Ask** pertinent questions. **Write** your comments down. **Protest** if the meeting was already held and you didn't know about the meeting, by writing Mr. Raymond C. Finnen, Chief Airspace and Procedures Branch (AGL-530), Federal Aviation Administration, Washington, D.C.

Addendum: The largest amount of fuel required to divert around a proposed TCA would be a whopping 95.7 extra gallons at the Rochester TCA. Next would be Anchorage with 86.0 extra gallons and Tucson with 77.3 extra gallons. Maybe the FAA hasn't heard about the DOE. ♣

## Thanks for the Memory

"I wish I was a great writer so that I could put into adequate words my appreciation for the most wonderful atmosphere that permeated the Golden Jubilee Convention. Like a warm current of friendship it engulfed the Turf Inn. It boiled in the foyer, spilled over into the enormous courtyard and filtered into every occupied room. The warmth of the welcome, the joy of meeting again familiar faces, the hospitality and care that flowed from the ever cool Betty Elliott and her wonderful team. A big

hand for those volunteers at the desk, to Betty Hawkins who ran as fast as her transport team. So much done so efficiently by so few, with tremendous success. The outstanding professionalism of the Banquet and yet a warm, harmonious feeling throughout. Thank you all most sincerely from all of us and especially from those of us "down under" and heartest congratulations. It is a privilege to be a Ninety-Nine."—Nancy-Bird Walton

## New Ratings

### East Canada

Betty Jane Schermerhorn—Eastern Ontario - IFR

### Middle East

Jeannie Ball—Maryland - IFR

### North Central

Joan Baldwin—Chicago Area - CA  
Nancy Hagans—Indiana Dunes - CFI

### Northwest

Carol Cansdale—Greater Seattle - ATP  
Ginger Mitchell—Greater Seattle - CA, IFR

### South Central

Catherine Woodburn—Golden Triangle - SES  
Amy Pilkinton—Shreveport - IGI

### Southeast

Betty McNabb—Florida Panhandle - ATP  
Joyce Munford—Kitty Hawk - IFR  
Trudy Oppenheim—New Orleans - CFI

### Southwest

Shirley Ramsay—Monterey Bay - IFR  
Carol Bloch—Orange County - CA, IFR  
Eve Hunt—San Gabriel Valley - IFR  
Joan Enyeart—Santa Clara Valley - ME  
Jan Meitus—Santa Clara Valley - IFR  
Ann Spencer—Santa Clara Valley - CFI  
Joan D'Amico—Utah - Airframe Mechanic

## Flash

The Florida Panhandle Chapter is proud to announce that member, Betty McNabb, past International President, has just earned her ATP at age 70.

## New Horizons

Lubbock Chapter is deeply saddened by the death of Robert Evans, husband of Susie Evans, in an aviation accident. Robert loved his God, his family and aviation. He was a faithful, loyal supporter of 99s activities and he will be greatly missed.

## Special Thanks

The Ninety-Nines wish to thank the Forney Transportation Museum, Denver, Colorado for the postcards depicting Amelia Earhart's Kissel car donated by Don Forney. We also wish to thank Food & Wines from France for donating the magnum of Champagne which was given as a doorprize at the International Luncheon.



# Our Flying Adventure

By Connie McConnell

What makes a youngster bubble with excitement? Ask a child about his or her first airplane ride and you'll know immediately! My Special Education class and a second grade class found out how thrilling — how fascinating being up in the air really is.

Because of my involvement with flying, my kids asked me a lot of questions about my hobby. Since they were so inquisitive and interested, I planned a 6-week mini-course to introduce to them the world of flying. To begin the learning process, we talked about why an airplane flies. Much of the information and simplified demonstrations I used came from "Demonstration Aids for Aviation Education," published by the FAA. One of the demonstrations, which impressed the 32 youngsters, made use of a square fan with strips of paper taped along the top. The air that rushed over and under the "wings" made them flutter upward! We talked a little about the properties of air, and sent off helium balloons to show why a blimp stays up in the air. To the balloons, we attached cards stating our purpose for the ascension and who to contact in case the balloon was found.

Next, we made our own paper airplanes, decorated them, and had a flying contest. Using a paper clip in various positions, we tested the flight capabilities of our flying creations. After learning why and how an airplane flies we talked about its parts. Using the leaflet from the FAA entitled "The Main Parts of an Airplane," we talked about the purpose of each part. The instrument panel next discussion. While showing them a picture of a panel which was numbered and labeled, I let them tell what they thought each instrument was used for. With a few exceptions, they came up with some excellent answers. To better understand the compass rose, we played a game. Around a circle in the gym, I placed signs every 45° labeled with both degrees and direction words. The "pilot" stood in the center and choose a "co-pilot" to fly in a certain direction. Each child had a turn at being pilot or co-pilot!

On the blackboard, we drew an airport complete with tetrahedron, windsock, segmented circle, control tower, rotating beacon, and VorTac station. We labeled runways and then decided which one we would use according to the direction of the wind.

Since we had talked about things we would see at the airport, our next step was to look at different types of planes we might see. (For this project, the 99 coloring book, "Let's Go Flying" was very helpful. I duplicated the pages so each would have a copy.)



Touring the airport and seeing all of the sights was half of the fun.

Before going on our field trip to the Seneca Co. Airport, we discussed aspects of safety in the air and on the ground. The second section of "Let's Go Flying" is about safety. We listed these on a chart and drew pictures for some.

Because we were also going to the Findlay Flight Service Station, I showed the movie, "Weather to Fly." This gave us an idea of the ways a pilot can use an FSS. Each one of the students received a weather chart, which the FSS generously gave me beforehand. We looked at the charts and found out what some of the symbols meant. In the third section of the 99 coloring book is found, "Careers in Aviation," which includes a few pages on the Flight Service Station.

Our field trip to the airport was as fascinating to me as to all the children. Dwight Gnepper, Seneca County's airport manager, arranged a tour of the airport showing us his Stearman, the engine of a plane, a new Cheyenne, a Tomahawk, and finally the airplane which the kids would take their first ride in. There were 32 hands in the air when I asked, "Who wants to go first?" The expression on each of their faces after their first trip was worth a million dollars. I tried to capture this with a polaroid snapshot of each next to the plane, so they could have a keepsake and show their parents. Each also received a certificate which read: My First Airplane Ride — I, Tammie, left the earth on Friday, May 18, 1979 for the first time ever. Dwight was my pilot and I went up in a Warrior at the Seneca Co. Airport in Tiffin, Ohio.

We ended the mini-course by making a giant mural of Seneca Co. Airport which was displayed at the airport in Tiffin, Ohio. Everything was well depicted from the runway lights to "Piper", the airport manager's dog.

One of the girls in my class thoroughly



Needless to say, there were thousands of questions to be answered.

enjoyed the field trip and thought her family should also experience the thrill. I took each member of her family for a ride over grandma and grandpa's farm, and the thanks I received was well worth the effort. The letter Tammie wrote me is so precious in the fact that she can spell very few words.

Another boy, who is a foster child, was not allowed to take a ride due to discipline problems. On his birthday, late this summer, I plan to surprise him with his first ride. The tears he experienced that day I hope will be forgotten.



Students had the opportunity to listen to informative talks on all aspects of flying.





By Barbara Goetz

Congratulations to the East Canada Section for their outstanding performance in Safety Education for 1978-79. Both East and West Canada Sections have improved their performance in Safety Education, mainly through the efforts of a very diligent APT Program. Both sections are to be congratulated. As you can see by the tabulations, the competition was close.

In the individual chapter competition, the Santa Clara Valley Chapter, Southwest Section, are the top winners with 880.43 points. The Santa Clara Valley Chapter, in conjunction with the Golden West Chapter, are responsible for conducting four Fear of Flying Clinics, encompassing an eight week course for each clinic. The points received for these individual clinics were split between the two chapters. Both chapters are most deserving of this recognition.

The same report form will be used for next year, ending 5-31-80. Please keep this in mind and start collecting your data now.

The results of the Safety Education Year End Reports received by the deadline are tabulated as follows:

## The Ninety-Nines Safety Education Year End Report Section Standing

Chapter	Chapter #	No. of Members	Section Points	% Reporting	High Chapter	High Chapter Points
E. Canada	5	104	207.734	80%	First Canada	579.4679
W. Canada	4	75	200.2927	100%	Saskatchewan	292.7272
NY-NJ	9	269	197.307	77%	Long Island	436.9511
Southwest	40	1300	104.4822	40%	Santa Clara	880.4300
Northwest	16	381	90.6781	50%	Alaska	573.9622
Middle East	10	295	81.3059	60%	Maryland	205.3488
South Central	32	757	79.2426	28%	Shreveport	697.0000
New England	4	132	78.6833	50%	NNE	236.2962
South East	17	497	47.7066	35%	Fla. Panhandle	340.262
North Central	19	916	40.8033	31%	Detroit	258.3478

## Final Standings of All Participating Chapters

Position	Chapter	No. of Members	Chapter Points
1.	Santa Clara Valley	93	880.4300
2.	Golden West	32	725.1562
3.	Shreveport	30	697.000
4.	First Canadian	47	597.4679
5.	Alaska	53	573.9622
6.	Space City	15	515.6666
7.	Long Island	41	436.9511
8.	Orange County	55	357.8181
9.	Lubbock	12	352.4996
10.	Central New York	25	351.000
11.	Florida Panhandle	19	340.262
12.	El Cajon	33	330.3030
13.	Inland, CA	10	320.000
14.	Hudson Valley	15	292.999
15.	Saskatchewan	11	292.7272
16.	Sacramento	72	289.5137
17.	Oklahoma	73	272.6017
18.	San Diego	54	259.2582
19.	Western New York	28	259.107
20.	Greater Seattle	35	258.567
21.	All Ohio	115	258.3478
22.	Northern New England	27	236.2962
23.	New York Capitol District	19	231.5785
24.	British Columbia	12	214.1663
25.	Maryland	43	205.3488
26.	Austin	13	204.6153
27.	Far West	14	196.4285
28.	Detroit	19	192.9486
29.	Las Vegas	26	191.5383
30.	Coastal Bend	8	177.500
31.	Niagara Trillium	12	177.3996
32.	Monterey Bay	31	166.9353
33.	E. Ontario	19	163.9472
34.	Eastern Pennsylvania	79	162.0252
35.	Alberta	33	160.4544
36.	Bakersfield	25	156.4000
37.	Greater Pittsburgh	19	153.9473
38.	Wyoming	11	151.8181
39.	Palisades	29	146.03444
40.	Wisconsin	35	142.857
41.	Willamette Valley	46	138.369
42.	Utah	36	138.1943

## Special Invitation

Come join us on Cloud 99—50th Anniversary Celebration hosted by the San Diego, El Cajon and Palomar Chapters. It will be held on Friday, Nov. 2, 1979 at the NEW San Diego Aero-Space Museum in Balboa Park, San Diego. This will be special, as the Museum is not yet formally opened. Museum Tour and No-host cocktails at 6 p.m.; Banquet dinner and program at 7:30. Special recognition of the Charter Members, and recognition of Contributors to the Women in Aviation Exhibit, to which these three chapters are contributing heavily with talent and money, will be included.

Reservations by Oct. 15, please. Banquet \$9.99. Make checks out to San Diego Chapter and send to Eva McHenry, 4285 Altamirano Way, San Diego, CA 92103.

Lodging Reservations should go directly to Town & Country Hotel, San Diego, 92138 by Oct. 15. Rates \$40-\$50 double. (800) 542-6082.

With advance alert transportation from Lindbergh and Montgomery Airports and hotel can be provided. Contact: Marian Banks (714) 565-1504 or Eva McHenry (714) 295-1543.

# Airmarking

By Sandy Petersen, Chairman

This is being composed as I return home from International in Albany, New York. While fresh in my mind I'll jot down my thoughts and ideas on air marking.

The round table on air marking was very busy and I'm so glad it was. All committee chairmen are there to help in any way they can and I'm pleased you stopped by to let me know of your problems and to just talk about air marking. Some of the items discussed were:

1. All chapters do not have a copy of the International Standard Operating Practice on Air Marking entitled "Air Marking Guide". If you are one of these, please let me know and you'll have a copy as soon as possible.
2. Not all chapters are aware of the 3"x5" air marking report form. All section Air Marking Chairmen will have copies for your use in the near future. More information in this column regarding the forms soon.

3. No one from the All-Ohio Chapter came to the round table. This was unfortunate since several other chapters were as impressed as I was, and rightfully so, about All-Ohio's Community Air Marking program. Congratulations on a tremendous job very well done.!

During the Convention, airmarking was discussed with North Central, Middle East, Southwest, Australian, New York-New Jersey and South Central Section delegates. Each was interested in air marking for one reason or another. Even though we "air markers" might think otherwise, the real importance of air marking can only be measured by how it helps the lost or disoriented pilot. (See next issue's column.)

This year, in addition to starting this column, I hope to:

1. Make sure all sections are reporting their air marking activities via the card report form.

2. Make sure all current chapters who are interested, have the Air Marking Guide and it is available for each new chapter.
3. Provide opportunities for all Section Air Marking Chairmen to participate in air markings done in their locale.
4. Supplement the current Air Marking Guide with a section on roof air marking.
5. Supplement the current Air Marking Guide with an obstruction marking section.
6. Assist international sections in establishing air marking as one of their Ninety-Nine activities.

Needless to say, this cannot all be done by just me; your assistance is needed, too. Please keep me informed of your accomplishments, new ideas and problems. Only through our combined efforts can air marking become a Ninety-Nine activity for which the international aviation community will recognize us.

## Safety Education Cont.

43.	Florida Gulfstream	45	138.1111
44.	Tulsa	27	135.9257
45.	Spanish Peaks	8	135.000
46.	Winnipeg	17	133.8234
47.	Delaware	13	120.384
48.	Maple Leaf	21	117.8571
49.	San Luis Obispo	24	114.3746
50.	Greater Kansas City	44	108.0453
51.	Hampton Roads	30	100.500
52.	Alameda County	15	100.000
53.	Florida Suncoast	42	98.214
54.	Alabama	30	88.4999
55.	Florida Space Port	41	86.7068
56.	Mt. Tahoma	11	79.5453
57.	Connecticut	32	78.4375
58.	Shenandoah Valley	7	73.142
59.	Santa Barbara	24	63.3333
60.	Phoenix	98	60.1020
61.	Florida Gold Coast	39	59.2307
62.	Greater New York	42	58.0950
63.	Central Missouri	11	57.727
64.	Chaparral	11	44.9999
65.	Rainier	10	35.500
66.	Aloha	47	25.9573
67.	E. Idaho	6	16.6666
68.	Lake Michigan	29	15.3448

## LATE REPORTS

Western New England	8	167.50
Michigan	63	173.8094
Puget Sound	9	238.8888

## Attention We need help!

Please take a few minutes of your precious time (every 99 knows that 99s don't have any spare time!) to fill out the questionnaire on the inside back cover of this issue.

the Aviation Safety Committee of the Aerospace Medical Association. Principal investigators are Mary F. Foley (Carolinas Chapter) and Richard G. Snyder, Ph.D. of the Highway Safety Research Institute of the University of Michigan.

Results of this survey will be published in the 99 NEWS at a later date.

It will be easier to answer the questions if you base your answers on your practices of the past month.

If not currently flying, please answer the questions on seat belt and shoulder harness usage in automobiles.

Since this is an unsponsored project (that is, we have no money for it) we can't afford to pay the postage; though we surely wish we could.

Please send completed questionnaires to: Mary F. Foley, 867 Kemper Circle, Rock Hill, SC 29730.





## A Bronze Plaque will Commemorate 99s' Origin

November 2, 1979 will mark the 50th Anniversary of the first meeting of the Ninety-Nines which was held at Curtiss Field, Valley Stream, Long Island (NY). Smithsonian Institution will be issuing a "Milestone of Flight" Commemorative Cover for us on that day that will be cancelled at Valley Stream.

I am sure it has been the thought of 99s everywhere that we remember that event on November 2nd at Valley Stream, and so...

A Bronze Plaque (which will include the famous picture of the first meeting done in relief plus appropriate wordage) will be placed in the Green Acres Shopping Mall that now stands where Curtiss Field used to be. The Mayor of Valley Stream and the officers of the Chamber of Commerce plus the Village Historian are very enthusiastic about this event and will help in every way.

The planned Bronze Plaque—a permanent marker which will commemorate all Ninety-Nines around the world—along with

mounting possibly on a granite base, will cost about \$3,000.

We are seeking funds from individuals/ Chapters/ Sections to help us commemorate this special event in our lives by placing a marker (plaque) at the former Curtiss Field—the scene of The Ninety-Nines' first meeting.

Whether it be \$1.00 or more from every member or a lump sum contribution from each Chapter and/or Section—we would surely like to see this plaque placed in Valley Stream.

Any person/Chapter/Section donating \$10.00 or more will have their name printed in the program issued for the celebration. Checks should be made payable to: "99s Commemorative Plaque" and sent immediately to: Barbara Evans, 47 Colonial Parkway, Manhasset, NY 11030. Please let us hear from you yesterday, Ruth Dobrescu and Barbara Evans, Co-Chairman.

## Luncheon Reservation

Valley Stream Park Inn  
130 W. Merrick Road November 2, 1979  
Valley Stream, NY

11:00 No Host Fellowship Hour and Movie  
12:00 Luncheon

Please Reserve \_\_\_\_\_ places @  
\$12.99 each  
(List names of other attendees)

Name \_\_\_\_\_

Address \_\_\_\_\_

Make checks payable to: 99s Commemorative Plaque/Luncheon

Mail to: Barbara Evans, 47 Colonial Parkway, Manhasset, NY 11030

Deadline to receive reservations October 29

Please send separate checks for luncheon and donations.

## San Diego Aero-Space Museum

The devastating fire at the San Diego Aero-Space Museum destroyed the entire women's exhibit. This included the Powder Puff Derby Scrapbooks for 1953, 54, 57, 58, 59, 61, 64, 65, 69, 72. If you have clippings for any of these years, they will be most welcome in order to replace these books.

The new Women in Aviation exhibit is being sponsored by the San Diego, El Cajon and Palomar Chapters. If you have any appropriate memorabilia to donate, contact: Ruth Douty, 9515 Easterway #8, San Diego 92121.



The charred remains of the Powder Puff Derby scrapbooks lost in the San Diego Aero-Space Museum fire. Perhaps they can be replaced by clipping contributions.



The beautiful new San Diego Aero-Space Museum, Balboa Park, San Diego.



# The International Luncheon

By Clarice Bellino

The International Luncheon sponsored by the Palisades Chapter was held Thursday, July 19, 1979 in the Stonehenge Room of the Turf Inn, Albany, N.Y. during the Golden Jubilee Convention, and was attended by over 450 members and guests.

The color scheme of blue and gold was accented on the circular tables of 10 covered with gold tableclothes contrasted with blue napkins. The centerpieces of hand-made wooden winged biplanes with gold floral fuselages and blue propellers adorned each table. Gifts of personal pocket 1980 diaries with the 99s' logo, pens, and mini airplanes were given by Palisades Chapter to all attending.

The theme of "It's a Small World" served as a reminder that aviation has been the greatest contributing factor to reduce the size of the world, and although there are many cultural and geographical differences that may divide people, the international 99s overlook these minor details and are drawn

together by their common denominator which overcomes all obstacles — the LOVE of flying!

A globe was centered in front of the dias with a marker pin in every country with a 99 representative. Colorful international flags representing all of these countries were equally divided on either side of the globe and were displayed across the front of the head table which, too, was decorated with the blue and gold bi-planes.

International Board Member Esme Williams introduced the head table, International Luncheon Chairman Clarice Bellino welcomed everyone and lead the international roll-call, and International President Thon Griffith gave the invocation and led the flag salute.

An international buffet of Italian antipasto, assorted French crepes, Indian chicken curry, Swedish meatballs, German potato salad, American turkey and ham, plus assorted imported cheeses, relishes and

jello molds immediately followed. It was a sumptuous feast with an international flair savored by all!!

To honor our international membership and to further stimulate friendships and flying aboard, international members were the invited guest speakers who gave further insight into each other's aviation world. Representatives from Australia, Brazil, Eastern and Western Canada, the Caribbean, Germany and India shared their colorful flying experiences to the delight of all.

The twenty-nine door prize tickets were rapidly drawn, numbered, posted and the prizes were distributed at the conclusion of the luncheon. The centerpieces were won by the person at each table whose birthday was closest to July 19.

The background music of "It's a Small World" added the highlight to a most enjoyable and memorable afternoon. 99



Betty Elliott, International Convention Chairman



Virginia Thompson, International Historian, hard at work.



The tennis tournament was an activity highlight.



Betty Gillies, Charter Member and past International President spoke at the Banquet.



One of the sights at Old Rhinebeck was this vintage aircraft.



## Correction

The correct address for Golden Jubilee Mementos is:

Mary Scher  
325 Columbia Turnpike  
Rensselaer, NY 12144

See Page 14 of the September, 1979 issue of The 99 NEWS for more details.



## Intent To Seek Election

# Nomination Notice

The upcoming 1980 Elections will see a new President, Vice-President, Secretary, Treasurer, two new Board members and five new Nominating Committee members. However, NOW is when we must start the electoral wheels rolling.

The 'Intent To Seek Election' form, #N79-2, is included in this issue of the NEWS. We urge qualified members to seek office by submitting this form and letting your interest be known. This must be done by November 1, 1979, so act immediately. This is your **only** opportunity for this election.

Our new officers and Nominating Committee will be elected by mail ballot as in all past elections. The two new Board of Director members will be elected from the floor at our next International Convention. (Candidates need not be present to be elected.)

In addition to those who have sought election through normal channels, candidates who have qualified for the ballot, but have not been successful, are eligible to run for the Board of Directors at the Annual Meeting.

The By-Laws printed in the 1978-79 Ninety-Nines Membership Directory, Page 284, Article X, Section 1, will give you the information needed to check your qualifications for these offices.

Then follow these steps:

1. Complete form #N79-2, "Intent To Seek Election".
2. Have six photocopies made of original form (provides extra one for your files).
3. Send original plus four copies to me at the address below.
4. Send one copy to Headquarters.
5. Your background resume must be attached to each of the six copies. (See NOTE below)
6. Send one recent black and white photo (passport type) to Headquarters with their copy of Intent To Seek Election form and resume.

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

The President's column in the January/February 1979 issue of the 99 NEWS will answer any questions concerning the new election procedures.

**NOTE:** Each nominee is to compile her own background resume, limited to one hundred words, as she wishes it to appear in the 99 NEWS. This should be written in the first person and include such details as aviation background, 99 experience, anything pertinent to the office sought.

Notice that endorsement verification by the nominee's own chapter chairman **OR** that of **two** other chapters in own Section is required on Form #N79-2.

We urge potential candidates to file the Intent To Seek Election form right away and we ask that

Office Sought: \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

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

99 Member since \_\_\_\_\_ Classification \_\_\_\_\_

Date and Class of last medical \_\_\_\_\_

Date of last Biennial Flight Review \* \_\_\_\_\_

Ratings \_\_\_\_\_ Total Hours \_\_\_\_\_ Last 2 yrs. \_\_\_\_\_

Service to Ninety-Nines, Chapter Level:

Committees: \_\_\_\_\_ Offices: \_\_\_\_\_

Service to Ninety-Nines, Section Level:

Committees: \_\_\_\_\_ Offices: \_\_\_\_\_

Service to Ninety-Nines, International Level:

Committees: \_\_\_\_\_ Offices: \_\_\_\_\_

No. of International Conventions Attended \_\_\_\_\_ Sectionals \_\_\_\_\_

Special aviation-related awards \_\_\_\_\_

Membership in aviation-oriented organizations and offices held \_\_\_\_\_

Specific training and/or experience related to office sought \_\_\_\_\_

Occupation \_\_\_\_\_

I desire to be considered for nomination to \_\_\_\_\_

This notice constitutes authority to so advise Ninety-Nine Chapters and Sections.

I understand I must meet all eligibility requirements at the time of my election.

Endorsement by own Chapter **OR** two other Chapters from own Section:

Chairman Signature(s): \_\_\_\_\_

Date \_\_\_\_\_ Candidate Signature \_\_\_\_\_

Send: Original plus four copies to: Joan Paynter, Chairman  
International Nominating Committee  
606 Vista Verde Way  
Bakersfield, CA 93309

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

\*Also attach proof of Biennial Flight Review, if applicable, to Headquarters copy.

Note: Attach 100-word personal resume to **all** copies.

**Deadline November 30, 1979**

(Attach additional sheet as necessary)

everyone support and encourage qualified members to run for office.

This new procedure will let Ninety-Nines everywhere know who is willing and available to run for office. Everyone will have a voice in the selection of our leaders. Time is short, so act quickly.

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

## Notam

The new membership pins have arrived and the new price is \$5.50. Please make this change in your Items for Sale catalog which is in the September issue of The 99 NEWS.



# FACT SHEET

## Pertaining to the Applications for The 99s' Amelia Earhart Memorial Scholarships

The Amelia Earhart Memorial Scholarship application form is made a part of this 99 NEWS. Any Ninety-Nine wishing to apply for the scholarship is invited to read it thoroughly. The criteria for a candidate include the following:

- have been a 99 in good standing for the two previous years prior to date of application
- hold a current medical certificate and biennial
- have a minimum of 200 hours pilot-in-command since receiving her private license
- have need of the award financially
- have the support of her chapter
- have letter of recommendation signed by the chapter A.E. Chairman or Chapter Chairman for chapter
- must agree to complete the course and/or training within two years
- submit a separate application for each rating or educational goal for which she is applying

The application consists of application form, experience record, eligibility form and letter of recommendation from the chapter. Five copies of sets of these must be submitted with the original set notarized in the place provided. One head and shoulders, black and white glossy photo of the applicant (at least 2¼X2¼) must accompany the application.

The chapter A.E. Chairman will ascertain that the member's application is complete and contains all statements permitted by her chapter. Each chapter is allowed one applicant for every 30 members or major portion thereof. Regardless of size each chapter is allowed at least one applicant. If there are more applicants than the quota for her chapter, the chairman will select a committee to assist her in screening the applications. This will be composed of two or three 99s or other members of the local aviation community who would have a non-biased interest in furthering aviation. This committee will screen the candidates using the following criteria:

- what has the applicant already accomplished?
- how much does she need the award financially?
- how well will she use it to advance her career?
- how wide a field in aviation will this benefit?
- how long has she been a 99 and how active is she?
- is she worthy of the award?

The chapter A.E. Chairman will mail her quota (or less) of the applicants to the section A.E. Chairman to be postmarked no later than **January 15th**. The Section Governor will have informed each chapter of the name and address of the section A.E. Chairman in advance of this date.

The section A.E. Chairman will select a committee (similar to that described for the local chapter) and screen the applications submitted by the chapters using the criteria listed above. Each section may submit one application for each 200 members of the section or a major portion thereof to the Chairman of the Board of Trustees of the A.E. Memorial Scholarship Fund to be postmarked no later than **February 15th**. The section A.E. Chairman will notify all chapter A.E. Chairmen of the status of their applicants by February 28th.

A section which does not have a chapter may itself submit at least one application regardless of size.



# 1979 Application Form

## Amelia Earhart Memorial Career Scholarship Amelia Earhart Memorial Research Scholar (Cross out one)

Name \_\_\_\_\_ Airman's Certificate # \_\_\_\_\_  
Address \_\_\_\_\_  
Chapter \_\_\_\_\_ Section \_\_\_\_\_  
Age \_\_\_\_\_ Single \_\_\_\_\_ Married \_\_\_\_\_ Husband's Name \_\_\_\_\_  
Minor Children \_\_\_\_\_ ages \_\_\_\_\_ other dependents \_\_\_\_\_  
Private Rating rec'd \_\_\_\_\_ Pilot in Command hours since Pvt. \_\_\_\_\_ Date joined 99s \_\_\_\_\_  
Certificate & Ratings now held \_\_\_\_\_  
Scholarship would be used for the completion of \* \_\_\_\_\_  
Reasons for applying (Proposed use of rating, opportunities available. Be complete! Use additional sheet if necessary)

Present position and employer \_\_\_\_\_  
Previous employment \_\_\_\_\_  
Husband's position and employer \_\_\_\_\_

\* Applicants for Research Scholar grants may eliminate this answer since the essence of the statement will be reflected in the Formal Proposal or she may choose to provide a thumbnail sketch of the response if she chooses.

## EXPERIENCE

Cross Country: List five (5) flights in excess of 300 miles from home base.

Instructing: (year, place, approx. hours or duration of job) \_\_\_\_\_

Other aeronautical experience or training, including former ratings: \_\_\_\_\_

Hours in Single-engine non-retractable \_\_\_\_\_ retractable \_\_\_\_\_  
Multi-engine \_\_\_\_\_



# ELIGIBILITY FORM

(To be used by all applicants for Career Scholarships and by applicants for Research Scholar grants if the grant is to be used in connection with an advanced degree or on a "matching funds" contract.)

School from which course of instruction requested in this application would be obtained (if not an accredited school, then the name of the qualified instructor.)

\_\_\_\_\_  
(Name of school or qualified instructor)

\_\_\_\_\_  
(Address of school or instructor)

The following statement is to be completed by a responsible official of the school (or qualified instructor) who would give the instruction.  
Approximate cost of instruction, flight \_\_\_\_\_ ground school \_\_\_\_\_  
Approximate cost of instruction for employee \_\_\_\_\_ ground school \_\_\_\_\_  
Approximate hours of instruction \_\_\_\_\_ ground school \_\_\_\_\_  
Type aircraft to be used \_\_\_\_\_  
I have examined the credentials (certificates, logs, transcripts, etc.) of \_\_\_\_\_ and find her to be eligible and deemed fully qualified to accomplish the course entitled \_\_\_\_\_ (full name of course)

I hereby certify all information stated above is true and correct.

Signed \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

(If application is for more than one course copies of this form, duly signed, are required for each course.)

## TO BE NOTARIZED

Be it known that I am a member in good standing of THE NINETY-NINES, INC. that I have been a member for the 2 previous years prior to the date of this application, that I have logged 200 hours or more as a pilot in command since receiving my private pilot certificate and that if I receive the AMELIA EARHART MEMORIAL CAREER SCHOLARSHIP or the AMELIA EARHART MEMORIAL RESEARCH SCHOLAR (cross out inappropriate title) I will complete the course of instruction, education or research for which this application is submitted within 2 years and I understand it is to be used only for the purpose/or rating for which I am applying. I further agree to retain my membership in THE NINETY-NINES, INC. during this time and to keep in communication with the Board of Trustees of the AMELIA EARHART SCHOLARSHIP TRUST FUND and inform them, at least quarterly, of my progress.

I attest to the fact that my application reflects an honest appraisal of my ability to complete the rating/educational goal/-research goal requested in this application.

I HEREBY CERTIFY THAT ALL INFORMATION IN THIS APPLICATION IS TRUE AND CORRECT:

Signed \_\_\_\_\_  
Applicant

Subscribed and sworn to me before this day of \_\_\_\_\_ 19 \_\_\_\_\_

\_\_\_\_\_  
NOTARY PUBLIC

My Commission expires: \_\_\_\_\_

## The following is to be completed by the **CHAPTER A.E. CHAIRMAN**

I have examined all pages of this application and any substantiating credentials I have deemed necessary and I find them to be true and in order. I recommend this applicant with no reservations. A letter of recommendation from the Chapter Chairman or A.E. Chairman accompanies this application.

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

Chapter A.E. Chairman \_\_\_\_\_

If Chapter Chairman is the applicant, the next responsible chapter officer will write the letter of recommendation.

\*\*\*\*\*

Five copies of this application must be submitted to the Section A.E. Chairman postmarked no later than JANUARY 15th. A black and white glossy head and shoulders photo at least 2¼x2¼ must be attached to each copy. Five copies of the letter of recommendation from the Chapter Chairman must also accompany this application.



## Incomplete Charts No Excuse

By Arlene Butler Feldman

I thought you might find interesting a recent case which is a little out of the ordinary. It concerns a pilot who sued the U.S. Government, unsuccessfully, for injuries received, on the basis that misleading information on an aeronautical chart caused his Piper Seneca to crash off an airport runway. The pilot contended that he was unable to determine from the sectional that the longest runway at the airport was not the lighted runway and that the shorter runway did not have lighting on its full length.

In defending its position, the Government argued that the sectional was published according to specifications which require the airport name, elevation, runway length and lighting. Runway lighting was defined as that "system of lighting which defines the usable runway surfaces, including runway and threshold lights." Further, lighting which is in operation from sunset to sunrise is indicated by an L on the map, and that is thought to be sufficient.

The Defense went on to explain that the development of chart specifications is classified as a "discretionary function" or one where an agency or person has the freedom to act as he "sees fit," and one which is generally immune from suit.

The pilot attempted to prove that the principle of immunity should not enter into this case because the Government has a duty when it prepares aeronautical charts to warn of a "life endangering peril." However, the Court did not agree with the pilot and found against him.

Perhaps the lesson to be learned here is that pre-flight preparation must include reference to as many sources as needed to make a safe and sure flight. When one source appears incomplete look elsewhere, and ask questions. Extensive preparation takes time but is well spent.

## HQ Notam

The new membership pins have arrived at Headquarters. They are priced at \$5.50.

# United Airlines Honors Jean Ferrell



Captain J. E. Carroll, Vice President, Flight Training and Standards. United Airlines presents Jean Ferrell, DC-10 Flight Operations Instructor, with her merit award

Most of us are willing to carry out any assigned duty to the best of our ability and without comment. It takes an exceptional person, who, in addition to their assigned duties, performs other needed tasks solely on the basis that the job needs to be done. Such a person is Jean Ferrell who is always willing to carry out her assigned task plus any other that may come to her attention.

During the recent United Airlines strike, Jean's regular assignment was the cafeteria morning shift. The hours of this assignment was from 0600-1300. Upon completion of these duties she invariably on her own initiative, has then proceeded to empty waste baskets, clean rest rooms, mop floors, dust and polish. In addition, Jean recognized the Training Center's lawn was in need of care. With her usual display of superior mechanical aptitude she quickly mastered the law equipment. Not only did she mow and water the lawn but she applied a much needed application of fertilizer.

"Jean's willingness to 'pitch-in' and do all of these jobs with enthusiasm makes her a truly outstanding Flight Operations employee. She has been an example for all and her cheerful disposition has made life better for all of us during these unsettling times. It is a pleasure to nominate her for a most deserving Award of Merit".

With these words, Captain J. E. Carroll, Vice-President Training and Standards,

United Airlines, presented Jean with a small engraved trophy — Award of Merit — along with a monetary check at a recent ceremony at the Flight Training Center in Denver. Jean was advised that Captain Carroll wanted to see her in his office and that particular day was her day off. When she appeared she did not know that the presentation would be made in the presence of the employees of the Training Center along with coffee and cake. When you are summoned to the head office on Friday afternoon on your day off, one wonders. It was a pleasant surprise!

Jean has been a Ninety-Nine for thirteen years, presently a member of the Los Angeles Chapter. A pilot for many years, she can boast that she has flown many airplanes — Jennys to Jets. She has been employed by United Airlines in Flight Operations for twenty-three years. Jean is checked out, flies, and instructs on the McDonald-Douglas DC-10 airplane and holds an FAA Check Airman Status letter for Flight Engineer check rides. She has an ATP, ASMEL, ASES, Glider, CFI, Ground Instructor, Flight Engineer Certificate — Turbojet, and Check Airman. Jean was the 51st. female to receive her ATP, and has over 12,000 hours flight time.

Jean is a member of Civil Air Patrol and is the Deputy Commander, Colorado Wing with rank of Lt. Colonel.



# The Great Amazonas Fly-In

By Betty Wright

Before I begin this entertainment, as Graham Greene might say, let us explore the background material.

As a sometimes next door neighbor and long-time friend of Jerrie Cobb, the 99s' missionary jungle pilot, I am accustomed to having Jerrie appear on my doorstep down and desperate. But this was incredible. After an engine over-haul on her twin-engined Islander, followed by two new engines, the cable read:

*Engine main bearing failed at 80 hours. Call Avco. Find Airplane. Home soonest. Jerrie.*

For about thirty minutes, I sat in disbelief. But there it was in black on white. And not to be ignored. Finally I pulled myself together and telephoned Avco-Lycoming in Williamsport, Pennsylvania. I asked for Peter Goodwin, Vice President and General Manager.

Mr. Goodwin is the sterling individual who had arranged for one free engine and a second new engine at a special price for Jerrie's plane a year ago. I wondered if I were about to go to the well once too often. But Mr. Goodwin couldn't have been nicer. The warranty was in force and Mr. Goodwin would personally arrange for a new engine to be shipped air express to Miami, Florida.

Now to find an airplane. I phoned everyone I knew who owned a twin-engined aircraft. If you would like to hear about seventeen excuses on 'Why I can't fly my airplane to the Amazon,' I can give them to you. I was getting down and out myself.

By then, Jerrie and Ruth Lummis had come dragging in to Moore Haven, Florida from down south, having hitch-hiked out of the jungle on a passing DC-3 loaded with 2000 empty beer bottles.

"I'm probably not going to have an airplane, if I don't get back down there fast," Jerrie said wearily. "The plane's really in the boondocks . . ."

"Fear not," said the intrepid believer in success-is-just-around-the-corner. "The engine's all set." I told her about the marvelous Mr. Goodwin and the fantastic people at Avco-Lycoming. "As for the airplane, I'm working on it."

"Keep trying. Ruth and I'll borrow a truck and go down to Miami, bring the engine to Clewiston and get it uncanted. Maybe you can find an airplane by then."

"I'll do my best," I promised. With that, I set to flipping through the file cards of my memory banks. Inspired, I remembered Jerrie had told me not so long ago that Lois Feigenbaum had said to her, "Anytime I can help you, just call." I phoned Lois.



Would you believe these four ladies changed an airplane engine in the heart of the Amazonas jungle single-handedly? Probably not, but they did. Posing for a group portrait before departure are (L-R) Jerrie Cobb, Ruth Lummis, Miriam Davis, Betty Wright and her 49½-er, Bill, who opted for civilization and did not make the trip.

Lois and her husband were leaving almost immediately for Europe. "We'll be back on the 4th of July. I could be there the day after that."

My spirits soared. "Wonderful! But can't you think of somebody sooner?" I explained the special circumstances and how important time was.

Like a shot, Lois responded, "Miriam Davis. She has a twin Navajo. And she's close. In Miami. Miriam's a real sport. Call her."

I thanked Lois and called Miriam.

Said Miriam, "I just returned from a three week's cruise. I'm sick in bed with a cold. The plane's in Alabama being painted. When do we leave?"

"You mean — you'd go?"

"Sure. The plane will be back Thursday. I go to the doctor on Friday to prove I'm well. How about Saturday?"

"This coming Saturday?"

"It sounds like fun."

Suddenly I was leading a charmed life.

When Jerrie came in from Miami, I gave her the glad news. She rang up Miriam and explained the situation in detail. Miriam was eager to go — still.

Meanwhile, my husband Bill suggested I phone and invite Miriam to spend the night with us prior to departure from nearby Clewiston Airport. Meanwhile, all the

gasoline trucks went on strike and Miriam was without gas for her car. She could not get a visa or drive to Ft. Lauderdale where the Navajo was hangared. In a plea for help, she called and said, "Can you get fifteen gallons of gas to me somehow?"

Ruth and I went out and scrounged a tank of gas for the car plus fifteen gallons of gas in a barrel for Miriam. If I failed to get a ticket for speeding the day Ruth and I drove to Miami to rescue Miriam, I'm probably safe for life.

We had a 3:00 p.m. deadline on Miriam's visa. We sailed up to Miriam's front door at 2:30 p.m., I kept the motor running and Ruth ran to the door. The door opened. There stood a woman. Ruth said, "Give me your passport. We'll be back with the gas."

Fortunately the woman was Miriam. Without a peep or protest, she handed over the passport and we hit the expressways again, trying to out-distance time. We made it into Miami International Airport at precisely 2:54 p.m.

Now Ruth exceeded all expectations. She did the mile in under four minutes and collected the visa, while I coped with a radiator that was pouring water all over the NO PARKING zone in which the car sat. I figured to be arrested momentarily. No such luck; and no help with the radiator.

When Ruth returned triumphant, we



decided we'd better give Miriam a call and tell her we would be a bit late with the gas. From the trunk of the car Ruth retrieved the bucket we planned to use in filling Miriam's car from the gas barrel and wandered into Miami International in search of water for the car radiator. She was mistaken for a cleaning woman by a kindly airport employee and directed to the janitor's store room where it was possible for her to fill the bucket with water.

While this was going on, I was chasing up and down the airport mall, looking for a telephone. As I drew a bead on a pay phone, a telephone man would beat me to it and rip it from the wall. At last—a tie. I talked the telephone man out of one more call before he did his duty.

Miriam was very understanding about the delay. But I had my doubts. We were fast becoming a poor excuse for calm efficiency.

I went out to the NO PARKING zone to contemplate a red-hot radiator cap. Ruth returned, bucket in hand, every janitor's dream girl. With the aid of a shop towel, which Ruth just happened to have in her jeans, I managed to remove the radiator cap. We filled the radiator. I glanced around. Lots of great advice from passing travellers. But still no cop. Well, it wasn't a day like another day, as Walter Cronkite might reverse paraphrase.

We got into the car and were off in more ways than one. We did make it to Miriam's house, though, officially introduce ourselves and fill her car with gas. She was simply super, but a trifle wide-eyed. I tried to leave her with a light touch: "All those who do not go crazy on this trek will become insane. Until tomorrow!"

I can see Miriam now, standing in her driveway, laughing. I liked her on sight; and I will never change my mind.

Now then. All I had to do was pack. Somewhere along the way I had looked up to discover myself recruited for the trip south.

I met Miriam's plane in Clewiston. She was dressed **down** for the safari in a Dior blue and white checked gingham shirt, her first pair of jeans, pale blue to match the shirt, and new Chris Evert sneakers, white with yellow trim to match that beautiful Navajo.

After a quick shopping expedition in Clewiston, so that Miriam might acquire a pair of white ducks, i.e. white jeans, for crew wear on the way down and back, we drove to Moore Haven. We had dinner, took a last hot bath, until our return, went to bed early and got off the next morning, the new engine secured and riding solidly in the center of the cabin, Miriam flying left seat, Jerrie flying right seat, Ruth in charge of time keeping, me in charge of litter and what came to be known as the infamous University of Oklahoma, GO BIG RED, thermos, which was filled with ice and grape juice, and leaked inevitably on our white ducks,



The heroine of this adventure was Miriam Davis, a 99 from Miami. She even found a little time to entertain a friendly Toucan during her trek into the jungle.

necessitating a nightly scrubbing of said ducks far beyond the norm. There was a bunch of grousing about my GO BIG RED thermos, but I don't give in easily.

So there we are at last, having crossed the Andes on a day so beautiful we could see forever, at a Wycliffe Missionary airstrip on the fringes of the Amazon. I stepped off the plane carrying my thermos and the first person I saw was wearing a University of Oklahoma sweat shirt. Vindication!

Here we left our white ducks behind and prepared for the real thing. We departed the Wycliffe airstrip early the next morning. As the sun crawled up over the intense low laying humidity, steam spiraled upward in mounting eddies, as if someone had set a million small fires in the dense jungle below; and all of it was laced together by maze of rivers. Remarkable to the eye, beautiful to the mind, but reeking of Dante's frightening inferno.

Our destination was Mitu (me-too), Colombia. Mitu is situated 1 degree north of the equator, clinging to the banks of the broad Rio Vaupes. The airstrip is sloppy red clay with a hill for a springboard. As we circled to land, we could see Jerrie's plane below. A cheer went up. Miriam acquitted

herself beautifully by making an ace's high landing. We piled out of the plane, slogged through the mud to Jerrie's Islander and checked for damages.

Every passing Indian had felt called upon to engrave a symbol of love and care in the paint of her plane. Otherwise, all was well; and that's what counted.

Our home in Mitu was Dona Ligia's Spa-on-the-Vaupes, an eight room oasis in the jungle wilderness, built around a small courtyard complete with a parrot that constantly screamed, "Chocolata!" The frosting on the *chocolata*, though: each tiny room at Dona Ligia's had two single beds separated by a table with a candle on it. These were truly deluxe accommodations for Amazonas. We settled in and prepared to get on with the work at hand.



Willing hands were everywhere when it came time to unload the new engine. Jerrie (R) watches as her helpers, including Mitu's Chief of Police, secure the engine on the table.

We were the local curiosity: two planes on the strip. Willing hands were everywhere. We constructed a tripod, the better to use the come-along (which we had brought along) to hoist the engine into place. So—now all we had to do was get the engine out of Miriam's plane, put it on a table—what table?—an old table appeared out of nowhere!—and carry the engine on the table to the Islander. Later on, we would reverse

Cont Pg 22



Two planes on the sloppy, red airstrip quickly became the local curiosity.



# A Real Rally

By Jeane Wolcott,  
Margret Bryant, Bev Hirzel

Saturday morning was a repeat of Friday, great layers of fog concealed the buildings across the street and the sky looked as if it was about to dump buckets of water on the pilots and co-pilots as they boarded the comical bus to participate in the 4th Annual Buckeye Air Rally. Twenty aircraft were registered, many who had flown the Rally, on previous years returned, but at impound only 16 aircraft made it to Metcalf Field, Toledo, Ohio. The weather kept two at home, one had belied in a week before the Rally, and two Toledo men, who had been promised an airplane, were refused at the last minute. Despite, efforts of the Rally officials and contestants, the two were unable to rent an aircraft which had been promised.

Any speed or proficiency cross-country is a lot of work. The Chairman, Jeane Wolcott and the two Vice-chairmen Margret Bryant and Bev Hirzel started the ball rolling in July, 1978. Margret busied herself with incorporating and Bev, who lives in Toledo, had the job of bringing the entire Rally together.

It was decided that this year the public would be invited, not only to view the take-off and fly-by, but to participate in a Paper Airplane Contest. The event was open to all ages and were grouped according to age. Trophies were designed and made by Margret, plus a couple of trophies left from two years ago were awarded to the different winners. Margret procured patches from different companies so that every kid, young and old, would take home "something".

The pilots and co-pilots arrived at Metcalf all day on Friday. Their aircraft and pilot certificates were verified and then they were whisked away to the Perrysburg, Holiday Inn. A pilots' briefing was held at 8 p.m. that evening at which time the Rally route was revealed.

The purpose of the Rally, as the Rules and Regulations read, is to provide the pilot with the opportunity to test his flying and navigation skills in a cross-country rally. The moans were loud and clear as the pilots learned that the first airport was not on the chart! All the airports were grass strips and in flat Ohio are hard to find if the pilot has not been practicing pilotage and navigation. The evening ended with an Attitude Adjustment hour after the briefing.

Saturday morning, breakfast at 0630, weather briefing and then at 0800 everyone climbed aboard the dump truck (bus). It should be mentioned at this time that the American Legion was meeting in Toledo and their tenacity must be admired. It seemed they partied all night and each pilot swears it was out side of his door! In order to



The winners of the Buckeye Air Rally were Diane Cozzi, co-pilot, (L) and Gail LaPook, pilot. Race Chairman Jeane Wolcott, center, congratulates the two.

let the Legionnaires know that the pilots were leaving, the bus circled the motel with siren blaring, a trusty "Hi ho, Silver!" and rode off into the fog with strains of: "To the Dump! To the Dump!" hanging in the air.

The weather finally broke enough to give the Rallyers 1,000 and 3, and take-offs began around 1100. The last plane moved up to the starting line and Official Starter, 49½er Dick Taylor jumped in to serve as co-pilot for 99 Lois. Around an hour later, 99s Marion Jayne and daughter, Pat were back. The crew was served lemonade while they finished up their paper work. Marion just shook her head, it seems the first airport was illusive and the rules were to circle to the right and go back "You must find & fly the airport".

In the meantime, the Paper Airplane Contest had started. The two Zonta organizations from Toledo had set up their food bars, one for the pilots and workers, and another for the crowds. 99 Salley Berryhill had established her Ways and Means table and also balloons and soft drinks were available.

As the aircraft returned, 99 Pat Collier, Chief Timer, and her crew were kept busy trying to keep the timing line clear for the fly-by. Dick Ketterman, Chief of the Toledo Tower, had borrowed a mobile tower from the Air National Guard, Toledo Express, and had it manned with Tower operators Carol Racine and Ron Gettig.

At 1321 hours, the Stearman, flew the timing line but three planes were still out.

One was 99 Connie and 49½er Jim McConnell. After the Stearman had shut down, Bill Bohannon, said he had seen the McConnell's heading east as he flew west, "They must have missed the first airport!". Not long after that Connie and Jim appeared on the horizon. Also Lake Erie 99 Donna Fulks and 49½er Jim were still out as were Francis Wright and his wife, Barbara. Both finally landed with Francis having had both radios fail. All the planes were safely back.

Zonta served delicious sandwiches and Chief Judge Rose Burchett adjourned with Sally Brockman, Marcia Greenham and Ione Shelton to a quiet room to determine the winners. Dick Taylor started the Spot and Short field landing contests. These events were open to anyone with a pilots license. Even to the extent that two Breezy's were permitted to join the fun.

Around 6 p.m. the winners had been determined and there was just time to hurry to the motel, shower, and dress for dinner and cocktails.

The group who participated in the 4th Annual Buckeye Air Rally was a very special one. They were good sports, especially since the course was extremely difficult. It told us many things. Navigation skills must be better honed, as well as pilotage. Slow planes have as good a chance to win as the fast ones and in some cases, better. But the Rallyers, are the ones who make a cross-country a success or failure by their sportsmanship, camaraderie and skills.



The amount of work volunteered by the All-Ohio 99s cannot be minimized. For they journeyed many miles to add their expertise to the Rally, but most of all, it is necessary to have two good Vice-chairmen who are willing to do all the work so the Chairman can bask in the glory!



Co-chairman Margret Bryant explains the location of the first airport which is not located on the chart. "I repeat again, the house is south of the road, the heavy equipment company is north, there is a huge crane in the company yard, there is a kidney-shaped lake in the front yard of the house. You can't miss it!"



The lady in the hat is Salley Berryhill, Ways and Means Chairman, who is attempting to increase the chapter's treasury at the Buckeye Air Rally.



Ron Gettig, mobil tower operator peers out at timers and port authority personnel who were waiting for the fog to lift.

# First Womens Air Derby 50th Anniversary Commemorative Race

California pilots Pat Forbes and Jeanne Rumm emerged the winners of the Angel Derby's First Women's Air Derby 50th Anniversary Commemorative Race between Santa Monica, California and Cleveland, Ohio August 21-25.

Pat Judges from Agincourt, Ontario, Canada and Shirley Zillig from Buffalo, New York and Fort Lauderdale, Florida followed in second and third positions respectively, with Connie Luhta of Painesville, Ohio finishing fourth and Marion Jayne of Palatine, Illinois finishing fifth.

Before a crowd of family, friends and Clevelanders, the racers crossed the finish line at Burke Lakefront Airport between 1:30 and 2:30 p.m. on August 25, as scheduled. Fog delayed the start from Santa Monica only one hour and only a few encountered weather problems over the route.

\$10,000 in cash prizes were presented at the awards banquet by Gilbert Singerman, President of the Cleveland National Air Show, Sponsor of the event, and trophies were presented by Albert Solomon, President of the National Exchange Club, sponsor of the original race in 1929. Blanche Noyes regaled all with humorous tales of learning to fly and her participation in the original derby after which both Blanche and Mary Von Mach were presented with plaques commemorating the 50th anniversary of their participation in the 1929 race.

Leg prizes provided by boosters from the cities of San Diego, El Centro, Yuma, El Paso, Kansas City, East St. Louis and Terre Haute were also presented to those contestants finishing with the highest scores over various route segments.



Jeanne Rumm, co-pilot, and Pat Forbes, pilot, won the First Women's Air Derby 50th Anniversary Commemorative Race.

A total of six mother-daughter teams competed, as follows: Kay Blevins and Laura Blevins from Mt. Arlington, New Jersey and Norcross, Georgia, Shirley Zillig and Bonnie Quenzler from Florida, Joyce Odom and Michelle Odom from Michigan, Donna Fulks and Dana Fulks from Ohio, Melanie Vaas and Kamala Vaas from Virginia and Marion Jayne and Patricia Jayne Keefer from Illinois.

The Los Angeles and Santa Monica Chapters of Ninety-Nines assisted with the race start in Santa Monica and the Lake Erie Chapter of Ninety-Nines assisted with the finish in Cleveland. Ninety-Nine Chapters along the entire course officiated at the enroute check-point cities.

OVER STND	RACE NO	FINAL SCORE	PILOT CO-PILOT	AIRCRAFT TYPE NO.	TOT H:M:S TOT. HRS HDC	AVG MPH MPH
1	15	22.41	Pat Forbes Jeanne Rumm	Cessna 182 N735VR	16: 6:59 16.1164	168.412 146.000
2	19	20.85	Patricia Judges Virginia Showers	Cessna 310F C-FMSM	12:4:16 12.0711	224.851 204.000
3	2	19.76	Shirley Zillig Bonnie Quenzler	PA28-235C N9487W	16:40:34 16.6761	162.760 143.000
4	32	18.84	Connie Luhta Patricia Collier	PA28-181 N75311	18:29: 2 18.4839	146.841 128.000
5	20	17.18	Marion Jayne Patricia Jayne Keefer	PA39 Com. N3322C	13:25:30 13.4250	202.175 185.000
6	33	17.00	Barbara Goetz Thelma Cull	Cessna 182 N95780	16:26:58 16.4494	165.003 148.000
7	28	16.56	Claire Walters Cara Lund	Cessna 172M N12563	20:10:16 20.1711	134.559 118.000
8	30	16.37	Rita Reo Becky Hahn	Beech C-24R N5106M	17: 8:17 17.1381	158.373 142.000
9	17	15.95	Dottie Anderson Marilyn Miller	PA28-181 N21346	17:37:51 17.6308	153.946 138.000
10	25	15.23	Elizabeth McCrary Carol Brandin	Cessna 172N N2954E	20:13:12 20.2200	134.233 119.000



# The Hughes Airwest Air Race Classic

By Linda Carpenter

The Awards Banquet of the Hughes Airwest Air Race Classic was held Thursday evening, June 21, 1979, as scheduled. That was probably the only part of the Women's Air Race on schedule. Fog in Santa Monica, June 16th, delayed the take-off 2 hours, 16 minutes. Over the next five days the 59 planes gradually worked their way to Stockton, Calif.; Klamath Falls, Oregon; Walla Walla, Washington; Great Falls, Montana; Sheridan, Wyoming; Bismarck, North Dakota; Minneapolis, Minnesota and finally by 12:00 noon, Thursday deadline, to Milwaukee Wisconsin. The race had been extended from the 5:00 p.m., Tuesday deadline, three times for a total of 34 additional hours. The reason — you name it — fog, rain, thunderstorms, hail, tornadoes, and snow. Despite the perils, 54 planes safely reached Milwaukee. There were no accidents, only the expected mechanical difficulties and a couple that may have just given up.

In Milwaukee the scorers and judges worked frantically. Instead of the usual day and a half to finalize the scores, they had about 5 or 6 hours.

The results of the top ten were as follows:

## POINTS

1. Marion Jayne — Palatine, IL & 35.204  
Nancy Lynn Jayne — Mill Valley, CA (a mother/daughter team who also won the 1977 Air Race Classic)
2. Margaret Ringenberg — Gra- 32.138  
bill, IN & Pat Wilson — Bed-  
minister, NJ
3. Claire Walters — Los Angeles, 28.935  
CA & Eleanor Ruby Moon —  
Los Angeles, CA
4. Ginny Wegener — Santa Rosa, 28.677  
CA & Lynn Cary — Santa  
Rosa, CA
5. Tanya Cunningham — Madi- 26.189  
son, WI & Carolyne Morey —  
Middleton, WI
6. Joan Paynter — Bakersfield, 26.164  
CA & Shirley Tanner — New-  
port Beach, CA
7. Dot Etheridge — Greenville, 24.923  
MS & Dot Wilson — Memphis,  
TN
8. Alma Hinds, Redding, CA & 24.226  
Joyce Wells, Larkspur, CA
9. Sophia Payton — Clearwater, 24.204  
FL (last year's winner) & Helen  
Davison — Gibsonia, PA
10. Jan Gamill — El Cajon, CA & 24.125  
Ilovene Potter — Federal Way,  
WA

Hughes Airwest provided \$20,000 in prizes, with \$5,000 to first place.

The Air Race Classic, Ltd. awarded trophies to the top ten, there were also leg prizes, horsepower category awards, and Cessna and Beechcraft gave cash to the high scorers flying their planes.

Now everyone is home planning for next year's race — It just couldn't be as difficult as the Hughes Airwest Race Classic of 1979... COULD IT?!



Marion Jayne and her co-pilot/daughter Nancy Jayne are winners of the 1979 Hughes Airwest Air Race Classic. They were rewarded for their piloting skills with the \$5,000 purse that accompanies first place status.



First place Palms-to-Pines racers were Eva McHenry and Betty Wharton, who also won the Best of Cessnas prize.



Other Palms-to-Pines winners were (L) Jeanne McElhatton & Pat Gladney, who won Third Place.

## 1979 Palms-to-Pines Air Race

PLACE	RACE #	HCP	SCORE	PILOTS	AIRCRAFT	BEST
1	50	129	+23.081	Eva McHenry-Betty Wharton	'77 C-Cardinal-Cessna	
2	8	151	17.161	Suzanne Jablonski-Barbara Persons	'79 P-Dakota-Piper	
3	51	145	16.735	Pat Gladney-Jeanne McElhatton	'56 C-180	
4	12	126	16.147	Ali Sharp-Cynthia Hamilton	'73 C-177B	
5	6	118	14.635	Cara Lund-Claire Walters	'73 C-172	
6	14	144	14.481	Coralee Tucker-Misti Vreeland	'74 C-182	
7	19	141	14.084	Ilovene Potter-Jan Gammell	'79 A-AA5B-Gr. Am.	
8	20	136	13.702	Eugenia Rohberg	'79 P-Archer	
9	29	148	13.451	Joyce Wells-Kathy Walton	'79 C-182	
10	9	133	13.033	Helen Bamber-Hialeah Reilich	'76 P-181	



# The Way It Was

By Catherine Coyne

"When we were in Walla Walla, WA, headed for Great Falls, MT in our little Cessna 172, and we had to turn around and come back because of the violent storms, that's when I started to think we couldn't make it at all," said Eleanor Ruby Moon.

But make it they did. Moon and Claire Lee Walters (both Palms Chapter 99s) placed third in the Hughes Airwest Air Race Classic, from Santa Monica, CA to Milwaukee, WI.

"We encountered snow, sleet, hail, tremendous winds, thunderstorms and tornadoes," said Moon. "The turbulence was so bad all the way, I never took my hands off the controls. I was really scared and Claire was just sitting there taking pictures."

Because of the hazardous weather, the race was extended three times and because of a tremendous tailwind, their little Cessna at times went over 175 m.p.h. Said Claire, "We went so fast, we left the numbers behind! In fact, if any plane passed us and waggled their wings, we just smiled and waved. We didn't want to lose even a second of time. We were told we really had to work hard at making that little plane go."

Flying through the Rockies between 8 and 9,000 feet, according to Claire, "We stayed underneath the overcast and went through the canyons. It was great. Someone followed us for 100 miles. She said we were right on course."

The country along the course was beautiful, according to Moon. Being an Australian by birth, much of our country is still new to her. "Going into Walla Walla, as we broke out of the mountains, there were green fields and the sun was shining. It was really pretty. But the best place was Minnesota. It's so beautiful up there. Some day I want to go back and take a good look. When the weather is nice!"

"The tailwinds were so tremendous at Minneapolis," said Moon, "that we flew more than 200 m.p.h. during our flyby, and in trying to land on the reciprocal runway, we just hovered. It was amazing!"

Most of the people along the way were terrific, according to both women, especially the old-timers. In Sheridan, WY there weren't any 99s, but there were three senior citizens called "cowbells." "They didn't know a thing about flying but they made hotel and dinner reservations for us because they knew we would be tired and hungry when we came in late. They were wonderful," both women agreed.

Walters and Moon are still trying to catch up on lost sleep. Each morning of the race they arose at 4 a.m., and then would have to sit all day long waiting for the weather to

clear. It was during one of these times when Claire asked herself, "What am I doing here?"

Coming home wasn't any easier. In Albuquerque, Walters and Moon encountered more violent turbulence skirting around cumulonimbus mamma clouds, forcing them up and down at 1500 feet a minute. Plus, the plane overheated. But Claire's expertise settled the problem and the women continued on their way home where friends were waiting to celebrate.

Said Eleanor, "We are thrilled to pieces. It was an invaluable experience. I really learned a lot from Claire."

Both women worked well together. "In fact," said Eleanor, "Claire would look at the charts as we flew and say 'now I wonder where we're going' and she would hate to hurt my feelings if I was 5 degrees off. She wouldn't say anything but just wave her hand slightly in the direction I should be going. Or she would say, 'why don't you go to a heading of such-and-such' and I would

say, 'why I think that's a good idea.'"

Actually, the two of them pairing up for the ARC was a good idea. 99



Eleanor Moon (R) tells the group about the rainbow she and Claire Walters (L) flew through after coming into Minneapolis. "It was most spectacular. We went right through it. It was providential. I knew then we were going to be third!" Moon's sense of humor broke up the race tension, not to mention Claire!—Photo by Conrad Camden



(L-R) Lillian Camden, Catherine Coyne, Claire Walters, Eleanor Moon, Bev Walsh, Nina Laughbaum and Vi Cali celebrate Claire and Eleanor's third place win in the Air Race Classic with an intimate dinner party. Obviously everyone is thoroughly engrossed in their stories.—Photo by Conrad Camden

## Powder Puff Derby Commemorative Album Update

The Powder Puff Derby Commemorative Album UPDATE is off the press! Its 108 pages, 20 in color, covers the final 4 years of the race, plus completing the history with many flash-back photos—over 500. It is a summation of the 30 years of the Powder Puff Derby and is a companion volume to the Powder Puff Derby Commemorative ALBUM published in 1974.

If you are a member of the Powder

Puff Derby "Alumni" Association and have not received your copy of the UPDATE, contact: Marian Banks, 9838 E. Apple Tree Lane, San Diego, CA 92124.

Orders for the UPDATE should be sent to: Barbara Evans, 47 Colonial Parkway, Manhasset, NY 11030.

The UPDATE is \$6.50. A few copies of the ALBUM are still available for \$10.



the process, remove the old engine from inside the Islander, where Jerrie and Ruth had placed it, while waiting for a ride out of Mitu, and place it inside Miriam's plane!

Everybody pitched in. On the really heavy labor, we lifted hardly a finger. The tripod functioned properly, the come-along worked precisely and the engine was ready to hang. Somebody handed Miriam a tool.

Baffled, she asked, "What do I do with this?"

Jerrie explained.

A flick of the eyelash and Miriam-the-mechanic was tightening bolts, safety-wiring, checking spark plugs, the old pro in action. She kept exclaiming, "I never did anything like this before and I can do it!"

Six days passed, six hot, sticky, uncomfortable, sun-shining-down, rainy days. The engine was on. We moved the table over to the Islander's door; the natives wrestled the old engine out of the plane and onto the table; they, then, carried the table to the Navajo and shoved the engine inside. Now for the test.

Jerrie fired up the new engine on the Islander. It ran! Jerrie decided to test fly the Islander. The Islander didn't fall out of the sky! Success . . . How sweet it was!



This little Colombian fellow took a fancy to Miriam, so they posed for the camera.



Since it took forever for anything to dry, Miriam's Navajo doubled as a clothes line.

Throughout Miriam was beyond compare: eager for new tasks, spirited, curious, adventuresome. She conducted community sings—we sang all the old



Dona Ligia (second from left) poses in front of her Spa-on-the-Vaupes with her children.

college songs and she even let me sing BOOMER SOONER, despite the infamous thermos. She led us on an expedition of the Pink Door Saloon and Disco, as we called it, where one could buy warm beer for a buck a bottle and enjoy the music, a tired and lonely hand-cranked record of "Here Comes the Bride." She assisted valiantly in the laundry we ran, where we were trying to keep clean as well as dry, and frankly nothing ever dried; dress down Dior took a real beating! Meanwhile, she played hostess at late afternoon coffee klatches by enhancing the occasions with snacks carted from home via the old kit bag. She was, in essence, equal to anything, the Perle Mesta of the Amazon. But Miriam's finest hour was waiting in the wings.

We were rushing to get off before another thunderstorm broke. Ruth was to fly with Miriam and I was to fly with Jerrie. Jerrie and I took off first, since the Islander is so much slower than the Navajo. Back in Miriam's plane a little scene was being played out, which would test Miriam's mettle. Ruth called out to Alberto, Dona Ligia's son, who had guarded the airplanes each night we were there, "Is the pitot cover off?" Ruth pointed a finger for emphasis.

Alberto raised a thumb and forefinger in a circle.

They assumed he meant, "Okay." Miriam taxied into position and took off.

As Jerrie and I headed for a strip on the Rio Guaviare—Jerrie had fuel stored there—the storm struck with a vengeance. Then, came a radio communication from Miriam. "No air speed. I've got to go around and land."

Swiftly Jerrie turned back to Mitu, saying, "I'll never forgive myself, if something goes wrong on that landing."

Now Miriam was telling us, "I've got to make a go around. Again. A DC-3 is landing. Heading right for me!"

Jerrie and I glanced at one another in disbelief. Airplanes are so few and far between at Mitu, the coincidence of a DC-3 was incredible.

We arrived on the scene as Miriam prepared to land. Finally. The runway was

just discernable in the storm. But there was Miriam keeping her cool, using 20 years of experience to the hilt, executing the perfect landing.

After Miriam taxied off the strip, we landed for a conference. Ruth was busily removing the pitot cover and Miriam was ready to try once more!

The flight to the Rio Guaviare strip was sometimes IFR, but we found the strip and landed, Miriam right behind us, equal to a strip that others might have shunned at any cost. We refueled Jerrie's plane and journeyed onward to a Tucano Indian village near the Brazilian border, took baths in the beautiful waterfalls of the Rio Paca, cooked dinner over the Tucano chief's fire—Spam and creamed corn from Miriam's old kit bag—slept in hammocks, and the following morning turned towards home.

In 20 days, we flew across distant oceans, above towering mountains, over endless jungle, helped to change an engine in a good cause and returned.

As we said our farewells, I told Miriam, "You're too much!"

She grinned and winked. "But when did you ever have so much fun?"

I couldn't remember.

And I would not like to forget, as Betty Wright might say, that Miriam was pure and simple generosity itself. With her time, her airplane, her thoughtfulness, to me Miriam Davis represents in particular all that is right with the 99s and in general all that is good in the human race.

Thanks, Lois, for remembering a real sport!



Betty Wright and Miriam Davis collapse after the excitement was over.

If you would like to help Jerrie and her work in Amazonas, contributions may be sent to:

**The Jerrie Cobb Foundation**  
2299 Riverside Drive, R.R. #2  
Moore Haven, FL 33471

The Jerrie Cobb Foundation is approved for Tax Deductible donations. Be sure to note the I.R.S. #237003507 on your check.



# Activities and Projects

## East Canada

### Eastern Ontario's Operation Skywatch Inaugurated

By Felicity McKendry

On June 14th the Eastern Ontario segment of Operation Skywatch was inaugurated by the Ministry of the Environment (Ontario) regional director Mr. Ralph Moore. In conjunction with 99s in Toronto, Hamilton and London flights are made to provide photographic evidence of pollution offenses.

Transport Canada is producing an audio visual presentation on the VDF steer. Glenda Stark wanted some female input so Suzanne Frogley and Felicity McKendry made themselves available.

## Middle East

### Follow the Arrow

By Marilyn DonCarlos

Montgomery County Airpark in Maryland, home of many 99s, should be easier to find since the Maryland Chapter recently airmarked the roof of the Bank of Damascus a few miles away. Letitia Maye, Airmarking Chairman, and her crew applied GAI in large letters and added an arrow pointing the way to the airport.

## New York-New Jersey

### Western NY Picnics in Eden

By Virginia Hake

The Western New York Chapter had another successful summer picnic at the summer home of Charter Member Ceil Kenny in Eden, New York. Members came from the local area and as far away as New Hampshire, Florida and a special 99 guest, Vijayalakshmi Kumar from India.

Western New York members have been learning a great deal about India from Viji

Kumar who is staying with her brother in Buffalo. Members have taken her flying, invited her to their homes, etc. Viji has in turn explained many customs, cooked special dishes for the 99s, and enriched their lives tremendously.

## North Central

### All-Ohio Escorts Dignitaries

By Jeane Wolcott

All-Ohio Past Chairman Vi Blowers represented the chapter at the Dayton Air Fair this year. She also had the task of providing 99s to escort the distinguished guests to their respective place on the platform for the Opening Day Ceremonies. There were US Senators, Congressmen, an astronaut, Harry Reasoner and high ranking officers from the US and foreign countries. The escorts had the opportunity to explain to the escortee about the 99s who were both surprised and pleased to learn women took a part in every aspect of aviation. Also during the air show, the commentator gave a thorough briefing on the background of the 99s. This was televised on WHIO-TV, who introduced the 99s to thousands of people who might never have known about the organization. The All-Ohio 99s manned the Communication Center, Lost and Found and sold tickets. All-Ohio Salley Berryhill and friend, Ken, told the story of finding a 2 year old and keeping him from 2 to 6 and then turning him over to the Montgomery police when they closed the booth. It seems that the family was camping at the Fair and an older brother was supposed to watch him. The older brother fell asleep and the 2 year old slipped away. The parents were unaware that he was lost! The family was reunited late that evening. Also \$1,000 worth of camera equipment was lost and turned in. Salley found the owner who neither asked for the name of the individual who turned it in or even offered a reward. People are funny!



Rain did not dampen the spirits or slow the work of All-Ohio Barbara Deeds and Rosanne Defibaugh as they paint "Fairfield County" in 5'x9' letters. Son, Toni Deeds was the only helper. The men of the Fairfield County Pilots Association were supposed to help, but most didn't get themselves moving until it was almost finished.

All-Ohio Louise Pfoutz once again Chaired the Women's Forum at Oshkosh. Louise has been conducting the forums for

many years. They are held for the women who accompany their husbands to Oshkosh but are not pilots themselves. Through these forums Louise states, "Many of the women go on and obtain their licenses".

## Greater St. Louis "Angels"

By Jan Pocock

Several of our gals were very much involved at Bi-State Airport for the 50th Commemorative Angel Derby Air Race, as timers, greeters, and gofers. They were delighted to see the likes of Jerrie Cobb and all the others who stopped at St. Louis. Weather, as usual, was a bit doubtful, so several of the gals stayed overnight Thursday, and got an early start out of here on Friday. Truly a fun bunch of women, and a joy to handle.

Most of our projects for the next two years will be involved with raising money for the 1982 Convention. In that area, we wish to advise that Vi Blowers of the All-Ohio Chapter, won the weather monitor radio we've been selling raffle tickets for, since the Spring Section meeting at MBS. Our chief sales lady, Dottie Haupt, will take the radio to Vi at the Fall Sectional in Davenport. The drawing for the radio was held at our Installation Luncheon, Saturday, August 25th. On September 15th, we will have a plane wash at Weiss Airport to try to increase the amount we've already accumulated, thanks to Dottie selling everything but 49 1/2¢ Elmer, and she's a lady who won't take "no", for an answer!

## ARC Highlight for Minnesota 99s

By Janice Hoppe

A highlight of the summer flying season for the Minnesota 99s was their participation as local sponsors of the Hughes Airwest Air Race Classic. The 2562.62 mile air race began at Santa Monica, CA on June 16 and concluded in Milwaukee on June 21. As local sponsors, Minnesota 99s acted as official race timers in Minneapolis' Flying Cloud Tower, the last spot check before Milwaukee.

Poor weather caused delays for race participants, but spirits and enthusiasm were high as 39 race pilots stayed overnight in Minneapolis the last night of the race. Minnesota 99s were particularly proud that two of their own members, Cheryl Ryan and Vicky Knudson, completed the race.

Local Stop Chairman Clara Johansen headed Minneapolis arrangements for the event. Joan Sommerfeld was in charge of official timing, and Betty Kuechle arranged airport refreshments. Many chapter members took part in race stop activities, and all agreed it was a fun aviation event. The tremendous assistance and cooperation of Flying Cloud Tower personnel and members of the local aviation community made the local stop a special cooperative success.

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## Northwest

### Columbia Cascade Resumes Blood Flights

By Mary Wohlgemuth

The Columbia Cascade Chapter has resumed the blood flights for the Red Cross, with pick-ups in the states of Oregon and southern Washington, with a full schedule of flights of at least three per week and one week of two per day, as well as transporting blood to needy areas and an emergency flight to Aberdeen, WA by Pat Lundahl. Besides Pat, those involved have been Dorothy Mercer, Betty Prakken, Olivia Lehmer, Pegge Blinco, Mary Wohlgemuth, Florence Lee, Billie Dutcher, Iris Byrd, Evelyn Waldren, Rosemary Milbeck, Madelyn Heesacker and Nancy Boyle. Red Cross Director Ann Zoll and her staff have worked closely with the chapter in conducting these flights.

Fifteen Columbia Cascade Chapter 99s and 6 49½ers turned out August 4th to



Columbia Cascade Chapter airmarks Clark County Airdrome near Vancouver, WA on August 4th.

airmark Clark County Airdrome near Vancouver, Washington, organized by Mary Hill. Some of the airmarking outfits were previously seen at the 49½er Hobo Party, although the group was extremely neat. This was the first airmarking done by the chapter in quite some time, but hopes are up to do more in the near future.

## South Central

### Arkansas 99s Go Delta

By Camelia Smith

The Arkansas Chapter of 99s was pleased to be asked by the Little Rock, Arkansas Chamber of Commerce to participate in Delta Airlines 50th Year Celebration. Those shown in the picture are wearing different Delta flight attendant uniforms of the past.

### The Joy of Success

By Lenora Woodard

Eleven Golden Triangle Chapter members and eight guests shared the thrill of competition and the joy of success in the participation of a picture hunt on July 28. Seems the clues and pictures were so easy that everyone figured correctly that the final destination from Arlington Airport was Hamilton, Texas. Or could it be that you gals are just plain smart? Congratulations to Catherine and Steve Woodburn for being the first to arrive at Hamilton, and to Beverly Stephens and family for winning the flour bombing tie breaker! Members of the Waco-Centex Chapter were hostesses for lunch at the place of Jackie Hansen, just a short flight south of Hamilton. Helen Hill installed the new officers of the Waco-Centex Chapter. Everyone enjoyed the opportunity for a good visit and to share in another Chapter's activities.



(L-R) Cary Hunt, Arkansas 99; Wanda Wood, Delta Flight Attendant; Mr. Garrett, President of Delta Airlines; Beverly Harp, Arkansas 99; Shanelle Ham, WNAA; and Ruth Gray, Arkansas 99 help Delta celebrate.

## Tea for Two

By Nema Masonhall

The 99 Flying Farmers Tea was well attended, too bad a lot of out of state 99 FF gals didn't get the message, though we tried. Many of the Oklahoma Chapter members are Flying Farmers, all who could lend a helping hand during the International Flying Farmer Convention in OKC, such as tour guides, ticket takers, transportation or just Gal Fridays. Earlier this year, Lucille Pregler was chosen OFF Queen and Arlene Walkup was chosen OFF Woman-of-the-Year. Again this year, Arlene Walkup brought honor to us all—she was chosen IFF Woman-of-the-Year. Arlene is a Past Governor of the South Central Section of the 99s and a Past IFF Duchess (1959-1960).

### Shreveport to Give Airmarking Trophy

By Mary Jo Voss

The Shreveport Chapter will give an annual Airmarking Trophy to the chapter completing the most airmarkings during the year. The first trophy will be given in October at Wichita. Shreveport will not be eligible to win. This will be a South Central Section award.

### Spanish Peaks is Looking For WASPs

By Joan Alyea

Spanish Peaks Chapter has been asked to obtain names and brief biographies of Colorado women who were members of the WASPs and who are now deceased. Plans are to honor these women by naming buildings at Peterson Field (Air Force Base) in Colorado Springs for them. If you know of any of these women, please send information to Joan Alyea, 2117 Ridgewood Lane, Pueblo, Colorado 81005.

### Texas Dogwood Goes Formal

By Elaine White

Recently the Texas Dogwood Chapter was invited to share in the formal opening ceremonies of the new facilities at the Mexia-Limestone County Airport.

Mayor Hubert Harrison welcomed the group to Mexia, Texas, and introduced Harold Nussbaum, head of the airport committee that provided leadership and guidance in the building of their roomy and comfortable facilities. Mr. Nussbaum described the services provided at the airport and invited the Dogwood Chapter to a luncheon and style show in their honor. He then presented each member with an individualized name plate and special gifts. Surely no city could have entertained a group of 99s more royally than Mexia.

### Wichita Falls Helps AFA Airshow

By Lou Ellen Foster & Donna Percy

The AFA invited the Ninety-Nines to help with their Annual Air Show this summer at Lake Wichita Airport. We assisted in the

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The Texas Dogwood Chapter on hand for the ceremonies.

serving of cold drinks and enjoyed a Very Fine Airshow!

On August 23rd, our Ninety-Nines hosted a Fly-In to Olney Municipal Airport where we and our guests enjoyed a tour of Air Tractor (they build crop dusters designed by Leland Snow). The tour was conducted by Tom Danaher who is test pilot for Air Tractor. The Fly-In participants were treated next to a tour of Olney's new Community Library and Arts Center. Then it was on to music and dinner before returning home in the early evening.

## Southwest

### Big Things Come in a Small Package

By Linda Anderson

The Alameda County Chapter is a small chapter with only 16 members and only 6-8 members usually attend meetings and arrange our activities. In the past year through our 3c-a-pound airlift and refreshment stands at the Livermore Air Show in 1978 and 1979 we managed to raise approximately \$2,000 to be directly put back into our sponsorship of Air Age Education

activities and Safety Projects. We have continuously supported Tennyson High School's aviation class in Hayward, CA taught by 99 Francis Gibson. We have provided funds for several field trips and other activities that would not have been possible without our help. We recently donated \$180 to the class to defray the cost of insurance for the students' demonstration rides, a cost not able to be covered this year by the school budget. Also our chapter has already contributed \$60 to Ohlone College's Aviation Department for help in setting up an NIFA chapter—this in the form of a matching fund—we put up \$1.00 for every \$1.00 the students raise up to a maximum amount. However, our largest single contribution to date has recently been made in the form of our chapter's first scholarship for flight training. At a banquet prior to our chapter meeting in July, we bestowed a \$400 award to Edmundo Panduro, a sophomore at Tennyson High. As our first scholastic honoree, Edmundo had qualities that far-outweighed all other students. Since he is only a sophomore, he was not eligible for the college scholarships that several senior men and women received to further their education in aviation. His merit for our award is unchallenged. He impressed his aviation class teacher at Tennyson High, Francis Gibson, all year long for he **always** had the correct answer to any question and

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Nora Baker, scholarship winner Edmundo Panduro and Valerie Baker sell ice cream.



Ruth Olson (R) Entry Chairman, discusses the Kachina Doll Air Rally kit with Mary Lou Brown (L) and Ruby Sheldon, Banquet Chairman. The Rally will be flown October 13th from the Deer Valley Airport, Phoenix. The Phoenix Chapter is sponsoring the event.



Jaunda Bigelo sells the last of the donuts and coffee to the crowd of airshow enthusiasts.





San Diego 99s sport their trophies following "Skysearch II". (L-R top) Marilyn Parker, Ruth Rubin, Linda Parks and Ruth Ebey. (L-R front) Kathy Boyles, Patti Rogers, Eva McHenry and Ruth Douty.

he read his textbooks with an unequaled zeal. He is a young man with a hunger for flying instilled in him at a tender age by flights with his father. As the oldest of 5 children in a household where his mother is now the major wage-earner, he has been greatly assisted by this scholarship to attain his dream of becoming a pilot. A happy aftermath of this story is that when he was introduced to the FBO who would be giving him his training, he was offered a job to help earn money and flying time. We are very happy to announce that Edmundo has soloed recently and is ready for his first dual cross-country. When we see such dramatic results obtained through our assistance, we are all very proud to be a 99. As a postscript, Dr. Raymond Gallagher, local FAA Medical Examiner, donated the cost of Edmundo's physical exam for his medical certificate.

On July 29, Alameda County Chapter again set up a refreshment booth at the Livermore Airshow. This year the attendance of the general public was three times that of last year or so it seemed, and the temperatures were very hot. Ninety-Nines, family members and 49½ers helped serve 64 gallons of lemonade, 1500 ice cream bars, 12 dozen donuts and several coffee-makers full of coffee. As usual it was a lot of fun seeing the crowds of people who enjoy aviation functions and serving them. The number of families with children was very indicative of the "family" appeal of such an airshow. We were pleased to be able to offer refreshments. On a hot day it is heart-warming to see little red faces appeased by ice cream or lemonade. Most of the materials were contributed by various merchants from Livermore, Hayward and Oakland. One new part of our booth this year was Ohlone College students who had made miniature ceramic airplanes to sell and raise money for their NIFA chapter.

### Round Robin Escapades

By Kathy Boyles

A special "Thanks" to San Diego 99s Carol Shigley, Phyllis McDaniel, Pat Volkerts, Karmen Fransen, and 49½er Dennis Polley for planning such an interesting Skysearch II. This year's Skysearch consisted of a round robin escapade from Montgomery Field and the awarding of some very creative trophies at the end of a fun day of flying.

Trophies were awarded as follows: First Place—Ruth Ebey and Scott McHenry; Washing Matilda Award—Marilyn Parker and Shirley Wolf; Petunia Picasso Award—Kathy Boyles and Patti Rogers; Betty Ballast Award—Ruth and Dave Rubin; Charlie Lindbird or Tail End Charlotte Award—Eva McHenry and Ruth Douty.

The group finished up the day with an awards luncheon at the Casa Machado Restaurant at Montgomery Field.

### Explorers Fly Thanks To San Gabriel Valley

By Jan Wright

The San Gabriel Valley Chapter 99s made it possible for Aviation Explorer Post 214 to fly to the Colorado Springs Fly-In. The group took two light planes, a Grumman American AA5-B Tiger and a Piper PA 24-250 Comanche, owned by Yvonne Waldbott and Beverly Mahoney, respectively.

Due to adverse weather forecast for the San Gabriel Valley the departure was moved up one day earlier than planned and the first night was spent in Apple Valley. The second day's flight took them to Albuquerque, New Mexico where the group stayed with relatives of one of the pilots in a Rocky Mountain cabin a few miles from Albuquerque.

The following day brought them to a

smooth landing in Colorado Springs, where the Scouts eagerly looked forward to their stay at the famous Air Force Academy and to meeting the other Aviation Explorers. There were posts from all across the country including a post from Alaska and a post from the Virgin Islands.

There were a myriad of events planned with included seminars on crash survival, wind tunnel experiments, Aero, Medicine, Civilian Pilot careers and sail plane and sport parachuting observations. There were also flight simulators and academy tour and a presentation by the pilots of the Double Eagle II.

The Scouts were particularly impressed by the Double Eagle II presentation, the NASA presentation, the Almost Anything Goes competition and the Casino Nite where the Explorers accumulated a grand total of \$12,000 worth of National Explorer Fly-In Dollars. There was also a disco dance Saturday night, and a particularly impressive closing ceremony.

### Santa Clara Valley Celebrates 25th Anniversary

By Verna West

This has been a busy summer for our chapter beginning with hosting the Southwest Spring Section meeting at Wonder Valley in May, holding our third Flying Companion Seminar in June, preparing for the start of the Pacific Air Race in October. Many of our key members were out of town for the convention in Albany and sundry other reasons. We chose to keep our Anniversary celebration low key and found the pleasant answer by combining it with a luncheon for the Pacific Air Race first day drawing.

Nancy Rodgers made arrangements with the Le Baron Hotel in San Jose. Willy Gardner used her calligraphic skills to make personal invitations that were mailed by Stella Leis to all members who joined during the first year (July 1954-July 1955).

Charter members who were able to attend were Pat Gladney (first Chairman); Jackie Petty (first Vice Chairman); Marion Barnick (first Secretary); Dorothy Estep and Patty Sherwood. Southwest Section Vice Governor Thelma Cull came from Sacramento. Betty Wharton and Eva McHenry, San Diego, were still on "Cloud 9" after their first place finish in the Palms to Pines Air Race, as were Pat Gladney and Jeanne McElhatton who finished third. Numerous other guests from other chapters were present.

It was a nice affair; reminiscences of early days in the Chapter, an amusing rendition of "Song of the Ninety-Nines" led by Hanes Burkart, good food and a handsome cake cut by first chairman Pat Gladney to be shared with long time friends. A bonus was the announcement of the joining of our 99th member, Lynn Merritt. Lynn's mother, Sylvia, is a member of Eastern Pennsylvania Chapter.



# Etc.

## East Africa

Greetings from Kenya! We seem to be still flying (except for one month when fuel was strictly rationed), but we are not being rationed again, and expect to run out of Avgas late October, if no more supplies arrive. We hope for the best, and keep in the air as much as possible.

Denise Morchand-Holz is still managing the Flying School here, and doing a lot of instruction. She has two Instructor's ratings—an FAA one, and an East African one, and on the latter, they only give you an Assistant Instructor's Rating until you've done 200 hours instruction and pass a check-ride. She's done that, and now can send students on first solo and first solo cross-country, a privilege reserved for full instructors. Also she no longer needs a supervising Full Instructor on the airfield all the time she's instructing to be legal.

More and more aviation jobs are opening up to us as the guys push off for greener fields elsewhere. Although you may hear little from us, we are keeping up the Ninety-Nine spirit.

## East Canada

East Canada was the recipient of the Section Safety Education plaque at the International Convention. What a surprise and thrill!

The Trustees of the 99s' Canadian Award in Aviation meet August 29th to select this year's winner.

East Canada section's fall meeting was September 22nd at St. Jovite, Quebec incorporated into COPA's Fall Rendez-vous.

## Eastern Ontario

Betty Jane Schermerhorn, Virginia Cunningham, Suzanne Frogley, Marilou Comerford and Felicity McKendry attended the 50th International Convention. The last three flew to Albany in Suzanne's Cherokee CF AER in 2+30 hrs. Connections of any other kind would be at least 7:00 hrs. Virginia Cunningham flew in from North Bay with her husband and two sons.

Marilou Comerford has been compiling stock for the Aeronautique Shop she and her partner plan to open soon just north of Uplands.

Dr. Gerda Ruckerbauer will be in France for the next 6 months with her work as a veterinarian with Agriculture Canada. She plans to contact the French 99s.

## New York-New Jersey

### Western New York

Diane Senneff took her mother and daughter, in her Mooney to Butler, Georgia. They spent a longer time than anticipated there due to bad weather. Diane promises to get busy on her instrument rating.

## North Central

### All-Ohio

Mansfield, Ohio has just got to be the worst place in the world for meetings. Each time All-Ohio Marge Gorman and Jean Bonar hostess a meeting everyone ends up driving. Secretary Rose Burchett with Sally Brockman, Treasurer, and Chairman Marcia Greenham were the only ones who were able to fly in. With Rose at the wheel and Marcia's constant reminder that they were on a Back Course Approach the three made it without any problem. The meeting and delicious lunch took place in the Gorman hangar.



All-Ohio Barb Deeds is pictured with Montaine Mallet of the French Connection Aerobac Team. The aircraft is a Mudry Capio. Mallet along with teammate, Daniel Haligoin, stopped at Fairfield County for gas on their way home from the Dayton Air Show. Barb got to do loops, rolls, spins and other aerobatics with Montaine. All-Ohio Rosanne Defibaugh received a similar trip with Dan Haligoin. To quote Barb: "It was thrilling!"

## Chicago Area Chapter

Newly elected officers of the Chicago Area Chapter were duly installed at the August meeting. Diane Cozzi will continue as Chairman. Gail Wenk will serve as Vice Chairman; Pat Clark, Recording Secretary; Myra Ringuette, Corresponding Secretary; Arta Henson, Treasurer. Nominating Committee: Joan Kerwin (Chairman), Mary Stroh and Mary Krautkramer. Illi-Nines Race Board: Ruth Frantz, Gail LaPook and Ellen O'Hara. Congratulations to all!

More congratulations go to Marian Jayne and daughter Pat Keefer who won the Air Race Classic from Santa Monica to Milwaukee. Chicago Area members flew ten of the 37 entries in the WOW Skyderby in Keokuk, Iowa, and Gail Goldthorpe and Fran Davis really WOWed 'em by capturing 1st place. Gail LaPook and Diane Cozzi

finished first in the Buckeye Air Rally and Polly Gikison with 49½er. John, took second in the Suburban Aviation Air Race with a perfect fuel score.

Joan Baldwin received her Commercial rating, appropriately, on Amelia Earhart's birthday. And two former 66s Claudia Vennell and Diane Masse are now proud owners of their private licenses! Good luck to all of you!

Ruth Whan was elected secretary of the International Flying Nurses Association in June at the annual convention in Williamsburg, VA. She is also working part time as a Flight Nurse with Superior Air Ambulance based at DuPage Airport. Bonnie (Ferguson) Merz will be retiring from the FAA to start a new career as a flight examiner. She will be giving check rides for all ratings through ATP.

Hats off to two more anniversary celebrants Geri Krause and Melanie Rubin who have reached the 15 year mark as 99s.

## Greater Kansas City

Virginia and Bill Hansford, Velma and Tom Mynster, Rosamond and Bob Oliver, and Jan Shirley report a super time at the E.A.A. Annual Airshow and meeting at Oshkosh, Wisconsin. There were 1374 planes on the ground and many people camping under the wings of their airplanes and in pup tents. The airshows were excellent and included the Canadian Snowbirds. The party given for 99s by the Oshkosh gals was the icing on the cake.

Babs Tuley reports a great experience in flying with Marie Hoefer of the Long Beach Chapter in the Palms to Pines race. They were pleased to place 14th. 49½er Bud Tuley flew to California with Babs and was "volunteered" as a timer at the Klamath Falls stop. Babs flew a total of 6,000 miles, including a detour to Spokane, Washington and a two-day layover in Douglas, Wyo—ming because of weather. Mary Ann Hamilton and Jean Wilson flew in the First Women's Air Derby Commemorative Race and we all looked forward to greeting them at their "home stop" here at Fairfax Airport.

## Greater St. Louis

The new year is off to a roaring start, our new officers are officially installed, and what a delightful way to begin! The luncheon at Sunset Country Club was super, Adel Scharr did her usual magnificent job of installing the ladies, and our guest speaker, George Mills, gave us a really inside look at the trials of a McDonnell F-4 Test Pilot. He followed his speech with a movie of the Blue Angels doing their thing in the F-4s that was really breath taking. New Chairman, Gloria Cash, led us to believe there will be many activities in the coming year so that we will be kept plenty busy.

There were only a few airplanes in the St. Louis Aero Club proficiency race, Saturday, August 11th, from Bi State Parks airport, but two of 'em were driven by ladies! Tex

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Wickenhauser came in 4th and carried off the Piper Trophy, and Doris Kuhn, with copilot Ruth Lake came in, to win the Beech trophy, flying a T-34! The gals did right well, considering the Aero Club had no handicap for the T-34, so they used a regular Bonanza handicap. Also, the race had to be re-routed at the last minute because the WX front that was supposed to have moved on south and east of our area, didn't!

Chris St. Onge and 49½er, Paul, starting work on restoring a Staggerwing Beech they trucked in to STL from Denver. They plan to do the work in their garage and Chris says that when it's finished, it will be the oldest staggerwing, flying. Rosemary Zander and spouse have their Piper Pacer completely restored, repainted, and are flying it from Weiss Airport.

### Indiana Dunes

The Indiana Dunes Chapter met in Lansing, IL. in August, 1979 and Chairman Barb Gross conducted her last meeting before turning over the gavel to the incoming chairman, Char Falkenberg. The Chapter has enjoyed two wonderful years under the leadership of Barb. She has talent galore and we don't feel that we have even scratched the surface of her possibilities. She showed this in her first meeting as chairman of the 49½er membership. The August activity for the men was a fishing derby. No big fish were caught but a few little ones did take the bait. Walt Falkenberg won the prize for having the most unique fishing hat. (The prize was a fishing scale and tape measure.) Back to Walt's hat. It had nothing to do with fishing unless he planned to blow the fish out of the water! It had a few M 80's along with a carved wooden Norweigan Troll as mascot, a beer opener, and a bottle of Scotch, (miniature). The new officers were installed and the program was given by the Civil Air Patrol on "Search and Survival". Barb Gross was presented a Chairman's pin as a gift from the chapter.

Charlene Falkenberg spoke to the Hobart Rotary Club in August on the history of the 99s and the 1979 Air Race Classic.

Kathy Walker has been promoted to Regional Marketing Support Program Adm. with her company. She will be making



Walt Falkenberg, Char's 49½er, in his winning fishing hat at the Indiana Dunes Fishing Derby for 49½ers at the August meeting.

a 3-4 day trip each month which she plans to fly in her Cessna 1550V.

Norma Nevitt gave a talk on aviation to her daughter's class. The unusual part of this story is that her daughter teaches at a Navajo Indian School in Tohatch, New Mexico — halfway between Gallop and Shiprock in the middle of nowhere. She teaches problem learners. Some of them had never been off the reservation and don't really believe there are airplanes. Norma writes, "It was quite an experience. It was difficult for them to relate, but they were quite delightful."

### Wisconsin

The August meeting was held at Lakeland Airport, Minoqua, in beautiful northern Wisconsin. The members voted to donate \$100 to the Weather Seminar held October 27, in Wausau by Duane Esse, as done in the past. Our hostess, Marie Grimm Schuette, for whom the chapter scholarship fund is named, was presented an appreciation plaque. Helen Kelly gave a short history of our chapter and the efforts and support Marie has given in organizing it.

The new officers were installed by past chairman, Helen Kelly. They are: Chairman, Blane Strickland, Madison; Vice Chairman, Terri Martin, Middleton; Secretary, Ruth Prescott, Oshkosh; Treasurer, Joyce Donner, Oshkosh.

## Northwest

### Columbia Cascade

The Columbia Cascade Chapter July meeting was a fly-in to Vice Chairman Betty Prakken's home on Dietz Airpark in the absence of Chairman Barbara Daufel who was in Alaska helping to crew a fishing boat (and doing her share of fishing). It was well attended with 23 Ninety-Nines in 10 planes flying in. In addition to other business, plans were formulated for airmarking on August 4.

The 49½er party of the Columbia Cascade Chapter in July was a progressive "Riches to Rags" Hobo party with the attitude adjustment portion held at the Dutcher's jungle where champagne punch from a

water bucket and a dipper was served in assorted cans and jars. On to the Blinco jungle for salad, garlic bread and wine — the salad bar an express wagon and old (but clean) washtub. Finally to the Wohlge-muth's for the "Bums Banquet" of grilled hot dogs and baked beans. Costumes were hilarious with Stan Blinco and Debbie Tom walking off with the "Best Costume" trophies. This is the 99s' way of honoring our 49½ers for the assistance we receive throughout the year.

### Greater Seattle

Fourteen happy flyers from the Greater Seattle Chapter flew to Friday Harbor Airport on San Juan Island, for their July meeting, being met by Jean Thomas and her daughter who drove them to the Thomas home high atop a rolling hill, where a picnic lunch (dishes for same having been assigned by picnic co-ordinator Carol Cansdale) was enjoyed by all.

Ilovene Potter regaled the assemblage with "ups" and "downs" of the Hughes Airwest Air Race Classic, in which she and friend Jan Gammel came in 10th, and also brought along her Trophy for one and all to admire.

July 5th, not 4th, was a red-letter day for Carol Cansdale when she received her ATP rating.

Ginger Mitchell was back after being in Moses Lake for two years, returning with an Associate of Arts and her Commercial Instrument.

### Wyoming

Wyoming 99s recently elected the following officers for the ensuing term: Chairman, Crystal Ahrens, Torrington; Vice Chairman, Elizabeth Grieve, Lander; Secretary, Lynn Sanford, Kaycee; Treasurer, Shirley Everett, Cheyenne. Elizabeth Grieve and Shirley Everett agreed to retain duties as Membership Chairman and News Reporter, respectively.

## South Central

### Arkansas

In early May, three Arkansas Chapter 99s flew to the Island of Eleuthera, Bahamas on the annual Arkansas Aero Club Bahama Fly-In. They were Charlene Poe and 49½er; Beverly Harp and son; and Camelia Smith and 49½er.

### Kansas

Nancy-Bird Walton attended the 50th Anniversary of the 99s in Albany, New York stopping in Wichita on her return. She was taken on a tour of Beechcraft and while there was the special luncheon guest of Mrs. Olive Ann Beech. Mrs. Walton attended the ceremony at the Wichita Public Library when Pat McEwen presented the library with a copy of the 99s' history book.

Pat McEwen also opened her home to

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Indiana Dunes new officers (L-R) Eydie Banaszak, Treasurer; Charlene Falkenberg, Chairman; and Bonnie Lewis, Vice Chairman.



another international 99, Betty Ambrose, from the Rhodesian Flame Lily Chapter of the South Central African Section. Betty was on a special jet tour of the United States and part of the tour program included time at the Oshkosh Air Show and tours through the Wichita aircraft plants. While staying with the McEwens, Pat's son, Drew, flew Mrs. Ambrose to Oklahoma City for a tour of 99 Headquarters.



Nancy-Bird Walton, Australian 99; Pat McEwen, past International President; and Carolyn Westerman, Kansas Chapter Chairman.

### Oklahoma

The Oklahoma Chapter had their full complement of delegates to the International Convention in Albany. Two Past Presidents: Broneta Evans and Susie Sewell, also Nancy Smith and Velma Woodward. Hear Broneta and Velma did all right at the harness races at Saratoga, and Nancy had more than her share of committee meetings.

Rita and Leonard Eaves "Skeeter-ed" up to the big EAA doings at Oshkosh. Would you believe 1374 planes?? Rita, also, helped man the 99 tent, as well as talked with Bryan Allen, who with only sheer man-power pedalled the Gossamer Albatross across the English Channel earlier this year.

Many of the Oklahoma 99s turned out for the Planning Session for next year's agenda at Sue Halpain's home. Sue will be our new Chapter Chairman; Dana Gibson, Vice Chairman; Marilyn Ratzlaff, Secretary and Poochie Rotzinger will be Treasurer.

### Shreveport

Amy Pilkinton now flying corporate out of Thibideaux, LA is still doing her instructing. She recently got her Instrument Ground Instructor's Rating, and her first student made a 93 on the written.

Helen Hewitt has soloed her 4th son. We are wondering if this is a record for a 99 or for any lady instructor. Let us hear from any of you who knows of a mother who has soloed more than 4 of her own children.

### South Louisiana

As the South Louisiana Chapter meets in different cities in their area each month, the July meeting was held in Patterson, LA 55 mi. s.w. of Baton Rouge. This is the site of the Louisiana Aviation Wedell-Williams Aviation museum, built by the state to

commemorate and hold the memorabilia of early aviation pioneers. Named for Jimmy Wedell, who won more than 48 trophies, held more speed records than anyone else alive during his lifetime (ending in 1934 when he was 34), and Harry Williams who with Jimmy, operated the first mail routes and passenger lines in the State (the forerunner of our present Eastern Air Lines).

Privately owned antique (still flyable) planes are hangared here and changed periodically, as their owners return them to private collections after display.

From Baton Rouge, Mary French, Chairman, and Eleanor Lowry A.E. Chairman met with Marion Brown, Patterson member and FAA Examiner, and Doyleene Rice, new member from Morgan City. Eleanor owns and flies Grumman 9955L and Doyleene Rice owns and flies her Cessna 206. As the Aviation Museum is located on the property adjacent to Patterson airport, it allowed more time to be spent with Ann Riser, Director, who was receptive to the donation of a permanent display by the 99s. Our Chapter is working on this now and will make the presentation at our next Patterson meeting.

### Spanish Peaks

The home of Sharon Roush was the site of Spanish Peak's annual steak-fry in August. Guests were families and student pilots. Honored on the occasion was Ann Frink; we celebrated the official discharge of our former WASP! Joan Alyea showed the slide presentation on the 1980 Convention at Vail that was presented at Albany. And the weather was CAVU!

## Southeast

### Kitty Hawk

Lorrie Tunnell and Diane Tunnell had the unique experience of flying a Tiger Moth in Australia this summer. They also flew a 172

in Sydney. They were very impressed by the great visibility.

### Long Beach

Long Beach Chapter has another first! We have the first airline pilot to give birth to a baby! On July 23, 1979, Terry London Rinehart gave birth to a 9½ pound son who has been named Justin Michael Rinehart. Terry has been a Western Airlines Pilot since March 1976. Her husband, Robert, is a pilot for United Airlines. Terry's mother, also a Long Beach Chapter member, is Barbara London.

Terry and baby Justin will visit Barbara for a few days the end of August. Terry is looking forward to getting back to work the end of October.

Marion Dittman has recently been employed by the FAA in Santa Monica as an Aviation Safety Inspector.

Mary L. Wright passed the Calif. Bar Exam, and has been admitted to practice as an attorney. Mary graduated from Western State University School of Law.

### Monterey Bay

Monterey Bay Chapter had a marvelous time at the August meeting hosted by Jo and John Deiser at their lovely home in Oak Shores, Bradley, CA on the 11th. This is located by Lake Nacimiento. 99s and 49½ers Geneva and Douglas Cranford, Harriet and Bill Brin and Kay and Ron Harmon shared the hospitality the Deisers so warmly offered. Water skiing plus other outdoor activities, then a delicious Bar-B-Que on the deck overlooking nature's beauty. John and son served a great breakfast Sunday morning, then off to the lake for more boating and a tour of Lake Nacimiento. Later, returning to the house for playing pool, more good food and don't forget the Hangar Flying!! Thanks to Jo and John for the pleasure of being your company.

Congratulations to Shirley Ramsay who just recently obtained her Instrument rating

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These 99s attended the International Convention of Experimental Aircraft in Oshkosh, WI. This photo was furnished by New Orleans 99 Gloria Burielle (far left). Jane Schiek, Chairman of the Women's Activities is pictured far right.



and now flies charter for Air Trails in Salinas, CA.

Golden Carriage Air, a small commuter Air Lines based in Paso Robles, CA made their Maiden Voyage into Salinas Municipal Airport. 99s Geneva Cranford, Kay Harmon and Geri Halfpenny (also on the Commission) were treated to the first ride on the Navajo, taking a tour of the Salinas area. Golden Carriage will offer local business people as well as city shoppers morning flights to San Francisco and Sacramento with return to Salinas that afternoon. A reception was held in the terminal, attended by city officials, Airport Manager, 99s and members of the Airport Commission.

#### Santa Clara Valley

Betty Hicks has been named Instructor of the Year for our FAA District. The award will be presented to her at our annual banquet at Flying Lady on September 15. Marilee Arndt and her family have returned from several years living in Switzerland. Pat and Henry Rowe flew to Denver for the Comanche society meeting. Stella and Ray Leis are home from Vero Beach, Florida with their new Piper. Olive Olivera's family have a new Bonanza and are busy building an airstrip on their property east of Los Banos. The Twin Commander 500 B rebuilt by Gee Bee Aero (Marion Barnick) is being successfully test flown. Marg Standish, long time member, has retired from Lockheed and moved back to the bay area from N. Hollywood. Evelyn and Oscar Lundstrom are home from the annual trip to Tsuniah Lake in British Columbia. Anne Spencer is off to Oklahoma City for training as a Flight Service Station operator. She does not know where she will be stationed. Mayetta and Bill Behringer are home from a month long trip in their Cessna 182 to visit relatives in the midwest.

Attending the 50th Anniversary International Convention in Albany were Vera Arnold, Marion Barnick, Mardo Crane, Peg Ewert, Willy Gardner, Pat Gladney, Olive Olivera, Pat Roberts, Pat Rowe, Patty Sherwood and Dian Ward.

Olive Olivera, with Willy Gardner as co-pilot, flew her Cessna 172 from San Jose to Albany for Convention. As reported by Willy: a lot of time was spent searching out airports with 80 octane gasoline. They were successful most of the time. They spent 5 extra days in Albany when early morning poor weather called for a "no go today" decision. The number of cars they had to rent stays in her mind! Fortunately the enroute weather for the three week trip was generally good.

#### Utah

Wilma Nichols and Carolyn Eklund have vacationed in Michigan. Julie Pfile and Carol Clarke attended the I.A.C. Aerobatic Contest, Fond Du Lac, Wisconsin. Carol also went to Oshkosh. Lila Fielden is attending the FAA Academy, Oklahoma City.

## 99CLASSIFIED

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

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

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

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Oberammergau, the wood-carving village, is the site only every 10 years for the all day Passion Play. Tickets for the 1980 play already are sold out. We have a total of 26.

Join us for 10 days which includes deluxe hotel accommodations, motor-coach sightseeing through Flanders, Ghent, Bruges in Belgium. It includes a train ride through Germany, a Rhine River Cruise, and the Play. And the price

includes a guide, and twenty deluxe meals. From Brussels to Brussels—\$1350, each in a double. Air fare is extra and, for instance, is about \$450. APEX roundtrip New York.

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Page Shamburger, Page Travel Agency, PO Box 1406, Southern Pines, NC 28387, 919/692-8362.



## 99s Questionnaire

1. Do you use a restraint system (seat belt and/or shoulder harness) when you fly? (circle applicable)

As pilot	As a passenger
Always _____	Always _____
Usually _____	Usually _____
Sometimes _____	Sometimes _____
Rarely _____	Rarely _____
Never _____	Never _____
Other _____	Other _____
(specify) _____	(specify) _____

Briefly explain the reason(s) for your answers.

2. Do you use a restraint system (seat belt and/or shoulder harness) when you are in a car? (circle applicable)

As driver	As a passenger
Always _____	Always _____
Usually _____	Usually _____
Sometimes _____	Sometimes _____
Rarely _____	Rarely _____
Never _____	Never _____
Other _____	Other _____
(specify) _____	(specify) _____

Briefly explain the reason(s) for your answers.

3. Do you use seat belts in rear seat of an

Aircraft?	Automobile?
Always _____	Always _____
Usually _____	Usually _____
Sometimes _____	Sometimes _____
Rarely _____	Rarely _____
Never _____	Never _____
Other _____	Other _____
(specify) _____	(specify) _____

Briefly explain the reason(s) for your answers.

4. Does your 49½ use a restraint system?

When driving?	When flying?
Always _____	Always _____
Usually _____	Usually _____
Sometimes _____	Sometimes _____
Rarely _____	Rarely _____
Never _____	Never _____
Other _____	Other _____
(specify) _____	(specify) _____

As a passenger in car?	Airplane?
Always _____	Always _____
Usually _____	Usually _____
Sometimes _____	Sometimes _____
Rarely _____	Rarely _____
Never _____	Never _____
Other _____	Other _____
(specify) _____	(specify) _____

Briefly explain the reason(s) for your answers.

5. Do you require your passengers to use restraint systems?

In an airplane	In your car
Always _____	Always _____
Usually _____	Usually _____
Sometimes _____	Sometimes _____
Rarely _____	Rarely _____
Never _____	Never _____
Other _____	Other _____
(specify) _____	(specify) _____

Briefly explain the reason(s) for your answers.

6. If you have infants (weighing up to 20 pounds) (9 Kg) as passengers, how do you restrain them?

Don't, held in arms. \_\_\_\_\_  
 Use lap belt \_\_\_\_\_  
 Use commercial auto infant restraint \_\_\_\_\_  
 Name/model \_\_\_\_\_  
 Other (explain) \_\_\_\_\_

Briefly explain the reason(s) for your answers.

7. If you have small children (weighing between 20 and 40 lbs. (9-18 Kg.) as passengers, do you restrain them?

As pilot	As a passenger
Always _____	Always _____
Usually _____	Usually _____
Sometimes _____	Sometimes _____
Rarely _____	Rarely _____
Never _____	Never _____
Other _____	Other _____
(specify) _____	(specify) _____

- a. Briefly explain the reason(s) for your answers.

- b. If you do restrain small children, what type of restraints do you use in airplane \_\_\_\_\_  
 In car \_\_\_\_\_

8. What year did you start flying? \_\_\_\_\_ Driving? \_\_\_\_\_

9. What model and year aircraft do you own or usually fly? \_\_\_\_\_  
 Auto? \_\_\_\_\_

10. If you have a shoulder harness, is it integral (one piece with lap belt) in aircraft \_\_\_\_\_ in auto \_\_\_\_\_  
 or 2-piece (able to wear lap belt without shoulder harness) in aircraft \_\_\_\_\_ in auto \_\_\_\_\_

11. If 2-piece lap-shoulder harness, do you use shoulder harness portion when you fly?

Always \_\_\_\_\_  
 Usually \_\_\_\_\_  
 Sometimes \_\_\_\_\_  
 Rarely \_\_\_\_\_  
 Never \_\_\_\_\_  
 Other \_\_\_\_\_  
 (specify) \_\_\_\_\_

Briefly explain the reason(s) for your answers.

12. Were shoulder harnesses (front seats) installed:

In \_\_\_\_\_  
 by factory (standard equip.) \_\_\_\_\_  
 by factory (optional equip. ordered) \_\_\_\_\_  
 by dealer (FBO) \_\_\_\_\_  
 by self \_\_\_\_\_  
 no shoulder harness \_\_\_\_\_  
 other (explain) \_\_\_\_\_

13. Do you think that shoulder harnesses should be installed by the manufacturer for each aircraft seat as proposed by FAA NPRM 73-1?

All seats:	Yes _____	No _____
Front seats only:	Yes _____	No _____
None:	Yes _____	No _____

14. Do you have any problem or comments with the shoulder harness and/or seat belt you use relative to comfort, fit, accessibility, ease of donning, ability to reach controls, etc.?

Your automobile	Your aircraft
in front seats: _____	_____
_____	_____
in rear seats: _____	_____
_____	_____

15. We'd appreciate any additional comments you'd care to make. Use another sheet if you wish.

You need not sign this questionnaire unless you want to, however, we would appreciate the name of your Chapter and Section.

**Please send completed questionnaires to:**  
**Mary F. Foley, 867 Kemper Circle, Rock Hill, SC 29730.**



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