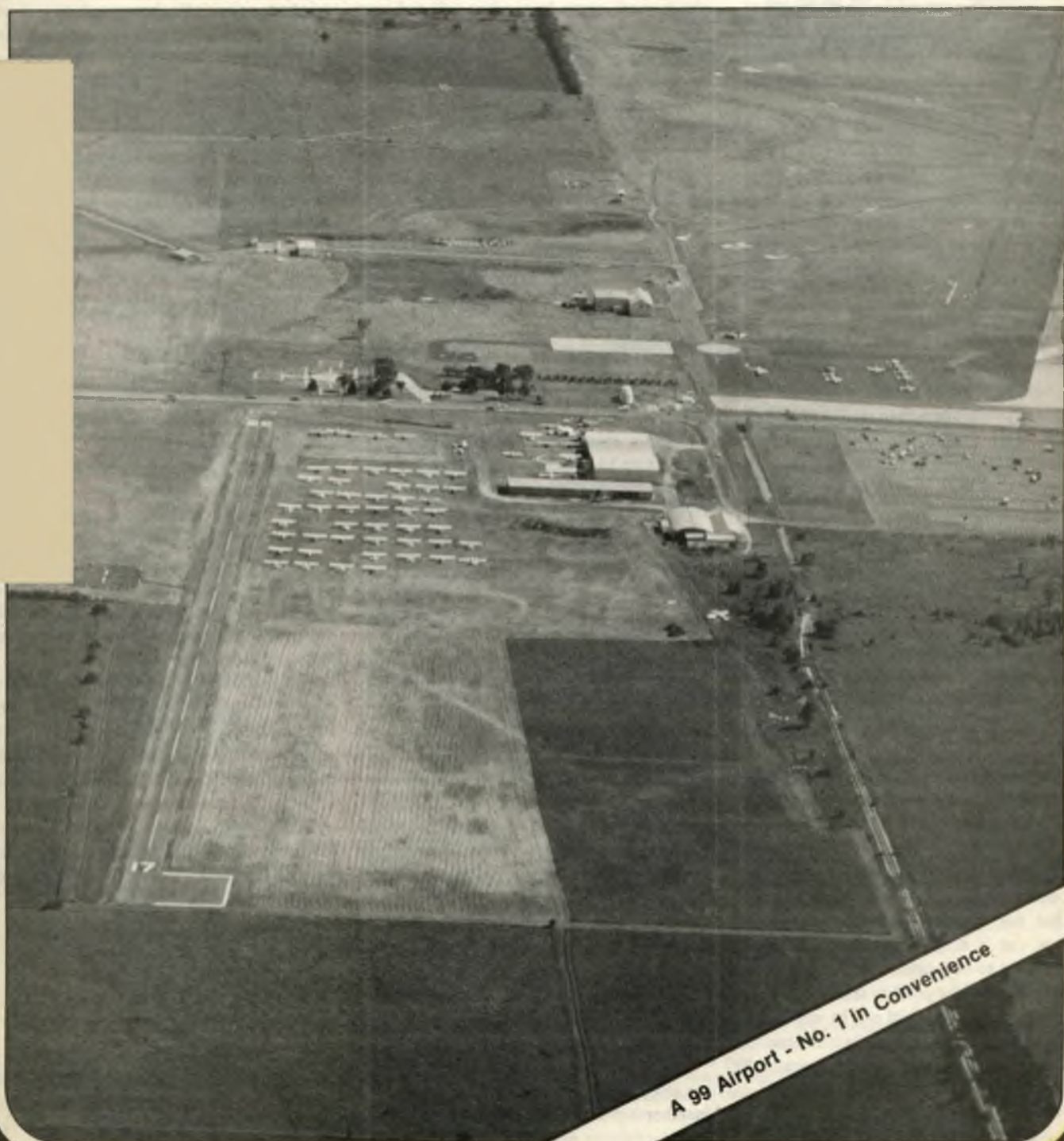


# *the 99 news*

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

January-February, 1980



A 99 Airport - No. 1 in Convenience





# To Be or Not To Be?

By Betty McNabb  
Your Membership Chairman

The Round Table on Membership in Albany (and wasn't that a wonderful convention!) was gratifying in one respect—a tremendous amount of interest was shown. So much that we couldn't get around to everybody—and that was an "ungratifying" part.

Questions, questions: How do we recruit successfully? How do we retain? What actually are our objectives? Should we change our name so that people will know more about us? What should the classifications of membership be? How can we make meetings meaningful? Why are we losing people?

And a hundred more.

There are no pat answers to many of these questions, but I think we can develop answers to some of them.

There's only one way to recruit and retain. And that's make the organization so attractive that people will want to join, and want to stay with it. But how to do those things is not easy.

We seem to be a cross-breed of woman's club, civic club, volunteer group, highly professional organization, a spectrum of pilots, not a strata. We range from the dedicated to the dilettante, and if you've forgotten the definition of that, or one of them, here it is—a person who cultivates a branch of knowledge as a pastime, especially sporadically or superficially. Also known as amateur.

And we have some of those, too. They are a segment of The Ninety-Nines which we need, because they often have the time to do the things which more professional members of our organization, simply can't get around to doing because of other commitments.

But our organization is for all women pilots, (or is it...) and every member has something to contribute. In fact, one of the things it would be good to remember is that everything we do should not be undertaken with the question: "What's in it for me?" in mind. Over the years, we have gradually become more action-oriented, and as in Civil Air Patrol and Coast Guard Auxiliary, we are becoming a "what can I do for The

Ninety-Nines" organization.

As many of you know from experience, the rewards come from what you give, not what you get, and you get those rewards because you do give, as Ninety-Nines do, unstintingly, in many aviation endeavors.

The very strong feeling some have against "dead-wood" must be re-evaluated, possibly in the light of two classifications, the do-ers and the supporters. Many people are turned off by the term "inactive." In fact, I would be. When I lose my medical, which is, of course, inevitable some sad day, I expect to continue to be a Ninety-Nine and participate **somehow** as long as I'm physically and mentally competent.

A member of our chapter has developed severe hypertension—but she has no intention of quitting The Ninety-Nines. She will continue to lend her expertise, her executive capabilities, and her warm support to The Ninety-Nines. **We need her.**

We also need our professional women, those in aviation, the medical professions, the law, government—women who fly but who simply can not take the time to attend a meeting once a month, or perhaps once a year—but whose names, guidance and moral support we need.

I personally dislike the "many-meetings" requirement of some chapters. If a Ninety-Nine introduces and vouches for a new member, why should that member have to go into a "pledge" type of thing? And if she's a stranger, I admit you take your chances.

As for why people don't join, and why they drop out—some of this is based on changing life-styles. People lose their medicals, financial reverses make it impractical to fly, we get married and move, we have babies, we change jobs—there are many reasons why we drop out and one of them is boredom. If the local chapter doesn't make meetings really interesting, who wants to waste today's precious time to fly or drive somewhere, even across town?

The professional women in many cases are already in the "big time" and don't need membership in our organization, nor could they participate actively if they joined.

But as pilots, we are an organization which can contribute mightily to general aviation, constantly threatened, as you well know, by other facets of aviation and government. We know the absolute economic usefulness of general aviation; we know that the nation actually can not handle the problems of transportation without it.

By our very nature, the tremendous versatility and wide spectrum of our diverse life-styles, we can be a useful tool in convincing the man in the street that general aviation must live.

Our supporting members can be the mainstay of our organization without ever taking a foot off the ground or attending most of our meetings.

I'm totally aware of the feeling some Ninety-Nines have about letting the organization fall into the hands of non-flying "senior citizens." And of course, we acquire more and more of these seniors simply because they're a hardy bunch who won't let Father Time catch up with them.

They themselves want to see the destiny of The Ninety-Nines in the hands of young, vital, flying women. nevertheless, the older ones do have the background, the expertise—and sometimes the extra time and even extra money!

So think about what you want to do with The Ninety-Nines—think about the contributions we're making every day to general aviation, to aerospace education, to collegiate flying, and to many other phases of aviation, professional or otherwise.

Decide what you'd like to see done to revitalize our organization and make yourselves heard.





# THE GREAT RACE!

ON THE COVER: Copeland Airport - No. 1 in convenience and service. See story Page 9.



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for your chapter/section!**

**the 99 news**  
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**Volume 7 • Number 1 • January-February, 1980**

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## Thoughts From Thon

At various times over the past couple of years, the International Board of Directors has discussed the advantages of having an in-house computer at our Headquarters in Oklahoma City. We have checked purchase prices, lease agreements, maintenance costs, actual operation by the present Headquarters staff and the many other attendant considerations. Each time we looked into the subject, it was obvious that we had the best deal of all by continuing to use the data processing center at Turco Manufacturing in DuQuoin, Illinois. Turco is Bob and Lois Feigenbaum's company and through their generosity, The Ninety-Nines have been able to use time on their company computer at such a favorable cost that, in the past, it would have been foolish to consider a change.

Today, Headquarters is working at capacity, so as The Ninety-Nines grow and we initiate new services, the need to have our own computer becomes urgent. A committee composed of International Vice-President Janet Green, Memphis Chapter member Rosemary Williams and more recently, Jean Ferrell of the Los Angeles Chapter, have been seriously investigating the need. Because all three are knowledgeable in the field of data processing, they have been able to present the problem and its economics in terms your Board can understand. Happily, they are all concerned and interested Ninety-Nines pursuing a common cause.

A popular concept was that of leasing computer time or time-sharing, which means buying or leasing a terminal for the Headquarters office, but having the actual computer elsewhere in Oklahoma City. The initial savings are misleading since all "time" used would be rental time and would continue until such day as we gave up the program or converted to purchase of our own computer. Additionally, we would need to have their standard computer programs tailored to our many and varied uses. Also, we would need to lease or purchase a printer since much of what we do involves printing thousands of labels — *The 99 NEWS*, renewal notices, membership cards, ballots, membership directories and also labels for special orders, such as

for section elections, section meetings, etc. These labels are updated constantly as addresses change, names change, 99s transfer, drop out or join. We print monthly membership lists for each chapter and for sections twice a year.

As the committee began comparing the costs of leasing time versus purchase, they investigated the Wang 2200, IBM 5110, Microcomputers, Texas Instrument DS990, Radio Shack TRS 80-11, Data General 9064 and several others. They looked at the advantages of new and used. Each had something to offer, but our guideline is the need to spend the same amount or less than presently being spent annually.

When we have a computer to work with, Turco Manufacturing will provide a duplicate program whereupon we will operate our computers simultaneously for a few months until we know we have it functioning the way you all would like to see it function.

Most of you know of the demands on our Headquarters staff, but let me explain to those who are new or unaware. They process about 600 new member applications per year, maintain lists of all 5,000 plus Ninety-Nines, their addresses, chapter affiliations, ratings, hours, transfers, reinstatements, dues renewal dates, name changes as well as chapter and section count changes, former member information and more. In addition, they reply to dozens of letters weekly (they average 775 pieces of mail per month), cope with busy telephones, keep the books and make deposits of thousands of checks per year. Presently all membership information is mailed to Illinois and our accounting is handled by another computer firm in OKC. All of this would be kept in our Headquarters and in addition, we would store (and immediately recall) the mountains of information which is now nearly impossible to find in the archives we are accumulating. People are becoming increasingly aware that The Ninety-Nines is the most accurate and complete source of information on women who fly, but unhappily the information is not readily available now.

The next question is one I have been frequently asked, — will we need to hire a

computer operator? The answer is no. Loretta Gragg, Headquarters Manager, has previous experience with computers, however, both Loretta and Virginia Oualline will be trained to operate it.

At this point, I should tell you I made brief mention of this urgent need at the Southwest Section Meeting last September. Bless Ninety-Nines, the several who were familiar with computers in various capacities, offered to help in any way needed. Santa Barbara 99 Marion Fickett offered to fly to HQ at her own expense to lend a hand, Fran Grant had her knowledgeable son make a cassette tape for the committee and Jean Ferrell said she would spearhead a fund drive within the Southwest Section to buy the computer! Jean promptly began exchanging letters with Janet Green who had already given considerable time to researching types of computers, lease or purchase, new or used. Jean then followed up by coming to our October Board of Directors meeting in OKC at her own expense to discuss the computer and determine our uses for it.

The Directors became so enthusiastic during that meeting that they each donated \$50.00. Other donations have arrived at HQ (a special savings account has been opened for "The 99s Inc./ Computer Fund" a tax deductible donation). The total at this writing already stands at \$3,630.00 and each donor will have her name (or the chapter name) inscribed on a scroll which will be framed and hung at Headquarters soon after the computer is operating. <sup>99</sup>

**Editor's Note:** After Thon's column was received, she telephoned Headquarters to give us the sad news that two Ninety-Nines, former Southwest Section Governor Marion Barnick and Jean Ferrell lost their lives in the tragic crash of the DC-10 which left New Zealand November 28, 1979 on a sightseeing flight to the Antarctic. She asked that contributions received for the computer be listed as a lasting memorial to Jean. A scholarship fund to be administered by the Santa Clara Valley 99s will be established in Marion's name. Details in this issue.



## New Horizons

*Editor's Note: On November 28, 1979, The Ninety-Nines were shocked and saddened to learn that two of our members perished in the crash of the Air New Zealand DC-10 which went down while on a sightseeing flight over the antarctic. Though Marion Barnick and Jean Ferrell are gone, they will never be forgotten.*

### Marion Barnick

By Stella Leis

Marion Barnick, with her daughter, Kaye of New York, was one of 237 persons who died in the crash of an Air New Zealand DC-10 near Mt. Erebus in the Antarctic while on a sightseeing flight November 28, 1979.

Marion had flown actively since 1939 and held all ratings including an ATP. She had been an FAA Designee.

Among the many pilots she trained in her 8,000+ hours was her son, Robert, who is currently a Pacific Southwest Airlines pilot. She owned and operated Geebee Aero, an aircraft repair and parts company at Reid-Hillview Airport, San Jose, which she had founded with her late husband Herman.

A strong supporter of racing and proficiency meets, Marion in her brown and gold Cessna 172 was a familiar sight in southwest states. She participated in five AWTARs and in 1979, placed 10th in a field of 58 in the 5800 mile Great Race from London to Victoria Falls, B.C. with Irene Leverton.

She had originally joined The Ninety-Nines in Portland, Oregon in 1944 and then became a charter member of the Santa Clara Valley Chapter. She summed up her philosophy saying, "Either you love to fly, or you don't care a thing about it. There's no in between."

Flight was her whole life and those that were closest to her know she has flown to new horizons and brighter skies.

The Barnick family is establishing a Marion Barnick Memorial Scholarship Fund for the education of women in aviation. It is to be administered by the Santa Clara Valley Chapter 99s. Checks should be made payable to Chairman Pat Davis, 695 Remington Drive, Sunnyvale, CA 94087.



Marion Barnick enjoyed every phase of flying, especially racing and proficiency meets, and had flown actively since 1939.



Jean Ferrell's work with United Airlines as a DC-10 instructor plus her over-all willingness to "pitch-in" resulted in a merit award presented to her by her supervisor, Capt. J.E. Carroll a few months before her death.

### Jean Ferrell

By Virginia Showers

When word reached The Ninety-Nines that Jean Ferrell was one of the passengers aboard the ill-fated Air New Zealand DC-10, it seemed incomprehensible that she could really be gone. Jean was such a driving force, not only in her own Los Angeles Chapter, but in the aviation industry as well.

Jean began her aviation career in Pittsburgh twenty-three years ago with Capitol Airlines, which later merged with United Airlines. She started as an air-to-ground radio operator and finally worked her way through the ranks to the Flight Training and Standards Department at United's Denver Training Center. She was checked out to fly and instruct in the DC-10 and held an FAA Check Airman Status letter enabling her to give Flight Engineer check rides. She also trained many foreign airline crews from such places as India, Pakistan and Korea. Jean was such a valued employee of United that a few months before her death, her supervisor, Captain J.E. Carroll, Vice President of the Flight Training and Standards Department, presented her with a merit award to

recognize, among other things, her willingness to "pitch-in". It was this willingness that prompted her to assume the responsibility of APT Chairman for her chapter to personally make sure other chapter members were current and to volunteer to spearhead the 99 computer fund drive.

Her willingness to help reached into many other areas as well, including the Civil Air Patrol. She not only held the rank of Lt. Colonel, but was also the Deputy Commander of the Colorado Wing. She had donated literally thousands of hours flying search and rescue missions in the mountains of Colorado and Wyoming.

Jean liked to boast that she had flown everything from Jennys to Jets. But she was a perfectionist. She knew that if she succeeded in an area penetrated by few women, it would pave the way for other women to follow. Thanks to her, many have.

In a way, it is fitting that Jean found new horizons as she did. She was doing the thing she loved best, flying, and she was aboard the aircraft she loved the most, a DC-10. It had to have been a beautiful flight.



# The A.E. Research Scholar

By Dr. Dora Dougherty Strother

Excitement stirs in the offices of the Amelia Earhart Fund trustees. The first Amelia Earhart Memorial Research Scholar has completed the research phase of her project. Her schedule promises completion of her work in time for the 1980 International Convention in Vail, Colorado.

The award, the first Amelia Earhart Memorial Scholar grant, was won in 1978 by Mrs. Dorothy Niekamp of the Indiana Chapter. Mrs. Niekamp, an accomplished and recognized scholar in history and library sciences, holds a Master's degree from Indiana University and is employed by the Indiana University Library. In addition, she is employed as a technical consultant and lectures and serves on technical committees in her discipline. Her proposal, entitled "Annotated Bibliography of Women in Aviation," was to survey the literature and produce an annotated bibliography, or thumbnail sketch, of articles, books and stories and researches covering women in aviation. The trustees, in evaluating her proposal in 1978, felt that this study would meet the needs of a starting point for any research, historical or technical, dealing with women in aviation and aerospace. The technical judge of Mrs. Niekamp's proposal, Mr. John Feulner, of the Science and Technical Division of the Library of Congress, highly recommended that The Ninety-Nines support this work. His letter to the Trustees evaluating her proposal stated, "The literature search (conducted at the Library of Congress) has not disclosed any recent compilation of literature on the subject of women in aviation and two experts consulted feel that such a bibliography would fill a glaring gap in the literature of aviation."

The data collection phase of this research has been completed. Mrs. Niekamp reports having reviewed the following quantity of information:

250 books, 65 biographies/autobiographies,  
21 juvenile books, 118 general histories,  
500 periodical articles and approximately  
800 *New York Times* article citations  
Her final report will reference each of these. It will contain a brief summary of monographs and motion pictures. Listings complying with standard library procedures will be cross referenced with the name of the woman pilot.



Mrs. Niekamp, in discussing items of interest which her research has uncovered, found delight in an article appearing in the *New York Times* on December 15, 1929, Page 22, Col. 4. It discussed the organization of a group of women pilots which was to be called the 86ers. She said that she was grateful a few more women pilots appeared at the meeting. "The 99s has a more lyrical sound than an organization called the 86ers," she said. She also found out a great deal about all of us. Witness her uncovering an article in the *New York Times* dated March 15, 1926. In it the license of a woman pilot, Viola Gentry, was reported suspended by the authorities because she had flown under the Brooklyn and Manhattan bridges. "My goodness," said Mrs. Niekamp, "Sweet, demure Viola, can you imagine?"

The Trustees of the Amelia Earhart Memorial Scholarship Fund are extremely pleased with the progress that is being made by this scholar. They look forward to receiving her final report and know all Ninety-Nines take pride in her accomplishment. It is hoped that this is the first in a long line of scholarly works about women pilots, by Ninety-Nines. The Trustees believe Amelia would have been proud of this use of the scholarship fund named in her honor to encourage professionalism among women in aviation.

## Attention: Chapter A.E. Scholarship Chairmen

By Susie Sewell  
A.E. Memorial Scholarship Treasurer

We appreciate your interest in the Amelia Earhart Scholarship selection process — screening at the chapter level is a most important part in the selection of qualified applicants.

Applicants should be chosen at the chapter level based on their potential for use of the rating in aviation, plus financial need. Other important factors, such as character, professional skills, motivation and their past achievements, are merely a few. There is no pattern, geographically, to the final selection. Each section screens the chapter applicants and sends only their choices to the A.E. Board of Trustees for further screening.

The question is often asked about a winner's flight training. "How much is covered?" This varies with each applicant and the amount of money available for scholarships in any given year. Scholarships are awarded from investment income derived from the principal amount of the Trust Fund, plus one-half of that particular year's contributions. As many scholarships as possible are awarded and a percentage is applied to the amounts requested, depending on funds available.

The amount set for each winner is determined at the time the final judges return their selections. There is nearly always the possibility that an applicant will need to personally supplement the award when applying for a rating costing well above \$1,000. The Board of Trustees is scheduled to meet in early Spring and will be reviewing a number of procedures, as they do annually. Any recommendations you wish to offer will be gratefully received. <sup>99</sup>

Here is a list of contributions made to the A.E. Fund since the Convention in July:

First Canadian Chapter	\$ 25.00	Memoriam, Sybil Dunn
Bendix Avionics Division	100.00	In honor, Anne McNamara
San Diego Chapter	270.00	Memoriam, Jessie Ostrander
Minnesota Chapter	31.00	Memoriam, Florence Scriver
All-Ohio	200.00	Chapter contribution
Australian Section	1,500.00	Section contribution
Houston Chapter	20.00	Chapter contribution
Barbara Goetz and Anthony Sestito	25.00	Memoriam, Wm. D. Orr
Roy Adair	30.00	For instructions give by Barbara Goetz
Greater Detroit	25.00	Chapter contribution, 1978
Greater Detroit	25.00	Chapter contribution, 1979
Greater New York	35.00	Chapter contribution
Palisades	25.00	Chapter contribution
Williamette Valley Chapter	50.00	Chapter contribution
Kansas 99s	25.00	Chapter contribution
Orange County	150.00	Chapter contribution

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## You are Invited

At 11:00 a.m., April 14th, you are invited to Tinker Air Force Base, Oklahoma City, Oklahoma, for the dedication of a building in the memory of Paula Ruth Loop, Oklahoma Chapter 99 and WASP 43W2. Paula was killed ferrying a BT 13 over Oregon in 1944. This is the first military building ever dedicated to one of our own. If you are coming by private plane, it may be possible that you can fly directly into Tinker.

Make plans to now see your 99 and WASP friends in OKC, April 14, 1980. Visit the 99 Headquarters if your time allows.

For further information and reservations, contact by March 15th, 2Lt. Narda L. Jimenez, 552 AWAC Wing-ADYD, Tinker Air Force Base, Oklahoma City, OK 73145. (405) 734-2166.

Watch *The 99 NEWS* for further details.

If you are interested in learning how an aircraft accident is investigated, you are invited to attend The Wally Funk Safety Slide Presentation, Tuesday evening at 7:30 p.m., January 8, 1980, at the FAA Auditorium, Oklahoma City. Wally is an NTSB Air Safety Investigator and has put together a fascinating presentation which contains many unique safety tips.

If you are interested in a similar presentation for your group, contact Wally at her office, (213) 536-6041.



Betty Jane Schermerhorn, Governor of the East Canada Section, presented The 99s' Canadian Award in Aviation to W.E. Slack, Chairman of the E.A.A.C. Technical Committee during the C.O.P.A. banquet at Grey Rocks Inn, St. Jovite, Quebec, September 22, 1979.

## New Ratings

New York-New Jersey

Kathy Lusteg — Long Island — CFI

### North Central

Rose Burchett — All-Ohio — CFII

Jennifer Chapan — All-Ohio — IFR

Connie Huffman — All-Ohio — Balloon

Maxine Holden — All-Ohio — IFR

Maureen Darling — Lake Michigan — ME, IFR.

### South Central

Kay Anderson — Kansas — CA

Sondra Ridgeway — Topeka — CFII

Lonnie Wilhelm — Topeka — IFR, BGI

### Southeast

Ksena Stone — Carolinas — ME

Angela Wheat — Carolinas — CFI, ME

### Southwest

Kathleen Snaper — CFII, ME — Las Vegas Valley

Claire Ellis — Phoenix — CFI

Pam Marly — Phoenix — ME

Pamela McInnes-Stine — San Fernando Valley — IFR

Shirley Thom — San Fernando Valley — IFR

Lila Fielden — Utah — ME, ATP



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## New Chapter

# Cameron Park

By Joyce Wells

"Oh, what a beautiful morning, oh what a beautiful day"—such was Saturday, October 27th,—severe clear!!! Flying from the Bay area to Cameron Park was uneventful (both times)\*, but awesome, as the Sacramento Valley and the Sierras were spread before us in all the beauty and splendor of fall.

Nestled in the Sierra foothills east of Sacramento, Cameron Park is a community for pilots. Streets are taxiways, garages are hangars. The Country Club was the gathering place for more than 40 women and men who enjoyed lunch while witnessing the beginning of a 99 chapter. Some came by air, others by surface transportation—all to share their joy in being associated with aviation and the 99s. There were 10 members from sponsoring Bay Cities Chapter, 9 from Sacramento Valley Chapter, and numerous friends and 49 1/2 ers. A special guest was Bob Williams, instructor of several of the new chapter members.

Wray Robertson, Chairman of the new chapter and former Bay Cities member, graciously presided over the festivities. Thelma Cull, Vice Governor of the Southwest Section and Sacramento Valley member was the installing officer, and the new Cameron Park Chapter members were individually pinned with their 99 pins by Bay Cities members. Denage Marquis, Vice Chairman of Bay Cities presented the new chapter with a gavel and block. Chairman, Marci Roberts of Sacramento Chapter gave a beautiful scrap book. Southwest Section patches were given to each new 99 by Ruth Rueckert of Bay Cities.

New chapter members are: Wray Robertson, Chairman; Mary Bovee, Vice Chairman; Sandra Harper, Treasurer; Beverly Owens, Secretary; Jan Carlsen, Reporter; Betty Jane Roper, Program; Robin Bovee, Nadine Shute, Joan Wright Betty Burbank, and Dorothy Lee Odegard.

Bay Cities members present were: Ruth Rueckert, Marge Fauth, Taya Dunn, Joyce Wells (in the Wells' C-210 with Hal and Steve), Denage Marquis, Christine Koplos-Stroh, Marge Carmine (in the Carmine's T-Arrow with Duane), Miriam Brugh, Helen Kelton, Ruth Jacquotl and our special friend, Carol Baker. Apologies to those I may have left out.

\*The custodian of the new member pins and handbooks left them in the car at Gnos Field and had time to retrieve them before lunch was over, but no time to visit with the new members. That's how you get to be the first plane to arrive and also the last to arrive.



# A 99 Airport—No. 1 in Convenience

By Marilyn Copeland

Who knows what general aviation pilots want when they use an airport? You guessed it, general aviation pilots! In October, 1976, John and Marilyn Copeland were driving near one of the oldest landing strips in Wichita, Kansas, Rawdon Airfield, and to their dismay, it appeared to be nearly closed. They immediately began research, and found that the airport was for sale, due to the passing of an early aeronautical engineer, Herbert Rawdon, Sr.

John is a children's dentist and a pilot for over thirty years. Marilyn has been a Kansas 99 since 1962 and was Headquarters Chairman during the time of the building project. Both were interested in the general aviation airport and agreed that they would like to keep this convenient, private airport open to the public. Thus, they bought the airport and Copeland Airport was born.

During the first year, an all new 2550 foot asphalt runway was constructed. Kansas 99s airmarked the new runway with the numbers 17 and 35. From the beginning of the airport project, an extension of the runway was planned, first to 3500 feet and eventually to 5,000 feet. This expansion has been delayed by the untimely land purchase by a local aircraft company of the property which is necessary for expansion.

Installation of runway lights a few months later was a project to assist in pilot safety and convenience. They are left on all night to accommodate local and transient pilots. A sign at the entrance to the airport states, "Welcome to the airport that is getting better everyday."

First year improvements included burying the high voltage power lines at the south end of the runway. This was a major expense for the airport owners, but necessary for the safety of the flying public.

A new FAA approved instrument landing approach was another necessary safety project. Since the new runway had slightly different elevations, up-to-date engineering elevations were necessary to get the IFR approach. As airport manager, Marilyn Copeland regularly attends air traffic control meetings at McConnell Air Force Base. These meetings bring together the airport managers, factory representatives, the FAA, and the military to discuss local traffic problems.

An advance design of unique construction might be the description for the O'Dome structure which is the new administration building on the airport. From the time this building was placed into service, pilots could



definitely see a new image was underway at the airport.

Many "open to the general public" aviation activities have been held the past three years. One of the first big ones was the "Spirit of St. Louis" commemorative tour. This activity attracted over 5,000 people along with lots of TV and newspaper coverage.

Through the joint efforts of the Kansas 99s, the AOPA Safety Foundation and the FAA, a very successful pilots' safety seminar was presented to 500 area pilots during the second year of activities at the airport.

A free community airshow was held in early 1979 which included an aerobatic show, an EAA Fly-in, new aircraft on display, parachute demonstrations, and hot air balloons. The two day open house attracted crowds of aviation lovers to the airport.

Other activities during the past three years have included Fly-ins by the Flying Physicians, Flying Dentists, 99s, EAA, Bonanza and Staggerwing Societies, Wichita State University Aerospace Workshop, Fairview Fly-Lady Derby, Muscular Dystrophy Flights and other promotional activities for local institutions and clubs. The latest big event was the National Fly-in of the Cessna Skylane and Skyhawk Associations. Over 75 aircraft headquartered at the airport and were in close proximity to a hub of the best motels, restaurants, and shopping in the Wichita area.

Copeland Airport hosts many international visitors during the year. South American pilots base their aircraft at Copeland for a few days after they have received delivery from the local factories. Occasionally, a German, Canadian or South African plane will spend some time on the field.

A Cessna Pilot Center is also quite active on the airport. The flight school, rentals and charter are run by a separate company which leases space. Likewise, another aircraft maintenance company leases space for maintenance and avionics.

A key person in the operation of the airport has been the Copeland's son, David, who serves as assistant manager and chief lineman. He also enjoys every flying opportunity he gets. Their daughter, Jo Elaine and her husband, Marc, are also fine backup support for the operation.

During 1979, a new 13,000 square foot general aviation storage hangar was completed. With a large door opening of 18' x 80', all aircraft that land on the airport are easily hangared. Space for offices of aviation-oriented companies is also available in this new hangar.

Truly, the weak of heart, or persons too fragile for hard work, long hours and extreme temperatures should not undertake such a project. However, after three years of owning an airport, the Copelands are happier and much wiser than the day they made the decision to keep the airport open to the public.

99



# Louise McPhetridge Thaden

By Page Shamburger

A few years ago, Louise spoke to the assembled crowd at the Staggerwing Museum in Tullahoma, TN. Among the words she said were some we remember quite vividly: "I'm glad I've lived long enough to smell the roses."

You see, justifiably, the Staggerwing Foundation had opened a library and named it The Louise Thaden Library. The Library honored Louise and well it should. The lady, you see, held every possible aviation record in the late 20's and early 30's. The first Bendix Transcontinental Air Race women were permitted to fly in—she won, with Blanche Noyes as co-pilot, and she won in a Staggerwing Beechcraft. That was in August of 1936 and with that win, she held the record for East-West transcontinental speed; the next August, again flying a Beech Staggerwing, she took the 100 km. Speed Record.

To be a bit more personal for Ninety-Nines, the lady won the First Women's Air Derby in August of 1929, in a Travel Air, the fore-runner of the Staggerwings. And that Air Derby was the fore-runner of the organization known as The Ninety-Nines. 'Member? Under that grandstand, the female pilots met and decided some club should be organized for women pilots?

Louise Thaden was our organization's first secretary. We all know who does most of the work for a fledgling organization. The secretary, right? Later, she was the vice-president.

Listen to some of her records, though. She was awarded the Harmon Trophy by the Federation Aeronautique Internationale in 1936. Citations are too numerous to list but include those from the State of North Carolina, the OX5 Club of America, the Society of Experimental Test Pilots, and the meritorious Service Award with Cluster from the CAP.

She soloed in 1927 and her name first went in the record books for altitude in December of 1928. In 1929, she captured the record for solo duration, for speed, for winning the Air Derby—and she helped start The Ninety-Nines. Her life was like that. What she did she not only did well—she did the best. People she met, and she always met them kindly, were impressed with all she had done. Her friends, like many of us in the Carolinas Chapter, were impressed with the simple fact—she was one great lady.



We're proud of her. We're proud she was our friend. We'll miss her deeply. We can only be grateful that indeed she did have time "to smell the roses."

Louise Thaden died in High Point, NC November 9, 1979, of a heart attack. Her memorial service was on November 12, her 74th birthday. Louise requested that her son, Bill, and her daughter, Pat, state "no flowers" but memorials to the charity of your choice or to the Staggerwing Museum Chapel in Tullahoma, TN. The Carolinas Chapter and the Southeast Section of The Ninety-Nines are sending memorials to the International Womens Air and Space Museum in Dayton (% Doris Scott). Recently, Louise has given the Museum many photos and archives material.

Pat's address:

Mrs. Frederick W. Frost  
Rt. 1, Box 346G  
Leesburg, VA 22075

Bill's address:

Mr. William Thaden  
11 Juniper Drive  
North Hampton, NH 03862

## Region X NIFA SAFECON

By Charleen Mehaffie

On October 27, 1979, the host team at Bowling Green State University, Bowling Green, Ohio, was joined by the teams from Ohio State University, to compete in the Region X SAFECON. We arose to a good VFR day, accompanied by a rather stiff chilly breeze which is not a stranger in the "flat lands" surrounding Lake Erie. All ground and flying events were completed and the All-Ohio 99s helped judge power off and spot landings, the message drop, and rode as check pilots in the navigation event. Western Michigan and Kent State will go on to compete in the Nationals in Grand Forks, North Dakota, in May. This was a very enjoyable and well run meet thanks to the host team at BGSU.



Marcia Greenham and Charleen Mehaffie wait for a message to drop from the skies and, hopefully, land on the target.



Taking a break from NIFA chores are Kay Johnson, Charleen Mehaffie, Ione Shelton and Dorothy Amon.



## The Great Used Car Dealer in the Sky

By Joan Kerwin

FAA Administrator Langhorne Bond was "impressed by the quality and thoroughness of the recommendations received from the public" in the more than 43,000 comments made on NPRM 78-19.

So impressed, in fact, that he is dropping the proposed controlled visual flight rules and the lowering of the positive control area below the present 18,000 ft. Also, he has trimmed his list of 44 proposed new TCAs by six and perhaps more. The six withdrawn are Des Moines, El Paso, Jacksonville, Lihue, Salt Lake City, and Tucson. He added that where feasible, air carrier and other high performance aircraft may (my emphasis) be confined to approach and departure corridors between TCAs and enroute airspace.

*Comment:* "There also has been speculation that FAA knew public reaction would be critical and that the agency never had any intention of adopting all of the airspace proposals." (93/79 B.A. Weekly)

Rumor also has it that the Administrator only initiated the proposal to forestall Congressional reaction to the San Diego crash. As the rumor goes, the Administrator feared Congress would have instituted much harsher restrictions if the FAA had not come up with something immediately.

By conceding a few of the items he apparently didn't want or expect to get in the first place, and continuing the push for those he really wanted, the administrator can be compared with a used car salesman. You know how that goes: Jack up the price of the car to an unreasonable amount. If you get it all the better, if not, you have room to haggle. You can still get what you expected and the customer drives off thinking he has driven a hard bargain.

Our Great Used Car Dealer in the Sky, after conceding some points, may still be robbing general aviation airspace with his additional TCAs and TRSAs and expansion of the present TCAs. Those famous, all but secret, "informal airspace meetings" are still being scheduled around the country. Be sure you and your fellow pilots attend those in your area. If you don't haggle, you'll be paying a price higher than you can afford. Would you buy a used car from this man?

\*\*\*\*\*

An excerpt from *Legislative Message* by Doris Totans, Legislation Information Chairman, Southwest Section:

"An expressed or implied warning to we who are taking our flying freedom for

(Cont. Pg 12)

## Shooting For The Stars



### Star Trek No. 1 — 99s/ AOPA Seminar & UNL Workshop June 16-27, 1980

We lift off the first week with emphasis on certain aspects of space and how to use space topics in the classroom. One of the highlights will be a special NASA presentation on how to use moonrocks in teaching student activities. The week's activities will be held concurrently and in conjunction with the University of Nebraska's regular summer workshop.

The second event-packed week will be the 99s/AOPA Seminar. Details of this week are described in *Star Trek No. 2*.

Participants in *Star Trek No. 1* may elect to take the combined Seminar/Workshop for one, two, or three semester hours of graduate or undergraduate credit.

### Star Trek No. 2 — 99s/ Aerospace Education Seminar June 23-27, 1980

This star-studded week will include a

special 99s/AOPA Flight Clinic. Whether you've logged a few hours past your private license or have already logged thousands of hours, you'll get the very best instruction available in such topics as aerodynamics, meteorology, FARs, engine operation, medical aspects, relaxation techniques, and relieving anxiety. This portion of the seminar is devoted to making you a safer and more effective pilot.

In addition, half of each day will be devoted to aerospace education activities. These activities are divided into two areas: 1) public or community presentations, and 2) school presentations on both the elementary and secondary levels. Some of the best and most enthusiastic aviation and education experts will be gathered to alert all Ninety-Nines to the happenings in the world of aviation.

Participants in *Star Trek No. 2* may elect to take the Seminar for one or two semester hours of graduate or undergraduate credit.

Check the program below in which you would like to participate. This will greatly assist us in our planning.

\_\_\_\_\_ **Star Trek No. 1**  
No. of credit hours (1, 2, 3) \_\_\_\_\_ Graduate \_\_\_\_\_ Undergraduate \_\_\_\_\_

\_\_\_\_\_ **Star Trek No. 2**  
No. of credit hours (1, 2) \_\_\_\_\_ No credit \_\_\_\_\_  
Graduate \_\_\_\_\_ Undergraduate \_\_\_\_\_

Miss \_\_\_\_\_  
Mrs. \_\_\_\_\_  
Ms. \_\_\_\_\_

Name (Last) \_\_\_\_\_ (First) \_\_\_\_\_

Street \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

**Return To:**

Evelyn M. Sedivy  
1730 North 63 Street  
Lincoln, NE 68505



## Legislation Info Cont.

granted came from an unexpected source at the Convention. (International in Albany) The guest speakers at the International Luncheon were delegates from countries outside the U.S. The subject: What flying is like in other countries. All were impressed by our relatively unrestricted use of the air. Throughout these speeches was an unspoken, or sometimes expressed, warning to us not to take all this for granted.

"So again, a reminder that we cannot afford to become complacent just because our letters to the FAA and Congress have slowed down the implementation of the TCAs and TRSAs and all the other recently proposed restrictions on our flying. It continues to be necessary to attend FAA meetings on TCA proposals and express our opinions. We must also contact our legislators and let them know how we feel, because they control the money (our money) the FAA wants to spend!" <sup>99</sup>

## Along Legal Lines

By Arlene Butler Feldman

Frequently, when an aviation accident occurs, the issue becomes one of whether the incident is within the coverage of the aircraft insurance policy. One such incident involved an aircraft that rolled downhill and crashed into a grove of trees while the pilot was preparing to place the chocks under the wheels.

It is interesting to note, from a safety aspect, that the pilot had taxied his aircraft from the hangar to another location in order to perform some maintenance. He left the engine running, set the handbrake and stepped from the plane. We are often warned — brakes do not always hold — do not leave the cockpit unattended when the engine is running.

Notwithstanding the safety factors involved the court found in favor of the pilot. It determined that the pilot's absence from the cockpit did not preclude the fact that he was "operating" the aircraft within the coverage of the insurance policy.

The court drew an analogy to several automobile cases in which drivers were covered by insurance when they were away from their vehicles eating lunch, unloading cargo and performing repairs. The important factor is that the drivers were in "personal management" of their vehicles at the time of each accident.

The pilot was also performing "customary acts of maintenance and handling" so as to place him in the position of "operating" his aircraft when the accident occurred.

This pilot was fortunate. His insurance covered his accident. Would yours, if you needed it? <sup>99</sup>



## Important!

Betty McNabb,  
International Membership Chairman

Isn't the whole concept of "THE GREAT RACE" exciting! Let us hope that it brings us hundreds of new and enthusiastic members, and a bunch of older ones who have temporarily, we hope, lost touch with us.

Meanwhile—please address all requests for materials or queries related to the computer, the Roster, and problems of mechanics, to Headquarters.

Pat Jenkins, Idaho Chapter, has kindly consented to do much of the correspondence and article writing which has direct relationship to the recruiting campaign.

I will do what I think my job is—and that is try to help out when you get mixed up as to who should do what on transfers and other problems of that ilk; on internal and external questions about membership situations as such. In fact, I am sort of the "Dear Abby" of the organization as regards membership.

Meanwhile I am personally following up every piece of correspondence I receive, trying to solve some of the knotty problems which crop up, and forwarding to Headquarters all the queries regarding the mechanics of membership and the Roster.

Win "THE GREAT RACE" and keep The Ninety-Nines in the race! <sup>99</sup>

# Activities & Projects

## East Canada

### Hoping for Success

By Barbara Davis

The First Canadian Chapter, East Canada Section, is to present their fourth annual series of aviation seminars over six evenings from January 16th until February 20th at Toronto-Buttonville Airport.

The six seminars stressing air safety will cover the following topics: — Jan. 16th — the latest in avionic equipment; Jan. 23rd — weather; Jan. 30th — aviation medical aspects of stress and blood pressure; Feb. 6th — trouble shooting; Feb. 13th — survival techniques; and Feb. 20th — a talk with the Minister of Transport.

These seminars are increasing in popularity and we are hoping for a successful series once again. (Cont Pg 13)



Felicity McKendry, Section APT Chairman, presented the Schermerhorn Award to Betty Innes, First Canadian Chapter Chairman, and to Lorraine Ugolini, APT Chairman.



## Middle East

### CAVU All The Way

By Maureen Long

On October 26th, 1979, 17 members and friends of the Washington, DC Chapter participated in a fly-in and tour of the NASA/Wallops Flight Center. This facility is generally known for its participation in atmospheric research and involvement in the space program. Less well known is the general aviation research that takes place there. We were involved in a tour that highlighted these aspects of their programs. Of great interest to us was the Automated Pilot Advisory System (APAS). This system being developed will be used at uncontrolled airports to provide wind favored runway, barometric pressure as well as information regarding the number and location of aircraft in the pattern; it will be completely automated, although with human input capability, and will be most useful at small, busy, uncontrolled airports. This system is being developed from off-the-shelf components and the low cost predicted should make it most attractive. We look forward to seeing it implemented. We also toured the



Bundled up for a chilly October weekend at Chesapeake Appreciation Days are: (L-R) Maryland Chapter Chairman Jeannie Ball, Ginny Vogel and Janice Knestout at the 99s general aviation information booth.



At ATC 510 Flight Simulator drew crowds of both sexes and all ages to try their hands at the controls at the Maryland 99s' booth.

SkyVan which is being used to retrieve atmospheric instrument packages and of course toured the launch and tracking facilities. An additional feature of this fly-in was that it was the first the Washington, DC Chapter has been able to have since last spring. That old demon, weather!! However, it was CAVU all the way!!

## North Central

### Introducing — the New PPAP

By Jeane Wolcott

Trans-Air and the All-Ohio 99s joined together to present an FFA Safety Seminar at Bolton Field, Columbus, Ohio. A joint chairing of the event was shared by 99 Kay Johnson, Jeane Wolcott and 66 Louise Rehkoph. This is just one of the many Seminars held all over the state of Ohio to introduce the new Pilot Proficiency Award Program. All-Ohio Secretary Rosalie Burchett has volunteered to organize a program to get all the members to attend the seminars, then 99s who are instructors will assist Rosalie in the flight proficiency part of the program. A huge undertaking except when Rosalie is involved.



The Lake Erie Chapter discovered that a fly-in breakfast at Wadsworth can be a fun winter-time activity. Hostesses for the event were Rose Ray, Pat Berry, Helen Sammon and Pat Stark.

### Breakfast for Jerrie

By Margaret Johasz

With summer at an end, the Lake Erie Chapter has turned to money-raising projects. The October meeting was held at Wadsworth Airport and consisted of a fly-in breakfast. Debbie Calvin flew in with Charlie Eaves. Marie Eaves flew in separately from Pennsylvania. Scrambled eggs, sausages and hot cocoa were the order of the day. Dodie Jewett and Bev Demko flew in in Dodie's newly acquired Cherokee. In addition, twenty other members and family/friends drove in. Proceeds of the fly-in breakfast went to pay for 58 pounds of clothing, etc. sent to Jerrie Cobb to help her work in South America.

The next flying activity will be to Monroeville, Pennsylvania, a suburb of Pittsburgh, on December 4th or rain/snow date December 11th.

## Quad Cities — Tired, but Happy

By Norma Smith

We have just completed a very successful Fall Sectional for the North Central Section. We are tired, but happy that all went off so well, with such a small group to work. Thirteen of us hosted the 148 gals who attended the noon luncheon and general meeting at Jumers Castle Lodge in Bettendorf, IA. Jumers is a delightful Old English Lodge with the canopy beds, antique furniture and decor throughout.

One of our gals, Ellen Thiel, drives a Semi so she was our official bus driver for the weekend to take people to and from the airport. A lucky extra for the men while the women were at their meeting was a tour of the John Deere Administrative Center in Moline, IL. We heard much rumbling that the ladies wanted to go too. Maybe next time!

Myrna Stephens, our chapter chairman, and also the chairman for the Sectional, did an excellent job in organizing all of us. We each had our special project for the weekend. The Wine Tasting party on Friday night and Circa 21 Dinner Play House were well attended.

Even the weather wasn't a major factor. Sunday morning everyone could safely get home in about any direction. To all who came, thanks for coming, and come again in 9 years!

## South Central

### Tireless

By Eileen Pariseau

The autumn brought us out in fine spirits with a hot air balloon demonstration and picnic for Civil Air Patrol cadets. Gathering at Windemere Gliderport, the group was led by Jo Payne, Aerospace Education Coordinator for the South Central Section. That was quite a day for Jo, as Austin members gave her a Certificate of Appreciation for her tireless service as chapter chairman.

(Cont Pg 14)



Austin Chapter Chairman Diane Hadley (L) presents Jo Payne with a Certificate of Appreciation for her untiring efforts as chairman during her 1977-79 term.





Russell Turner, FAA Accident Prevention Specialist, had the honor of presenting Golden Triangle members Jean Lemmon, Pat Evans, Catherine Woodburn and Judy Bruce with their Pilot Proficiency Certificates and wings at the chapter's Safety meeting held at the Tarrant County Junior College.



The Space City painters paused for a parting shot after completing their 14-letter project.

flight training toward the accomplishment of requirements for the Pilot Proficiency Program was donated in the name of Golden Triangle Chapter.



Austin 99s Diane Hadley (standing left) and Jo Payne (kneeling) assist as Civil Air Patrol cadets and others launch a hot air balloon at Windemer Gliderport



El Paso did it again! Another highly successful Flying Companion Seminar was completed by the chapter. Pictured in their official 'amigo man' shirts, the participants were: (L-R front) Lynn Allen, Marilyn Cragin and Jan Scott (L-R back row) Jill McCormick, Margaret Thompson, Becky Shindo, Edna Lavezzaria and Lois Hailey. Not pictured are Ruth Deerman, Sandi Pierce, Melvin, Michelle Miller, Nancee Swensson and Freda Young.

Few people realize the determination and effort required to put an old (or new) chapter together, and we really appreciate Jo for her hard work. Thanks also go to her 49½'er, Bill Payne, and their son, Mike, for unusual patience and good humor during Jo's term.

And finally, Ninety-Nines from all round Central Texas joined Golden Triangle Chapter to airmark the Hearne Airport. Thank you Golden Triangle, and thank you Helen and Allan Jessup of Waco-Centex Chapter for yet another fun day for Austin Ninety-Nines and their friends!

### Safety Pins

By Lenora Woodard

A safety meeting was co-sponsored by the Golden Triangle Chapter October 23rd at Tarrant County Junior College Northeast campus which featured Dr. Dora Strother from Bell Helicopter and her presentation of "Human Factors in Aircraft Design." Golden Triangle member Shirley Roberts presented a mini-review of changes occurring in the Federal Aviation Regulations during the past 18 months. FAA Civil Aeromedical Institute representatives Dave Hehmeyer and Jim Whitley presented a program on vertigo which included a three-minute demonstration of the Vertigon for each interested participant. The Vertigon is a simulated, enclosed aircraft cockpit utilizing visual aids to demonstrate what vertigo is and how it looks and affects a pilot's judgment. The meeting was attended by 86 people. Another highlight of the meeting was the presentation to Golden Triangle members Pat Evans, Jean Lemmon, Judy Bruce and Catherine Woodburn of their Pilot Proficiency Wings and certificates by FAA's Accident Prevention Specialist Russell Turner. Mr. Turner announced that the Golden Triangle members were the first pilots in the Fort Worth District to receive these distinctive wings. As an incentive to other pilots, a door prize of three hours

### Two, Please

By Helen Jackson

Space City Chapter was busy Sunday afternoon, October 28th airmarking a brand new airport in Houston. The new Arcola-Houston Airport is located ten miles south of the Astrodome and (you guessed it) we painted all 14 letters on the taxiways!! Wonder if we can count that as two airmarkings???

### First Timers

By Lonnie Wilhelm

Our first Flying Companion Seminar was held on October 20th, Dottie Powell, Sondra Ridgeway, Dale Smith, Nancy Teel, Joanne Allen, Nelda Jones, Susan Barnes, Sue Craig, Barbara Ruhnke, and Lonnie Wilhelm all worked hard to make the event a success. We taught aerodynamics, flight computer, preflight, radio communications, and sectionals. We even had a flight simulator for the gals to get the "feel" of flight, as well as a basic understanding of the instruments. We are proud of our efforts and plan to follow up with a second Seminar next year.

Topeka 99s painted the tie-down area markings at Topeka's Billard Airport on what was surely the hottest two days of the summer! Our airmarking activities always seem to coincide with some of Kansas' most memorable weather!

### That's a Fact!

By Donna Percy

On October 18th, a Safety Seminar was held in Wichita Falls sponsored by the Wichita Falls Chapter in cooperation with the Federal Aviation Administration's Accident Prevention Program.

Dr. Lynn Barnes, Regional Flight Surgeon discussed common problems of

(Cont Pg 15)





Space City members and helpers paint away on the first three of fourteen letters in their ambitious Arcola-Houston airmarking project.

pilots. Russ Turner, Accident Prevention Specialist, reviewed accident trends and statistics. A question and answer period followed each talk. A large number of area pilots and friends were in attendance. One of many interesting facts brought forth was the fact that it is no longer legal to run out of fuel. We must be sure to have 30 minutes reserve fuel to reach a daytime destination and 45 minutes reserve for a night flight.

## Southeast

### Airplanes for Charity \*

By Virginia Britt

Those who have seen Connie Tarry's beautiful tiny ceramic airplanes will be delighted to know that she has agreed to continue to make them for Ninety-Nines with proceeds going to the Gulfstream Chapter's Charity and Education Fund. The charge will be \$2 each, or \$3 for special designs. Dianne Johnston will sell gold tone airplane pins for \$8.00, the Gulfstream Chapter's general money raising project.

Other projects include winged beans and

tennis shoes for Jerrie Cobb's work in South America.

### Wanted: Used Sneakers

By Selma Marlowe

When three members of the Florida Suncoast Chapter attended the Southeast Section meeting in Ft. Lauderdale, they met Jerrie Cobb and learned that she was in need of shoes and clothing for the people of the Amazon. Gray Bower asked her two teenagers to put up signs in their high school asking for donations of used sneakers. They collected about 185 pairs of shoes and several boxes of clothing. These were flown to Clewiston.

Our November meeting was a tour of the Piper Plant in Lakeland. They showed us how wings and bodies were assembled and all the other parts added right up to the finished product.

### Poker, Anyone?

By Patzy Zeringue

Notwithstanding the early morning fog, the Second Annual Poker Run sponsored by

the New Orleans 99s on October 20th got off the ground and was clearly well attended. The successful run included stops at Hammond, Bogalusa, Picayune, Slidell, and Stennis. An additional event, a flour bombing contest over Glorice Wills' airstrip, was most enjoyable to the participants. A special thanks goes to Charlie Wills for judging the flour bombing. The spot landing event had some pilots really maneuvering to get those power off landings in range of the marked line. There was a pretty gusty wind that greeted the spot landers. Trophies were awarded to the winners.

Pat Besselman and Fran Bozeman cooked a delicious spaghetti dinner that kept everyone coming back for seconds. Trudy Oppenheim and 49½er Gerd marked the landing spot for the landings on the Stennis runway. Two 99 guests including Marion Brown from the South Louisiana Chapter and Virginia Gilreath from the Florida Spaceport Chapter stopped by to participate in our Poker Run and dinner.

Keeping the Poker Run entrants supplied with cards at the various airports were Helen Hooks, Glorice Wills, Jerry Sumrall, Gloria Burlette, Ede Brandon, Estelle Coffman, Norma Reeves, Evelyn Studlick, and Patsy Zeringue. Everyone left the site of the spot landing at Stennis quite satisfied with food and some friendly flying competition.

### Walker County's Got Numbers!

By Marilyn Holeman

November 3rd, 1979, nineteen chapter members and guests met at Walker County Airport, Jasper, AL to airmark the runway. It was a jewel day, crisp and cool and clear. By three o'clock, Walker County Airport had numbers! The 29 and 11 sure looked pretty!

We even had time to enjoy our lunches and coffee, as well as have a short meeting. We voted to support NIFA with a donation

(Cont Pg 16)



Marion Brown (L), one of South Louisiana's guests, admires her prize. Meanwhile, Pat Besselman is busy with other duties.



Giving Walker County Airport numbers are Alabama Chapter members (L-R) Pat Frierson, Renee West, Meridith Ward, Joe Ray and Hilda Ray.



to help the Regional teams to go to the National meet. Those attending the air-marking were: Harriett Hall, Claudia Conn, Pat Frierson, Marilyn Holeman, Jaye Hudgins, Bennie Peters, Margie Pohl, Miriam Pullins and her son Trey, Hilda Ray and son Joe, Bettie Willcutt, Renee West, Ruby, Dickerson, Debby Dennis, Barbara and Steve Camp, Meredith Ward, Mildred Shumaker and Mary French.

## Southwest

### Southwest Fall Section Meeting

By Dorothy Barden

The San Gabriel Valley and the Fullerton Chapters hosted the Southwest Fall Section Meeting at Griswold's in Claremont, California on the 21st, 22nd and 23rd of September, 1979. 126 Ninety-Nines, plus their 49½ers, participated in the three day event. Each of our five states were represented and members flew in from California, Arizona, Utah and Nevada to tie downs at nearby Cable Airport in Upland. Hawaii members arrived via commercial airlines. Meetings were held at Griswold's Inn, where the participants were quartered. On Friday evening, a delicious barbeque was included at the Los Angeles County Fair Grounds at Pomona. A close-up of the Gossamer Albatross, on exhibit at the Fair, along with an excellent movie from the Smithsonian were enjoyed by our members.

The Chairman's meeting early Saturday morning was well attended and called to order by Governor Margo Smith. Next came the General Meeting and Governor Margo again presided. We were honored with the presence of International Board members: Thon Griffith, President; Ruth Dobrescu and Barbara Goetz, Board Members. Also, from the Southwest Section: Margo Smith, Governor; Thelma Cull, Vice-Governor; Joan Paynter, Secre-

tary; Carolyn Clark, Treasurer; Ceci Stratford, Section Newsletter Editor; Sylvia Paoli, Tax & Legal Chairman and Marie Woods, Membership Chairman.

The proposed By-law revisions led to quite a lengthy discussion. The result — some revisions passed, others were voted down. We were treated with a colorful movie of Hawaii, by the Aloha Chapter, inviting us to Hawaii for the 1986 International Convention. Monterey Bay Chapter gave a slide presentation, also inviting us to hold the 1986 International Convention there. Much was learned by everyone at this informative meeting.

Following lunch, (so many places as Griswold's to choose from!) we saw a "super" Safety slide presentation by Wally Funk, consisting of safety factors in flying to help save your life. Wally is a member of the NTSB (National Transportation Safety Board) and was most interesting and informative. We're sure that everyone left the room thinking "SAFETY".

Our evening banquet was delightful. Good friends, good food, many fantastic door prizes were given out, awards pre-



99s attending the Southwest Fall Section Meeting gathered for a bar-b-que at Pomona Fair Grounds before everyone went to the Fair.



There to help when the Fullerton Chapter and the San Gabriel Valley Chapter got together for a section meeting in Maggie Burch's hangar at the Fullerton Airport were: (L-R standing) Betty Skiles, Helen Blanchard, Darlene Brundage, Ginny Flanary, June Leach, Traude Gomez, Jan Morris, Jan Wright, Maggie Burch, Peggy Kain and Evelyn Craik. Those 'down in front' are: Helen Hewitt, Joan Winter, Sylvia Paoli and Dorothy Barden.

sented and model airplanes flew across the well decorated room.

Pilot of the Year Awards were presented by Shirley Winn of Sacramento Valley Chapter. Those receiving awards were: 1st — Carolyn Clarke, Utah Chapter, 2nd — Carolyn Zapata, Golden West Chapter and 3rd — Julie Ames, Golden West Chapter; Airmarking awards went to: 1st — Imperial So-Lo Chapter, 2nd — Phoenix Chapter and 3rd — El Cajon Chapter.

Following dinner, we adjourned to the Old School House and enjoyed the state play, "Arsenic and Old Lace". A full day? It really was!

It was a beautiful 'weather-wise' week-end too. Sunday morning broke bright and clear. Mr. Gene London, from our Ontario FSS, gave good weather reports to all points requested. Members also picked up more gifts and door prizes as they had breakfast and were leaving.

The sponsoring chapters wish to thank all those attendees for their support in making this event one which we can be pleased and proud of. We give credit to each member of the Fullerton Chapter and the San Gabriel Valley Chapter who helped and worked so hard, each 49½er and friends who gave of their time and great efforts, each Aviation Explorer and each Chaffey College Aero Club student. All help was invaluable. Please, no offense if we have missed someone — it is not intentional.

Gifts and door prizes came from individuals, flight schools, companies, agencies and associations. Our hosting chapter gals made homemade jams and preserves and baked goods, did lots of sewing and hand crafting of items. — all to make for a 'Country Fair' theme.

### Three Palms Members Serve Time

By Catherine Coyne

Nina Laughbaum, Joan Newman and 49½er Dale, and Catherine Coyne assisted the Santa Monica Airport Assn. by "serving time" in the Santa Monica Tower (in an effort to save SMO Airport) by counting arrivals and departures, noting destinations, home bases, etc. This was no easy task but we enjoyed the challenge and were greeted with friendly acceptance by the Air Traffic Controllers. There were many other volunteers from the SMO Airport. Any person who doubts the difficult job an Air Traffic Controller has should serve such time. We watched the men and women remain cool and calm under pressure at Santa Monica, an especially active airport. They made their jobs seem easy. A misconception. When all quieted down late in the evening, this reporter particularly enjoyed sitting in the dimly lit cab looking out over the vast Los Angeles basin watching the shimmering lights in the darkness. And the only sound was the quiet voice of the controller guiding the pilot through the lonely night.

99



# Cloud Ninety-Nine

By Eva McHenry

"Cloud Ninety-Nine" was the theme of the 50th Anniversary Celebration of The Ninety-Nines held in the San Diego Aerospace Historical Center, November 2, 1979. Twenty Ninety-Nine chapters including the India Chapter were represented among the more than 300 guests who enjoyed a leisurely tour of the Center and it's beautiful interior courtyard. Occupying a place of honor in the museum rotunda was an exact replica of "The Spirit of St. Louis" completed last spring by many of the Ryan designers and craftsmen who built the original. Of special interest was a kiosk of the Women in Aviation Exhibit near the display room that will house the exhibit.

In a section of the Center festooned with hanging clouds and glittering blue and gold birds, the festivities got under way as the chairmen of the hostessing Ninety-Nine chapters of San Diego, Palomar, and El Cajon Valley cut the Golden Jubilee cake. Mistress of Ceremonies, Ava Carmichael, originator of the Flying Companion Seminars and co-author of "From White Knuckles to Cockpit Cool", was quick to forego lengthy introductions in a gathering filled with distinguished aviation figures and Ninety-Nine notables.

Sandra Clary, immediate past Chairman of the Women in Aviation Exhibit Committee of the local Ninety-Nine chapters, presented museum director, Col. Owen Clarke a collection of books by and about women in aviation for the museum research library. The San Diego Chapter's pledge of \$18,000 for the construction of the Women in Aviation Exhibit and an \$8,000 initial funding check were presented by current Chairman Ruth Douty and Eva McHenry to the Center's Recovery Fund Committee which will supply essentially matching funds for the project. Kay Brick and Marian Banks of the AWTAR, Inc. presented a \$1,000 donation to the fund for the Powder Puff Derby section of the exhibit.

These short presentations concluded, the remainder of the program and the evening belonged to The Ninety-Nines. Justly felt pride was the tone of the occasion as Thon Griffith, The Ninety-Nines' International President, spoke of the First Meeting Commemorative Plaque dedication taking place the same day on the East Coast and introduced Charter Members Melba Beard of Phoenix, Bobbi Trout of Carlsbad, CA, and Betty Gillies' personable stand-in, Bud Gillies, of Rancho Santa Fe, CA. Each provided stories from the early flying days and expressed gratification at seeing the continued growth of The Ninety-Nines.



International President Thon Griffith attended the 50th Anniversary celebration in San Diego with Charter Members Bobbi Trout and Melba Beard.

Mutual admiration between the different generations of Ninety-Nines was apparent as Margo Smith, Southwest Section Governor, presented plaques to the Charter Members inscribed "In appreciation...Skyward go we, by your example."

The idea of forming a club for women pilots was born when several of those who became Charter members met during an air race. The chief organizer of that race, Cliff Henderson, was on hand to share his

reminiscences of that event.

Betty Wharton presented a slide show of the 50 year history of the contribution of The Ninety-Nines to aviation which completed the evening. A special invitation was extended by the host chapters to come to San Diego in 1980 for the Women in Aviation Exhibit opening and to be in attendance when The Ninety-Nines celebrate their 75th Anniversary on November 2, 2004.



Ada Mitchell Barrett celebrated 30 years as a 99 at historic College Park Airport, MD. Surrounded by members and prospective members of the Maryland Chapter who helped her celebrate are (L-R front): Barbara Porter, Janice Knestout, Lenora Eaton and Doris Jacobson. (Back row): Sherry Marshall with daughter Cara, Donna Suwall, Ruth Freckleton, Jeannie Ball, Ada Mitchell Barrett, Joan Bates, Donna Miller and Ruth Kelso.



# Vail Convention Hot-Line

By Mary Adams  
Convention Coordinator

On the facing page you will find the two-page registration blank for the 1980 Convention at Vail. The Convention Package includes your accommodations at The Lodge at Vail for Wednesday through Saturday nights, in addition to convention activities.

Activities included in the package are convention registration, welcome party, hospitality, Amelia Earhart Luncheon and lift ticket, cocktail party, farewell breakfast, taxes and service charge. We urge you to send in your registration as soon as possible, as the Convention does involve a unique transportation situation. To better serve you, we ask that all persons sharing an accommodation send registration forms and checks in one envelope.

## Optional Tours

**Tour #1:** One-half day trout fishing at Piney Lake, high in the mountains. Fishing equipment and lunch are supplied. This is a spectacular — Piney Lake can be reached only by 4-wheel-drive vehicles — the ride is included. The tour is available on both Friday and Saturday. Times will be announced in the March issue.

**Tour #2:** Four-hour tour to the historic Leadville gold and silver mining area, including visits to the highest airport in the U.S., to Healey House, Heritage Museum, Matchless Mine, plus unique shop. The tours will be offered Thursday, Friday or Saturday if demand is sufficient. Times will be listed in the March issue.

**Tour #3:** White-water raft trips with guides who really know the Colorado River. Trips go down Glenwood Canyon on Thursday, Friday and Saturday. Times are on the registration blank.

For the full scoop on these fun things, be sure to read the article elsewhere in this issue.

## 49½er Activities

The 49½er luncheon will be held on Thursday (while 99s are attending the Amelia Earhart luncheon) and features Rocky Mountain trout. Cost will be \$10.20 and is not included in the Convention Package. At the same time, a hamburger and hot dog cookout is planned for the younger set at a cost of \$6.00. Registration blanks for these will appear in the March issue.

We're planning a golf tournament, tentatively scheduled for Thursday morning, too. Be sure to indicate interest on the

registration blank.

## Other Fun

... 99 Tennis Tournament, tentatively set for Friday afternoon.

... hiking, horseback riding, swimming, photography, shopping, ice skating... etc.!

## Transportation

Commercial flights will arrive at Stapleton International Airport; general aviation craft will arrive at Jefferson County Airport. Arrival time blank will appear later — for

now, please indicate your druthers on the registration blank. We plan bus transportation to Stapleton from Jefferson County Airport, and rental cars are available.

Rocky Mountain Airways has joint fares with many airlines for the flight to their STOL port in Avon. Flights are also available from Denver to Avon, serving Vail, for general aviation arrivals. Please advise Page Shamburger if you should wish block group air space and ticketing from the major hubs — should save money!

**HIT THE TRAIL FOR VAIL** — Convention 1980, July 23-27, 1980!

## THE TIME LINE

To help you in planning for your special activities in Vail, we are including an abbreviated schedule. The full Convention Schedule will appear in a later issue of *The 99 NEWS*.

### Wednesday, July 23

Welcome Reception 6:00 p.m. to 7:30 p.m.

### Thursday, July 24

Communication Session 12:30 p.m. to 3:30 p.m.  
Amelia Earhart Luncheon 11:30 a.m. to 1:00 p.m.  
49½er Luncheon 11:30 to 1:00 p.m.  
Children's Cookout

### Friday, July 25

Business Meeting 8:00 a.m. to 12:30 p.m.

### Saturday, July 26

Banquet and cocktails

### Sunday, July 27

Farewell Breakfast 7:00 a.m. to 9:00 a.m.  
49½er Golf Tournament Thursday morning.  
99 Tennis Tournament Friday afternoon.

Tentative:

## REMINDER LINE

Lest you forget... what rooms you're getting, what you paid, and what day you signed up for what tour, here's our Handy Reminder Line. Check it now before you send off that registration form!

I ordered:

<input type="checkbox"/> Single @ \$220	\$ _____
<input type="checkbox"/> Double room @ \$155 each	\$ _____
<input type="checkbox"/> 1-Bdr. Condo, \$218 each	\$ _____
<input type="checkbox"/> 2-Bdr. Condo, \$164 each	\$ _____
<input type="checkbox"/> 3-Bdr. Condo, \$155 each	\$ _____
<input type="checkbox"/> Tour #1: Date _____ Number _____	\$ _____
<input type="checkbox"/> Tour #2: Date _____ Number _____	\$ _____
<input type="checkbox"/> Tour #3: Date <u>Sat.</u> Number <u>1</u>	\$ <u>27.50</u>
Total amount sent: \$ _____	

## Convention Coordinator

Page Shamburger  
Page Travel  
P.O. Box 1406  
Southern Pines, NC 28387





Saudamini Madhav Deshmukh has notified her friends in the United States that she has been selected second out of two hundred candidates to fly for India Airlines. She will be the airlines second woman pilot. 'Minoo' as she is called by her American friends came to California with a dream - to become a professional pilot. With a little help from her friends, she obtained six ratings in three and a half months. Her dream has come true.

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**Bay Cities 99s**

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Anywhere—Anytime!"

# 99 Sets High Goals

By Yvonne Koepke

The Hi-Desert Chapter is very proud of member Stephanie Wells who is one of 22 women to have completed U.S. Air Force Undergraduate Pilot Training (UPT) and is presently the third woman instructor pilot (IP) in the Air Force. She is training students in the T-37 jet trainer at Reese AFB, Lubbock, Texas.

Stephanie first became interested in flying while living in Bethesda, Maryland as a sophomore in high school. It was the astronauts walking on the moon that first sparked her interest. She first soloed with the Maryland Civil Air Patrol at Ft. Meade, Maryland, in August of 1971, just before starting college. By this time flying was definitely in her blood. While at college, Iowa State University, Stephanie was active in Civil Air Patrol, the Iowa 99s, NIFA and Air Force ROTC. She got her private license in January of 1973 and continued flying as much as she could while in college. She graduated with a degree in Meteorology and a commission in the Air Force in 1975.

When Stephanie signed up for the Air Force, she had no idea she would ever be able to go to UPT. Her idea was to become an Air Force Weather Forecaster, gain some experience in the field and do some traveling. Stephanie was first based at George Air Force Base, at Victorville, California, as a weather forecaster. Flying continued to be her main interest, however, and while in Victorville, she got her instrument rating, glider rating and commercial license. Most of Stephanie's free time was spent with flying. In addition to getting ratings, she took a lot of trips around the area, including a week flying around Baja, California. She had a part time job towing gliders at El Mirage glider field. As an active member of the Hi-Desert Chapter 99s, she participated in the 1977 Powder Puff Derby flying an Air Force Aero Club T-34.

In November, 1977, when Stephanie was notified she had been selected for Air Force pilot training, it was like a dream come true. She started training in February, 1978, at Williams Air Force Base, Phoenix, Arizona. The first five months of the training is in the T-37 jet trainer, used as a primary trainer because of its side-by-side configuration, simplicity, forgiving handling qualities, relatively slow airspeed (200 knots average cruise), while maintaining the characteristics of all jets. During this phase, students learn basic contact flying, aerobatics and some instruments and formation. The last six months is spent in the T-38, a supersonic tandem seat trainer. In the T-38, the students sharpen their skills on a much faster high-



Stephanie Wells



performance aircraft. Much emphasis here is put on formation tactics, instruments and navigation. The student gets about 72 hours in the T-37, 98 hours in the T-38, and about 80 hours in simulators. After graduating from UPT, students have earned their wings but still require further training in the particular aircraft they have been assigned to. Some students go to fighters, some to bombers, some to transports and tactical airlift, and some become IP's. Women are ineligible for fighters or bombers due to a congressional law banning women from combat.

Stephanie was the only woman from her class to become an IP. She completed her Pilot Instructor Training at Randolph AFB, San Antonio, at the end of June. After a year and a half of training, she is now an operational pilot in the Air Force. She will be an IP for three years, and hopes to fly a transport overseas on her next assignment.

When asked if she would like to fly a fighter if women should ever be allowed to, she says, "Fly it, you bet! Fight in it, I don't know."



# First Annual All Woman Baja California Air Race

After a year of planning and preparation by a group of Ninety-Nines from Long Beach, El Cajon and Orange County Chapters, the first All Woman Baja California Air Race, November 15-17th, 1979, was infinitely successful. Reports one enthusiastic contestant: "It was the greatest thing in the world! The race was so well coordinated. The Baja people were all so nice and went out of their way to be sure we each had a good time. The food was exquisite. I can't wait for next year's race!"

The Board of Directors responsible for the successful race was comprised of Juanita Thomson, Chairman; Margaret Callaway, Race Director and Coordinator; Margaret Berry, Mary Wenzholz, Fran Bera and Marie Hofer of Long Beach Chapter; Aileen Mellott of El Cajon Chapter; Madine Carpenter of Orange County, and Margaret Mead. These women were ably assisted by many other 99s who donated countless hours of toil behind the scenes.

The race was sponsored by the Commission of the Californias, an organization established in 1964 to provide assistance and promote social, economic and cultural development between the Californias of both countries. The principal objective of the race was to publicize and promote the safety of personal air travel in Baja.

After a Kick-off Breakfast in Long Beach at which the Governor of Baja Sur, Lic. Angel Cesar Mendoza Aramburo, greeted the contestants and promised a warm welcome in La Paz, Baja, the racers were wished well and flagged off by Calif. Lt. Governor Mike Curb, Chairman of the Commission of the Californias.

In Mexicali, the mandatory overnight stop, the racers were treated to a lovely cocktail party and banquet by the Department of Tourism of the state of Baja, California Norte where they were greeted by Governor Sr. Roberto de la Madrid Romandia and entertained by the Ballet Forlorico Dancers. Friday morning the racers and workers were all provided with a free box lunch as they departed.

Refueling stops at Bahia de Los Angeles and Loreto were handled quickly and efficiently with free cold drinks given each contestant.

The first plane landed at La Paz about 11:30 a.m. to be greeted by Baja Sur officials including Lt. Governor of Baja Sur, Guillerme Mercado Romero and Mayor of La Paz, Dr. Francisco Cardoza Macias. While a Mariachi Band played, cold drinks were served under the trees. After the last plane landed a little after 3:00 p.m. the group was treated to a tour of the governors' mansion and a poolside cocktail and buffet party.

Saturday's activities included an orphanage tour, a pilot debriefing and, finally, the Awards Banquet at the Gran Hotel Baja. In addition to the prizes and trophies, the winning pilots received loving cups and plaques from the Baja officials. Race director Margaret Callaway also received a plaque "as a memento and in recognition of the First International All Woman Baja California Air Race for your endeavor in promoting tourism by air". Everyone is looking forward to next year's race, sure to be bigger and better!

## Final Standings

1. Suzanne Jablonski  
Louise Martin-Vegue
2. Frances Bera  
Dodie Gann
3. Thelma Mickelson  
Dolores Reed
4. Claire Walters  
Elizabeth Dinan
5. Bernadine Stevenson
6. Sonia Scheimberg  
Virginia Rainwater
7. Madine Carpenter  
Hyla Berteau
8. Barbara Goetz
9. Esther Krauth  
Marilyn "Miki Baker" Schmidt
10. Joan Steinberger  
Lorrie Blech

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At the Governor's Reception in La Paz were: (L-R) Margaret Callaway, Race Director and Coordinator; Lic. Guillermo Mercado Romero, Lt. Governor of Baja California Sur; Aileen Mellott, Chairman of the Terminus, La Paz; and Juanita Thomson, Air Race Chairman.



An unidentified newsmen congratulates the 1st Place winners of the First Annual All Woman Baja California Air Race Sue Jablonski and Louise Martion. (L-R back): 3rd Place winners, Thelma Mickelson and Dolores Reed; and 2nd Place winners, Frances Bera and Dodie Gann.



and won by our section.  
No wonder all the ladies look so happy.

# ETC.

## Indian Section

By Rabia Futehally

Indian and Japanese 99s got together in Tokyo. Japanese 99s Yae Nozoki, Governor, Japanese Section, Ryoko Kobayashi, Yoko Motohaski, and Jamie Aoyama



Rabia Futehally, Indian Section, and Yae Nozoki in front of the Keio Plaza Hotel in Tokyo.



(L-R): Yoko Motohaski, Rabia Futehally, Jamie Aoyama and Ryoko Kobayashi had a chance to share a visit at Tokyo's Keio Plaza Hotel.

## East Canada

On view at the Fall meeting in St. Jovite, Quebec were the three awards recently presented to The East Canada Section.

The Schermerhorn Award for the most APT Chapter in the section contributed by the Governor, Betty Jane Schermerhorn and her 49½er and won this year by First Canadian Chapter; The Aviation Safety Award for the greatest chapter participation in a winning section presented to The Ninety-Nines by GAMA and also won by the First Canadian Chapter; and The International Safety Education Annual Section Award given by The Ninety-Nines



First Canadian Chairman Betty Innes (L) made a presentation to Pat Judges at the annual general meeting to recognize her outstanding air racing ability



Ten members of the Connecticut Chapter attended the 50th Anniversary of the first meeting of The Ninety-Nines at Valley Stream, New York. Forming their own commemorative photo are: (L-R) Chairman Marcia Spakoski, Charter Member Teddy Kenyon, Betty Greenspan, Cynthia Kemper, Marion Lang and Peg Davidson. Stuck between the first and second row is Evelyn Kropp. On the third row are Charter Member Nancy Tier, Dee Tesla and Mary Scribner.

invited Indian 99 Rabia S. Futehally to morning coffee in Tokyo's Keio Plaza Hotel in September. Rabia was visiting Japan with 49½er Sadiq on a business trip. Discussed were the relative general flying conditions in Japan and India, cost of fuel and flying, attitude of relatives and other people to women flying in our comparatively traditional societies, some recent flying experiences, trips planned ahead, etc., and of course American friends known to both the Japanese and the Indians, in particular Past-President Lois Feigenbaum who gave both the Indians and Japanese their charter in February 1976. A most splendid morning.

## Middle East

Maryland

Janice Knestout was chief line judge for the Regional NIFA meet in October. Weather in New Haven, CT, was cloudy, windy and cold and, even if she nearly froze, Janice says it was so much fun she's ready to do it again. However, she's going to try to have the location changed in a southerly direction.

Connie Takesel, pilot, and Valerie Thal, co-pilot, came in 10th in the Kachina Air Rally sponsored by the "Carefree Enterprise" — not bad for a first-time team of contestants. Both girls are aviation students at Arizona State University.

Maryland Chapter members participated in the weekend celebration of Chesapeake Appreciation Days October 27th & 28th. Lenora Eaton, Member of the Board of Directors, once again directed the air activities for the annual event.

Eight planes joined in a fly-by over Sandy Point State Park on Saturday morning and members also were present at a booth both days dispensing information on the 99s, general aviation, and aerospace education. An ATC 510 flight simulator drew would-be pilots of all ages to try their skills at the controls.

In the air and/or on the ground were Jeannie Ball, Joan Bates, Lenora Eaton,

(Cont. Pg. 28)



The New York-New Jersey Section was honored to have Thon Griffith as their guest at the October 21st meeting. She made a short visit to the East last week. There to welcome Thon (standing) were (L-R) Claire Angelini, Governor of the NY-NJ Section, Alice Borodkin, Ruth Dobrescu, Nicole Radecki and Barbara Evans.



June Hanson, Doris Jacobson, Janice Knestout, Sherry Marshall, Ginny Vogel, Mary Beth Jones and Amy Koranda.

## New York-New Jersey

### Central New York

The November 3rd meeting was held at Hancock International Airport at the Executive Air Service. (ExecAir) New member, Peggy Calicchia, is a private pilot with a hot air balloon rating.

Shirley Hoerle and family flew to the AOPA Plantation Party in Hollywood, Florida, and while there earned an instrument refresher diploma. Also attending the Party was Debbie Larkin who flew down in a Cherokee Six.

Sue Frazee recently gave birth to a third child, a boy, John. She is unique in that she has never flown solo, although she has her private pilot's license. How? She's been pregnant every time she has soloed. She and her husband, John just bought a full ILS 1950 Cessna 170.

Joyce Revelle is a grandmother (girl) and Harriette Hilliard's son is following in mother's footsteps as a CAP (Civil Air Patrol) cadet.

The Holiday meeting is a dinner for the 99s and families at the Yahnandasis Country Club in Ilion on November 20th.

Three L.I. 99s, Ronnie Minnig, Pat Bizzoso, and Madeline LaCarrubba attended the luncheon at the Wings Club in the Hotel Biltmore, NY honoring Sally Van Wagenen Keil, author of the book, *Those Wonderful Women in their Flying Machines*.

L.I. Chapter member Anita Coderre had her first article published in the November 1979 issue of the magazine, *It's A Woman's World*. The article described the function and history of the 99s and gave some of the highlights of the Golden Anniversary luncheon held on November 2nd, 1979.

Our first 66 has completed her Private Pilot training and now is a prospective member of the Long Island Chapter of 99s. Congratulations to Fran Bluming who also works as dispatcher for Cosmopolitan Sky Center Republic Airport, New York.

Jill Hopfenmuller, a prospective 99 in the L.I. Chapter received her instrument rating on November 7th, 1979 thereby beating the stork who is due on December 17th, 1979. Her examiner offered to deliver the baby if it became necessary during the flight.

The L.I. Chapter 99s were invited to tour the new "Cradle of Aviation Museum" at Mitchell Field recently. Some had great difficulty finding the place — one 99 landing up in a doubtful-type motel to ask directions.

Lindberg's first airplane — a Jenny recovered from an Iowa barn — is a beautifully rebuilt antique in the museum. The Wright Flyer is there complete with Mr. Wright lying on the cockpit. A PT, PBV and a gorgeous P47D, one of the last made at



Central NY Chapter members modeling their original vests in front of ExecAir's hangar at Hancock Airport, Syracuse are: (L-R back) Sue Frazee, Dorothy Mercier, Virginia Wentzel, Sharon Stratakos, Millie Murray, Mary Myers, Nancy Morgan, Peggy Calicchia, Marilyn Kamp, Jean Howe, Debbie Larkin and Harriette Hilliard. (L-R front) Marcia Buller, Muff English, Lorna Kaier, Shirley Ludington and Elaine Cost.



Nancy Morgan, an active pilot and member of the Central New York Chapter, won re-election as a Town of Cicero town clerk with a two to one majority in the November election. She received both the Conservative and Republican Party endorsements in her bid for the post. She has been an excellent representative of local government and exemplifies what public servants should strive to be. The 99s in her chapter are very proud of Nancy and her accomplishments.

Fairchild, are also in display. A student from Pratt Institute has built his own version of the Gossamer Wing (balsa wood covered with what looks like his mother's Saran wrap and magic tape). He pedals his heart out every weekend hoping it will fly.

### New York Capital District

Lake Placid, New York, the site of the 1980 Winter Olympics provided the setting for the New York Capital District Chapter fly-in on November 6th, 1979. Those who

participated were Peg Weiss, Florence Dooley, Sue Polsinello, Jo-Ann Perko, Mary and Matt Scher, Harriet Bregman, and Dick Hosmer. After a little shopping and eating, the group toured the Olympic sites.

### Palisades

The chapter celebrated Thanksgiving and Christmas together this year by having a dinner party at the Bethwood Restaurant in Totowa, NY. The evening was quite a success and everyone had an enjoyable time including the 49 1/2ers.

### Western New York

The Western New York Chapter showed three films from the FAA in Rochester at their November meeting. The meeting was held in the Lancaster Flying Club's club house. This was a first, as women have never before offered the use of their "all male" facility before.

Vera Denz has been teaching ground school at Burgart Vocational High School and Kenmore East High School.

Virginia Hake, who attends Daniel Webster Aeronautical Institute in Nashua, New Hampshire has rented her flying club airplane and flown home to visit her parents a couple of times. She is working hard on her instrument rating as the weather has not been as cooperative as she would like.

## North Central

### All-Ohio

The All-Ohio 99s, 24th Annual Achievement Award Banquet was held in Dayton, Ohio and chaired by Past-Chairman and Achievement Award winner for 1978 Vi Blowers. The award was initiated in 1955 for the purpose of learning what the members had accomplished in aviation plus recognize those who have achieved the most points. Top Ten members for 1979: Vi Blowers, Sally Brockman, Rosalie Burchett, Barbara Deeds, Marcia Greenham, Connie Luhta, Sylvia Rickett, Doris Scott, Lois Taylor, and Jeane Wolcott. Through her flying activities, All-Ohio Secretary Rosalie Burchett, was named the winner. Rosalie not only earned further ratings but assisted the Sheriff's Department in looking for a senior citizen who had wandered off, chased down a stolen car, sponsored Safety Seminars, Ground Schools and taught youngsters about flying. The rotating trophy will adorn Rosalie's mantel until next year.

Columbus 99s are assisting FAA GADO toward another year of being number ONE in the nation in Air Safety. 99s Jeane Wolcott, Kay Johnson, Mary Ellen Keil, Betty Angstadt, and Margert Golledge supplied coffee and cookies, handed out over 35 door prizes, 10 of which were Gift Certificates for one hour each of flying.

Sell enough Girl Scout cookies in the

(Cont Pg 29)





Last year's Achievement Award winner Jeane Wolcott presented this year's winner, Rosalie Burchette with the Rotating Trophy, who accepted the honor with tears of joy. Then Vi Blowers, a past Achievement Award winner presented an Amelia Earhart medal to Jeane Wolcott to replace the trophy she passed on.



Representing the Chicago Area Chapter at the special presentation of a Ninety-Nine History Book to the Chicago Public Library are (L-R): Bev Blietz, Polly Gikison, Chairman Diane Cozzi, Bonnie Merz, Rose Bonomo, Ruth Whan and Gail LaPook. (Photo by: Gary Degnan)

Cincinnati area and All-Ohio 99 Carol Ferris will take you for a ride over beautiful, downtown Cinncy. Three Girl Scouts were treated to the pleasure flight.

Rosalie Wyse is presently in the American International Hospital, Shiloh St., Zion, IL 60099. Rosalie will have undergone a very serious operation by the time this item reaches the presses. All 99s wish her a speedy recovery and pray for good health.

49½er Jim McConnell who was hit in the back by a tree during a wind storm in early August is home. Jim at this moment is on crutches but he will soon put them aside and walk on his own. Hard to keep a good man down!

The *Columbus Dispatch's* full page article headlined "She glides thru the air with the greatest of ease". A very well put phrase concerning Connie Huffman who has soloed her balloon and has also taken the franchise for balloons for Raven Industries. Connie is presenting ground schools in ballooning and hopes to be teaching balloon flight soon.

All-Ohio 99 Joann Burns, became Ohio's latest TV personality. On a recent program of PULSE which dealt with women leaving the stereotype roles of mother, housewife,

etc. and entering into fields few women have ventured. Joann is an A&P student at Columbus Technical Institute. When not at school she is working at Delaware Airport as an A&P. PULSE followed Joann as she worked on aircraft and interviewed her concerning problems in her field.

#### Chicago Area

Chicago Area Chapter 99s marked the Golden Jubilee with a 50th Anniversary Luncheon commemorating the first meeting of The Ninety-Nines. It was held on November 2nd at Chicago's beautiful and historic Drake Hotel, the site of the first International 99 Convention which was held on August 30, 1930. In attendance at the luncheon were 32 Chicago Area Chapter members and one 49½er. Chairman Diane Cozzi initiated the festive celebration with an invocation thanking God for a "productive past and dedicated present of women in aviation," with a request that "God bless this commemorative celebration and illumine the future." Diane read a congratulatory telegram from Chicago's Mayor Jane Byrne and comments from International President Thon Griffith

noting involvement of women in aviation on the ground as well as in the air. Diane also described the presentation at the Chicago Public Library of The Ninety-Nines History Book which took place prior to the luncheon. Representing the chapter at the library were Diane Cozzi, Chairman, Polly Gikison, Chairman Commemorative Committee, Rose Bonomo, Gail LaPook, Bonnie Merz, and Bev Blietz.

Ellen O'Hara took her high school Aviation Club for a two-hour tour of O'Hare Field including a bus tour with the jets on the taxiways. While at O'Hare, Ellen took her group to visit a fire fighter station and also United's Planning Center where students talked with dispatchers. Ellen reported it was a super career education day for aviation. Also chaperoning were Myra Ringuette and Pat Clark.

"Aviation Careers" was also the subject of a talk given by Joan Kerwin to junior high students at Bryan Junior High School in Elmhurst.

Susan Zurcher was elected vice-president of the newly-formed Experimental Aircraft Association Chapter at beautiful Casa de Aero in Hampshire, Illinois.

Jean Ingle and 49½er Russ have taken advantage of general aviation's flexibility by using their Skylane to fly to Illinois Association of Legal Secretaries functions at Mt. Vernon, IL in September when Ozark was on strike, and Moline, IL in November for an evening meeting when no commercial flight was available.

Special anniversaries this month were celebrated by Bee Siemon who has been a most dedicated 99 for 30 years! We all wish Bee many more happy and healthy "99" years ahead! Good luck to Marilyn Marquardt now celebrating 5 years as a 99. Congratulations to you both.

#### Indiana Dunes

On November 3rd, the chapter toured Purdue University. We felt this was a good way to commemorate the 50th Anniversary of the 99s. Professor Maris conducted the tour, and the very last part was the most thrilling. An entire hall was dedicated to the history of flight in pictures. We were all inspired when Amelia Earhart's pictures appeared. A grand culmination to a grand tour!

Our meeting of November 17th, was held in Elkhart, Indiana. Chris Murdock and Gladys Martinson did a fine job of planning the day, and provided an FAA Examiner and a tower operator for an interesting and informative program. We were especially happy to welcome three new prospectives, Rita Lison, Jane Lukens and Sue Hollenbeck, one of which is a weather briefer in the Elkhart area. Chris Murdock was happy to announce that in addition to flying to Columbus, Ohio, for Thanksgiving, she also passed her written Commercial Exam. Congratulations Chris!

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## Lake Michigan

Lawrence Borst, Evelyn's 49½er, passed away November 7th, 1979. They had moved to Lake Havasu City, Arizona, but retained membership in Lake Michigan Chapter. Larry always generously contributed his capable assistance to all our projects, especially the pylon posts during our Michigan SMAI.I. Race. We'll miss him.

Mary Clark recently underwent open-heart by-pass surgery. Last report she is doing as well as can be expected.

An all Michigan Christmas Party is being planned for December 9th, 1979 at the beautiful and spacious home of Betty Bytwerk on Spring Lake, near Lake Michigan.

## Michigan Chapter

The 1979 Air Tour commemorating fifty years of Michigan Aviation has come and gone. Its purpose — to publicize the airport network, demonstrate economic importance of airports to cities, stimulate interest in commercial aviation, and promote airport construction — had the support of several Michigan Chapter members. Participating as pilots, co-pilots, passengers, and committee chairmen for this event were Adele Binsfield, Janet Olsen, Lillian Snyder, Katherine Chamberlain, Julie Clarke, Dorothy Ross, Winnie DuPerow, Bonnie Krentler, Jeannie Willette, June Pailthorpe, Betty Fineout, Faye Kirk, Virginia Fairchild, and Helen Wetherill.

Michigan Chapter, with the expertise of Bev Price and June Pailthorpe, wound up the year 1979 co-sponsoring flight safety clinics in Midland and Flint. Then members celebrated the Christmas Season in fine style at the Grosse Pointe Shores home of Toni Babcock and 49½er, Jim. Now we plan to move along to Dearborn for the 24th Annual Amelia Earhart Champagne Brunch featuring an outstanding guest speaker and presentation of essay contest winners from Earhart Junior High School in Detroit. This January 13th event offers fun, fellowship, food and lots of hangar flying.

The "SMALL RACE", our 25th Annual, emphasizing cross-country proficiency for stock model, unsupercharged, fixed wing, single or multi-engine aircraft not more than 420 hp, is on the drawing board for 1980. It's sponsored by Michigan Chapter of The Ninety-Nines, Inc., and the Michigan Aeronautics Commission. This year we've been invited to both Saginaw's Harry Brown Airport and Owosso. A meeting regarding a new format for the race was called by Bernice Steadman at the Mt. Pleasant home of Kay Chamberlain. Chairmen of all three Michigan Chapters attended as well as past race chairmen, operations staff, and other interested parties. More exciting news about the race to follow. Make plans to join us and remember it's never too early to work on proficiency.

Our very best wishes go along with member Pat Race and her 49½er, Bill, as

they make their new home in Florida. The contributions of this tremendously talented and active member will be remembered always. And, speaking of contributions, 49½er Bill Pailthorpe received a sincere tribute from chapter members for his contributions this past year in hosting other 49½ers accompanying members to monthly meetings.

## Minnesota

Minnesota 99 Sally Woodburn, 49½er Robert and son Jeff, 17, recently culminated an exciting 10-year dream — they flew their private plane across the Atlantic Ocean! After six months of planning, the Woodburns quietly embarked on their 12,500-mile flight on July 15th. They first flew to Boston, where a 90-gallon auxiliary fuel tank was installed in the cabin of their Cessna 310. The tank replaced two of the plane's six seats, but extended the aircraft's range from 1,000 to 1,800 miles.

Leaving Boston, the family headed north to Goose Bay, then out over the North Atlantic to Greenland. After another refueling stop at Sondre Stromfjord, they traveled across Greenland Ice Cap and on to Iceland, Scotland, England and finally France, where they spent a week visiting daughter Debbie, a student in France. Then it was back in the Cessna for the return trip home.

Ocean navigation presented some new challenges for Sally and Robert, both veteran pilots. Even with sophisticated navigation charts and radio equipment, magnetic storms and unreliable weather forecasts forced them 150 miles off course at one point.

All three agreed the trip was truly the adventure of a lifetime. Would they do it again? Of course!

## Northwest

### Greater Seattle

Headlining the news from Greater Seattle is Dodie Gann who brought home honors from the 1st Annual All Women Baja California Air Race. Dodie and Captain Fran Bera from the Long Beach Chapter, flew a 1980 Bonanza A36 to a Second Place victory in a field of 31 contestants who entered the Long Beach to La Paz race November 15th. This is a new event to promote air tourism to Baja. The 849 mile course included a landing at four Baja airports where the ladies were treated like royalty by Mexican officials and members of the press. The attention they received was thrilling and overwhelming, said Dodie. She urges, "Get your applications in early for next year, ladies."

While Dodie gathered trophies in the South, fellow members of Greater Seattle learned how to build a 747 when they met at Paine Field, Everett, for an impressive tour of the Boeing assembly plant, the largest

building in the world under one roof. Scattered like Christmas toys in the making around the giant 43-acre building were 747s in all stages of construction. A thrilling tour worth a special trip.

During the luncheon meeting at the Jet Deck, new members pinned were Snooky Love, a new "bush pilot" from the San Juan Islands, and Ginger Mitchell, who participated recently as one of 20 balloonists in the International Balloon Rally at Moses Lake, WA. Ginger is planning a balloon event for the chapter in the spring at Auburn. Also welcomed at the November meeting were transfer Eleanor Bailey from Santa Clara Valley and five special guests from the British Columbia Chapter who joined in the 747 tour.

Greater Seattle celebrated its 10th Anniversary Founder's Day with a gala banquet September 17th, and another big event on the Seattle calendar is the 1981 Northwest Section Convention. Members voted to submit a bid to host the event.

## South Central

### Austin

Things have been happening so rapidly in Austin that this reporter has hardly had time to keep up. First, we must recognize the terrific job which now no longer our own, Marty Thompson CF1, has done for us. She was always a cheerful and willing participant in 99 activities, and last year, led a Ground School Instructor's Rating Course for Austin members. We commend Marty to our several sister chapters in the Houston area with our very best wishes.

One grateful graduate of Marty's Ground School Course was Virginia Mattiza who successfully passed the exam and received the Ground School Instructor rating. That wasn't Virginia's only achievement though, because she is now the proud owner of a **brand new** Mooney M-20-J. Virginia is moving so fast with her flying skills that we can hardly keep up with her!

Congratulations also go to our "66" student affiliate, Lynn Terrell, who soloed at Georgetown Municipal on April 15, one day past her sixteenth birthday. Proud parents, Georgetown Municipal's managers and longtime friends of Austin 99s, Gene and Marg Terrell, were there to watch hopefully and celebrate appropriately.

The Austin Ninety-Nines sadly lost one of our best to New Horizons. We miss you, Jimmy Glass, and mourn quietly with Irene.

### Coastal Bend

The Coastal Bend Chapter held their September 29th meeting at Petersen's Restaurant in Wharton and it was an installation ceremony for the new chapter officers for the next two years. A delicious meal of seafood was enjoyed by The Ninety-

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Nines, their 49½ers and guests.

The meeting was started by Barbara Kurtz, who installed the new officers, who are: LaNell Easley, Chairman; Gladys Gavranovic, Vice Chairman; Katherine Caraway, Secretary; and Vel Morgan, Treasurer. LaNell Easley then took the floor and called all the 49½ers to the floor, where she read them a pledge of unquestionable allegiance to their respective Ninety-Nine and took their vow of compliance and then presented them with their membership cards. Some of the men were skeptical, to say the least, about giving up so much for a small card. The Coastal Bend Chapter is indeed blessed with a great group of 49½ers, who back us up and help out in every way they can.

The Ninety-Nines were sorry that all their group were unable to attend as they were tied up with necessary family business. One in particular was Peggy Walicek, who was anxiously awaiting another grandchild and was rewarded with a new granddaughter.

Vel Morgan took the floor and gave awards to those guests who had done so much over the years to help the Coastal Bend Chapter carry out the tasks of promoting safety, education and air-marking. Those awarded certificates of appreciation were: John Easley, Senior, Sam Morgan, and Adolph H. Bannert. Other guests, were Nadyne Easley, Joan Morgan, and Pat Joyce.

### Golden Triangle

Our October 16th meeting was a celebration of the chartering of Golden Triangle Chapter 10 years ago. Invitations were sent to the five original charter members, all former members and prospective members. Three of the charter members, Vivian White, Diane Barnett and Bobbie Clardy attended and three former members were present with one coming from as far away as Arkansas! Five prospective 99s also attended. The Ninety-Nine slide program "For the Fun of It" was presented and all 30 women present were enthusiastic about the way women in

aviation were depicted and how the 99 story was presented. This is an excellent way to introduce the prospects to The Ninety-Nines. Our special cook, Dottie Hughes, baked us a beautiful 99 cake and we had a tablecloth on which each person present signed her name to be embroidered by Dottie as a special remembrance of our 10th anniversary.

Thirty one souls braved blustery winds on October 27th for an unusual and unique experience at Caddo Mills Airport, Texas. The Golden Triangle Chapter gathered there for glider demonstration rides. Some were so brave as to take a second ride. Instruction and rides were given in the Schweizer 2-33 and 2-32 models.

On November 9th and 10th chapter members assisted at the Regional IV NIFA SAFECON hosted by the University Flying Club at University of Texas at Arlington. On Friday, their assistance was in the form of judges for the precision landing contest and again on Saturday, as safety judges on the cross-country navigation event. Hazel Jones from the Dallas Redbird Chapter was the Chief Judge. Members from Redbird and Fort Worth Chapters also participated. An awards banquet was held at the American Airlines Flight Learning Center, where the participants heard Mr. Bud Eahmann, Vice-President Flight Operations, American Airlines speak. The highlight of the evening was the presentation of the trophies by Hazel to winning pilots and teams.

Golden Triangle Chapter members are working hard to have the chapter participate 100% in the FAA's Pilot Proficiency Program which is a program designed to have the individual take 3 hours of dual training. To date 5 members of the chapter have received their pilot proficiency wings and certificates, and have challenged the Dallas Redbird Chapter to see which chapter has the greatest percentage of their members complete the program.

Members of the Golden Triangle Chapter were "highly" entertained during the November 20th meeting. Mr. Jerry Kitchens, President of Lone Star Hang Gliders

showed films on the various types of hang gliders and what they were capable of doing. Also included in this very informative and fascinating presentation was the cost of the sport, required pilot capability and safety aspects.

### Nebraska

Carole Sutton of Chester, Nebraska, hosted the Nebraska Chapter business meeting November 3rd at the Belleville, Kansas Airport. (Carole and her husband, Stuart, operate the Belleville Airport. It's a very nice place to stop if you're passing through northern Kansas on a cross country trip!) Prior to the meeting, members participated in a spot landing contest. A prize was awarded to the winner, Mildred Meyer of Lincoln. Then after the meeting, everyone enjoyed a delicious lunch arranged by Carole and her daughters.

Nebraska 99s, spouses, and friends enjoyed the annual chapter Christmas party held December 8th at the home of Nancy and Butch Alley near Lincoln. The evening included a delicious covered dish dinner and much fun and frivolity.

### Oklahoma Chapter

Ten Oklahoma Chapter 99s served as judges, check pilots and Girl Fridays at the Regional NIFA at Altus, OK, November 2-3rd. There were 14 flying clubs competing — OSU, SWO was the winner.

There was an Open House for the Oklahoma Aviation and Space Hall of Fame and Museum at the Omniplex November 18th. Dorothy Morgan was featured in one of the many exhibit cases. There was only ONE for Oklahoma Women in Aviation.

Nancy Smith has been designated as a FAA Safety Counselor, which is noteworthy since it is usually presented only to flight instructors. Congrats, Nancy.

Rita Eaves, Nema Masonhall, Susie Sewell, Velma Woodward, 99 NEWS Editor Marilyn Ratzlaff, OK Chairman Sue Halpain, Nancy Smith and Broneta Evans attended the Wiley Post Airmail Stamp Issuing Ceremony November 20th at the Oklahoma State Historical Society. Dottie Young was presented a First Day Cover Album and Broneta Evans accepted another for 99 Headquarters. Gordon Post, Wiley's brother, is Rita's next door neighbor. A lucky happenstance for Rita and Nema, they decided to lunch at the Capitol Cafeteria and were standing in line behind Oklahoma Governor George Nigh when the Post family arrived. As a result, they were included in the group dining with the Governor.

### Spanish Peaks

November was the flying month for Spanish Peaks Chapter members — all over the map. Shannon Crouse, 49½er Dick, Sharon Roush and 49½er William joined an aerial caravan from Pueblo to Nogales in

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Golden Triangle members Penny Coder and Pat Moore in a Schweizer 2-33 glider (L) and Dottie Hughes with another pilot in a Schweizer 2-32 were among those who discovered the thrill of glider flying.



November. With four pilots in the plane, there was plenty of advice (free and unsolicited!) for the person at the controls! Anne Courtright and 49½er Claiborne barely made it home after picking up family members for Thanksgiving — Colorado had experienced one of the worst November snows ever that week — but it barely touched their home base at Pueblo — now known as the “Banana Belt of Colorado”.

### Space City Chapter

Judy Covin of Space City Chapter won 1st Place in the General Aviation Pilots Association Proficiency Air Derby held at LaPorte Airport on October 13th. Also flying in the Derby were Space City members Evie Tumlin and Cheryl Baker. Cheryl flew co-pilot for Judy Covin's 49½er Morris, and they won the Tail End Tony Award!

Space City Chapter installed their new officers at a poolside covered dish dinner at new chairman Judy Covin's home on September 28th. Everybody brought a covered dish with brisket and chicken as the main course. It turned out to be a little too cool for swimming, but new chairman, Judy Covin, and incoming secretary, Mary Ellen Conrado both ended up in the pool fully clothed.

### Topeka

Topeka 99s are pleased to welcome new member Dale Smith. Dale is an art therapist at the Menninger Foundation. Dale received her private license last spring and already has over 125 hours.

As part of her Masters program at Kansas State University, Dottie Powell has an internship with TWA. Dottie is designing adult education courses for TWA employees.

Barbara Ruhnke accepted a position with Cessna Aircraft as a Business Representative. Topeka Chapter is sorry to lose Barb, and sends her to the Kansas Chapter with

fond regards.

Sondra Ridgeway joined that elite group of ladies, the Flying Grandmothers last summer, when her daughter presented her with a grandson.

## Southeast

### Alabama

Our chapter made a donation to the trophy fund of the Regional NIFA. Assisting with the NIFA SAFECON meet at Auburn, AL, October 26-28th were: Harriett Hall, Betsy Varner, Hilda Ray, Bettie Willcutt, Bennie Peters, and Ruby Dickerson.

Harriett Hall was recently elected as Secretary to the Greater Birmingham Aviation Safety Council.

Hilda Ray was appointed to the Walker County Airport Board, Jasper, AL.

October was the “Get Smart” month for Florida Gulfstream Chapter members who flew to Dodgertown in Vero Beach to hear Mr. Eric Whitfield, the FAA's very important Accident Prevention Specialist in this area, while also obtaining their BFR's and FAA commercial and upgrade check rides. In November, old friendships were renewed with the Florida Goldcoast Chapter during a joint fly-in and meeting at River Ranch. The Gulfstream Chapter provided enough prizes for the activities that almost everyone went home a winner! Future activities include airmarking Boca Raton Airport in January, sponsoring a Safety Seminar in February, and another Flying Companion Seminar in March.

### North Georgia

In October, The North Georgia Ninety-Nines held a luncheon meeting and fly-in in Calhoun, Georgia. After our bad luck with weather for summer fly-ins, it was a perfect Fall day for flying. An award for landing

closest to the numbers was presented to Genee Crenshaw.

The November meeting was held in Gainesville, Georgia to discuss the White Knuckle program, an education program to help people who are uncomfortable to fly.

### New Orleans

The New Orleans 99s were greeted at the Patterson Airport by Marion Brown, of the South Louisiana Chapter, and her student pilot, Margaret Standing, for the November meeting. We were taken out to lunch and then treated to a tour of the Walter Wedell Air Museum at the Patterson Airport. The museum hosts a beautiful collection of aviation memorabilia from Louisiana's early aviation days.

After the tour, the meeting was called to order in the museum and the agenda included a discussion of the events planned by the New Orleans Chapter. Two of the major forthcoming events include a Media Day to be co-sponsored with the EAA, a banquet honoring Guy Lemieux, President of the Orleans Levee Board, and celebrating the 50th Anniversary of The Ninety-Nines.

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49½ers made themselves useful by marking the runway at Stennis for the Spot Landing.



Members of the North Georgia 99s who attended the chapter's fly-in meeting were (L-R standing) Carolyn Baker, Carolyn Upton, Ellen Warren, Carol Raney, Bobbie Chapin and Pat Cardin. (L-R front) Holly Johnson, Tanya Johnson, Phyllis Smith, Genee Crenshaw, Susan Ashley and Fran Oliver.



(L-R) Ede Brandon, Glorice Wills, Pat Besselman prospective member Lisa Cook and Norma Reeves were among those who toured the Patterson Air Museum at their November meeting.





Tennessee 99s heard Margerite Myrick, owner of Columbus Helicopters, Inc., Downtown Island Airport, Knoxville, tell about her helicopter flying and instructing program at the November meeting. Response to her personal enthusiasm and inspiring speech (made with a hint of a Swiss accent) is shown by Donna Bower, Safety Education Chairman.

## Southwest

### Golden West

Fran Grant was in Cairo, Egypt the last week in October attending the First World Congress on Aerospace Education. We're all anxiously awaiting our December Christmas party/meeting to hear all about it!

Pat Forbes wins again! Top honors in the Pacific Air Race went to the winning team of Pat Forbes (Golden West) and Jeanne Rumm (Los Angeles 99s). Their Cessna 182 won first place with a score of + 17.07 over the 148 mph handicap speed. Pat and Jeanne collected the first place prize money, trophies, T-shirts and other gifts. The 417 mile race, which was held October 13, took off from Reid-Hillview, with a Porterville fly-by, a Mount Woodson fly-by and terminated at Gillespie Field (San Diego). Congratulations Pat!



Los Angeles Chapter members who participated in the first California-Baja Air Race were: (L-R): Norma Futterman, Dolores Reed, Aileen Pickering, Berni Stevenson, Eugenia Rohrberg and Virginia Showers.

## Los Angeles

Clear skies, sunshine and tailwinds were with us on the First Cal-Baja Air Race. Six of the LA Chapter racers brought home the bacon in prize monies: Dolores Reed, 3rd; Berni Stevenson, 5th; Norma Futterman and Aileen Pickering right up there with 2 good leg prizes and Eugenia Rohrberg with Virginia Showers right on their tail. The LGB Chapter did a perfect job in organizing this super race. Thanks ladies.

Another six traveled south to SDO to attend 99s 50th birthday dinner held at the SDO Air Museum: Doris Kempton with 49 1/2er George, Georgia Lambert, Rachel Bonzon, Virginia Showers along with Denver-based Jean Ferrell. George flew in from Las Vegas.

Our Achievement Award winner, Jean Pyatt, is now at FAA school in OKC. Our other winner, Dianne Winn, is putting her ratings to work as a flight instructor, at Wings West in SMO. Last year's winner, Tracey Rice, is flying as a charter pilot in Wisconsin for 3 or 4 months. Service Award winner, Berni Stevenson, is sharpening her knowledge at Income Tax School.

Rachel Bonzon, recently retired from the LA school system, is off on a 3 or 4 weeks visit with the grandchildren. Upon her return, she will get in high gear again to chair her second Flying Companion Seminar on March 7-8th. Under her leadership, our chapter's first seminar was very successful.

Jean Rose is undergoing radiology treatment after her recent brain surgery to remove a tumor. She is at home and would really enjoy hearing from her many friends. She was at the LGB airport to see us off on the Baja Race.

Norma Futterman and her 49 1/2er, Chuck, have again extended an invitation to hold our chapter Christmas Party at their home in Beverly Hills. They are such gracious hosts and we are all looking forward to a fun evening.

## Palms Chapter

With the races wrapped up, the Palms Chapter has gone on to other things. Janet Wu and Linda Hague, new 99s, were welcomed into the chapter and properly pinned.

Claire Walters and Nina Laughbaum attended the Fall Section and reported the weekend events to the chapter. They had such an enjoyable time, more chapter members plan to attend in the future.

Claire Walters, Nina Laughbaum and Catherine Coyne attended the November Chairmen's Meeting in Bakersfield, which was informative and interesting. The three of us returned all excited about the Palms Chapter's instant decision to donate \$500 towards the new computer. It was fun getting together with the other 99s and we particularly liked Bakersfield as the choice for the meeting place (and the food was good, too!).

## Phoenix

Phoenix is staying active and growing. We welcomed two new members last month, Mike Ashton and Joan Larson. After the successful Kachina Doll Air Rally, everyone took a breather, but, Sandi Haag, next year's chairman, is already rolling. The Phoenix Chapter won 2nd Place trophy for Airmarking this year. December 2nd, there was a fly-in breakfast in Prescott, AZ. December 8th the chapter set aside business and had a Christmas party with lots of food and fun. More activities are planned in addition to monthly business meetings. There's a fly-in breakfast scheduled for January 12th in Tucson, AZ and another fly-in planned for February 17th at Lake Havasu City, AZ. The chapter is presently offering 99 momentos — chapter logo mugs and notepads, and also section logo patches.

Phoenix congratulates June Bonesteel for landing her new helicopter maintenance position. This summer June completed a

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Ready, aim, fire! Thon Griffith was surrounded by members of the Tucson Chapter and all were lined up before a brick wall before being 'shot' by a 49 1/2er at the chapter's November meeting held at the home of Jean Servaas. The surprise visit by our International President added zest and turned a good meeting into a Big Event!



helicopter maintenance course with the aid of the chapter's "Once In Awhile" trophy and award. This course helped June qualify for her City of Phoenix Police Air Patrol aircraft mechanic job. She helps maintain 6 helicopters and 3 airplanes. Of 30 applicants June was the only one hired. Phoenix 99s are proud of June who deserves the rewards her hard work has earned.

#### San Luis Obispo County

In November, chapter members participated in a flyout to Santa Barbara (SBA) Airport for a luncheon and meeting at Peters Flying Machine Restaurant. The group voted to send \$200 to accompany June Cunningham's pledge of \$100 to the computer fund for international Headquarters. June had pledged this amount at the chairmen's meeting and announced that she and her partner, Leo Rice, were opening up Falcon Aviation at the Paso Robles Airport and invited all to drop in. Pilots flying their aircraft to the Santa Barbara fly-out were: Pat Kamm, Shirley Moore, Jean Bowser, Marci Barnett, Joann Levin, Suzanne Skeeters, Nancy Stacy and Carol Hoagland. Other pilots flying shotgun were: June Cunningham, Meta Newbert, Cris Yecny, Helen Larsen, Madi Gates and Patty Molina. Also several guests were presented.

We are busy making plans for our 1980 Fall Sectional to be held in San Luis Obispo, with headquarters at the Madonna Inn. Get your reservations in early.

#### Tucson

Brig. Gen. (ret.) Charles E. Yaeger, famed military pilot, was the speaker at a successful banquet on October 27th, sponsored by Tucson 99s. Over 100 area pilots listened raptly to Chuck Yaeger's account of his

pioneering flights through and beyond the Sound Barrier. Jean Servaas planned and coordinated the event, aided by Linda Sartor and Lee Averman and other chapter members.

#### Utah

Dr. Dora Strother and husband, Les, were guests of the Utah 99s at a dinner at the home of Wilma Nichols. Earlier in the day several members had attended a ceremony at the University of Utah Hospital, where Dr. Strother presented The Whirly-Girls Judy Short Memorial Certificates of Appreciation.

Carol Clarke and Wilma Nichols flew to Texas in Wilma's Decathlon. (Only 9 hours!) The trip included a visit with Julie Pfile, our member in Albuquerque. While in Texas, they attended the National Aerobatic Competition in Sherman. The same pair also made an IFR trip from SLC to Pasco, WA and return, this time in a Bonanza.

Carol Rayburn has been dining on seafood and drinking California wine while working with Key Airlines. She soon will be in Seattle area for recurrent training on the Convair.

Sidney Sandau became the first person in Utah to complete the new FAA Safety Program and receive the Wings Award.

Carol Rayburn, Sidney Sandau, Alberta Nicholson, Mary Shockey, Debi O'Connor and Carol Clarke attended the Southwest Section Meeting in Claremont, California. A highlight of the trip was making room in the airplane for the "Woman Pilot of the Year" trophy, which Carol Clarke brought home.

Wilma Nichols placed third in a local Aerobatic contest. Carol Clarke and Sidney Sandau also worked at this event.

## 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.

Rate: \$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 deadline or send payment for several issues at one time.

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**Pewter Plane Necklace \$4.00 PPD.** Marcia Buller, Central NY, 113 Belle Terrace, North Syracuse, NY 13212.

**"The Last Powder Puff Derby" ©1977** Commorative Flight. Available NOW for home video! Specify Betamax or VHS. \$125. Wonder Prod., % Joyce Young, 13046 Kerry St., Garden Grove, CA 92644.

### Help!

Remember the seat belt questionnaire on the inside back cover of the October issue? If you haven't filled it out, please take a minute and do it. Mary Foley needs your help to complete a safety study. The results of the study will be published at a later date in *The 99 NEWS*. Wear a seat belt and tell Mary.



President Thon Griffith was honored by Republican State legislators during a visit to the State Capitol as a highlight of the Golden Jubilee. With Thon are Senator Mary Goodhue, (L) co-chairman of the Republican Women Legislators Action Network, and James L. Emery, Assembly Republican Leader.



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