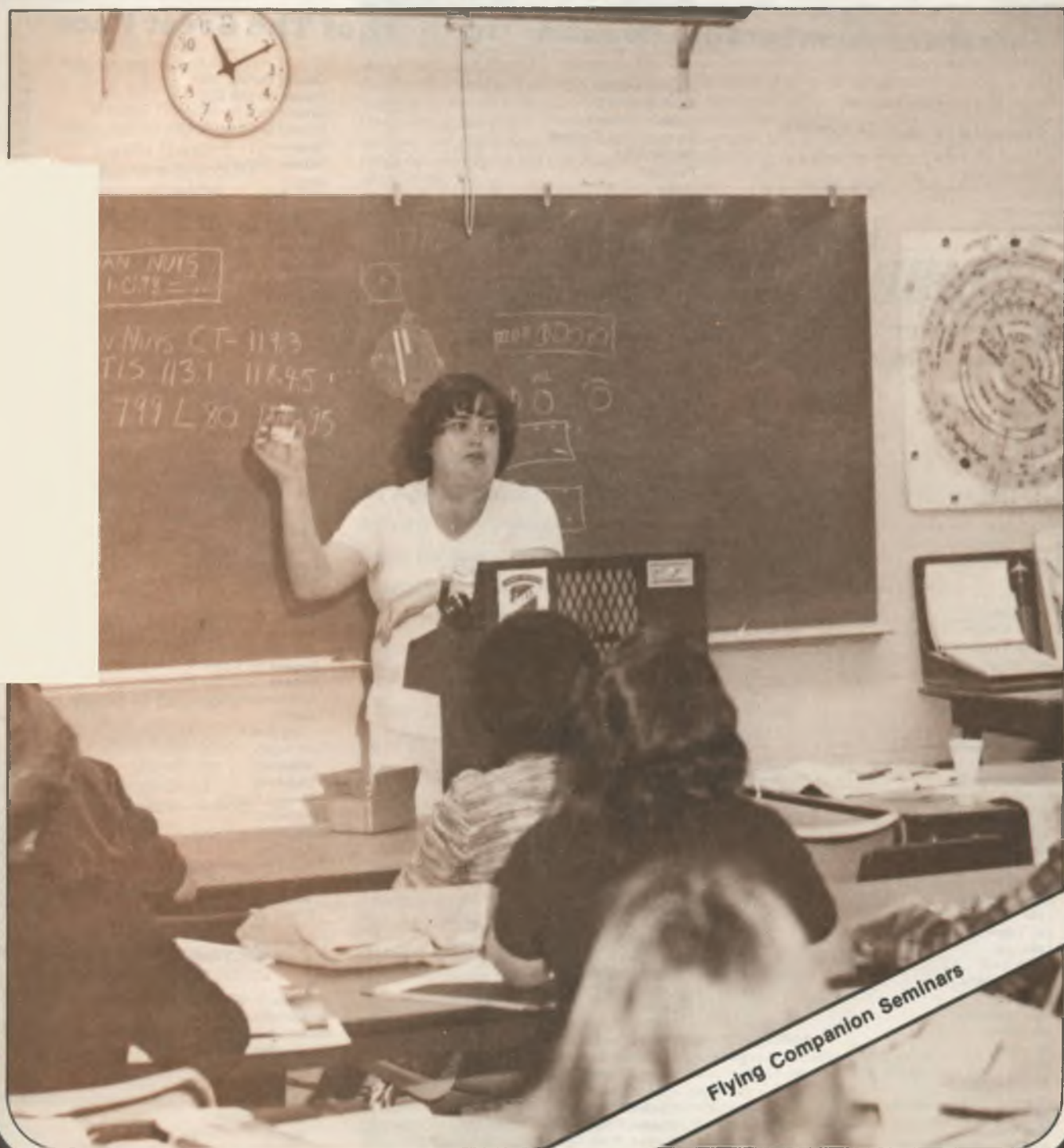


# the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

March, 1980



Flying Companion Seminars



## Race Category Designations

### Chapter membership count at the start of The Great Race

#### Category One —

##### Chapters with up to 31 members

Alameda County	17
Alberta	30
Albuquerque	16
Arkansas	21
Austin	12
Aux Plaines	14
Bakersfield	25
Blue Ridge	24
British Columbia	13
Canadian Rockies	10
Cape Girardeau	17
Central Missouri	8
Central New York	27
Central Pennsylvania	27
Chaparral	12
Cimarron	24
Coachella Valley	12
Cook Inlet	10
Coastal Bend	8
Dallas Redbird	16
Delaware	15
Deep South	14
Eastern Idaho	8
Eastern Ontario	19
El Paso	29
Far West	14
Finger Lakes	26
Florida Crown	20
Florida Panhandle	17
Fort Worth	24
Fresno	10
Fullerton	17
Greater Pittsburgh	19
Greater Winnipeg	14
Hampton Roads	27
Hi-Desert	16
Houston-North	20
Hudson Valley	17
Idaho	29
Imperial So.-Lo.	12
Inland California	12
Kentucky Blue Grass	25
Kitty Hawk	16
Lake Michigan	28
Lake Tahoe	12
Las Vegas Valley	27
Lubbock	9
Maple Leaf	22
Marin County	11
Maryland	25
Mid-Tennessee	16
Mississippi	26
Montana	9
Montreal	8
Mount Diablo	24
Mount Shasta	15
Mount Tahoma	14
New Orleans	18
New York Capital Dist.	19

Niagara Trillium	12
North Dakota	22
Northern Georgia	26
Northern New England	26
Omaha Area	11
Palisades	28
Palms	17
Palomar	26
Potomac	27
Puget Sound	6
Quad City Area	17
Rainier	10
Redwood Empire	21
Reno Area	29
San Antonio	25
San Joaquin Valley	23
San Luis Obispo County	26
Santa Barbara	30
Sante Fe Area	7
Santa Monica Bay	13
Santa Paula	18
Saskatchewan	11
Shenandoah Valley	9
Siskiyou	7
Southern Louisiana	15
Southern Sierra	8
Space City	14
Spanish Peaks	7
Stillaguamish	7
Texas Dogwood	18
Tip of Texas	9
Top of Texas	16
Topeka	11
Tulsa	23
Virginia	12
Waco-Centex	8
Western New England	9
Western New York	26
Western Washington	18
West Virginia Mountaineer	15
Wichita Falls	14
Wildflower	11
Wyoming	11

#### Category Two —

##### Chapters with 31 through 50 members

Alabama	35
Aloha	46
Bay Cities	35
Carolinas	43
Columbia Cascade	34
Connecticut	32
Dallas	30
El Cajon	36
Florida Goldcoast	46
Florida Gulfstream	45
Florida Spaceport	42
Florida Suncoast	45
Garden State	43
Golden Triangle	31
Golden West	32

Greater Detroit Area	39
Greater Kansas City	43
Greater New York	40
Greater Seattle	35
Houston	44
Indiana Dunes	36
Iowa	40
Lake Erie	47
Long Island	41
Los Angeles	36
Memphis	38
Monterey Bay	32
Nebraska	38
San Gabriel Valley	33
Santa Rosa	47
Shreveport	33
Tennessee	37
Tucson	32
Utah	39
Willamette Valley	48
Wisconsin	38

#### Category Three —

##### Chapters with over 50 members

Alaska	51
All-Ohio	120
Central Illinois	65
Chicago Area	126
Colorado	63
Eastern New England	75
Eastern Pennsylvania	77
First Canadian	56
Greater St. Louis	57
Indiana	68
Intermountain	61
Kansas	70
Long Beach	64
Michigan	78
Minnesota	66
Oklahoma	71
Orange County	59
Phoenix	97
Sacramento Valley	75
San Diego	54
San Fernando Valley	82
Santa Clara Valley	96
Washington D.C.	54

#### Category Four — International Sections

Africa South	54
Australian Section	59
British Section	18
Caribbean Section	11
East Africa Section	17
Finnish Section	14
German Section	14
Indian Section	6
Members-At-Large	37



THE COVER — Jeanne Rumm explains we check the tanks for water and what contaminated fuel looks like.



Mary Haizlip, Los Angeles Chapter, and her 49½-year Jim, were recently honored by the Nebraska Rotary Club, who presented them with a model of the William Wedell racer Jim piloted to victory in the 1932 National Air Races. The model was awarded as recognition of the couple's pioneering role in aviation. Mary, who is also a former racer and test pilot, retired from her colorful career in aviation to establish her own real estate firm, Mary Haizlip and Associates. She is currently the chairman of the Pacific Palisades division of the Los Angeles Realty Board and is a director of the California Real Estate Association.

More awards and honors inside

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Membership Count 5260 as of March 22, 1980

## the 99 news

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## Thoughts From Thon

Membership, Bylaws, Safety Education Award Program, the fund drive for an in-house computer at Headquarters, the June Air Age Education Workshop — ALL things I would like to share with you. There's the rub, my writing about the workings of The Ninety-Nines isn't always the best way to go because we need to have a dialogue. Your viewpoints are important to me. Some members do communicate to explain where and why they differ from current policies and plans. We then get good questions and solid workable suggestions to use.

Wherever I am with a group of Ninety-Nines, the subject of conversation inevitably turns to money. In my December column, I mentioned that last year our expenses exceeded our income during the fiscal year ending May 31, 1979. Those who attended our Convention were presented with a financial report; however, since only a small percentage are able to attend, our financial problems came to many members as an unpleasant surprise. I am asked, "Why?" Let me try to outline the answer briefly.

I'll go back only as far as our last dues increase four years ago at the 1976 Convention in Philadelphia. In 1976, the Consumer Price Index for the United States was 166.7 — today it is 277.5. Before I explain the problems OUR organization has encountered during these years, let me ask if you have noticed that when you purchase something (the most obvious being food) the price of every article has risen since the last time you purchased it? Escalating costs are an unpleasant fact of life.

Four years ago, our annual dues were \$20.00 (\$18.00 for the International Treasury, \$1.00 for Section and \$1.00 for Chapter). In 1976, the Delegates initiated and approved a \$5.00 increase which resulted in an allocation of \$22.00 for International and \$3.00 for Section — except overseas members who pay the \$22.00 only. As you see that was a \$4.00 increase for the International Treasury. Did it do the job? In the beginning to be sure — and it was needed then.

Since that date, startling things have happened in the way of cost increases. Postage costs have almost doubled, we spent \$2,744 in 1976 and \$4,845 in the 1978/79 fiscal year. The Membership Directory in 1976 cost \$14,143 — our new one \$20,911. It would have been quite a bit more, but when we received the bids and realized something had to be done, we found the price could be held to that staggering figure by having three columns of names on each page, so although we added well over 200 names, we were able to have a Roster with 38 fewer pages thereby using less paper and less postage. Prior to 1976, we had no insurance costs, but as valuable books and memorabilia began pouring in, we realized the necessity for protecting our treasures. In addition, we established a group insurance program for our staff.

In 1976, our Headquarters was housed in 872 sq. ft. of space in the Will Rogers Airport Terminal Building. We paid \$0.30 per sq. ft. or \$261.31 per month. Today the average rental price in that building is \$0.90 per sq. ft., the cheapest space is renting for \$0.71/sq. ft. which would result in \$619.12 per month for the 872 sq. ft. — an increase of 125%.

As you know, the Headquarters building now houses our activities, lighted displays, archives, library, memorabilia, 99 NEWS office and provides us with 2,900 sq. ft. of space after the area sublet to AOPA is deducted. Our annual net cost for this space (including lease payment, grounds and building maintenance, utilities and insurance) compares very favorably with the space we formerly occupied. We are fortunate indeed that our monthly grounds and building lease payments of \$550.00 were fixed for 99 years at which time we pay no more — only grounds maintenance. That is one cost which will not escalate.

In 1976, the Directors were beginning to travel to other Section Meetings. The unanticipated steep increases in airline fares has all but put a stop to our being able to attend Section Meetings as we would like and as we feel you enjoyed.

Every year we are asked to participate in more aviation related conferences, symposiums and meetings. We are pleased to sit on panels, give speeches and just generally let the world know who The Ninety-Nines are and what we stand for. We stay within our budgeted amount for travel and public relations by being selective and hoping we have made the right decisions. Some of us are able to travel at very reduced prices or can work it into our own travel plans at no cost to The Ninety-Nines.

The Directors are reimbursed for their travel to and from Board Meetings in Oklahoma City and for hotel and meals. We have Spring and Fall meetings. In 1976, a round trip ticket from my home in California to Oklahoma City was \$240.10. Today it is \$341.00 — a 41% increase. We travel coach or use any "saver fares" available to us. In 1976, you voted not only for a dues increase, but to have one more Director on the Board, giving us a nine-member Board and each Directors adds to the cost of operations. The Board actually meets a third time during the year — at the Annual Meeting. Last Fall we agreed that all Directors must travel at their own expense to Convention. Many of us have been able to do that in the past, but by now making it mandatory and thereby placing personal financial obligations on those who might want to seek positions on the Board, have we made it too difficult for dedicated, able 99s to throw their hats in the ring?

We went \$5,700 "in the hole" last fiscal year by taking in about \$2,600 less than anticipated (budgeted income) and spending \$3,100 more than budgeted. The major factor in this was *The 99 NEWS* which went over budget by \$11,000! Most of this was a result of the Special Issue which was unbudgeted.) Obviously we cinched in everywhere possible in order not to be over any more than we were. Clearly we did not anticipate the astonishing escalation in the cost of paper, photograph reproduction, printing costs, typesetting and art production. We are desperately trying to reduce some of those costs and have taken measures in that direction, but naturally many items won't go down any more than will groceries, postage, heating bills and gasoline.

If you feel this column was written to explain why your Directors feel a dues raise is in order and have been stressing the need for new, active members" ... who believe in the purposes of The Ninety-Nines and are willing to help meet those goals, "as so aptly expressed by Bea Von Tobel, Chairman of the Northern New England Chapter — you're right! If you want more answers or have ideas and suggestions, please write me.



# Be there. Ready to get things done.

Business takes place wherever there's a decision to be made, wherever currency changes hands. And that can be in some pretty out-of-the-way places. But no matter where or when business happens, often the only way to get something done right is to do it yourself. In person.

To do that, you have to be there.

What's more, you have to be ready to get down to business as soon as you get there.

How?

Take your next trip in a Beechcraft Baron 58. Its "Club Cabin Class" interior can turn your travel time into productive time.

With facing rear seats, big

double doors, and a foldaway work table, passengers can talk things over face-to-face, go over last minute details, or just relax before the busy day ahead.

Of course, it's as comfortable up front as it is in back.

And there you'll enjoy the way the Baron 58 handles. The way it feels, and makes you feel.

Wouldn't it be great to be there, where you need to be, ready to get the job done? Fly a Beechcraft Baron 58 soon and find out.

## Send for your free aviation kit.

It's packed with valuable information, including a Capital Recovery Guide to help you

determine the remarkably low net capital cost of acquiring a Beechcraft Baron 58.



Simply write on your company letterhead to: Beech Aircraft Corporation, Dept. J-13, Wichita, Kansas 67201.

And please mention if you're a pilot, an airplane owner, and what type of airplane you fly.

Member of General Aviation Manufacturers Association



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



# Calendar

## March

- 1 March 99 Renewals Due  
April 99 NEWS Deadline
- 7-8 Flying Companion Seminar  
Orange County Chapter
- 15 Annual Poker Flight  
San Fernando Valley Chapter
- 16 Australian Section Spring Meeting  
Devonport, Tasmania

- 19-20 East Canada Spring Section Meeting  
Holiday Inn, Peterborough, Ont.
- 25-27 Jim Hicklin Memorial Air Race  
Bullhead City, AZ
- 26 Long Island Poker Run
- 26 2nd Annual Okie Derby  
Westheimer Field, Norman, OK

- 10-13 Air Race Classic  
Corpus Christi, TX to Columbia, SC
- 13-14 Buckeye Air Rally  
Springfield, Municipal, OH
- 13-15 Petticoat Derby  
Albany, OR
- 25-28 Int'l. Flying Nurses Convention  
St. Louis, MO

## April

- 1 April 99 Renewals Due  
May 99 NEWS Deadline
- 8 Entries close for Air Race Classic
- 11-12 Southeast Section Spring Meeting  
Thomasville, GA
- 11-13 AOPA Survival Course  
High Sky Chapter, Odessa, TX
- 12 Shirts 'N' Skirts Air Race  
Fullerton Chapter
- 14 Paula Loop Building Dedication  
Tinker AFB, Okla. City, OK
- 18-25 9th Annual Louisiana Air Tour  
Baton Rouge, LA
- 19 Indiana Dunes Aviation Clinic  
South Bend, IN

- 1 May 99 Renewals Due  
June 99 NEWS Deadline
- 2-4 South Central Spring Section Meeting  
Lubbock, TX
- 2-4 Southwest Spring Section Meeting  
Concord, CA
- 3-4 Greater Detroit Area Pinch-Hitter Course  
Ann Arbor, MI
- 16-18 North Central Section Spring Meeting  
Delavan, WI

## June

- 1 June 99 Renewals Due  
July-August 99 NEWS Deadline
- 6-7 Golden West Mini-Derby Air Race
- 10 Indian Section Spring Section Meeting

## July

- 1 July 99 Renewals Due  
No 99 NEWS Deadline
- 23-27 International Convention  
Vail, CO

## August

- 1 August 99 Renewals Due  
September 99 NEWS Deadline
- 13-17 11th Annual Palms to Pines Air Race  
Santa Monica, CA to Independence, OR

*Ed. Note: Information on most of these events are available from The 99 NEWS Editor.*

## Attention 99s & WASPs You Are Invited!

You are invited to the dedication ceremonies dedicating a building in the memory of Paula Ruth Loop, WASP 43-W-2 and Oklahoma Chapter 99 member. This is the first military building ever dedicated to a woman.

- Fly-In** 9:00 - 9:30 a.m.
- Where** Tinker Air Force Base, Oklahoma City, Oklahoma
- Date** April 14, 1980
- Dedication** 10:00 a.m.
- Speaker** Dr. Dora Dougherty Strother
- Luncheon** There will be some special guests along with the rest of us paying ones. Since all WASPs and 99s are invited, ALL must RSVP.
- Tour** AWACS Plane
- Fly Away**
- RSVP** March 15, 1980 to 2 Lt. Narda L. Jimenez  
3117 SE 55th, Oklahoma City, Oklahoma 73135  
Telephone 405-672-0962  
Call after 6 p.m. CST
- Landing Permit** Request this from Lt. Jimenez, also.
- Lodging** Sheraton Airport Inn on Will Rogers Airport within walking distance of the 99 Headquarters. Hilton, Holiday and Ramada Inns on S. Meridian, OKC
- 99 Headquarters** If your time permits, you are invited to visit 99 Headquarters, located on Will Rogers Airport just NW of the Sheraton Airport Inn

## New Horizons

### Norma Van Brooker

Central Illinois Chapter member Norma Van Brooker was killed in an airplane crash near Mills Memorial Airport, Mountain View, Missouri. The Cessna 206 she was piloting crashed in a wooded area about a mile from the runway as she was attempting an instrument landing in heavy fog and rain.

A former WASP flight instructor, Norma had been employed for the past year as a flight instructor for a firm in Quincy, IL. She was also teaching instrument and ground school classes for the John Wood Community College in Quincy at the time of her death.

## FREE CATALOG

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# Out of Sight

By Joan Kerwin

No, I'm not borrowing one of the teenagers' expressions of approval and delight. Rather than delight, it expresses a feeling of unease. Count on getting out the pen and paper again to prevent another FAA take-over of the airspace.

The FAA says 78-19 "has been put on the shelf for reconsideration" due to the great outpouring of opposition from the nation's pilots. FAA Deputy Administrator Quentin Taylor, speaking at the FAA's Fifth Annual Aviation Forecast Conference, said that "more gross changes" to the airspace system as a whole may be forthcoming. Asked to elaborate later, Taylor told *BA (Business Aviation)* there is a feeling within the agency that the current system of air traffic control and airspace restrictions is in need of a fresh approach and possible modifications ... Taylor said there is concern this (present) 'piecemeal' approach to established airspace regulations ... will not be adequate to handle the growth in air traffic anticipated in the next 10 years." (*BA Weekly 10/29/79*)

So apparently out of sight does not mean out of mind. Hopefully, the FAA great minds can come up with something that is equitable for all facets of aviation. Just don't hold your breath.

Meanwhile, at the same conference, general aviation and most particularly private pleasure flying, is forecast to slow down due to the increase in fuel prices. Corporate and business flying will provide most of the predicted growth for the next 12 years.

As pilots, we know all about the accuracy of forecasts. We also know all about the rising cost of avgas, since it comes directly out of our personal wallets, rather than from a corporate or business treasury, which can be replenished by raising the price of products or services. So, we realize that we will be doing less flying and this forecast is probably correct.

We also know that the FAA has no control over the rising fuel prices. However, I have this mental picture of the FAA honchos, jumping up and down with great glee and rubbing their hands together in delight that the oil companies are accomplishing their objective of getting the "little guy" out of the sky. They (the FAA) can't

claim total innocence, though. They are still pursuing the addition of TCAs which would require us to use more fuel to circumvent. At the same time they put out posters telling us to conserve fuel. Let's give the FAA a hand in their fuel conservation by attending the local TCA meetings. Tell them how we can conserve fuel by making all our flights as direct from take-off to landing as possible. **ATTEND THE TCA MEETINGS.** The FAA needs help — boy, do they need help.

## WRITE ON Representatives

**HR 5620** introduced by Reps Ken Holland (D. SC) and Richard Schulze (R. PA) would repeal the civil aircraft use tax (\$25 base plus 2 cents per pound over 2500 lbs.) Funds accrued go into Airport and Airway Trust Fund. (Trust Fund totaled \$4.42 BILLION at the end of July 1979.)

99

## The Bylaws of the Ninety-Nines, Inc.

## Article XXI Amendments Sections 1 and 2

As a part of your Ninety-Nine New Year Resolutions, your Bylaws Committee requests that all Section Officers, all Chapters, and the International Board of Directors study the current Bylaws.

Any proposed amendments should be sent to your Bylaws Committee Chairman, Jerry Witbeck, postmarked no later than **March 15, 1980**. Resolutions should cite the specific article, section, page, and wording of the Bylaws to be amended. Each proposal must be accompanied by an explanation and the reasons for the change, not to exceed 200 words in length.

Please let us suggest that you study and use our Bylaws as a tool for solving problems and reflecting changes that are shared by our group as a whole.

### Bylaws Committee

Jerry Melton Witbeck, Chairman  
Hazel Jones  
Brenda Strickler

Please send proposed amendments by **March 15, 1980** to: Jerry Witbeck, Chairman, Ninety-Nine Bylaws Committee, 14911 Laceyhaven Dr., Dallas, TX 75248.

## New Ratings

### East Canada

Suzanne Frogley — Eastern Ontario — Class II CFI

### Middle East

Paul Moore — Hampton Roads — IFR  
Kendra Roth — Hampton Roads — CA

### New York — New Jersey

Ada Freidman — Hudson Valley — Glider Instr.

### North Central

Gayle Gorman — All-Ohio — Helicopter  
Cathy Harris — Greater Detroit — SES  
Carolyn Gaunt — Minnesota — IFR  
Mary Griffiths — Minnesota — IFR, SES  
Joretta Graves — Wisconsin — CFI  
Jane Krika — Wisconsin — CA

### South Central

Mike Alexander — Houston — BGI, ME  
Ann Beaurivage — Nebraska, CFI  
Keeta Thompson — Nebraska — Par 135 IFR  
Lonnie Wilhelm — Topeka — CA

### Southeast

Mary Ball — Alabama — IFR, CFI  
Judy Hall — Deep South — SES  
Dianne Johnston — Florida Gulf Stream — IFR  
JoAnne Johnson — Kitty Hawk — CA  
Julie Chapleau — Mid-Tennessee — CFI

### Southwest

Nelwyn Choy — Aloha — CA  
Marian Leong — Aloha — ME  
Linda Cannon — Orange County — IFR  
Barbara Cook — Phoenix — ME, CA  
Ann Nelson — Phoenix, ME  
Marge Thayer — Phoenix, CA  
Gabi Thorp — Phoenix — ME  
Cecl Stratford — San Fernando Valley — CA  
Coralee Tucker — San Fernando Valley — ATP  
Misti Vreeland — San Fernando Valley — IFR  
Kathy Woolsey — San Gabriel Valley — ME



# Nominating Information

You will be electing a new President, Vice-President, Secretary, Treasurer, two new Board members and a new Nominating Committee this year, 1980.

The four Officers and five member Nominating Committee will be elected for a two year term by written ballot which will be mailed to all Ninety-Nines in May.

The two new members of the Board of Directors will be elected by the Delegates from the floor at the Annual Meeting in Vail, Colorado in July. All those qualified Ninety-Nines who have filed to run for the Board, as well as candidates appearing on the ballot but not elected to office, will be eligible to run for the Board at the Annual Meeting.

Candidates for the Board are not required to be present at the Annual Meeting.

The following Ninety-Nines are eligible and have declared their intent to seek International Office. Each candidate has submitted, in addition to all required documents, a paragraph outlining her background and abilities. The Nominating Committee urges all chapters and members to study the candidates for all positions. When your ballot arrives in May thoughtfully cast your vote for those whom you wish to lead your organization.

Our future direction is in your hands!

**Joan Paynter, Chairman**

## President

**Janet Green** — Mississippi Chapter, Southeast Section. Received private license in 1960 and Airline Transport in 1975. Flew charter, occasional flight instruction and was corporate pilot for Ferson Optics Division of Bausch & Lomb, flying various twin Aero Commanders. Joined 99s in 1961. Held all chapter offices, SE Section Governor, Credentials Chairman, Nominating Committee, International Treasurer and International Secretary and International Vice President. Have been a contestant in the Powder Puff and Angel Derbies and have been Chief Timer for both races. Member of the Citizens Advisory Committee to the FAA and Chairman of the Safety subcommittee. Have interested husband and two children in flying and they have private licenses. Currently own a 1979 Cessna Skylane RG.



Janet Green



Hazel Jones



Esme Williams



Ruth Dobrescu



Charlene Falkenberg



Marilyn Copeland



Barbara Goetz



Velma Lee Barnett



Patricia Davis



Gene Nora Jessen



Joan Kerwin



Amy Laws





Marilyn Miller



Nicole Radecki



Verna West



Diane Cozzi



Verda Giustina



Judy Hall



Evelyn Kropp



Patricia Mlady

### Vice President

**Hazel H. Jones** — Dallas Redbird Chapter, South Central Section. International Secretary '78-'80; International Treasurer '76-'78; Governor SCS '74-'76; other sectional/chapter offices since joining 99s in 1964. Section AE Chairman twice. 99 *NEWS* Editor 4 years. Seven times pilot/copilot and five times timer for PPD. Chief Judge ARC 1979. Associate Chief Judge National NIFA SAFECON '78-'79. Aviation Safety Counselor '71-'80. Vice-President ZONTA II, Dallas. National awards from AOPA, FAA, DOT for work in aviation safety. Jimmie Kolp Award 1979 for continued contributions to 99s. AE Scholarship 1968. Retired FAA Traffic Controller. Commercial license, instrument, helicopter ratings. Flying since 1943, over 2000 hours. Attended fifteen International, thirty-six Sectional meetings.

**Esme Williams** — Caribbean Section. A 99 since 1965. Charter Member of the re-activated First Canadian Chapter (East Canada Section). Charter Member and Past Governor of the recently formed Caribbean Section. Service to the 99s means 14 years of dedication completely, having served as Chapter Chairman, Secretary, East Canada Section Secretary. Many years as a member of the Board of Directors and International Membership Chairman (outside the U.S.A.). Worked on Angel Derbies and SEL, MEL. 99 displays at A.O.P.A. Flying experience 700 plus. Spent four months flying into all 13 countries of South America, all of Canada and the United States, plus four Trans Atlantic Crossings in our Cessna 320F. To sum it up — just another dedicated Ninety-Nine.

### Secretary

**Ruth S. Dobrescu** — Long Island Chapter, New York-New Jersey Section. Married to an airline captain, I chose not to work so that we may travel and be together on his odd times off. This has given me the perfect opportunity to fulfill my life in voluntary projects, specifically Ninety-Nines. My previous experience was 10 years as an Executive Secretary. As a current Ninety-Nines Board of Directors Member and Citizens' Development Advisory Committee, as a Trustee of the Friends of the Nassau County Museum and member of the Safety Council (Wash. DC) and my most recent project as Co-chairman of the Dedication of a plaque in celebration of the 50th Anniversary of The Ninety-Nines in Valley Stream, I think my executive and organizational abilities have been kept in top shape to serve you.

**Charlene Falkenberg** — Indiana Dunes Chapter, North Central Section. A 99 since 1963 with Indiana Chapter, Chicago Area, and in 1976 was instrumental in forming Indiana Dunes, present Chairman. Served on all committees on both Section and Chapter level, held all Chapter offices and Section Treasurer. Activities Chairman on International level for five years, International Director since 1976, Coordinator of Convention Educational Programs since 1976. Groundschool instructor since 1964, presently teaches at two local high schools and at Purdue Continuing Education. Accident Prevention Counselor for 14 years. Very active in Air Age Education, giving talks at schools, civic, and aviation oriented organizations. A professional secretary for the past 22 years.

### Treasurer

**Marilyn Copeland** — Kansas Chapter, South Central Section. As a seventeen year member of the Kansas 99s, I am seeking election for Treasurer. I have served as the Fun in '71 International Convention Chairman; International Headquarters Chairman for three years during the fund raising, building, and dedication of the new building. Also have served as Chapter Chairman, Vice Chairman, and Treasurer; Section Governor, Vice Governor, and Treasurer; local and state dental auxiliary President, Vice President, and Treasurer, and national dental auxiliary Vice President, three years. Raced in eight PPDs, and most recently dedicated my time as airport manager to the preservation of a private, open to the public airport.

**Barbara A. Goetz** — Sacramento Valley, Southwest Section. I have been a member of the Sacramento Valley Chapter since 1970. I have 1500 hours and my ratings include ASEL, Comm., IRA, CFI, Comm. Helicopter and A&P. I have held positions at every level in the organization and am currently a member of the Board of Directors; in addition, am serving as International Safety Education Chairman. I have handled the financial matters of 3 corporations for 20 years and have also been Treasurer and Financial Officer for 4 other organizations. I was the 1974 Amelia Earhart Scholarship Recipient. I love to fly and race. I have attended 9 International Conventions and 17 Section Meetings. I am prepared to give back to the Ninety-Nines what they have given me.

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## Board of Directors

**Velma Lee Barnett** — El Paso Chapter, South Central Section. Active member, Past International President's Board of Governors and worked on several President's Committees, 1963-66; Governor of 8-State South Central Section, 1963-65; Secretary 1961-63; Treasurer 1960-61, serving five consecutive years as Officer, Section level. First invited into Ninety-Nines in 1958. Joined Abilene Chapter as Midland, Texas, resident. Founder and first interim-elected chairwoman of the High Sky Chapter, chartered Midland Chapter on May 17, 1959, with 12 members. Chapter's first convention chairwoman to host an 8-state South Central Section Spring Sectional in 1962. Established the first High Sky Derby of Texas, held in 1960-61-62-63.

**Patricia M. Davis** — Aloha Chapter, Southwest Section. ATP, CFIAI (SMEL). Corporation pilot, Part 135 (sightseeing tours) and flight instructor 1971 to 1978. Presently training instructor for U.S. Army (instrument procedures for helicopter pilots in UH-1H simulator). Three Powder Puff Derbies; Hawaii Wing CAP (Operations Squadron Commander and Hawaii Wing Director of Operations); Aerospace education work 99s, CAP, Kamehameha Schools and Girl Scouts. Past Chairman Aloha Chapter plus Chairman of Ways/Means, Membership, and Flight Activities. 1977 winner of Chapter's "Outstanding Member of Aloha Chapter Contributing to the Advancement of Women in Aviation." FAA Accident Prevention Counselor 1971 to present. FAA Flight Safety Award 1978.

**Gene Nora Jessen** — Idaho Chapter, Northwest Section. Having served the organization as Chapter Chairman (two chapters), Section Governor and International Director, Secretary and Treasurer, the Ninety-Nines has been my major interest outside my family for the past 21 years. Most recently I researched and wrote our history and biographies for the 50th Anniversary Book. My past vocation has been aircraft sales and flight instruction. I am presently writing aviation insurance and serve on my city's airport commission. I believe that I can continue to contribute to the Ninety-Nines, primarily through the pursuit of grant monies for our organization. Grant funds are needed, available and attainable.

**Joan Kerwin** — Chicago Area Chapter, North Central Section. As a 99 for almost ten years, I have participated actively in all levels of the organization. I have attended 8 International Conventions, 7 of them as a delegate from the Chicago Area Chapter. My two terms as chairman of Chicago Area Chapter, the largest Chapter in the organization has given me administrative experience in working with a large membership; promoting membership; handling finances; instituted safety programs and public relations activities; and was instrumental in

the formation of the Aux Plaines Chapter. Served 5 years as International Legislation Information Chairman and kept the membership apprised of Congressional and FAA affairs through monthly columns in 99 NEWS and special communications to Chapters on pending legislation.

**Amy E. Laws** — Greater St. Louis Chapter, North Central Section. 99 since 1962. Chapter Secretary and Chairman of Gr. STL. In Section, Publicity Chairman, and Secretary, Vice-Governor and Governor-2 years. Served two site Selection Com for International Conventions. Served as Chairman of North Central Section meeting, and currently Vice-Chairman of 1982 International Convention. Co-chairman of 1969 Aviation Ball. Published free-lance Aviation articles. Air races include the Powder Puff Derby twice. Have owned four airplanes, as a Commercial, Instrument pilot. Vice-President-Owner of family business. I have three children, five grandchildren and a flying "49½er". I want to continue to serve the 99s, my favorite people.

**Marilyn L. Miller** -- All-Ohio Chapter, North Central Section. I have been Chairman of one Buckeye Air Rally (1976) and two Angel Derby Starts (1971 and 1977). I have been Secretary, Treasurer and Chairman, two years each, for All-Ohio Chapter and Treasurer and Vice-Governor, two years each, and now the current Governor for the North Central Section. I have been a Secretary, Office Manager and am now an Equipment Specialist for the U.S. Government. All of these positions required organization, attention to details and most of all the ability to get along with people, being willing to listen but be firm enough in my own ideals not to compromise myself.

**Nicole Radecki** — I received my Private license in November, 1970. I joined the Long Island Chapter in October, 1971. I have served two years on the chapter level as Secretary, Vice-Chairman and Chairman. I am currently serving as Secretary for the chapter, as well as serving my second term as Vice Governor of the New York/New Jersey Section. On the chapter level, I held the Chairmanship for two years of the former APT Program, Nominating Committee, 1979 Int'l. Convention Fund, Program Chairman, Safety Education. On the Section level, I was Chairman for two years of the former APT Program. I am currently serving my 2nd year as Aerospace Education Chairman of the section. I received the Amelia Earhart Memorial Scholarship in 1976. I hold Comm., SES, IFR, CFII, ME and MECFI ratings.

**Verna S. West** — Santa Clara Valley, Southwest Section. My aviation interest started in 1942 when mother became UA radio mechanic. I worked Veterans Administration and Sky Harbor Airport, Chey-

enne. Husband licensed 1954. We've flown extensively, camping western USA, Alaska, Baja. Became active 99, 1965. Responsible for Chapter and Section innovations to involve more members. Instigated first Governor's conference, San Francisco, 1977. Served volunteer many capacities since 1945 including executive; Ski Patrol, Calif. Alpine Club, Girl Scouts, PTA, 99s member, Oceanic conservation patrol, DRF, AWTAR Credentials; photographer, hot air ballooning, Windsurfing 99s. I have necessary background; family support; interests, and most important, time; to devote to Ninety-Nines.

## Nominating Committee

**Diane Cozzi** — Chicago Area Chapter, North Central Section. Private pilot since 1971 — Became a Ninety-Nine in 1972. Chicago Area Chapter offices: Vice-Chairman, Treasurer, Aerospace Education, Ways & Means Chairman — North Central Section Aerospace Education Chairman. Races flown: 4 Illi-Nines (1 second place), 2 chapter races (1 first place), timer for 3 chapter races. Major in Civil Air Patrol, Illinois Wing. Director Aerospace Education — 1977 Chapter Service Award — Market Analyst (Corporate Planning) Sears, Roebuck & Co. My father received his license from same flight examiner 24 years earlier. Mother and I (then 3 months old) were his first passengers, so he was my first passenger when I got my license. I love traveling and meeting Ninety-Nines all over the world.

**Verda M. Guistina** — Willamette Valley, Northwest Section. A member of the Willamette Valley Chapter since 1972, I have served on various Chapter committees, and enjoyed participating in projects, including pinch-hitter courses, teaching 4-H Summer School, survival seminars, and density altitude clinics. I was Chapter Chairman 1976-78. I earned my private license in 1971, Commercial in 1974, and have completed the AOPA Mountain Flying Course. Since acquiring an American Traveler, memorable trips have included a flight from Eugene, Oregon to International Convention in Idaho, to Anchorage, Alaska, and to Albany, New York for the Golden Jubilee. I have attended five Sectionals, two International Conventions, and participated in the Ninety-Nines tour to India and Nepal.

**Judy Hall** — Deep South Chapter, Southeast Section. Since becoming a 99 in January, 1971, I served in both chapter and section offices, twice as Chairman of my chapter, as well as Vice Chairman and Membership Chairman, and as Secretary, Vice Governor and now Governor of the Southeast Section. I served two years as International Airmarking Chairman and distributed to all chapters and sections an Airmarking Guide written by many and

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printed by myself. I've attended 7 International Conventions and 20 Section meetings. I flew the 1976 PPD, the 1976 & 77 Angel Derby and the 1977 Air Race Classic and served as Race Chairman of the Rose Rallye. I hold a commercial license with instrument, seaplane ratings, 1200 hours.

**Evelyn Kropp** — Connecticut Chapter, New England Section. I received my Private Pilot's license in 1967 and joined the 99s in 1968, attended 7 Conventions, 14 Sectionals. Was Chapter Chairman for 2 years, Secretary 2 years, was Chairman for Membership, APT, Flying Activities, AE Scholarship. On Section level: 2 years Treasurer, currently serving 2nd year as Vice-Governor, was Chairman for AE Scholarship, Merit Award, 1977 New England Air Race, Safety Education (both years New England won the FAA award on the International level). I am a member of the Section Race Board. I am an active pilot, holding ATP Certificate, Flight Instructor Airplanes and Instruments, AGI, IGI, with 2300 flight hours.

**Patricia Ann Mlady** — Kansas Chapter, South Central Section. Have been employed in General Aviation industry for over 25 years. Presently Executive Secretary to two senior vice presidents at Cessna Aircraft Company. Started flying in 1967 and obtained private license in early 1968. Active

in all activities of the Kansas 99s as well as serving on board of directors of Cessna Employees' Flying Club (a club with 500 members, 30+ airplanes). Have commercial license with instrument rating. Have flown four transcontinental air races (2 PPD's, 2 Air Race Classics). Hobbies include oil painting, handicrafts and travel. Husband, Frank, is a program planner at the Boeing Company and also a private pilot. 99



President Thon Griffith (L) presents immediate Past 99 President Lois Feigenbaum with an AE Medal. In addition, the tree behind them was dedicated to Lois and will remain at Headquarters as a continuing reminder of her achievements.

## Candidates for AE Scholarship Fund Trustees

### Elizabeth Sewell

99 since 1946; Member of Oklahoma Chapter; Commercial Pilot; Chapter Office-Chmn., V-Chmn., Sec., Treas.; Section office-Treas.; Intl. office-Pres./2 yrs. V-Pres./2 yrs., Treas. 2/ yrs., Bd. of Dir./5 yrs.; Intl. Comm.-Headquarters Chmn., Insurance Rep. (current); Conv. Chmn. 1963; Citizens Advisory Comm.; Occupation-Pres. Aviation Development Co.; Attended many Intl. conventions. Served AE Board as Sec.-Tr.



### Lillian Lee Snyder

Private Pilot Certificate in 1954. Member, Michigan Chapter since 1957. 99s office and committees: Michigan Chapter: Chairman, Vice-Chairman, Secretary, Program, Nominating, Membership, Flying Activities, Michigan SMALL Race Awards Chairman. North Central Section: Secretary (1977-78), Nominating, International: Nominating, Public Relations, and Membership Promotion. Appointed to Detroit Airport Advisory Commission. Coordinator, Detroit Air Show (1975-78). Flown in twelve SMALL Races.



# Activities & Projects

## East Canada

### Wine & Cheese

By Felicity McKendry

The Ontario Ministry of the Environment hosted a wine and cheese party December 5th in appreciation of the Skywatch patrols that had been flown in 1979. Slides taken were shown during the evening emphasizing what constitutes a good picture to show pollution problems.

## Western Canadian

### Survival

By Roberta Taylor

The British Columbia Chapter finished off the year with a seminar on survival, defensive flying and mountain flying. The B.C. Chapter, based at the west coast is also looking into the possibility of starting a Skywatch program similar to the one operated by the chapters in Ontario. Skywatch is an aerial surveillance method of pollution control initiated by the 99s and the Ministry of the Environment.

## Tremendous Support

By Roberta Taylor

The Alberta Chapter has been having great success with their "Flying Companion" seminars. At some cities they have had tremendous support and co-operation from the community colleges in co-sponsoring the seminars which are presented as one-day courses for non-pilots to familiarize them with flying in light aircraft. The 99s give talks and demonstrations on topics ranging from "fear of flying" to basic navigation, flight instruments and weather. More seminars are planned for 1980.

## TRSAs & APTs

By Roberta Taylor

Before 1979 came to a close, the Saskatchewan Chapter held a seminar on TRSA (Terminal Radar Surveillance Area). Lynn Shaw, an instructor and operator of Professional Flight Services, presented the seminar. The chapter scheduled APT rides for the same day.

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## Protests to Seminars

By Roberta Taylor

The Canadian Rockies Chapter of 99s is protesting the closing of the itinerant pilot facility at Calgary International Airport. Last year when the new Calgary terminal facility was opened provision was made for a parking space for light aircraft at the major terminal. Pilots were allowed to park there for up to 30 minutes to pick-up or drop off passengers connecting to airline flights. This privilege was cancelled in June, 1979 and the parking facility closed to transport.

The Canadian Rockies Chapter of the 99s participated in presentation of a brief to the federal government calling for a cross-wind landing strip at the Cranbrook-Kimberley airport in southeastern B.C. Chapter members helped compile the 23 page document outlining the hazardous flying conditions which exist at the airport due to the prevailing winds being nearly 90 degrees to the existing runway. The airport is located in rugged mountainous territory and subject to unpredictable wind conditions.

A TRSA seminar will be the first project put on by the new Canadian Rockies Chapter in southeastern B.C. TRSA (Terminal Radar Surveillance Area) is becoming more prevalent at major Canadian airports. The seminar is sponsored for the benefit of all flyers in the Rocky Mountain Trench. Ninety-Nines will provide lunch to the seminar participants.

In honor of their city's Diamond Jubilee the Canadian Rockies Chapter is participating in the Diamond Jubilee Airshow planned for May 24th at Cranbrook B.C. Chapter members will participate on airshow committees and promote the 99s organization through sale of promotion items and brochures.

## Helping Others

By Linda Stoesz

The Greater Winnipeg Chapter held a Flying Companions Seminar on November 3, 1979 at Brandon Manitoba. Six girls flew to Brandon to conduct the seminar. Sessions on airmanship, aerodynamics, radio procedures and meteorology were presented to the forty companions attending. Publicity and organization was done by a local flying school owner. This flying club also donated gifts for door prizes. The seminar was such a success; we know this by the appreciation shown by participants.

On the evening of December 10, 1979 Greater Winnipeg Ninety-Nines hosted an enjoyable evening of flying for eleven underprivileged children. The evening was completed by food and presents for the children. Four local flying clubs donated airplanes for the evening, so these children could see Winnipeg Christmas lights from the air. This flight is an annual project of the Winnipeg Chapter, so that others may have a chance for an airplane ride they may other-



The Greater Winnipeg Chapter's Flying Companion Seminar even included one man.



Susan Ivanhoe explains how an airplane flies.

wise never have.

The Greater Winnipeg Chapter's Scholarship Committee recently sent scholarship applications to all flying schools in the Province of Manitoba. The Winnipeg Chapter has raised funds for the scholarship from holding annual Poker Derbys. The winner of scholarship will receive \$200.00 to further flying training.

## Middle East

### Hampton Roads Tours ARTCC

By Karen Kizis

In November, 1979, members of the Hampton Roads Chapter flew into Leesburg Airport, VA to tour the Washington ARTCC (Air Route Traffic Control Center). Twenty people attended including 49½ers and 99s from the Virginia Chapter with their spouses.

The weatherman cooperated very well with a perfectly clear day. Tour guides George Perry, Sidney McGuirk, Greg Bernick, Joe Castazana, and Bud Lorish met members at the airport for transportation to the center. After the 2½-hour tour, our tour guides drove all back to the airport for our trip home.



(L-R) Karen Kizis, Mary Dowd, Carol Kettenburg and Edith Fischer were four of the Hampton Roads Ninety-Nines who flew to the chapter's ARTCC tour in Leesburg, VA.

## New England

### 99s Honor AE Fellowship Recipients

By Billie Downing

On January 12th, 1980, 74 Zontians from District I and Ninety-Nines from the Eastern New England Chapter met at Valle's Steak House in Newton, MA, with the Zonta Club of Newton as Hostess, to honor the 1979-80 Amelia Earhart Fellowship recipients studying in this area. Five of the six in the area were able to attend: Patricia Frazer, University of Massachusetts; Beth Doll, MIT; Ghazala Sadiq, MIT; Lynn Cominsky, MIT; and Donna Keith, Yale. Linda Stryker, Yale, could not attend as she is at Kitt Peak National Observatory in Arizona working on her dissertation. The awards were presented to those who had not already received them at the Zonta Fall Conference.

After a delicious lunch, each of the award winners gave us a brief description of her field of study and accomplishments. Lynn and Donna are astronomers. Beth Doll is working in materials development concentrating on less expensive materials for lighter weight aircraft. Ghazala is in the field of operations research as especially applied to air transportation. Patti Frazer is in the field of mathematics working on her PhD at the University of Massachusetts. After listening to them, we were extremely proud to be helping support such fine students in their studies.

Our very special guest was Muriel Earhart Morrissey, Amelia's sister, who is a member of the Medford Zonta Club. Other guests included Pat Phipps, Governor of Zonta District I, Harriet Fuller, Governor of the New England Section of The Ninety-Nines, and Dorothy Elizabeth Tucker, Area Director in District I. The Ninety-Nine film "For the Fun of It" about the founding of The Ninety-Nines was then shown to everyone's enjoyment. Billie Downing, Zonta District I

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Millie Doremus, Eastern New England Chapter member and former Governor of the New England Section, Muriel Earhart Morrissey, a Medford Zonta member and Amelia's sister, and Marie Lepore, Eastern New England Chapter, were among those attending the January 12th AE Fellowship Luncheon. Photo by Mona Budding

Amelia Earhart Fellowship Chairman and Ninety-Nine was the Chairman for this very successful event.

## New York-New Jersey

### Cats Love LI

By Patricia Rockwell

Brookhaven Airport was the site of the Long Island Chapter's annual spot landing and bomb drop contests. This year the event was opened to outsiders to make it more interesting. We regret to inform our fellow 99s that a gentleman pilot and his daughter won both the spot landing and the bomb drop contests. At least we made lots of cats in the neighborhood happy. Instead of flour or sand as is customary, this year the chapter used kitty litter as the filling for the bombs. It worked very well.

### Palisades Goes Visiting

By Valerie Dempsey

The Palisades Chapter has planned something different and exciting for its February meeting. Aside from the regular business meeting the girls will visit the

Teterboro Aviation Hall of Fame (which Kay Brick was inducted into in May of 1978) and tour the FSS at the airport. They have recently installed new equipment and fascinating computers to assist all of us during our winter flying days. The meeting should prove to be quite interesting and advantageous for all who attend.

Chairman Blossom Friedman and Dorothy Herring will attend the Zonta Club meeting (dedicated to Amelia Earhart in February in Clifton, NJ on January 28th. Dorothy will speak to the group about the history and background of the 99s and its first President, Amelia Earhart.

## North Central

### Safety First

By Jeanne Wolcott

FSS Representative Bob Raspberry attended the February All-Ohio Chapter meeting at Fairfield County, Lancaster to explain and demonstrate the new Voice Response System which has recently been installed in the Columbus area. The system provides direct pilot access through push-button telephones to limited aviation

information concerning weather. Hostessing the meeting were All-Ohioans Barb Deeds, Jane Sims, Rosanne Defibaugh and Naomi Laird.

All-Ohio 99s are participating in and sponsoring the first FAA Safety Seminar under the new GAMA guidelines. Since so many aircraft were lost over the holidays due to weather the program will feature weather and PIREPS.

Pilot Proficiency Program sponsored by the FAA has been initiated by All-Ohio Secretary Rosalie Burchett. Rosalie has contacted the 99 Flight instructors and the program will be kicked off at the March meeting. The purpose of the program is an incentive for pilots to stay current. The June meeting in Springfield will be the occasion for all the members who participated to receive their Phase I wings.

## Getting to Know You

By Jan Pocock

February 19th the Greater St. Louis Chapter held a dinner and fashion show which combined a "get out of the winter doldrums" spring fashion show of clothes to fly in, dine in, work in, and play in, with a get-acquainted party for prospective members. Membership Chairman Lynne Zeiser sending an invitation to all female pilots in our area who are not 99s. This is an excellent chance for us to get to know each other and, hopefully, to pick up some new members. Ninety-Nines also participated in the General Aviation Educational Clinic at McDonnell Douglas on January 26th along with GADO. Likewise, our Greater St. Louis Instructors Nelda Lee, Betty Board, and others participated in the February 16-18th Instructors Refresher Clinic.

## The Race Is On — SMALL Race, That Is!

By June Beers

The Executive Board for the Annual SMALL Race is forming and we are happy to welcome members Winnie DuPerow and Kathy Gerhold representing Michigan Chapter as well as Jan Russell, Betty

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Co-chairmen Elaine Devino (L) and Pat Bizzoso sit in the center of the 80' compass rose with 99 emblem which the Long Island Chapter airmarked on the Brook Haven Airport.



Toni Babcock, SMALL Race Ways and Means Chairman, shows off the money tree.



Bytwerk, and Kathy Swanton of Lake Michigan Chapter. Past Chairman, Sammy McKay, who remains on the Board advises volunteers will be welcomed with open arms. There's plenty of planning and work to be done. Details of this event, generally held in October, will be available shortly.

Ways and Means Chairman, Toni Babcock, has come up with an excellent money raiser — The Money Tree drawing. She actively promoted this project at the AE Brunch and indicates sales are going very well. The money tree will be raffled at the February 10th meeting to be held at Detroit City Airport Pilot's Club.

## **We All Need Charts**

**By Mary Huder**

When the members of the Minnesota Chapter come back from a trip for which they purchased special charts, they inform Madeline Niosi of the charts they have. She keeps a file listing all the various charts available and who has them. These are available for other members to borrow for trip planning. This allows them to purchase their charts at the last minute, insuring currency, yet helping make choices as to routing, etc. It is emphasized that these charts are used for *pre-planning only* and each person is responsible for returning the charts to their owner. This program is a great help to all of us, but requires a lot of cooperation.

## **Northwest**

### **Eastern Idaho Goes Primitive**

**By Sandi Bills**

The fall/winter meeting of the Eastern Idaho Chapter of the 99s was a fly-in to Yankee Fork which is located near the primitive area in central Idaho. Members and their families flew into either Stanley or Smiley Creek, then drove to Mary and Grant Kilbourne's cabin up the Yankee Fork. We spent the weekend eating, socializing, and exchanging brags, horrors and learning experiences related to flying.

We finally got down to the business of the meeting Sunday morning to plan the agenda for 1980. One point on the agenda will be a five question quiz on flight proficiency and/or principles, with a group discussion to follow. This should be educational to new pilots and veterans alike. At the close of the meeting it was decided unanimously that we should have more 99 meetings at Yankee Fork.

### **Mt. Tahoma 99s Capture Girls' Imagination**

**By Carolyn Curles**

The Girl Scouts in Tacoma, Washington, recently earned their Aviation Badge with assistance from the Mt. Tahoma Chapter. Three Thursday night sessions were held



As they learn to use an aeronautical section chart, Girl Scouts discover how flying saves time and makes distances seem less.

covering such things as aviation history, navigation, weather reports, parachuting, and the involvement of women in the aerospace industry. The unit was culminated with a Saturday trip to Tacoma Industrial Airport where each girl visited the FAA tower, talked to mechanics, and looked at airplane engines.

The girls were very excited about aviation and the turn out was fantastic. One of their favorite activities involved learning about the effects of the various control surfaces of an airplane. An inexpensive balsa glider was purchased for every scout. Each girl put her glider together, then added a rudder, ailerons, flaps and an elevator with tin foil and scotch tape. By changing the position of these added control surfaces, the effects were readily apparent. With the help of the Cessna demonstration model airplane, the girls came to understand the four forces of lift, gravity, thrust and drag and how an airplane banks, climbs and descends. They each filled out a chart describing the effect of various configurations.

The program was a huge success and thoroughly enjoyed by both the Girl Scouts and the participating 99s. The interest is high enough among other area troops that Mt. Tahoma will probably run the program again in late winter or early spring.

## **South Central**

### **Houston Goes Airmarking**

**By Elsie Collie**

The 99s of Houston have continued with their airmarking projects under the supervision of airmarking chairman, Joy Parks. Eagle Lake was marked during December. Joy Parks, Sue Thweatt, Peggy Campbell, and Gatha Wilson flew in one plane and were surprised to find Lee Ann Boyer already there. Wonderful weather made the task an enjoyable outing. The girls did a terrific job ... and they were careful not to fall off the hangar.

Each year the Houston 99s have a drive to collect items for the residents of the Rusk



Houston Chairman Sue Thweatt is all smiles as she painted these huge letters on the hangar at Eagle Lake. Meanwhile, (L-R) Airmarking Chairman Joy Parks, Gatha Wilson, a prospective member, and Peggy Campbell take a break before airmarking some more. Photo by Chris Cobb.

County Hospital. This year Margaret Nelson and Pat James flew a plane-load of various goodies to Rusk. Hospital personnel were pleased to receive the much needed goods and extended a warm invitation to any 99s who may wish to tour the facilities.

### **Successful Sky Pals**

**By Pat Cantrell**

The Lubbock Chapter 99s held their most successful Sky Pals Seminar October 25-26th at Wes-Tex Aviation. We had our first male student and he is now taking a few flying lessons in order to co-pilot with his flying mom. Stephanie Wells, who instructed in our seminar, is also the first female Air Force Instructor at Reese AFB.

### **New Insights**

**By Lonnie Wilhelm**

Topeka Chapter members recently gained new insights and understandings into the inner workings of the Air Traffic Control System. Air Traffic Controller Ann Padgett, in an overview of ATC, discussed the duties of controllers as they carry out their

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responsibilities in the Tower, at Flight Service Stations, and at Center. Ann emphasized the problems faced by controllers of which pilots are rarely aware. Citing shift work and the emotional pressures of the job as key factors, she noted that the divorce rate of controllers is exceedingly high. On the other side of the coin, opportunities for women in ATC have never been better. Ann encouraged interested women to give serious consideration to ATC as they investigate careers in aviation.



Those who made the Lubbock Sky Pals Seminar happen are (L-R): Angela Boren, Delores Key, Pat Cantrell, Susie Evans, Stephanie Wells, Ginny Patterson, Connie Earsley and in the foreground, Mary Kitchens.



Eula Heath and Edna Rankin prepare to launch another hot air balloon for a crowd of captivated youngsters. The Waco Centex Chapter has flown hot air balloons for about 75 students at the North Junior High School and about 250 students at the Crestview School during 1979.



(L-R) Edna Rankin and grandson, Eula Heath, Helen Jessup, Joye Rice and Evelyn Rankin, Edna's daughter-in-law and a student pilot, were among the Waco-Centex 99s and 49½ers who painted the runway numbers at the McGregor Airport.

## Southeast

### The Huntsville Painters

By Marilyn Holeman

On Sunday, January 20th, 1980, five of the Huntsville members; Claudia Conn, Miriam Pullins, Renee West, Pat Frierson, Bennie Peters and two prospective members, Marcia Hoppers and Eliza Walbridge, airmarked North Huntsville Airport.

Next on the list for airmarking is Hazel Green Airport, May 3rd, 1980 with Claudia Conn hostess.

### Air Age Ed. Exercises

By Helen Mennitto

Florida Goldcoast's January meeting turned out to be an exercise in Air Age Education, thanks to the diligent efforts of new member, Nancy Govoni. As librarian in a local elementary school, she used our meeting with 4th, 5th, and 6th graders and their parents in small discussion groups as the kick-off for Aviation Week in the school library, replete with models, pictures and books. Nancy's organizational skills made the evening run smooth as silk, to everyone's delight.

### Spaceport Plans Palatka Aviation Day

By Ruth Anne Thropp

Dr. Sara Muir, newest member of the



Florida Spaceport members (L-R) Dr. Sara Muir, Ruth Anne Thropp, Bev Hudson, Margueritte Bryan and Bonnie Quenzler at the Palatka Festivities.



Hazel Monroe, Kitty Hawk Chapter (L), took part in the wreath-laying ceremonies in front of the Memorial Stone at Kitty Hawk, NC.

Florida Spaceport Chapter, Ruth Anne Thropp, Secretary, Bev Hudson, Treasurer, Margueritte Bryan, and Bonnie Quenzler, Treasurer of the Southeast Section recently met at "Kay" Larkin Airport, Palatka, FL. The occasion for the meeting was to plan an Aviation Day, March 22nd, 1980, around the dedication of a memorial to "Kay" Larkin, Putnam County's first casualty of World War II. The 99s are co-sponsoring the dedication with the County's Veteran Council. There will be a full day of aviation activities with the 99s sponsoring rides for the public. Proceeds will go toward the A.E. Scholarship Fund. The Governor of the State of Florida has been invited to give the dedication speech and many military, federal, state and local officials are expected to be on hand. The 99s will also sponsor a "Spot-landing" contest, and Florida's Ladybugs will sponsor a "Flour-bombing" contest.

### First Flight Remembered

By Hazel Monroe

It was a typical, cold "Wright Brothers" weather on December 17th, when the Kitty Hawk Chapter met with the First Flight Society of Kitty Hawk, North Carolina. Hazel Monroe, Chairman of the Kitty Hawk Chapter, participated in the laying of a memorial wreath along with the descendants

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Don Gillam receives a special award from New Orleans Chairman Gloria Burlette.



Harry Graham (L), who was a flight instructor in the New Orleans area for many years, joins Guy Lemieux, President of the Orleans Levee Board, who was honored by the New Orleans 99s along with chapter member Judy Maggiore at the awards banquet held at Lakefront Airport.



and witnesses of the First Flight on this 76th Anniversary.

Governor Hunt spoke at the First Flight luncheon. Scenes of the musical production "Flight Brothers," co-produced by the Carolina Regional Theatre and University of North Carolina-TV were previewed at the luncheon, which appeared on Educational TV in February.

### Girl Scout Aviation

The Mid-Tennessee Chapter held a Girl Scout Aviation Day at Nashville Metro Airport on October 13th. Approximately 80 Girl Scouts participated along with about 20 mothers and 1 father. The day began with a welcome from the program director, Carol O'Hare followed by Georgiana McConnell making a presentation on women in aviation. Tours of the tower, the metropolitan airport, the Flight Service Station, the Weather Bureau, an FBO operation and a C-130 were among the events. The Air Force National Guard cooperated in a big way by providing both buses for transporting the Girl Scouts and very enjoyable tours of the C-130's. We haven't decided who enjoyed the C-130 tours more, the Girl Scouts or the 99s. Members participating were: Dianne Capers, Georgiana McConnell, Carol O'Hare, Cheri Taylor, Carolyn Columbo, Angela Arnold, Sandy Sparks, Pat Powell.

### A First for New Orleans

By Patsy Zeringue

The New Orleans 99s held their first annual awards banquet at the Lakefront Airport on December 10th. Since that banquet coincided with the 50th Anniversary of the 99s, Chairman Gloria Burlette gave a brief history of its origin and an account of the 99s today.

Emceeding the banquet was our own Trudy Oppenheim. Hank Newman, former FAA Regional Director and long-time friend of honoree Guy Lemieux, was the guest speaker for the evening. Guy Lemieux, President of the Orleans Levee Board, has been quite involved in many of the improvements at Lakefront Airport in recent years. He was praised by Judy Maggiore for his accomplishments and dedication to aviation as well as his support and encouragement of the 99s' activities at Lakefront. He was presented with a watercolor caricature portraying him acting out one of his more classic comments.

Other award recipients included former chairmen of our local chapter, Ede Brandon and Judy Maggiore. The globetrotter award went to Glorice Wills. Now she can mark all the flights she has made all over her very own world globe. Don Gillam, a New Orleans pilot, was given special recognition for the assistance he offered a student pilot in getting her plane safely landed last year after she encountered some mechanical problems with the plane.

The banquet was a tremendous success,

well-attended and most enjoyable. The New Orleans Chapter considers it important to recognize those people who try to make aviation better, safer, and more rewarding for everyone.

## Southwest

### Spot Landings in the Snow

By Barbara Northrop

A Spot Landing Contest on October 28th was a safety-oriented activity sponsored by the local 99s for local pilots at Tahoe-Truckee Airport (5,900 ASL). The day was definitely not CAVU as the contest began in gusty crosswinds at 10:00 a.m. and ended with snow squalls as the last contestant completed her third attempt for the line. First place prize went to Lynn Carlidge (new pilot) flying a 1939 J-3 Cub landing right on the line! Second Prize was earned by student pilot Karen Northrop in her C182, while Milt and Bonnie Seymore took Third and Fourth in their Cherokee 235. The enthusiasm of the score-keepers and photographers waving the pilots on to greater accuracy each time around surely helped make it a fun and exciting event for all, on the ground as in the air! The local newspapers covered the event more than adequately and we do wish to offer more of this type of proficiency motivation this year.

### The Fastest Checkbook Contest

By Gwen Haynes

Out of days and days of beautiful C.A.V.U. weather the Orange County Chapter picked the one day of instrument weather for their annual 'fly-in' to Solvang, California. Needless to say it was postponed until the next week, December 15th, a bit late for Christmas shopping since most everyone's checkbook was registered 'tilt' by then. However, everyone enjoyed themselves in the picturesque Danish community that boasts four windmills and an endless array of delicious pastry shops. Fly-in Chairman Marci Mauthe calls the Solvang trip a contest 'for the fastest checkbook in the West'.

### New Scholarship

By Kathy Pope

The Natasha Swigard Scholarship, in remembrance of this Phoenix 99, has been established for an outstanding Arizona State University female Aerotech student. Natasha's husband and the Phoenix Chapter are co-sponsoring this award toward tuition/books for a fortunate student. All planning is complete and a selection is forthcoming. Martie Pearce, LouBelle Ross, and Ann Nelson coordinated the scholarship.

This 1st-place trophy-seeking chapter began the new year with big footage by marking "Phoenix-Litchfield Airpark" in

February. The new Airmarking Chairman, Joan Larson, is building a reputation fast. She got her private last fall and started to work as soon as she joined.

### Free Flight Time

By Hazel Hohn

Money earned by Reno Area members during their week of managing the Registration desk at the 1979 Reno National Championship Air Race Headquarters, a yearly project, paid for free flight time for those members who wanted to take their APT flight. Reno members have been with the Reno Races in various capacities since their beginning, and perform a number of jobs in addition to registering race pilots.

### Gifts and Cookies

By Misti Vreeland

December is always a very busy month for the San Fernando Valley Chapter and this year was no exception. We began with a fly-in to Camarillo Airport to deliver Christmas gifts to be used by the patients at the nearby Camarillo State Hospital. These gifts, donated by members of our chapter, will be wrapped by the patients and given to their families. This project, Gifts for Giving, was coordinated by Doris Lockness. What a nice way to spread Christmas cheer and show that airplanes are a great means of transportation.

One of our greatest events for the whole year is "Cookies to the Tower". Carol Riley made all the arrangements, and on the appointed day, we met with cookies we had been baking. After lunch and gift exchange, we made the rounds of local towers and airport offices. Everyone is most appreciative of the cookies and the visit. We were treated to a helicopter ride and a helicopter fly-by when we were in the local control tower. It is a very nice way to say thank-you to all who have helped us through the year.

## Remember Me!





# Pilot Proficiency — A New Look

## (Advisory Circular AC 61-91)

By Hazel Jones

How long has it been since you eased an airplane into a 60° bank and held her there 'til you felt the prop-wash indicating a perfect circle? How about a short field take-off? Was your last gusty crosswind landing a "grit your teeth and hope for a controlled crash" affair or did you plaster the bird on firmly with confidence and skill? Have you ever flown a C-172 in straight and level flight at 35 knots IAS? All these and many more things are basic flight skills many of us have learned and forgotten, or they are not the things we practice routinely. Yet these are some of the skills needed to stay out of trouble.

The general aviation accident record is not all that bad, percentage-wise, but it is still loaded with "pilot error" accidents that could have been prevented. Dozens of good airplanes have been "rolled into a ball" because of poor pilot techniques. The FAA has a new Pilot Proficiency Program, which is detailed in Advisory Circular 61-91. The effective date of this circular is July 15, 1979. This program is designed to motivate the general aviation pilots to take additional annual flight training on a purely voluntary basis. It was tested in the Central Region in July, 1977 and drew enthusiastic response from pilots of that Region. The FAA decided to go with it nationally. It supplements your BFR and a little bit more. It requires time and effort on the part of the pilot to get a critical review of performance. It just may surprise you. At the conclusion of the training, you receive a nice set of pilot wings and a certificate of completion from the FAA. There are three phases to the program covering three annual training sessions. The wings awarded the first year are plain; the second year wings have a star; the third year a star and wreath. Yes, it is a gimmick, but it is a gimmick that could just save your life.

The program may be taken in an airplane, helicopter, glider, or whichever you prefer. The training profiles are a little different for each category, but all represent those phases of operations that have been identified as most likely to produce accidents.

For airplanes, the requirements are as follows:

- (1) One hour of flight training to include basic aircraft control, stalls, turns, and other maneuvers directed towards mastery of the airplane.
- (2) One hour of flight training to include precision approaches, take-offs and landings including crosswind, soft field and short field techniques.

- (3) One hour of instrument training in an airplane or instrument simulator or training device.

Additionally, all applicants must attend at least one aviation related safety seminar, meeting, or clinic conducted under the auspices of the FAA District Office Accident Prevention Program.

My husband, Roys, and I decided to take the training and try to be first in our district to do so. Don Scott, our flight instructor, scheduled the flights. Our airplane was a Cessna 172 and the instrument work was done on an ATC 610K Instrument Simulator. Our first flight was scheduled on a hot and windy day with the wind about 30° across the runway and blowing about 15-20 gusty mph. An ideal day to find out if we could handle crosswind landings and take-offs. We both managed to complete the first hour without bending anything and we were awfully glad the 172 has a sturdy landing gear. After my ride, Don was sweating profusely as was I. I am not sure whether it was the weather or the ride.

Hour number two found us doing short field and soft field landings and take-offs, spot landings, and landings, landings, landings. We finally got the hang of it and it felt good to be able to do it successfully. It is also good to know that you don't have to take-off and land in that configuration daily. We also did air work we hadn't practiced in years. A C-172 will really fly straight and level at 35K IAS and if you are careful you CAN make very gentle turns. I kept waiting to fall out of the sky, but we didn't. I was

curious about how a stall/spin accident could happen. I found out, but with a sufficient altitude to recover. It was another sweaty ride, only I did most of the sweating this time.

The last hour was the instrument work. We opted to take the training in the simulator as it is less expensive. Our approaches were to Teterborough Airport. We also did air work, holding patterns, etc. Roys did such a good job, Don signed him off as IFR qualified. He said I was just a tad on the other side of rusty. The tracings on the chart showed we would have made the airport in a wobbly sort of way. You can bet, I have had additional training to tidy up my approaches.

We have both attended and worked at safety seminars sponsored jointly by The 99s and the FAA and that finished our requirements. My instructor met us at the GADO to pin my wings on and John Jarchow, Dallas, GADO APS, did the honors for Roys.

It was fun! It was an eyeopener! It is a good program. The Golden Triangle Chapter has challenged the Dallas Redbirds to see which chapter finishes 100% first. It is well worth taking the training and the wings are neat. Phase II and Phase III come in succeeding years. You can bet, we will practice before hand, so we won't be quite so rusty for the next ride. We will also be safer pilots in the meantime. Anyone wishing to participate in the program can contact their local GADO or your flight instructor. Do it!! You'll like it.



Flight Instructor Don Scott (L) pins wings on Hazel Jones, while 49<sup>th</sup>er, Roys, and John Jarchow, Dallas GADO APS look on. Both Hazel and Roys won their wings for completing the Pilot Proficiency Phase I requirements of Advisory Circular 61-91.



# A Successful Flying Companion Seminar

By Misti Vreeland

On November 2nd and 3rd, 1979, thirty women attended the second successful "Flying Companion Seminar" held by the San Fernando Valley Chapter Ninety-Nines. The purpose of the seminar was to make the girls feel more at ease with flying and to encourage them to take an active part in the flying experience. We were very lucky to have the use of the facilities of the Aviation Department at Glendale College. The charts, engines and other flying paraphanelia made the atmosphere very aviation oriented.

Chairman Ceci Stratford welcomed the women on Friday night and polled them to find out what their level of experience was. Most of the women had flown with their flying companions, but a few were still very nervous passengers. During the course of the evening, different members of the chapter along with Dave Kern, a professor at Glendale College, spoke to the women on such subjects as how the plane flies, terminology, tools the pilot uses, rules of the road, weather, and overcoming the fear of flying.

Saturday was a very busy day. It began with a segment by Vince Brophy, Accident Prevention Specialist at Van Nuys General Aviation District Office, on Emergency Procedures in the Case of Pilot Incapacitation. He also showed a film about a hand-propped airplane that "got-away" with a non-pilot inside. It made quite an impact on



Chairman Ceci Stratford welcomes the participants to the Flying Companion Seminar.



Ace Abramson gives a short lesson on the simulator.



Lynda Adams made sure that the girls had plenty of coffee and cookies during the breaks.

the 99s as well as the participants. The rest of the morning was spent on such topics as sectionals, medical facts, co-pilot duties, and instruments.

The afternoon session was quite hectic with a rotation schedule which included the simulator, a walk-around, and a simplified lesson on the computer. Then the group was lead step-by-step through navigational problems related to a trip from Van Nuys to Bakersfield, California. Sandwiched somewhere in that busy afternoon was a lesson on

radio procedures and what to do in an emergency situation.

When it was all over, the Ninety-Nines were exhausted, but they felt much pleasure at a job well done. An evaluation sheet given to the participants echoed this feeling. Our next seminar is scheduled for late spring 1980, and we are already working on new ideas. A Flying Companion Seminar is a great way to spread flight safety as well as making a few dollars for the chapter treasury.

99



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# Airmarking

By Sandy Petersen, Chairman

Did you know there was a supplement to the original *Air Marking Guide*? It is on roof airmarking and is Section 8. Do you have a copy in your chapter? Would you like one? Please let me know.

Do you have any Advisory Circulars on airmarking from the FAA? So far, I would only recommend AC 150/5340-5A on Segmented Circle Airport Marker Systems. You can obtain copies from your local FAA office or from the Department of Transportation, Publication Section, M-443.1, 400 7th Street, S.W., Washington, D.C. 20590. I am still searching for applicable Advisory Circulars so if you have a suggestion, I would like to hear from you.

Now is the time of year you should be contacting airport owners and/or managers or building owners about providing airmarks. The sooner the arrangements can be made, the sooner the airmark can be completed. When establishing a date to airmark, remember to have a "rain date" too.

Some chapters have experienced difficulty in getting paint for their airmarks. Some state or county government agencies provide the paint, but sometimes the smaller communities have trouble obtaining sufficient funds to purchase the necessary paint. Money making events by The Ninety-Nines in these local communities can help provide the funds. Such activities might include pennies-a-pound rides or an airshow or a pancake breakfast at the airport. All of these get the community out to the airport and allow them to get to know their airport and the people who use it.

Another project you might consider in addition to airmarking at your airports is beautification. Is there always a lot of trash blowing around? Maybe a few well placed trash containers would help. How about a few signs identifying phones (usually available at all hours), taxiway letters, restrooms, exit gates, etc. If you cannot provide the work yourself, you have at least accomplished something by putting the suggestion before someone who can get it done. Please follow up to see that it does get done though. Or perhaps there is a specific reason why it cannot be done and you should know the reason for the next time.

Also, one of the items I wanted to provide in my term as chairman was a supplement to the *International Airmarking Guide* on obstruction marking. Before I put the data I have acquired together, what input can you provide? Here is a portion of the information I have.

Where wires are marked in Switzerland,

France, Germany and Italy, there has never been an accident with a marked wire.

The location of a wire, not just its height or length of span, should be considered in determining a hazard.

On an international basis, wire strikes by helicopters have accounted for an average 10.5% of all helicopter accidents.

Both Plastigage Corporation and Tana Wire Markers manufacture orange markers that fit .1 to 1 inch diameter wires and meet FAA Bulletin specifications in Advisory Circular 70/7460-1D.

The following wire marking methods are currently being used:

**Alaska** — On a cooperative basis, airport wire hazards are marked by the utility when requested by the airport owner with the owner paying for the material.

**Arkansas** — On a cooperative basis, all new construction where wire hazards are identified at airports as well as in other locations, the utility installs the markers while the materials costs are covered by taxes.

**Idaho** — By law, requires all existing or new wire hazards around airports or in other locations shall be marked with the utility company doing the installation as well as providing the materials.

**Minnesota** — On a cooperative basis, both new and existing wire hazards in the vicinity of airports and elsewhere, will be marked by the government with all expenses for installation and material paid by taxes. If an airport owner requests a utility to mark a hazard, the utility will do so if the airport owner foots the bill.

**Nebraska** — By law, all new wire hazards around airports are marked with utility companies responsible for both material and installation.

**New Hampshire** — By law, requires all new wire hazards in the immediate area of an airport or elsewhere be marked and paid for by the utility companies.

**South Dakota** — By law, requires all new wire hazards be marked and paid for by the utility companies when the hazard is in the vicinity of an airport or elsewhere. This law has not had to be invoked since the work is being done on a cooperative basis.

**Washington** — By law, with the same requirements as Minnesota.

**Wisconsin** — Utility companies mark and pay for all new hazards outside of airport areas on a voluntary basis.

What is your county or state doing?

Congratulations to the Hudson Valley Chapter for their airmark at Orange County Airport in Montgomery, New York; to the

Long Island Chapter for their 80 foot compass rose at Brookhaven Airport; to the Western New York Chapter for their airmark work at Lancaster, New York, Airport; to the Austin, Golden Triangle and Waco Centex Chapters for their efforts at Hearne Airport; to the Houston Chapter for TWO airmarks — one on the roof at Weiser Field and the second on the runway at Palacios; to the Golden West Chapter for their airmark at Olivera Farms; and to the Sacramento Valley Chapter for Alta Sierra Airport.

Special thanks from me go to the following for submitting reports of their airmarking activities:

Alabama Chapter  
Palisades Chapter  
Long Island Chapter  
Hudson Valley Chapter  
Walker County Airport  
Essex County  
Brookhaven Airport  
Orange County

Anything you can think of to make it easier and safer for pilots is a good project for any Ninety-Nine. A well organized, safe and neat airport is one we all want to use and can be proud to use!



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# Convention 1980

## Gold Fever to Mountain Fever

By Joan Alyea

Still planning to hit the trail to Vail in July? Great?

You'll find Colorado's high country to be a beguiling blend of the riotous past of gold and silver boom days and today's exciting mountain world of back-packing, fantastic fishing, white water rafting, scenery — whatever you and your family have in mind for "icing" on your "Convention Cake".

Follow Interstate 70 west from Denver on your way up to Vail, and you'll find yourself back in the Colorado of more than a century ago when you detour to famous mining towns such as Central City. John Gregory found gold here in 1859, kicking off a gold rush which created a town of over 10,000 people. You'll see the Central City Opera House, a beautifully restored reminder of that past and home of a tear-jerking melodrama. Mining museums in every village will take you back to the days when the gulches swarmed with miners searching for the chance to cry out "Gold!"

Heading west, you'll pass through Idaho Springs, another early mining center, on the way to Georgetown. The silver boom of 1870 hit here first, and the Union Pacific Railroad constructed the "Georgetown Loop", a narrow-gauge marvel of engineering; the high bridge looped a full 75 feet above the lower track.

While in Vail for Convention, don't miss a chance to take a photo of Gore Range to the north — named for Sir St. George Gore, an Irish baronet who hunted in the area in 1854, guided by mountain man Jim Bridger.

Past and present will merge in a tour over Tennessee Pass to "Cloud City" — Leadville, elevation 10,152 feet. We'll pass Gilman and the Battle Mountain mining district, then Camp Hale, where the 10th Mountain Division trained during World War II.

Our return trip will take us over Fremont Pass, past the molybdenum mining center of Climax to Dillon Reservoir, the lake which holds part of Denver's water supply — a boater's heaven.

The Leadville National Historic District we'll visit comprises the famous silver mining town known as the "ghost town that wouldn't die". Leadville's leading citizen in the 1870's was H.A.W. Tabor, who grubstaked two poor prospectors whose rich strike made Tabor the Silver King. We'll visit Tabor's best-known mine, the Match-



Vail won't be sporting its winter coat of snow during Convention — but it's a year-round fun place, summer and winter! See you there! Photo by Dale Alyea.

less. Promising Tabor never to sell the mine, his widow, Baby Doe, lived there alone for 35 years. She was found, frozen to death, at the mine in 1935.

We'll see the Healey House and Dexter Cabin, both meticulously restored. We'll tour the Heritage Museum and Art Gallery, Tabor Opera House, Tabor's home, and look for the "House with the Eye".

We'll head up to Piney Lake — a perfect setting for fantastic fishing, boating and horseback riding and just plain loafing with panoramic views of the Gore Range Wilderness. Both tours will be great fun for all members of your family, especially children.

We've also planned white-water raft trips for the adventurous at heart. Your first trip down a tumbling Colorado river through magnificent canyons may just equal your first solo!

Vail itself offers a "gold mine" of recreation — shopping, tennis, golf, relaxing by inviting swimming pools — there's something for everyone!

Whatever your fancy, you'll find it when you hit the trail to Vail — Convention 1980 — July 23-27.

### Convention Hot-Line

Page Shamburger

Convention Coordinator

You've been asking some questions! Here's an answer or two: We are planning a round-trip bus for general aviation arrivals from Jefferson County Airport in Denver to Vail — round trip fare is \$40 each. Please advise Page Shamburger.

Other general aviation options are rental cars (available at airport) or group air fare via Rocky Mountain Airways from Stapleton International Airport. Current fare (as of January, 1980) is \$28 one way.

Convention registration blank will not be reprinted — look for it in the January-February 99 NEWS — and send it in! See you in Vail!



# New Medallion Honors Women

The Great American Mint has announced that it is dedicating the sixth medallion in its twelve-medallion aviation series to women in aviation. The medallion will feature Amelia Earhart on the front of the medallion and five other aviation pioneers on the other side.

The previous two issues of *The 99 NEWS* have featured these medallions in a special insert. By a special arrangement with The Great American Mint, The Ninety-Nines will receive a reimbursement for every set of medallions purchased by a Ninety-Nine member. In addition, the president of The Great American Mint, Ed Martin, presented The Ninety-Nines with an entire set of bronze medallions, number 99 in the series, to be on permanent display at Headquarters.

At the present time, four medallions have been issued. Since these medallions, which are available in gold, silver or bronze, are a collector's item, after the series is completed the dies will be destroyed.



Ed Martin, president of The Great American Mint, presents the first three medallions of set #99 to The Ninety-Nines which were accepted by President Thon Griffith.



Artist's sketch of the sixth medallion featuring women in aviation.

## Book Review

### *West to the Sunrise*

Grace M. Harris

Publisher: Iowa State University Press

Flying great Grace Harris has written a lively and entertaining account of her life in aviation.

Her story begins on a Saturday afternoon, when a Curtis JN-4D appears in a sunny blue sky above Newark, Missouri. The tiny plane, a World War I survivor, performs breathtaking aerial feats before it comes to rest in a cow pasture at the edge of town. The entire population of Newark, along with young Grace, wait in excited anticipation.

Out steps the pilot. Surely it is Richard Bach in another time span. He dazzles Grace with his charm and winning smile. Grace has the price of a ride; and Grace is off and flying. It couldn't have happened to a nicer person. For Grace is almost too good to be true.

By page 54, Grace graduates college, sells automobiles, marries, learns to fly, associates herself with Ong Aircraft Corporation (an affiliation that will last a lifetime) at Windy Knob, Kansas City and establishes a new woman's record for closed course racing at the Cleveland National Air Races, a record that stands to this day.

From here, Grace goes on to conquer the sky in most every form. Of particular delight are encounters with the balloon.

A national balloon race is to take place prior to the opening of the Indianapolis 500. There is the renowned Roscoe Turner, elegant in a white dinner jacket; Bill Ong, serving as Chief Steward of the balloon race; Grace, the FAI representative; and eight balloonists, struggling to inflate their balloons against sharp gusting winds.

One balloon goes up in flames. Six balloonists throw in the sponge. But the remaining balloon does get off, soaring a whole six feet into the air. There the 25 mph wind carries it directly across the infield, crowded with spectators and portable toilets.

The balloon misses cars, people — then, it happens. The balloon's basket hits the roof of a portable toilet, knocking the toilet flat. In full view of thousands sit two ladies side by side on the two-holer!

But Grace never loses her sense of presence, not even in dire circumstances. On final at Zurich, a lady co-pilot goes

berserk and grabs the wheel from her. Grace doesn't have the strength to override her crazed co-pilot. But once again Grace does not fail us. She releases the wheel, doubles both fists, beats back her crazy companion and lands the airplane with elan.

Although there are some disturbing moments in Grace's life story, one senses Grace has allowed too much to go unsaid. One wishes dearly that she had come to grips with herself more directly. Perhaps this would have provided the obstacles so necessary to attain the interest of a reader unrelated to aviation. Yet, one does hope that it was all just as easy as Grace says it was. If so, Amazing Grace!

—Betty Wright

Ed. Note: Betty Wright is the author of several books. Her writing appears in *Good Housekeeping*, *Redbook*, *McCalls*, *Reader's Digest*, *Woman's Day* and many other magazines. Her most recent article in *The 99 NEWS* was "The Great Amazonas Fly-In". Betty is a member of the Suncoast Chapter.





AOPA President, John Baker, smiled as Bonnie Krentler and guest made his introduction...in song!!!

# The 24th Commemorative Brunch

## Honoring Amelia Earhart The Historical Dearborn Inn

**Greater Detroit—Lake Michigan—Michigan Chapters**



John Baker's message was direct. We have a good product — General Aviation — but we are doing a poor job selling it to Washington and the general public. He outlined the goals and problems we face in the '80s which include energy, air traffic management, airport construction, and airspace. Our position today is much the same as it was in the '60s. John commended the 99s for their efforts in bringing young people along in flying activities and overall promotion of general aviation.



Mistress of Ceremonies, Loma May, proposed a sparkling champagne toast in honor of AE and 255 glasses gently touched beginning the 24th Annual Commemorative Brunch.



Mary Anglin made the 99 CAP Scholarship Presentation to Francis T. Lynch who expressed deep appreciation and the desire to assist someone else in pursuing their aviation goals.



Mearl Frame announced and introduced winners of the art & poem competition from Detroit's own AE Middle School. A poem by student Stacey Brown, "THE BRAVEST", cited AE's courage & sense of challenge. It won first prize.



Sharing this occasion, meticulously planned and carried out in every detail—including the weather—were members and guests of many fine aviation organizations—OX5, EAA, CAP Zontians, AOPA, Silver Wings and War Birds to name a few.



# Greater Kansas City's Double Eagle High

By Fran Dunfield

An unqualified successful 5th annual Wright Day Dinner was held December 16th at the beautiful Crown Center Hotel in Kansas City, MO. Our speaker was super-charmer, Maxie Anderson, the instigator and a member of the first crew to cross the Atlantic in a helium balloon. The second attempt in the Double Eagle II was successful and gave the three aeronauts a place in history along with other aviation firsts. Their flight covered 3120 miles from Presque Isle, Maine, to Miserey, France, in 137 hours between August 11-17, 1978.

Maxie's presentation, both by slide and film (side by side) was spellbinding and received a standing ovation from the guests. Certainly, he is the shining example of the young, handsome, magnetic adventurer — with a gentle and gentlemanly quality — which made each 99 and guest present feel very special! His genuine friendliness was exemplified by his graciously autographing numerous copies of his book, *DOUBLE EAGLE*, before, during and after dinner. A special person, indeed, is Maxie Anderson!



Chairman Pauline Clendening enthusiastically leads a standing ovation for Maxie Anderson, who captivated his audience with the thrills and chills of his daring adventures.

Ray Arvin, Kansas Aviation Director, was a terrific master of ceremonies and Fred Hyde, M.D., our own Kansas City celebrity who tried the transcontinental balloon trip in the da Vinci, introduced Maxie to us.



An appropriate twosome listening to an unseen admirer. These two firsts — Maxie, who was first to cross the Atlantic in a balloon, and Grace Harris, the first woman in the world to receive a balloon license.

Three hundred members of the aviation community and guests attended. Their response was so glowing positivity — that many have already placed their names on the reserve list for next year's program.

## Congratulations

# Terry James Honored

By Virginia Britt

Terry James, Lake Worth, Florida, noted wartime ferry pilot and member of the Gulf Stream Chapter, faced awesome Hanging Judge Meanbean and an "almost-honest" Jury as the highlight of the gathering of senior men and women aviators at the 21st annual Silver Wings Winter Frolic Awards held at the Coral Gables Country Club on January 31st. Gulf Stream Chapter member Ellie Odorico, accompanied by former Ninety-Nine Mary Ann Nutt, were on hand to support Terry.

According to Russ Brinkley, president of the worldwide organization, this was the first of a series of 12 "trials" to be conducted across the United States during 1980, at which recipients must prove to a Kangaroo Court that they are worthy of the coveted honors.

Members of Silver Wings each made a

solo flight at least 25 years ago. The Kangaroo Court dates back to the early days of America when law west of the Pecos was administered by such circuit-riding tyrants as the original Hanging Judge Roy Bean. Legal procedures have changed somewhat since the notorious Bean held sway, but the Silver Wings session was geared to make Bean appear as an amateur. All roles were enacted by attending guests who found themselves to be on either side after being accosted by the prosecution and the defense.

Awards consisted of the Carl Frqm-hagen, Sr., Award, presented by his son, Carl, Junior of Clearwater, in memory of the Early Bird who played a major role in the early Miami Air Races; and the Pancho Barnes Plaque, in memory of the noted woman race pilot who also flew in the film "Hell's Angels."



Teresa (Terry) James prepares to take-off in the 10,000th P-47 off the Republic Aircraft Company's line in Long Island, NY during WWII.



# ETC.

## East Canada

### Eastern Ontario

The Great Race is a memorable race as well as the MEMBERable race. Eastern Ontario's newest member is Sue Erlander from Hawkesbury. Sue made herself known to us during the poker run last October.

Lorna deBlicquy has returned to the Ottawa scene after paving the way for other girls into the civil aviation Inspector field. Between trips accompanying husband, Dick, to various spots in the world, the most imminent a flying commitment in Saudi Arabia, her services will be appreciated at the Ottawa Flying Club.

### First Canadian

The First Canadian Chapter had a very informative general meeting on Saturday, November 24th at Toronto-Buttonville Airport highlighted by a slide presentation geared to ready us for winter flying. Lorna deBlicquy, an Inspector with the Department of Transport and a member of the Eastern Ontario Chapter, was on hand to answer any queries we had about the slides and to relate some of her fascinating cold weather flying experiences. We were very pleased to welcome some new prospectives and several members of the recently inactive Niagara Trillium Chapter who are going to join with us for meetings and

activities.

Friday, December 7th found fifty of us celebrating our annual Christmas party at a local ski lodge with a buffet dinner and dancing and some great prizes. It was a very happy time and fun to meet husbands and boyfriends.

## Western Canadian

### Alberta

Two Alberta 99s Jo Harris and Lesley Smithers were selected to attend the annual flying instructor course in Regina late in 1979. There were 30 flying instructors from all over western Canada who met with MOT and other experienced aviation people for the course.

### British Columbia

The B.C. Chapter has approached 99s in the northwest U.S. about a joint meeting to exchange ideas between American and Canadian chapters.

### Canadian Rockies

As part of their December meeting, the Canadian Rockies Chapter participated in a Search and Rescue training exercise with the Cranbrook-Kimberley Flying Club. Briefings were held in the morning followed by actual air searches for planted targets in the afternoon. Chapter members participated as pilots and navigators in the actual air searches. This was followed by an evening Christmas party.

A cross-country flight to Kelowna, B.C. is planned by members of the Canadian Rockies Chapter. Members will fly over the rugged Cascade and Purcell Mountain ranges to the Okanagan Valley to meet with their member Betty Alsager and some prospective 99s. The Canadian Rockies Chapter is the only 99 chapter in the interior of British Columbia. This jaunt is planned for the spring.

## Middle East

### Eastern Pennsylvania Chapter

The tradition of speaking to Zontas in January was carried out again in 1980 through the efforts of Anne Shields and Dottie Miller. Anne travelled to Millville, NJ and Dottie to Teaneck, NJ where she was the guest of her sister-in-law.

The Eastern Pennsylvania Chapter has for many years been proud to have Connie Wolf, a world-famous balloonist as a member. It is now proud to welcome a second balloonist, Nancy Pfahler, who received her license on January 1, 1980. Nancy is a 3rd grade teacher and mother of 3. Her husband is also a pilot.

Our chapter bids farewell and best wishes to Dot Hines as she takes up residence in San Diego, Calif.

A special salute to Karen Dalton who

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## The Computer Fund is Growing!

### Early Contributors

Margo Smith — Orange County  
Ruth Rueckert — Bay Cities  
Pat Roberts — Santa Clara Valley  
San Luis Obispo Chapter  
Charlene Falkenberg — Indiana Dunes  
Thon Griffith — Orange County  
Hazel Jones — Dallas Redbird  
99 NEWS

Margo Smith — Orange County  
Ruth Rueckert — Bay Cities  
Pat Roberts — Santa Clara Valley  
San Luis Obispo Chapter  
Charlene Falkenberg — Indiana Dunes  
Thon Griffith — Orange County  
Hazel Jones — Dallas Redbird  
Elizabeth Schermerhorn — Eastern Ontario  
Janet Green — Mississippi  
Ruth Dobrescu — Garden State  
Barbara Goetz — Sacramento Valley  
Gene Nora Jessen — Idaho  
Orange County Chapter

Alameda County Chapter  
Esther Gardiner — Reno Area  
Lois Feigenbaum — Cape Girardeau Area  
Reno Area Chapter  
Verna West — Santa Clara Valley Chapter  
Faith Douthitt — Imperial So-Lo  
Margaret Bolton — Hi-Desert  
Fran Grant — Golden West  
Palms Chapter  
San Gabriel Valley Chapter  
Mt. Diablo Chapter  
Utah Chapter  
George Griffith  
Marilouise Hurley — Imperial So-Lo  
Kathryn Dirian — Imperial So-Lo  
Judi Dougherty — Imperial So-Lo  
Pat Drye — Imperial So-Lo  
Sarah Talbot — Imperial So-Lo

Total Contributions — \$5,920.00





The newly installed 49½ers in the New York Capital District Chapter included: (L-R) Charles Wolfe, Matthew Scher, Robert Green, Peg Weiss, chapter secretary, who presided over the ceremony, Chester Matthews, Louis Polsinello, Jr., who substituted for his father, and Paul Weiss. Not present were Carlo Perko and Dennis Humphris.

rarely misses a meeting despite the fact that she has to travel approximately 300 miles to attend. (That airline pass does come in handy).

The sweet "smell of success" is in the air. Louise Sacchi has sold 1800 copies of her book "Ocean Flying" since publication in July.

#### Hampton Roads

The talents of two new members of the Hampton Roads Chapter, Jane Frieden and Alice Sanchez, are being utilized immediately in our efforts in "The Great Race". Both are art teachers and are creating publicity posters to assist our quest for new members.

### New York-New Jersey

#### Hudson Valley

The December meeting of the Hudson Valley Chapter combined a business meeting, where safety tips concerning engine fires were discussed, with an early Christmas party where 99s, 66s and 49½ers mingled. The meeting was held in Stormville, NY, where the FBO had provided a room and set up a Christmas tree for our enjoyment.

#### Long Island

The Long Island Chapter Christmas party was attended by 30 members and guests. Our Entertainment Chairman, Ronnie Minnig, did a wonderful job (as usual) making all the arrangements. A great time was had by all.

In December, Long Island Chapter member Ida Van Smith was featured on the Channel 7 TV Program "For You — Black Woman". Ida is the founder of some eleven Ida Van Smith Flight Schools throughout our country and overseas. The schools help interested youngsters learn about aviation and the various opportunities for a future in

this field. Besides teaching budding pilots, the schools help the young people find careers as air traffic controllers, airport managers, flight engineers, etc. This is a non-profit organization run with great concern and much TLC for youngsters, as attested to by a young airline Third Officer appearing on the program with Ida, who had been personally helped through hard times by her devotion and generosity.

Our former WASP, Marjorie M. Gray attended a dinner in honor of Lt. Gen. James H. Doolittle, USAF (retired) commemorating his historical flight on Long Island 50 years ago. He was the first person to complete a take-off, flight and a landing solely by instruments. He had no visual aids whatsoever. He had a safety pilot in the front seat that could see out, but held his hands over his head the entire time to show the world that Jimmy Doolittle was doing the flying. This flight was repeated recently on Long Island with the original safety pilot, now in his 70's again in the front seat.

#### New York Capital District

The New York Capital District Chapter held its Christmas Party December 15th at Mill Road Acres in Latham, NY. The dinner was followed by a very special program. This past year and more has been very hectic for chapter members between an Air Show in May, the Golden Jubilee Convention in July and the Empire State 300 Air Race in September. The husbands of our 99s, because of their continued support, understanding and tried patience, became 49½ers. They are Robert Green, Dennis Humphris, Chester Matthews, Carl Perko, Louis Polsinello, Matthew Scher, Paul Weiss, and Charles Wolf.

#### Palisades

Kay Blevins is celebrating her daughter,

Laura's new accomplishment of completing her CFII. Laura will be PIC with her mom for the 1980 Air Race Classic. Good Luck girls.

Aztec N14136 was exercised every day during the Christmas vacation when Christopher Bellino, son of Clarice Bellino, was logging multi and night hours. Christopher is a student at Parks College and has recently passed his Instrument written with a 95. Congratulations to Christopher and his proud mother.

The Palisades Chapter welcomed 2 new prospective members, Lyn Ruggiere and Diane Dempsey, to its last meeting. Both have been involved in the aviation world for quite some time. They will also join us in our next meeting on our tour of Teterboro Airport.

Barbara Buehler and her 49½er are planning a trip to Florida in late February. Part of their trip will be spent island hopping in their airplane in the Bahamas.

#### Western New York Chapter

Western New York had a joint meeting with the Amherst Zonta Club so that they might celebrate their Amelia Earhart Day.

Diane Senneff is the proud mother of a baby boy born January 21, 1980. His name is James Lawrence Senneff. He weighed 8 lb. 4 oz. and was 20½" long.

Lois Shriver is teaching ground school at Burgard Vocational School, and Kenmore East High School.



Western New York member Evelyn Stanek and Dorothy Hake helped the Old Colony Museum (depicted in the drawing), Amherst, NY, organize articles for an Amelia Earhart Showcase in their new aviation museum.

### North Central

#### All-Ohio

Chris Evert Lloyd, Tracy Austin, Billie Jean King, Wendy Trumbell, Virginia Wade were just a few of the lady tennis players that Jan Kuechenmeister umpired at the Avon Championship Tennis of Cincinnati in January. Jan opened the event as the chair umpire and then also had the job of net umpire and line umpire. Now that's what is called good seats!!!

Zonta I of Toledo, Ohio invited members

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The North Central Governor and Vice-Governor joined the All-Ohio 99s for their annual Christmas party. (L-R) Norma Bethel, Governor and Hostess Marilynn Miller, Vice-Governor Val Johnson, Marge Gorman and Bonnie Miller.



Sally Berryhill, All-Ohio's Ways and Means Chairman, tries to sell Bernita Nickell the Officers Club at the All-Ohio Christmas Party. Since she couldn't come up with the deed to the place, it was no deal. (Sally has been known to sell Wright-Pat twice.)



Admiring the gifts which were brought by each member of the All-Ohio Chapter for exchange are (L-R): Nancy Mills, Margret Bryant and Betty Angstadt.

of the All-Ohio Chapter and Board members of the Buckeye Air Rally to attend their annual Amelia Earhart Scholarship Luncheon. Mary R. Jones, Executive Director of Cleveland Federal Executive Board spoke on "WASPS — The Best Kept Secret of World War II". Mary Jones and

All-Ohio Mary Ellen Keil, who also attended the meeting were in the same WASPs class. Also attending were: All-Ohio Chairman Marcia Greenham, Vice-President Buckeye Air Rally Margret Bryant, Treasurer B.A.R. Bev Hirzel and Vice-Chairman of the chapter and President of the B.A.R. Jeane Wolcott. The relationship between the 99s, B.A.R. and Zonta's has a long history. Whenever there has been a race or Rally go through Toledo the Zonta's have always been on hand to assist.

#### Chicago Area

With the ending of the old year and the beginning of the new, the Chicago Area Chapter marked several anniversaries. In December, Alice Kudrna, a true foundation of the chapter, celebrated 30 years as a 99. Ann Corkhill McClain reached the 20 year mark. It's fifteen years for Bobbie Johanson, ten for Mary Story and five for Florence Whipple. In January, the Anniversary Chairman herself, Elsie Wahrer, celebrated 25 years as a 99 and was presented a special certificate and pewter memento to mark the occasion. Many more Happy 99 Anniversaries to all of you and many thanks from us all for your many years of service and dedication. We are truly grateful.

Norma and Art Freier vacationed in Guam (U.S. Territory). They found very little private flying over there, but did find one small private field where they rented a Cessna 150 and toured the island which is 35 x 10 miles. They inquired as to whether there were any 99s or women pilots, but found none. When Norma called Guam Approach, there was a slight hesitation in responding to the female voice using the airways!

Two new Private Pilot Ratings went to Joan Irwin and Susan Murray. They are now full-fledged 99s. Welcome aboard!

Joan Kerwin did such an outstanding job talking about Aviation Careers last fall that she was called back to Bryan Junior High in Elmhurst to do an encore early in December. Joan spoke to a different group of 33

students.

Of course, the big social event of the year, our Annual Christmas Party, was a smashing success thanks to the expertise of our amazing Gail Wenk and her equally talented committee. The party took on an International flavor with each member and her party choosing which country (each table represented a different place) they preferred. Many chapter members worked weeks in advance preparing hors d'oeuvres from dozens of ethnic recipes. With the delicious appetizers, beautifully prepared dinner and atmosphere of St. Andrews Country Club and a scintillating dance band, we are now in the mood to face the new year, the new decade, and the world!

#### Greater St. Louis

Both Sue Matheis and Nelda Lee were in the honored spotlight of "Women in Aerospace" in the *Aerospace* Magazine's December issue, edited by 99 and Whirly-Girl, Jean Ross Howard. Sue was the guest speaker at the St. Louis Zonta Club Luncheon, January 26th, honoring Amelia Earhart. Her topic, "A.E.'s childhood" was a very interesting and enlightening new approach to a subject that has been covered so much. The nine 99s who attended agreed that Sue really did a good job. February 8-14th Nelda Lee and Val Johnson attended the H.A.A. Convention in Las Vegas to help celebrate the 25th Anniversary of the Whirly-Girls. Our January meeting at Flight Safety, Inc. classroom kicked off the new year in fine style with guest speakers Nikki and Don Caplan talking about ballooning. Nikki covered the 1979 Gordon Bennett Balloon Race in Long Beach, California, with a beautiful slide presentation and first hand experience of what it's like to take off on dry land and land in the bay before you've hardly started! Such was the difference in thermal lift between the dry land on shore and over the water. Nikki was the "path finder" for this international race and felt she flunked the path-finding right at the start. They did "rise above" this embarrassing situation and continue on to their destination, however. Husband Don had a totally unique story to tell about flying a one-man (no gondola, just a parachute type seat) balloon in the Philippine Islands. Quite a harrowing experience to say the least, when the wind carried him to an island other than his intended destination. Quite a surprise, too, for the natives when he tried to explain from whence he had come! He finally located someone who spoke English and all turned out well, but it was tough and go there for a while. A totally enjoyable program for us and we're looking forward to having Nikki back with us, again.

#### Indiana

The Indiana Chapter met at Indianapolis International Airport on January 20th,

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1980, to install their new officers. After the beautiful installation ceremony conducted by Anne Black, Paula Hook, the new chapter chairman, conducted the business meeting. During the meeting it was noted that on November 27th, 1979 the chapter had helped with an FAA Safety Seminar at Purdue University and that those who helped to make this a success were Anne Black, Lillie Danek, Pauline Genung, Lois Hawley and Eva Parks. Since this project drew such interest with a standing room only crowd, another Safety Seminar is in the works for February, 1980. Another chapter project that is in the works is the local science fairs throughout the state. The Chapter has donated money for the awards and approximately twelve chapter members have signed up to help with the judging. After the business meeting was over, Pauline Genung and Judy Graham presented a quiz on current flying regulations and VFR maps. Out of the fourteen questions asked, the most any one group answered right were 10½ questions! We all discovered just how rusty we were.

Gary DeBraun, Betty and Curt DeBrauns' son finally flew his single place Smith mini plane that he has been building for the last five years in many different places. Unfortunately, he will have to put it in the hangar after its test flight since he is being sent overseas for three years with the Air Force.

Muriel and Carl Dykema have two sons that fly now. Skip has a Comanche and flies out of Ft. Lauderdale and Peter who got his license in Muriel's 172 last May and flew around the country looking for a geology job.

### Indiana Dunes

Rich's Restaurant in Lansing, IL. was the site of the Indiana Dunes annual Christmas party. The turn out was our best ever, 51 Ninety-Nines and friends gathered to share a little of the warmth of the holiday season. Each Ninety-Nine brought an aviation-oriented ornament for our tree. Barb Gross, the party hostess, was the recipient of the unique ornament collection. A very special

feature this year was our first 49½er initiation. Walt Falkenberg, Marshall Sander and Ray Mohnssen were most helpful in assisting Barb Gross carry out the initiation ceremony. In fact, Walt was so overwhelmed by the excitement that he renewed his 49½er membership by making the "Pledge" once again! As always, we have many wonderful memories from this event, and thank Becky Thatcher for the institution of 49½ers. Welcome to our new 49½ers Ben Austin, Rawson Murdock, Chuck Herring, Ron Dick, Lynn Mattingly, Carl Buettner, Warren Davis, Rob Spry, Chuck Hruska, Ludwig Majneri and Byron Holm. The last three missed the initiation ceremony, but will not get off that easy, we've got your numbers!

The January meeting was held in the home of Bonnie Lewis. It was attended by 15 Ninety-Nines and 3 prospectives. Plans were shaped up for our April 19th Aviation Clinic in South Bend. It is open to the public and has full day sessions for both the pilot and the non-pilot. The non-pilot session is a basic briefing on what makes an airplane fly, what the pilot looks for in the pre-flight,

navigation, radio use, airplane control in case of an emergency. For the pilot, a variety of options are given, tours through FSS, the tower, FAA safety programs, vertigo chair, simulator time, travelogues and BFRs. For more details contact Chris Murdock. Charlene Falkenberg has given 30 FAA exams in the past couple of months, while hubby Walt was visiting England. Pat and John Magon are off to Florida while Chris and Rawson Murdock are in Switzerland.



Kentucky Blue Grass Ninety-Nines welcomed new members at their Christmas party. (L-R): Rachele B. Freeman, Elverta Conlin and Bertha Gelhaus.

### Lake Erie

The Lake Erie Chapter's December meeting was held at Cleveland Hopkins. The group visited the Flight Service Station and were given excellent demonstrations of vertigo with the revolving chair.

Four members of the Lake Erie Chapter flew to Columbus on December 16th to participate in the All-Ohio Chapter's annual Christmas Party. New member Trish Davenport flew her Piper 180 from Akron

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Indiana Chapter's 1980 officers show off a hooked rug that Martha Holts made which features the 99 Compass Rose. The new officers are (L-R): Chairman, Paula Hook, Corresponding Secretary Eva Parks, Recording Secretary Judy Thom, Vice-Chairman Martha Holts, and Treasurer Lela Brush.



Indiana Dunes 49½ers went to their initiation ceremony blindfolded, but it was all worth it. Afterward, 99s went to the comfort of their husbands as witnessed by Chuck and Ellen Herring. Each new 49½er was presented with a Co-Pilot Control Stick which Chuck is holding. These Sticks will be on sale at the North Central Spring Section Meeting.



Marie Eaves, Lake Erie Chapter's Pilot of the Year, shows off her trophy.



Muni, with Ruth Sitler, Pat Stark, and Margaret Juhasz riding along. We got back just before some excellent IFR weather moved in which probably would have proven unflyable.



Jerry Kuzia, Cleveland area FAA Safety Specialist, gets ready to spin the vertigo chair for "blindfolded" Ruth Love.



Lake Erie members at the October Toronto fly-in (L-R): Pat Berry, Pat Stark, Kathy Eisner, Bea Axelrod, Bev Demko, Marie Eaves and Annette Fedor.

#### Minnesota

The following pilots have recently joined the ranks of the Minnesota Chapter: Kay Kuechle, Patti Rowden, Linda Gould, and Joan Wyland.

The Cardiopulmonary Resuscitation (CPR) and Emergency Cardiac Care course under the direction of Sally Woodburn and fellow members of the Ramsey County Medical Auxiliary provided some excellent



These eleven Mt. Tahoma Chapter members attended the chapter's November meeting.

training and a real workout for the 99s who took part. Great job, Sally!

January 9th brought the Minnesota 99s and 49½ers together at the Republic Airlines Building to hear Verdon Kleimenhagen, Accident Prevention Specialist. This program was an incentive for pilots to establish a personal recurrent training program on a regular schedule and to be aware of the extra care that Minnesota winter flying requires.

#### Wisconsin

The January meeting of the Wisconsin Chapter took place at the Green Bay Airport, with member Sue Hartung's husband, Jeff, giving a short talk on "airplane engines and cold weather". Plans were finalized for the North Central Spring Section to be held at Lake Lawn, WI on May 16-18th.

Lois Truchinski and Caroline Morey will again be entering the Air Race Classic along with Joretta Graves and Joyce Donner.

### Northwest

#### Mt. Tahoma

The November meeting of the Mt. Tahoma 99s was an extremely interesting one. They held a pot luck dinner at Sally Bell's home and were entertained with an antique airplane slide show by a photographer buff and fellow pilot, Rich Harris. They also discussed and finalized their plans for helping the local area Girl Scouts earn their aviation badge.

Mt. Tahoma's Christmas party was held, once again, at Jean Freeburg's home in Port Orchard, WA. This has always been a popular spot for the ladies and their 49½ers with the Link trainer in the basement, the huge organ that sounds like a pipe organ, and the grand piano that is also a player piano. Everyone had a fantastic time celebrating the joyous season together. 1979 was Mt. Tahoma's 10th Anniversary as a chapter. We were very proud to wish each other a "Happy Anniversary".

#### North Dakota

About twenty North Dakota Ninety-Nines, including husbands, attended the annual midwinter meeting at Minot, North Dakota, on January 19th, 1980. Hostesses Shirley Frost, Jan Kelliher and Elinor Pietsch entertained the group for lunch.

After lunch, FAA films entitled "Some Thoughts on Winter Flying", "One Eye on the Instruments" and "Density Altitude" were shown.

The group gathered at Elinor Pietsch's home for happy hour prior to adjourning to the Eagle's Club in Minot for dinner and dancing.

An announcement was made that the National Intercollegiate Flying Association meet has been moved to Grand Forks in May, 1980 and a request has been received asking for assistance from the North Dakota chapter at this event.

### South Central

#### Houston

The Houston 99s have been utilizing their own talented members for recent programs. Margaret Nelson spoke on Aerospace Education, discussing the development of this field in the public schools. Both Bargaret and Linda Andrews teach this subject at the high school level. The students spend the term studying the basic elements of flight utilizing the program developed by Jeppesen. The course includes the construction and flight of an airfoil, instruction time in a simulator, and one basic flying lesson with a CFI. In the future it is hoped that an aviation mechanics course will be made available in the public schools as part of vocational education.

Joy Parks presented the January program, "Are You Current?" Subjects discussed included a thorough preflight of the plane, the importance of maintaining an accurate log book, and consideration of taking a checkride with a CFI when one has

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not flown recently. Members found the film, "Start Up", to be most interesting and informative.

The Christmas Party was well attended by the majority of members of the Houston 99s. Helen and Larry Simonette provided the use of their lovely home for the festive gathering. Each 99 brought her favorite culinary delight!

### Oklahoma

The prospective members almost outnumbered the Oklahoma Chapter members at the January Membership meeting. We had our annual WASP program with Delrose Sieber telling us more interesting stories of those days of WW II.

It was SRO at the OKC FAA Auditorium for "The Wally Funk Safety Slide Presentation" sponsored by the Oklahoma Chapter



Elsie Collie, who is in charge of art and posterwork, and Air Age Education Chairman Margaret Nelson, display one of six posters designed to be displayed in counselor's offices of the local school district. They are seeking applicants for the Air Education Scholarship offered by the Houston Chapter to a qualified junior girl. Photo by Chris Cobb.

in cooperation with the FAA Accident Prevention Program. It was a very informative evening and well received by some 400 people. Wally brought her personal collection of slides on safety and aviation accident/crashes as an NTSB Inspector. Wally is a former member of the Oklahoma Chapter and it was good to see her again.

Gertrude Fila, former Dallas and Oklahoma Chapter member, passed away.

### Spanish Peaks

Spanish Peaks Chapter held their annual Christmas dinner for families and 66s at the home of Anne Courtright in December. The occasion was particularly special because our newest member, Jacque Goemmer passed her private flight test that morning. Jacque became a 99 at our January meeting. Jacque and her 49½er Otto own a cattle ranch at LaVeta, Colorado, and plans are for flying to become an important part of their operations.



Lubbock's Poker Rally winners were: (L-R) Jack Miller, Mrs. Poage, 49½er Bill Cantrell, 99 Theresa Ware and Gladys Harr, CAP member. It was an afternoon of flying, aerobatics and stops at five airports which terminated at 99 Carole Wheeler's farm at Cone, TX.



Good company and delicious food made the Houston 99s' Christmas party a most enjoyable holiday treat. Enjoying the festivities are Dale and Faye Willis and Delle and Gene Hightower. Photo by Peggy Campbell.

### Topeka

Dottie Powell completed a Masters Degree in Adult and Occupational Education in December. Her Masters project dealt with a comparison of current aviation programs, and recommended changes in the format, methodology, and content of private pilot ground school programs.

Lonnie Wilhelm's Junior High School Aviation Club members have passed exams on identification of the parts of an airplane, basic aerodynamics and communications. The students participated in familiarization flights of the local area as they demonstrated competency in these areas. In addition to working with junior high students, Lonnie is teaching Ground School in the Adult Education program for the fourth semester this spring.

Topeka Chapter is happy to have three new prospective 66s involved in local activities. One gal even attended her first meeting with only two hours of flight time! We are hopeful that our 66s will turn into 99s during the Membership Drive.



Topeka Chapter members Lonnie Wilhelm, Dottie Powell (in front) and Barbara Ruhnke (far right) pose with Karen Colye from GAMA. Karen was the featured speaker at the South Central Section's Fall Section Meeting.

## Southeast

### Alabama

Sunday, December 2nd, 1979, the Alabama Ninety-Nines met at the Skycenter at Huntsville Jetport for the Christmas meeting. Hostess, Miriam Pullins served coffee and snacks during the meeting. Gifts were exchanged. After the meeting a buffet dinner was enjoyed in the Verandah Room. Twenty-nine members and guests attended.

Saturday, January 5th, 1980, Debby Dennis was hostess at the meeting at Tuscaloosa Aviation, Tuscaloosa Airport. She showed the films "Some Thoughts on Takeoffs and Landings" and, "Aeronautical Oddities". Sixteen members and guests

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attended.

Sunday, February 3rd, 1980, a Safety Meeting is planned at Auburn-Opelika Airport with Alison Reynolds hostess.

The Alabama Chapter of Ninety-Nines Scrapbooks were on display during the months of September, October, and November, 1979 by the Birmingham Public Library in their exhibit of Women in Aviation.

Harriett Hall was the guest speaker for the Birmingham Zonta Luncheon, January 17, 1980. She gave a talk on Amelia Earhart and The Ninety-Nines.

On January 24th, 25th, 1980 Harriett Hall went to Cape Kennedy, FL. The Alabama 117th TAC Recon Wing provided transportation in a C-131. The Aerospace Education Workshop she attended at Samford University in Birmingham July 2nd to July 20th, 1979 took an airborne field trip.

### Blue Ridge

The Blue Ridge Chapter sponsored a Pilot Proficiency Award program in Shelby, North Carolina in October, 1979. Guest speaker was Paul Justice from the GADO



Lee Orr, Blue Ridge Chapter, accepts a safety award from Paul Justis of the Charlotte, NC GADO office.



Some of the Florida Gulf Stream members who attended the December 19th fund-raiser were: (L-R front row) Barbara Cochrane, Connie Terry, Dianne Johnston, Alexis Montague, Ruth Phillips. (L-R second row) Betty Hostler, guest Ruth Jenkins, Virginia Britt, Ginny Orosz, Ellie Odorico, Peggy Sanders, Hostess Shirley Zillig. (L-R back row) Marilyn Burch, Betty Dodds and Mina Elschner.

Office in Charlotte.

Caroline Grubbs entertained the chapter for a gala Christmas party at her home in Greer, South Carolina in December. A good time was had by all attending.

### Deep South

Deep South 99s welcomed three new members at our January meeting, Karen Arthur, Phyllis Abramson, both from Macon, Georgia, and Susan Harkins from Savannah, Georgia. Alyce Strong and Betty Klein hosted our meeting in Savannah where eight members and six visitors enjoyed beautiful weather and delicious food at the Shrimp Factory Restaurant on famous Water Front Street. The Air Race Classic route was discussed and we are hoping to have participation from several of our members.

### Florida Goldcoast

Our December Christmas luncheon at Sweden House was well-attended by 43 members and guests, including our Charter Member Viola Gentry, just out of the hospital with a broken hip. We were also happy to see ailing Sue Hoffman who has improved sufficiently to attend several recent meetings. Vice Chairman Ursula Davidson introduced the three immediate past chairmen at the head table, Ruth Fleisher, Frances Sargent, and Helen Mennitto, and then presented two new members, Orrie Farrell and Cathy Lattrell, as well as Patricia Sheehan, a transferee from Cape Girardeau Chapter.

### Florida Gulf Stream

Gulf Stream Chapter members gathered on December 19th at Shirley and Bob Zillig's "Harbors" villa on the intracoastal waterway in Fort Lauderdale for the chapter's annual fund-raising event. Grasshoppers and Ninety-Nines from the Space-

port area flew in for the festive fun in this very venetian setting (gondolas were almost visible on the waters beyond the windows!).

We saw Betty Hostler whom we haven't seen for many months as she seems to spend most of her time in North Carolina. Ruth Phillips, in a rakish hat and with her mother, reported that she and husband Lew have moved their fixed base operation to North Perry Airport from Fort Lauderdale International and things are much better at North Perry. Peggy Sanders brought husband Dick, Alexis was back from her travels for "Ma Bell" and Dianne Johnston had just jetted back from Hawaii. Dianne had hoped to use her newly acquired Instrument rating in Hawaii but things didn't work out that way.

Betty and Frank Vercouteren reappeared after a long absence and Irene Wirtschafter, longtime Ninety-Nine who lives 9 months of the year in Cocoa Beach, flew in with Bonnie Quenzler.

Gulf Stream Chapter members mostly drove to the January meeting at Boca Raton Airport where Bob Jeeter, Director of Boca Aviation, reported on the political problems involved with our planned airmarking project. The project was tabled until February and the Safety Seminar, dates for which were inadvertently given to the Goldcoast Chapter, was postponed until April. The Flying Companion Seminar will be held March 29th in Municipal Bldg. B at Executive Airport, Fort Lauderdale.

### Kitty Hawk

At our February meeting, Phillip Crawford, Facility Chief, and Randy Phillips, Air Traffic Representative of Seymour Johnson Air Base, presented our Safety Program. The subject of military training routes, civilian and military responsibilities within these zones of activity was the topic of the program.

Chapter Chairman Hazel Monroe is now a member of the Anson Chapter Airport Commission.

Our chapter gained three new members in January.

### Mid-Tennessee

Mid-Tennessee member, Cheri Taylor, spoke in January to the Zonta International Organization. Cheri is owner and operator of Pilot Services, Inc. in Nashville, a charter and flight school operation. She has approximately 15,000 hours and her ATR rating.

The Mid-Tennessee 99s participated in November at the recent flight safety seminar sponsored in conjunction with the FAA which drew pilots from all over the state. We assisted in the registering of participants and took part in the planning stages along with the FAA and the Tennessee Bureau of Aeronautics. The seminar lasted two days and Tennessee Chapter member Evelyn Bryan Johnson was honored with an award

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for her contribution to general aviation. Among the members participating were Georgiana McConnell, Carol O'Hare and Angela Arnold.

### New Orleans

New Orleans 99s held their annual Christmas party at the home of Norma and Lowell Reeves on December 22nd. Their beautiful and comfortable home was a lovely spot for the get-together, buffet dinner, and exchange of presents for 99s, 49½ers, and friends.

Our local chapter has been actively seeking to increase its membership. Posters have been placed in several of the airports in and around the New Orleans area publicizing the 99s. This recruiting effort has already netted some responses from prospective members. One little girl was interested enough when she saw one of our posters that she wrote a letter to our Chairman to find out more about the 99s. She shared the information with her classmates and teacher.

If weather permits, we will be marking three airports in New Orleans area in the near future. Our January meeting was held in Hammond to discuss those upcoming plans.

Janet Green, International Vice President, Judy Hall, Governor of the Southeast Section, and Caroline Fisher, Special Coordinator for the 1983 International Convention, flew in to Lakefront Airport on November 17th to discuss plans for the convention with members of the New Orleans Chapter. Areas of responsibility and the delegation of committees to handle the conventions were examined.

Glorice Wills and Ede Brandon flew in Glorice's Cessna 185 (N69GW) in the Second Annual Caribbean Air Tour that left Ft. Pierce, Florida on December 2nd.

## Southwest

### Aloha

In commemoration of the 99s' 50th Anniversary, the Aloha Chapter adopted the theme "Let's Fly!" and most of our members managed to do just that, with the best participation coming on November 7th, which was our regular meeting night. Many members arrived early at Honolulu International Airport to fly before the meeting and Marian Leong had a chance to show off her new multi-engine rating by taking several members for a ride in the Baron in which she got her rating. On November 12th, five aircraft and twelve pilots or would-be pilots flew to Port Allen, Kauai for a picnic lunch at Salt Pan Beach. The beach gives a perfect view of landing aircraft and afforded early arrivals a chance to critique each subsequent approach. Just fun!

Lucy Young, who pilots an F-4 for the Navy at Barbers Point, was given a letter of commendation by the Navy League of Honolulu both for her work with the Navy League and her outstanding performance with the Navy! Colleen Crain, a Coast Guard helicopter pilot and Vivian Crea, who pilots a C-130 also with the Coast Guard were pictured in an article in Aerospace Magazine's November issue, which featured a four-page spread of pictures of women in aviation and an article saluting the 99s on their 50th Anniversary.

### Lake Tahoe

The early snowfall the night of the Annual Awards and Membership Banquet on October 20th brought back memories of a similar night for the charter banquet just four years ago! Incoming chairman May Haskell hosted cocktails at her home followed by dinner with our 49½ers at a

local restaurant. Pilot of the Year Award was given to Bonnie Seymour, while the Service Award went to Marcia Lewis for her successful efforts selling booth space for the Air Show. Lois Brown, Outgoing Chairman, was given a Couroc Tray with Compass Rose.

A Christmas dinner was held at the home of Bonnie Seymour on December 15th. We hope to have a Flying Companion Seminar for locals later in the season, utilizing our smooth, cold air and offering spectacular snow scenes.

New members Marcia Lewis, Julie Hoffman and Barbara Northrop were welcomed into the chapter, but were sorry to lose Charter Member Marilyn Andrews and daughter Linette when her husband, a pilot for Hughes, was transferred to Denver. As news arrived of the death of Fred Woffard, whose wife Sharon is also a charter member of the chapter, we were all shocked and saddened.

### Los Angeles

Six of our Los Angeles Chapter members raced in the Baja California Women's Air Race and brought home lots of trophies. Dolores Reed placed third, Berni Stevenson 5th, Norma Futterman and Aileen Pickering several best time leg prizes along with Eugenia Rohrberg and Virginia Showers.

What a delightful surprise to arrive at Norma Futterman's for our Annual Potluck Christmas Dinner and Party and to be welcomed by President Thon Griffith and her 49½er, George, who had flown in from Palm Springs for the occasion. Sally La Forge, Dorothy Limbach, Marilyn Twitchell and Dianne Winn, our billiards and pool experts played their annual competition game while the rest of us joined Norma at the grand piano and sang Christmas Carols.

### Orange County

On December 19th the Orange County Chapter held their Annual Christmas Party at the Shark Island Yacht Club. Together with family and friends, some Fullerton Chapter members and Paul Stebelton of the Long Beach GADO, they watched the 'boat parade' float past the windows of the club. Each year the boat owners painstakingly deck out their craft in numerous colored lights depicting the holiday season and then have a parade with the seasons greetings being joyfully shouted back and forth between those on the boats and those 'partying' in the yacht clubs. It is the second year the Christmas Party has been held there.

Chapter reporter Gwen Haynes in England on business at 'the right time of year' was able to attend the Annual 'get-together' of the British Section held at the R.A.F. Club in Picadilly, London, November 30th. Gwen Bellew (Governor), Barbara Cannon (past Governor) and Sheila Scott



Tennessee Chapter officers met for the 1980 planning session at TYS. (L-R): Rachel Pruett, Secretary; Jo Chandler, Treasurer; Ruth Thomas, Chairman; and Jane Hilbert, Vice Chairman.

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were but a few of those in attendance. The British Section may not be able to fly as much as we do, due to the astronomical cost of plane rental there — but, they have fun.

November 15th, seven members participated in the First Annual All Woman Baja California Air Race beginning at Long Beach, California and terminating in La Paz. The course covered a distance of 848 statute miles. No big winners, but, just by entering they rate as winners.



(L-R) Nina Laughbaum pins Janet Wu, a new 99, as Linda Hague beams proudly after just being pinned herself at the Palms Chapter Christmas Party. Photo by Conrad Camden.

### Palms

A fat, fresh, green pine tree, decorated with Christmas ornaments and surrounded by Christmas gifts, sat on a table in the Newman living room. Christmas music played on the hi-fi and a steaming antelope stew with all the trimmings (made by 49½er Dale Newman, with 99 Joan supervising) waited as Janet Wu and Linda Hague, new 99s, were pinned by Palms Chapter Vice Chairman, Nina Laughbaum. It's a good



49½er Conrad Camden, who is usually on the other end of the camera, got caught with the goodies by his Lillian. Photo by Lillian Camden.



Some Palms Chapter 99s and their guests mug for the camera. Photo by Conrad Camden.



Charles Haynes and 99 Gwen Haynes of the Orange County Chapter joined Barbara Cannon and Governor Gwen Bellew of the British Section 99s at the Annual Get-Together of the British Section at the R.A.F. Club in Piccadilly.

thing Joan and Dale expanded the rooms in their home, because it was bulging with 99s and their guests at the chapter's Christmas party. Maureen and Dan Motola surprised everyone by flying up from Irvine where they now reside. Too bad they had to keep worrying about the 11 p.m. curfew at SMO Airport. We overheard Maureen telling her Dan, "Just a little longer. Just a little longer." An exchange of gifts was made and it didn't take long for everyone to reach the bottom of that gigantic crock pot. Dale and Joan provided the antelope.

Claire Walters and Liz Dinan (SFV 99) who flew together in the Long Beach to Baja race came in 4th place with a Cessna 172. Nina Laughbaum flew down to Baja to assist with the timing and Dianne Norwood worked her trusty little computer. Nina's daughter, Janie, who is 18 years old, is working for Hughes Aircraft as the first woman electronic technician trainee. By the way, Nina has been climbing 12 flights of stairs at work claiming she is trying to lose weight. Those of us who know her really believe she is strengthening her legs so she can hold rudder for the Palms to Pines Air Race coming up in August.

Claire Walters, Nina Laughbaum and Catherine Coyne presented "The History of the Ninety-Nines Inc." the 99s' 50th anniversary book, to William G. Aldridge, executive director of the Donald Douglas Museum and Library at Santa Monica Airport. A second book will be on display at Claire Walters Flight Academy at Santa Monica Airport and a third will be presented to a local library.

### Phoenix

We pushed out of the starting block fast in "The Great Race". At January's business meeting 2 new members were voted in: Paula DeBois, an ASU student from Gary, Indiana, and Linda Yowell, who is a secretary from Phoenix. More guests will soon be eligible to join. Three guests attended the last business meeting and several usually join us at other activities. Now that a new semester is underway at ASU, 99s who attend will be encouraging their classmates to join our forces. There is a 4-year professional pilot curriculum at ASU. Nancy Crase designed and printed some recruiting posters for local use. Some other people are working on additional designs.

High costs swallowed the Phoenix Chapter's plans and hopes for a Fear of Flying Clinic at this time. Aviation education is continuing with the help of Gabi Thorp, Sandi Haag, and Pat Moreland. These 99s presented lectures to 2 classes of fifty 8th graders in February. Phoenix 99s volunteered to drive for AOPA seminars in February and drivers were permitted to attend the seminars free.

Chapter logo mugs are being sold as a

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fund raiser.

Phoenix volunteers are pledging time and money to support the PCIFA Regional SAFECON for NIFA in late March. Martie Pearce is actively recruiting helpers.

#### Reno Area

Jean Seaton and her 49½er, Dunham, flew a group of friends in the Lear Jet to New York for a fun weekend. Jean and Dunham recently sold their ¼ of a 210 and bought ¼ of a 310.

#### Sacramento Valley

Jeanette Fowler, Sacramento Valley Chapter, broke the world speed record from Sacramento to Los Angeles on December 22, 1979, with an average speed of 220 mph.

She applied to the National Aeronautical Association in Washington, D.C. and was given a three month sanction. On her first attempt, she broke the existing record of 159 mph by averaging 198 mph. However, a person is allowed thirty days in which to improve their time before registering it with the Federation Aeronautique Internationale in Paris, France, and she thought she could do better. It was on her second flight that she flew her A-36 at the record speed of 220 mph.

Jeanette owns a produce brokerage company and flies throughout California, Arizona, New Mexico, and Texas selecting melons for export mainly to the Far East.



Jeanette Fowler

#### San Fernando Valley

Our annual Christmas party was a pot-luck held at Barbara Parsons' house. After feast, Don Hamilton dressed as Santa Claus and passed out gifts. These were not your usual Christmas presents. Instead, each person had brought something he or she no longer wanted, didn't know what it was, didn't like it, or was just glad to be rid of it. There was much laughter as men opened purses, someone received a book on toilet training, and another person received an old

broken down IFR hood.

Our Christmas shopping and eating fly-in to Santa Ynez Airport for a trip to the Danish town of Solvang did not take place as planned. After receiving reports of severe turbulence and up-and-down drafts of 1700 FPM, we chose to stay close to home and enjoy each others company at a local restaurant. A few of the girls did make the Solvang trip the following week, after the winds died down. Reports are that their planes were over gross after sampling the fare at the Smorgasbord and the Bakery.

#### San Gabriel Valley

Two hippopotami were the hit of the evening when the Inland California and the San Gabriel Valley Chapters joined for a Christmas buffet, meeting, and gift exchange at the Arrowhead Country Club. The two stuffed, hand made mammals were sought after by both 99s and 49½ers during the hilarious gift trading.

William Blanchard, assisted by his 99, Helen, showed slides of their transcontinental trips. Besides being a travelogue, his presentation was an education in physical geography.

Two new members were added to the San Gabriel Valley Chapter. Welcome Peggy Dezutt and Jane Signa!

At the first 1980 meeting of the San Gabriel Valley Chapter, a motion was passed to contribute \$500.00 towards the computer for International Headquarters.

Rain drastically reduced the attendance at the Pomona Valley Pilot Association's Air Show held at Cable Airport, but it did not dampen or diminish the enthusiasm at the 99s' booth. On Sunday, January 13th, the only aircraft not weathered out were the styrofoam bi-planes which the San Gabriel Valley Chapter sells with the proceeds going towards scholarships for the Aviation Explorers. Pilots and future pilots had an air show of their own as they vied with one another to see who could make the longest glides and best landings with these "99" planes.

#### Santa Rosa

Santa Rosa Chapter welcomes three new members: Melodie Walts of Sebastopol, Sue Krauss of Sonoma and Helen Newlin of Santa Rosa.

The Santa Rosa Chapter is proud of the many new ratings earned by its members during the past year, including four girls who have become flight instructors. Barbara Benson, our "Pilot of the Year" earned four new ratings: Instrument, Commercial, MEL, and Seaplane; Bea Ramu got her Commercial, Instrument and CFI; Lauren Cooper: Instrument and CFI; Carol Valette: CFI; Marguerite Nelson: CFI; Gail Lee Bartlett and Melodie Walts: Instrument; Pauline Goslovich: ATP; Ginny Wegener: MEL Examiner; Laura Hettwer: MEL and Valerie Suberg: Commercial. 99

## 99 CLASSIFIED

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.

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

\$10.00 PPD Album Update — \$6.50; PPD Pins — \$17.50 PPD Charms — \$4.00; Postal Covers, 1971 — \$1.00. Checks payable to AWTAR, Inc., % Barbara Evans, 47 Colonial Parkway, Manhasset, NY 11030.

**Join the Great Race** — all 99s need a name tag (49½ers too). Name, chapter, insignia, black on white on round badge. \$3 ppd, L. Schreffler, 10667 Tabor Ct., Broomfield, CO 80020.

### Help!

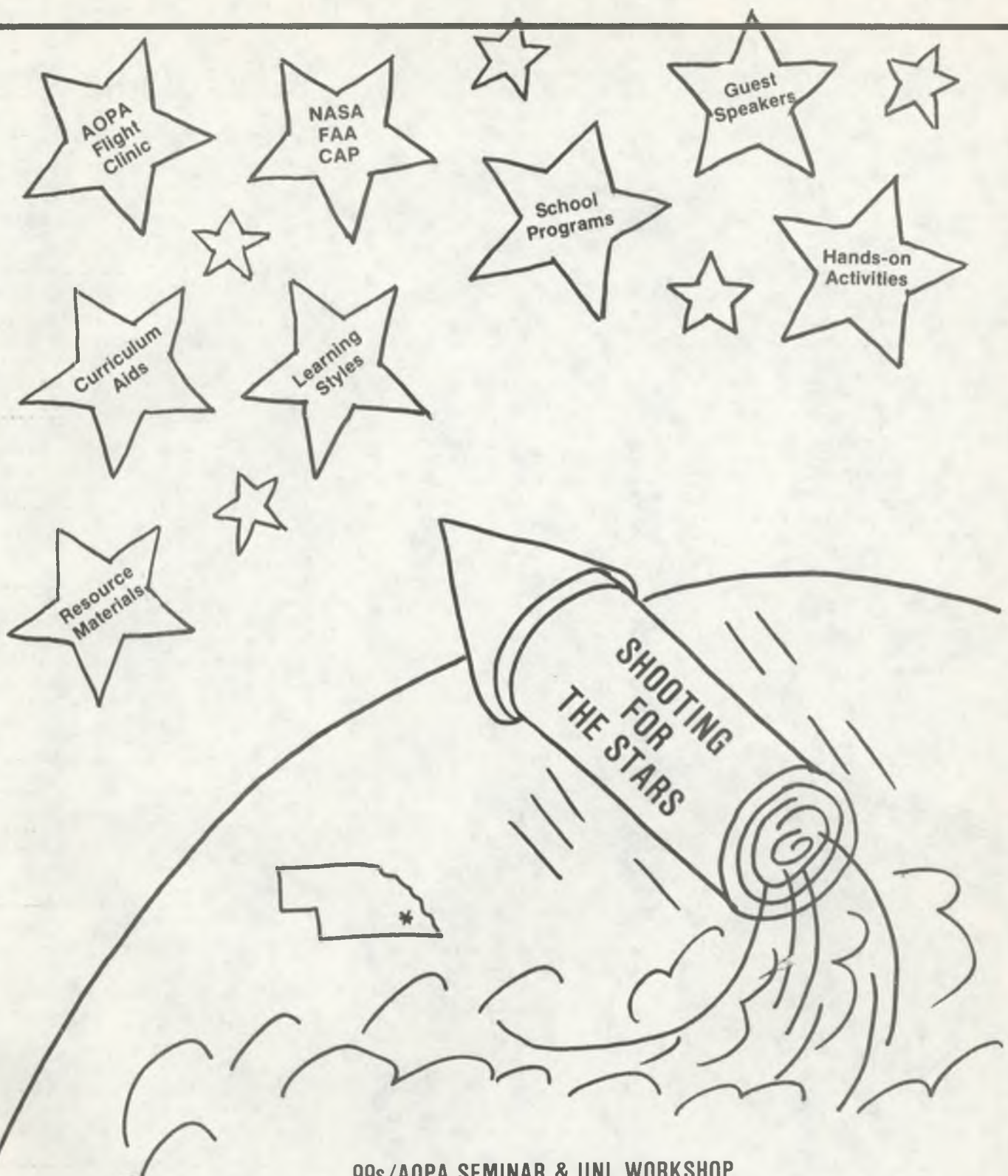
Remember the seat belt questionnaire on the inside back cover of the October issue? If you haven't filled it out, please take a minute and do it. Mary Foley needs your help to complete a safety study. The results of the study will be published at a later date in *The 99 NEWS*. Wear a seat belt and tell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

### Headquarters NOTAM

Applications for New Members and Reinstatements MUST have the chapter name listed in the space provided.

Four weeks lead time must be allowed for items ordered from Headquarters, including section label orders.





**99s/AOPA SEMINAR & UNL WORKSHOP**  
June 16-27, 1980

**99s/AOPA AEROSPACE EDUCATION SEMINAR**  
June 23-17, 1980  
Lincoln, Nebraska