

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

Volume 7

Number 4

September 1980



Amelia Earhart Scholarship Winners Announced — p. 8
We Did Hit The Trail To Vail — p. 13

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(Gifts of \$1000.00 or more)

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Pat McCuen — Kansas

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PUBLISHER

The Ninety-Nines, Inc.

EDITOR

Jan Million

DESIGN and PRODUCTION

Lu Hollander

EDITORIAL ASSISTANTS

Nema Masonhall

Nancy Smith

ADVERTISING MANAGER

Jan Million

CIRCULATION MANAGER

Loretta Gragg

HEADQUARTERS SECRETARY

Virginia Oualline

International Officers

PRESIDENT

Janet Green

Rt. 7, Box 293W

Ocean Springs, MS 39564

VICE-PRESIDENT

Hazel Jones

8536 Mediterranean

Dallas, TX 75238

SECRETARY

Charlene Falkenberg

618 S. Washington St.

Hobart, IN 46342

TREASURER

Barbara Goetz

8041 Ravinia Ct.

Fair Oaks, CA 95628

Board of Directors

Marilyn Copeland

Ruth Dobrescu

Thon Griffith

Gene Nora Jessen

Betty Jane Schermerhorn

The 99 NEWS

International Headquarters

Terminal Dr. & Amelia Earhart Lane

P.O. Box 59965

Will Rogers World Airport

Oklahoma City, OK 73159

(405) 682-4425

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ON THE COVER: Soak, splash and enjoy the thrill to the rapids on Clear Fork of the Colorado River during Convention in Vail. Surveys of the river are being made. 20 Other convention materials are being sold.

ON THE WITH

JANET



Wasn't Vail a fun convention? Many of you enjoyed the mountains, the white water trip down the Colorado and trout fishing in that secluded mountain lake. A few of you with exceptional stamina played tennis or hiked up the mountains.

I am very gratified that the membership heeded our call for additional revenue with which to operate the 99s. Your funds will be safeguarded in every way so that they will cover as many inflationary years as possible. Your desire to provide secretarial assistance to the president is most thoughtful and generous. Not only did Thon have the backing of her family corporation, but she is a crack executive secretary and spent regular hours at the office she provided for the 99s. Having extra help will be of inestimable assistance to me and it will mean more time available for promotion of our organization to others. Without exception you have elected a dedicated, hard-working, efficient and compatible Board of Directors who will work together to shepherd and promote the 99s.

My slogan for the next two years is ON THE GO. The letters G and O mean *growth* and *opportunity*. They could also mean *goals* and *objectives*. There are several goals and objectives I hope to accomplish in the next two years and I would like to share two of them with you now. In the coming issues I will be discussing others in this column, and I welcome your comments and suggestions. Please do share your thoughts, goals and aspirations with me.

I would like to see more emphasis on careers in aviation being brought to the attention of our members. Headquarters receives notice of many job openings in which some members might be interested. We as a group are doing all sorts of things that were not available five years ago and, with each ensuing year, exciting new opportunities become available. We should be aware of these so that we can avail ourselves of them.

Amelia Earhart is oft quoted and I never tire of hearing, "We must earn true respect and equal rights with men by accepting

responsibility and if we think and respond as capable human beings able to deal with and even enjoy the challenges of life, then we will have much to contribute." *The 99 NEWS* will highlight unique opportunities already being tried by our members. In this same vein, I would like to see seminars that spotlight aviation job opportunities for women — both those currently in the field and those who may want to enter. We are adding a mini-seminar to the educational convention programs for Boston so that many women, professional or otherwise, can hear about and visit with women who have "accepted the responsibility."

Our in-house computer will soon be a reality. As I write, I am negotiating with the lowest bidders and, by publication time, it will be on order for late September delivery. Our record-keeping will then be more efficient and we can respond faster when operating from a central location. We will be forever grateful to Bob and Lois Feigenbaum for making their computer available to us for over a decade. Lois introduced us to data processing while some much larger membership organizations kept 3 x 5 cards and an army of clerks. Now we can stand on our own and GO forward.

The Great Race was a success. Many asked to have it again and we will. We won't stop now in seeking out women pilots who would make good members. I see the need for an on-going public relations program to ferret out these women and encourage them to join. If we have an organization that is really "On the GO" all women pilots will want to become members. By improving our image both in our magazine and in our productivity we can be the kind of professional organization of which these involved women would want to be a part.

Amelia Earhart also said in part, ".....I feel that when the history of our times can be written, the supremely significant record will be the physical, psychic, and social changes women have undergone in these exciting times..." We are *On the GO* and these are exciting times.

HEADQUARTERS

GREAT RACE WINNERS ANNOUNCED. The membership drive inaugurated on January 1st and ending May 31st was declared a great success at the awards presentation at Vail. Chapters throughout the world renewed their efforts to keep their current members active and to attract and involve new members in the organization. The competition was keen and we can see from the winners' list that the drive was most successful. One chapter nearly doubled its membership, and Colorado, with convention responsibilities to pass along to anyone willing to lend a helping hand, attracted almost 40 new members.

WINNERS

Category I — 30 members or less	POTOMAC +20
Category II — 31-50 members	EL CAJON +13
Category III — 50 members or more	COLORADO +38
International	NEW ZEALAND +4

COMPUTER ORDERED! A total of \$15,313.66 has been contributed by Ninety-Nines members and chapters throughout

the world toward the purchase of a computer for our Headquarters. Janet Green, President, reports that the donations appear sufficient at this time to insure purchase of the computer and that an order has been placed. Delivery can be expected by Thanksgiving.

We would like to see donations top the \$16,000 mark by October 1st. That amount will cover the cost of the hardware plus initial paper supplies, etc., to get our system into operation. All contributions received by that date will be inscribed on the beautiful contributors scroll to be prepared and placed permanently on display in our Headquarters Building.

The computer is being purchased by voluntary tax-deductible contributions. No dues revenues or operating capital is being utilized for the purchase of this equipment, although operating expenses normally devoted to data processing in our current budget will be utilized for the operation of our own system in the future (at a savings to us, we hope!). Having our own system in-house should allow us faster response time in retrieving information, and greater flexibility in the types of information that are available to us regarding our membership.

NINETY-NINES OPEN MEMBERSHIP. Delegates at the Vail Convention passed by-laws changes making it possible for new members to join the international organization directly at the section level upon recommendation of any active member before or without affiliating with a local chapter. Members may transfer into the chapter of their choice as they have always been able to do through notification of 99 Headquarters. This procedure was intended to make it possible for women pilots living in remote areas where travel to chapter meetings becomes burdensome, or women pilots residing in areas where no chapters exist an opportunity to affiliate with the organization. It may also make it possible for women whose constant travel and professional involvement in aviation make it difficult for them to be active at the local chapter level eligible to affiliate with our organization.

REGULAR PUBLICATION OF THE 99 NEWS is being resumed with the September 1980 issue. The magazine will be published 10 times yearly with six issues being reserved for primarily organizational and chapter news and four issues highlighting feature material of more general aviation interest emphasizing women's roles in private and commercial aviation. The roster/catalog will take the place of the October issue, and there will be no issue in January. Information kits for reporting on chapter activities to *The 99 NEWS* should be in the hands of chapter chairmen by the time this issue goes to press.

NEW BOARD MEMBERS ELECTED AT VAIL. Two new members of the 99 Board of Directors were elected from the floor during the convention in Colorado. Gene Nora Jessen of Idaho returns to the Board following a term as treasurer of the organization. Marilyn Copeland, Kansas, is new to the Board this year, although she has previously served at the international level as chairman of the Headquarters Committee during the time in which the building was constructed. Both women have been active throughout chapter and section levels of our organization. The remainder of the Board was elected by mailed ballot and consists of officers Janet Green, president; Hazel Jones, vice-president; Charlene Falkenberg, secretary; Barbara Goetz, treasurer; Directors Ruth Dobrescu and Betty Jane Schermerhorn; and Immediate Past President Thon Griffith.

DUES INCREASE APPROVED AT VAIL. International dues were raised \$7.00 per year by the delegates to the International Convention in Vail, Colorado in July. Effective immediately, international dues are \$29.00 per year, and section dues are \$3.00 per year, for a total of \$32 per year for renewing members. New members also pay a \$5.00 initiation fee, bringing their first-year fees to \$37.00. Members who allow their membership to lapse are charged a \$3.00 reinstatement fee, bringing their total to \$35.00.

TOP WOMAN PILOT HONORS AT NIFA, the National Intercollegiate Flying Association SAFECON, went to Terri Trenary of Oklahoma State University. Terri is also an Oklahoma 99. First place in the 99s Women's Achievement Competition Award went to Lynn Carlson of Kent State University; second to Helen Hodges, Oklahoma State University; and third to Kris Haugh, University of North Dakota. Three gals were also honored by being selected as "The Outstanding Team Member" by their fellow teammates. They were Kris Anderson, St. Cloud State University; Laurie Creaghan, Parks College/St. Louis University; and Candi Chamberlin, Palomar College. Many thanks to all the 99s whose contributions and support helped these young people keep flying and made the contests go smoothly.

GREAT RACE CONTINUES. Such positive results were

achieved with the Great Race — both from the standpoint of increased membership and from the standpoint of renewed spirit and enthusiasm within the chapters — that it was decided to continue it for another year. So, extend a warm welcome to women pilots in your area, and bring on the new members! Your chapter may be able to take the trophies home this year. The race will end on May 31st, the end of the 99s' fiscal year. Watch for details in the next issue of *The 99 NEWS*.

WHIRLY-GIRL SCHOLARSHIP APPLICATIONS

available from your chapter chairman. The Whirly-Girls, international women helicopter pilots, award a \$3,000 scholarship to assist a woman pilot in obtaining a helicopter rating, as well as an additional scholarship to provide training to a Whirly-Girl toward an add-on rating. If you are interested in a helicopter-related career, you are invited to apply. Applicants will be judged on the basis of need for financial assistance; usefulness of a helicopter rating to the applicant's present or future career; and the applicant's ability to further the involvement of women in helicopter-oriented activities. For additional information, contact Jean Ross Howard, Executive Director, The Whirly-Girls, Inc., 1725 De Sales Street, N.W., Suite 700, Washington, D.C. 20036.

NINETY-NINES, INC. CHARTER MEMBER OF WORLD AEROSPACE

Education Organization. WAE0 is the beginning of a worldwide opportunity to exchange aerospace education information with other countries, and our organization and members can be proud to have been a part of it from its inception. Three 99s from the United States, Mary Jo Knouff from FAA Headquarters in Washington, D.C., and Fran Grant and Jeanne McElhatton, known for their Fear of Flying Clinics in the San Francisco area, were in Egypt last October for the establishment of this organization and to serve as presenters before those in attendance. Every continent will be represented in this organization by the time the next world meeting is held in Holland in 1981.

WINNERS OF THE 1980 AIR RACE CLASSIC

were Texans Pat Jetton and Elinor Johnson. They collected \$3,000 for averaging 24.8 miles per hour over their handicap in a Beech 33A. The race was blessed with ideal weather over a 2,433-mile course from Corpus Christi, Texas to Huntington, West Virginia. Second place went to veteran racer Sammy McKay of Grand Blanc, Michigan in her Cessna 210 with former PPD Chairman Marian Banks as copilot. Third place went to solo entry Dot Etheridge of Greenville, Mississippi in a Beech V35. Last to cross the finish line were Wisconsin pilots, Marguerite Dunne and Audry Gregory. They were delayed by a colony of invading ants which made the renovation and fumigation of the aircraft necessary.

THREE-WOMAN TEAM COMPETES FOR U.S. IN WORLD AEROBATIC

Championships in Oshkosh, August 17-30. This is the first time in the history of U.S. participation in the sport that a women's team has been entered. Teammates are Betty Stewart, former Colorado 99; Paula Moore, a 99 from Pompano Beach, Florida; and Patti Johnson from Burleson, Texas. Pam Collings, New Zealand 99, will be representing her country in this competition.

FAA SEEKING ENGINEERING TALENT.

The FAA is recruiting engineers to assure technical competence in the aircraft certification process. Twenty-two specialists are to be recruited from such areas as engine dynamics, fuel systems, propeller design, hydro-mechanical systems, and advanced nonmetallic materials. Salary range: \$35,000-50,000. For more information, contact Ken Shake, (206) 767-2680.

Excerpts from 1980 Business Meeting

Fifteen out of a possible 19 sections were represented at Vail. In attendance were 227 people representing 264 delegate votes and 175 non-voting members.

Treasurer Gene Nora Jessen went over the balance sheet and the Statement of Income and Disbursements for the past year. A (1) PROPOSED 1980-81 BUDGET and an (2) ALTERNATE PROPOSED BUDGET were presented. The Proposed Budget incurred no dues increase but left the Ninety-Nines with a deficit of \$7,938. The Alternate Proposed Budget did incur a dues increase and would leave the organization with a surplus of \$10,000 (read on re. President's Fund). Both budgets included \$40,000 for *The 99 NEWS*.

It was also recommended that a President's Fund be established so our president can represent us at the many aviation meetings she is called on to attend. This type of expense should be handled by the Ninety-Nines, Inc., whom she represents, rather than by her or her family.

A motion was made to adopt the Alternate Proposed Budget and to include the establishment of a \$5,000 President's Fund with a resulting \$7.00 increase in dues. The motion carried.

Under NEW BUSINESS, a motion was made to have a specific vote on a dues increase of \$7.00. It was amended to \$5.00, but the amendment was defeated; motion was passed on the \$7.00 increase. (Reporter's note: I think members realized we could not function at our present dues rate with inflation escalating 74 percent since 1970.)

There was discussion printing four slick issues of *The 99 NEWS* per year with six newsletter-type supplements. The roster was offered either as a magazine size with about 64 pages that could be three-hole punched for a binder, or in a smaller size with a gummed binding like a paperback

book. The majority seemed to favor a magazine size, thinking it would hold up better.

Gene Nora Jessen outlined the growth of the Ninety-Nines from a ladies' social organization to the position of admiration and respect we now receive from the aviation community. We are now being asked to participate in their symposiums, congresses, meetings, exhibits, SAFECONS, forecast meetings and to serve on their committees. It is important that we maintain and expand this level of visibility and respect with our participation, sharing and involvement.

Through contributions made during the business meeting, the computer fund grew from \$14,000 to \$14,996.

*Excerpted from
Director Ruth Dobrescu's
Report to Governors*

Results of Bylaws Changes

Significant results to membership and chapters are:

a) Any current female pilot may become a member of the Ninety-Nines at the section level when recommended by a member in good standing. She is not required to affiliate with a chapter and does not need a chapter's approval to become a 99.

b) Any former member may be reinstated as a section member at any time without meeting new membership requirements. (If she has once been a member, she does not have to be an active pilot or have chapter approval to rejoin at the section level.)

c) The supportive membership category was deleted. All members are now considered active members.

d) A chapter may be formed in (within) a section (omit "where no chapter exists") by application of seven women pilots. This will allow multiple chapters to develop in metropolitan areas.

flow along the fuselage. Amelia decided to descend to a point right above the water so that in case the aircraft caught fire, she could have ditched in the ocean. Mr. Reynolds states, "I don't know how well this incident is known, but it is the subject of this painting."

Mr. Reynolds has an extensive and varied background in art, education and aviation. Several of his original works are now on display at the Smithsonian Air and Space Museum in Washington, D.C.

Your name will be entered for the drawing one time for a contribution \$2.00, three times for \$5.00, or eight times for \$10.00. All contributions should be by check payable to the 99s Aerospace Education Fund, mailed to Mimi Haworth, 3574 Neerpark Dr., Lincoln, NE 68506. Don't miss this opportunity to assist with aerospace education!!

Win a painting!

The Nebraska Chapter, with the support of the International Board, is collecting donations for the 99s Aerospace Education Fund. The name of each donor will be included in a drawing. The winner will receive a magnificent painting of Amelia Earhart's red Vega low over a stormy ocean done by internationally known artist William Reynolds.

Mr. Reynolds, in research with Dr. Paul E. Garber, historian emeritus of the Smithsonian National Air and Space Museum, came across an original letter which Amelia wrote indicating how much she feared fire in an aircraft. According to her letter, during a flight over the Atlantic, a crack developed in the exhaust manifold causing a long streak of white hot exhaust to

New Ratings

Middle East

Louise Cross - Hampton Roads - CFI
Linda Hollowell - Hampton Roads - CFI
Robin Hosenball - Potomac - CA
Marcia Hiltbidle - Potomac - CA

Marcia Hiltbidle - Potomac - IFR
Ann C.E. Lawton - Potomac - SES

New York - New Jersey

Judy Margulies - Greater New York - IFR
Diane Fisher - Long Island - CFI

North Central

Betty J. Goodman - All-Ohio - IFR
Kaye Moore Bohannon - Kentucky
Blue Grass - IFR

Northwest

Rosemary Milbeck - Columbia
Cascade - CFI
Ann Stott - Idaho - CFI and ME
Pat Jenkins - Idaho - CA, H
Karen Marchbanks - Idaho - IFR

South Central

Dyan Rochelle - Arkansas - CFI
Pat Hyde - Arkansas - CFI
Judy Kaye Day - High Sky - IFR
Key Anderson - Kansas - ME, IFR
Teresa Frank - Kansas - ME
Mary Bell Boyd - Kansas - CA
Carolyn Westerman - Kansas - ME
Jeanne Kautter - Omaha - CFI
Betty Kidd - Wichita Falls - IFR

Southeast Section

Alexis Montagus - Florida Gulf Stream - ME
Evelyn Studlick - New Orleans - ATP
Julie Chapleau - Middle Tennessee - CA ME

Southwest

Mickey Holberger - Alameda County - CFI
Brenda True - Alameda County - CFI
Joyce Hibbard - Bay Cities - CFI
Margaret Espy Nelson - Marin - CA, IFR, CFI
Carol Nielson - Orange County - ME
Roberta Brown - Palomar - ME, ATP
Robbin McGee - Palomar - IFR, CA, CFI
Reiko Hamblen - Palomar - SES
Janna Shea - Phoenix - IFR
June McCormack - San Diego - IFR
Pat Volkorts - San Diego - IFR
Camilla Hutson - San Diego - SES
Jeanne Rumm - San Fernando Valley - MEL
Suzanne Jablonski - San Fernando Valley - IFR
Peggy Jordan - Santa Barbara - IFR
Lynne Barber - Santa Barbara - IFR
Susan Glambattista - Santa Barbara - ME
Debbie Ditch - Santa Rosa - CA
Karen Tenbrook - Santa Rosa - CA, ME

Illustrations sought for *Women Aloft*, upcoming volume in Time-Life Books' "Epic of Flight" series. Please send list of items in your collection: photographs, works of art, memorabilia that deal with women aviators from 1900 to 1945. Do NOT send actual illustrations; we will promptly contact you about viewing your collection. Write: Sara Marks, Time-Life Books, 777 Duke St., Alexandria, VA 22314.

New Horizons

CHARTER MEMBER CECELIA KENNY

Cecelia Roy Kenny, 81, the first woman to receive a pilot's license in Buffalo, New York and a charter member of The Ninety-Nines, Inc., died July 12, 1980 after a brief illness.

She and her husband, Thomas P. Kenny, were pioneers in the commercial development of the airplane. They formed the Kenny Flying Service in the '30s and Mrs. Kenny worked side by side with her husband. She took Sunday tourists on 10-minute rides over the city in an open cockpit plane, charging them a penny-a-pound. She and her husband chartered and sold planes. They flew people over Niagara Falls and vacationers to Florida. They flew planes with neon advertisements on the lower side of the wings and trailed advertising banners.

A few years after Mr. Kenny died in 1935, Mrs. Kenny let her pilot's license lapse. In 1979, she was elected a wing governor of the Glenn Hammond Curtiss Wing of the OX5 Aviation Pioneers.

MARY ELLEN HOLDEN

Life member Mary Ellen Holden Baker passed away on July 2nd. She was also a charter member of the Lake Erie Chapter.

FLIGHT INSTRUCTOR DIES IN PLANE CRASH

Betty L. Glines, Willamette Valley Chapter, was killed in the crash of a Cessna 210 on June 4, 1980 near Harrisburg, Oregon. Betty was chief flight instructor at Coos Aviation, Inc., an air taxi pilot, and an FAA designated flight examiner. The cause of the crash has not been determined.

ELLA M. MILLER

Ella M. Miller, Bakersfield Chapter, and her husband, Grant C. Miller, were killed June 17, 1980 when their private plane crashed in Montana.

Female air pioneer dies

In the mid-30s, Jacqueline Cochran joined the Ninety-Nines. She was president of the 99 Club, as it was known then, from 1941 to 1943 and remained a 99 the rest of her life.

Jacqueline Cochran, the first woman pilot to break the sound barrier, and matriarch of the Women's Airforce Service Pilots in World War II, died in her sleep August 9th at age 74.

A longtime friend, Yvonne Smith, said the famed flier, grounded by heart trouble nearly a decade ago, had a new pacemaker implanted in January and "was not too well the last month and a half."

Death came at the Coachella Valley ranch, about 100 miles east of Los Angeles, which she bought with her husband of 40 years, the late financier Floyd Odlum. She

lived her last years quietly here, after having streaked across the pages of aviation history, setting records and making legends, for four decades.

And outside of flying, she carved out a successful cosmetics business that she sold in 1964 and, in the 1950s, made one unsuccessful bid for Congress as a Republican candidate from her California district.

Once the holder of more than 200 flying records for the United States, she was "a tremendous pilot," retired Air Force Brigadier General Charles E. Yeager, the first person to fly faster than the speed of sound, said of her Saturday.

"I flew with her in just about every airplane that ever flew. She was damn good. Hell," he said, "I checked her out in her first jet, a T-33, back in the early '50s. From there she went into a Canadian F-86 Sabre jet, and in that airplane she became the first woman to break Mach 1 (the speed of sound)."

Yeager said he flew as her copilot to Russia in 1959 when she was president of the Federation Aeronautique Internationale. They spent almost two months traveling in Iron Curtain countries and "had a ball."

"And she was always a lady too," he said. "She used to sprinkle perfume on our parachutes, because they stank pretty bad. She never did get out of an airplane that every hair wasn't in place."

An orphan with only a third grade education, she had a cosmetics firm on its way to becoming a million-dollar business before she ever learned to fly in 1932.

As the story goes, she took off three weeks to learn to fly as an aid to selling cosmetics. She startled her instructors by making her first solo flight in three days, and earning her license in three weeks.

Six years later, she won her first major air race, the Bendix. Three years earlier, she had broken the famed air race's all-male image by becoming the first female entrant.

In the career that followed, she set world speed and altitude records, was the first woman to pilot a bomber across the North Atlantic (in June 1941), was awarded the prestigious Clifford Burke Harmon trophy some 15 times as outstanding woman flier of the world, and became the first living woman to be enshrined in the Aviation Hall of Fame (1971) where her friend, the late Amelia Earhart, also has a place of honor.

Before the U.S. entry in World War II, she agitated for formation of a women's air corps and shepherded a small group of women fliers to England to serve with the British Air Force Auxiliary.

After Pearl Harbor, she returned home and, in 1942, was appointed to direct a women's flying training program. The following year she was named to the general staff of the U.S. Army Air Corps as director of the WASPs. Her pilots received military training, wore military uniforms, and lost 37



Jacqueline Cochran

of their lives flying military planes from fighters to Flying Fortresses, for the government. But they did not have military — and later, veteran — status, a status Cochran was still agitating for into the 1970s.

In 1948 she was commissioned a Lieutenant Colonel in the Air Force Reserve from which she retired as a full colonel in 1970.

Her last flight was in the summer of 1971 in the Paris Air Show. A pain in her chest that she thought might be the start of pneumonia, developed into the heart condition that forced her to ground herself ever after.

"...For a long time I couldn't look at a plane overhead without bursting into tears," she told the *Los Angeles Times* aerospace writer Marvin Miles in 1974.

Reprinted from *The Los Angeles Times*.

Eight AE Scholarship winners announced

Eight Amelia Earhart Memorial Scholarships were awarded to 99s at the 1980 International Convention of The Ninety-Nines at Vail, Colorado.

Eagle's Nest Restaurant, elevation 10,320 feet, was the setting for the annual Awards Luncheon held on July 24. Five of the eight recipients attending the luncheon were presented their engraved Amelia Earhart Medals Hammond, former President of The Ninety-Nines and a permanent trustee of the A.E. Memorial Scholarship Board, presented the award certificates.

The winners were Gray Gordon Bower of Tampa, Florida; Rosalie Haney Burchett of Bethel, Ohio; Carole B. DePue of Henderson, Nevada; Mary Patricia Monterubio of St. Louis, Missouri; Patricia Jean Rockwell of Old Bethpage, New York; Donna Jean Smith of Lexington Park, Maryland; Lee Unger of Tucson, Arizona; and Mary Jo Voss of Shreveport, Louisiana.



Gray Bower will use her scholarship for her instrument flight instructor's rating.

Since obtaining her pilot license in 1974, Gray has accumulated more than 2,100 hours of flying time as pilot-in-command, with more than 1,000 hours as an instructor, during the past three years. Recently she returned from Mexico, where she spent two months as a bush pilot for a joint Mexican-United States project on endangered sea turtles. Based on a beach about 50 miles north of Tampico, she flew off 1,200 feet of sand with antennas taped to her airplane's wings to track turtles with radios strapped to their backs.

For the past two years, Gray has also flown for the Florida West Coast Bald Eagle Survey.

Gray, planning to continue in aviation as a career pilot and flight instructor, has passed her flight engineer basic and airline transport pilot written exams and sent applications to airlines. She hopes to take a check ride with the FAA for her airline transport pilot license soon.

Gray and her husband, Theodore, have two teenage children.

Rosalie Burchett will use her award for a multi-engine airline transport pilot license.

Rosalie, who already holds many aviation certificates and ratings, including a commercial license and instrument flight instructor certificate, is charter coordinator and assistant chief pilot of Fliteways of Dayton, Ohio. With her new license, Rosalie will be prepared to qualify for larger aircraft in the air taxi commercial operation.

In addition to her responsibilities as a flight instructor and charter pilot, Rosalie has served as an FAA accident prevention counselor for six years and contributed much of her time to the Buckeye Air Rally, Dayton Air Fair and air races.

Rosalie and her husband, Bill, were co-managers of Clermont County Aviation for 10 years. Their son, Randy, is a captain on a Lear 24B.



Patricia Rockwell



Donna Smith



Lee Unger

Present at Convention to receive their AE Scholarship Awards are Mary Jo Voss, Rosalie Burchett, Carole DePue, Mary Pat Monterubio and Gray Bower.



Carole DePue will use her award for her instrument flight instructor and ground instructor ratings.

Carole, who has more than 2,400 hours of flight time as pilot-in-command, is a self-employed flight instructor and this fall will be teaching a course in private license aviation at Clark County Community College in Henderson, Nevada. Beginning in January 1981, she will begin teaching an instrument flight ground school course at the college.

Carole has flown in eight transcontinental Powder Puff Derby races, won second place in an aerobatic contest and flown two air shows. She and her husband, Ben, have two children.

Mary Patricia Monterubio will use her scholarship to obtain her multi-engine airplane rating.

Mary Pat holds a commercial pilot license, flight instructor and instrument flight instructor rating and ground school instructor rating, and says the addition of a multi-engine rating will move her closer to her goal of having her own flight school.

In addition to her flight instructing experience, Mary Pat has taught art classes to young people of all ages. She was graduated from St. Louis University with a bachelor's degree in art and education and holds a Missouri state teacher's license.

Mary Pat and her physician husband, Dr. Fred Ronald Monterubio, Jr. (a resident with St. Louis University Hospitals), have a young son.

Patricia Jean Rockwell will use her scholarship to obtain her instrument flight instructor certificate.

A member of Silver Wings, the Aviation/Space Writers Association, the Aircraft Owners and Pilots Association and USSPPA, Patricia is a free-lance aviation writer with stories published in *Plane and Pilot*. For four years, she wrote a monthly aviation newsletter.

A commercial pilot with an instrument rating, Patricia has also served as an aircraft dispatcher and ferry pilot.

Patricia and her husband, Ronald, an electrical engineer with Sperry Gyroscope Company, have three teenage sons.

Donna Smith will use her scholarship to obtain her commercial license.

Donna, who already holds a private pilot license with an instrument rating, plans to provide charter service, to transport small manufacturing parts and seafood, and to offer local aerial sightseeing trips. She then plans to use the income raised in those flights to finance her training for a flight instructor certificate with an instrument instructor rating.

As an engineer with Veda, Inc., Donna is working on a project concerned with foreign military sale of the E-2C aircraft to Japan. Her husband, Dennis, is also an engineer with Veda, Inc.

Before joining Veda, Donna was a

programmer with Science Application, Inc., and prior to that position, a teacher at St. Mary's Academy.

Lee Unger plans to obtain her flight instructor rating for multi-engine airplanes with her scholarship.

Lee, who already holds a commercial license with an instrument rating and a flight instructor certificate, is assistant chief flight instructor for Arizona Frontier Aviation.

Since obtaining her first pilot license in 1970, Lee has accumulated more than 2,400 hours as pilot-in-command and served as an accident prevention counselor. She chairs the Tucson Chapter of the 99s.

Her husband, Thomas, is assistant vice-president of Butera Realty and Trust, Inc.

Mary Jo Voss will use her award to obtain a flight instructor's rating. Currently,

she holds a commercial license with instrument rating.

Mary Jo's husband, Benjamin, is an operations inspector with the Federal Aviation Administration and has been her instructor ever since she first learned to fly in Monroe, Louisiana. Both she and her husband attended Ouachita Parish High School in Monroe. He will continue his instructing role as his wife works for her own flight instructor rating. The scholarship will help to pay for the use of a plane for her lessons.

Mary Jo, who flew in the 1975 transcontinental Powder Puff Derby, is a First Lieutenant in the Civil Air Patrol and has flown numerous search and rescue missions, acting as coordinator for many of them.

A dedicated, hard-working member of The Ninety-Nines, Mary Jo was a founder of the Monroe Chapter and she now chairs the Shreveport Chapter.

"I wanted to attend, but...."

by Patricia Rockwell
1980 Scholarship Winner

Ironing the transfer that says "pilot" onto my T-shirt under the airplane with the lady flyer, I looked at the clock — 2 p.m., Thursday, July 24, 1980. "They're probably handing Doris my medal right now." Back and forth slides the hot iron. No tears. Much regret at having made the decision not to attend the Vail Convention, but what one has no control over should not be lingered over with afterthought and sorrow.

"I've won" kept going through my mind. "I've really won." Now I could call anyone I wanted to and tell them. First, my 66, Red Guernsey, who exactly one week later would pass her private pilot flight test and become a prospective 99. If she could, she would have clobbered me right over the telephone, for not telling her the month before when I first found out.

"How could you fly with me all that time and not mention anything?"

"You work for Grumman, Red. You know what CONFIDENTIAL means."

And that's exactly what the Amelia Earhart Scholarship news was until 2 p.m., July 24 — confidential. What a secret to keep. Right through a chapter meeting preparing T-shirts for Vail. Actually it was the only meeting at which not one person asked if I'd heard. I suspected they felt that I had lost and didn't want to embarrass me. Thank goodness. Because if put to the test, my words might not have released the confidential information — but the smile on my face and the gleam in my eyes certainly would have.

Kathy Lusteg came home Saturday night and immediately called at 10 p.m. As I cried, she told me of the wonderful party Doris Abbate and Nicole Radecki threw in their mobile home for the girls of our chapter who had attended the convention. The sign in the window said "Pat" and they celebrated

for me. It was 1 a.m. when they tried calling to congratulate me on the phone. That was the night of the prank callers and we left the phone off the hook... forgetting it until the following afternoon. Perhaps it's just as well. It was hard enough getting to sleep that night. It would have been impossible if I'd heard the party going on in my honor.

Doris, who had my medal, was on vacation and wouldn't be home for another full week as I waited, suffering. Other girls called and I heard more about the wonderful time they'd all had in Vail. When Doris came home, she presented me with more than just the beautiful medal that I will treasure forever. She brought the medallion — "Hit the Trail to Vail" to be worn on a golden chain, a Vail patch to be sewn on my flight jacket, programs and menus from all the luncheons and banquets. Everything Doris could get her hands on — even soap and matchbooks — was brought as remembrances. I can never thank her enough for bringing Vail to me. And, the most wonderful of all — a taped recording of all the speeches (including Betty Ford) and the beautiful singing of the Shreveport Chapter — which I joined in while sitting in my living room. Doris had also brought the words to the songs. Again the tears.

And — the best for very last — three weeks after my award was presented I heard my name being announced over the speaker as a surprised cheer went up from the Long Island table at Eagle's Nest. I sat with my eyes closed and played the tape of the awards over and over again. I'll never forget it. I wasn't there in body, but my spirit was and still is. Every time I listen to the tape, I'll relive all the wonderful memories.

The girls from my chapter are super terrific and the 99s are super terrific. I've never been happier. I'm looking forward to the enjoyment of working on my rating. The Ninety-Nines are a wonderful group of women and I thank every one of them.

FACT SHEET

Pertaining to the Applications for The 99s' Amelia Earhart Memorial Scholarships and Research Scholar Grants

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

- have been a 99 in good standing for the two previous years prior to date of application
- hold a current medical certificate and biennial
- have a minimum of 200 hours pilot-in-command since receiving her private license
(except the minimum number of hours required does not apply to research scholar grant applications)
- have need of the award financially
- have letter of recommendation signed by the chapter A.E. Chairman or Chapter Chairman for chapter
- must agree to complete the course and/or training within two years of July 31 of the year of receiving the award
- submit a separate application for each rating or educational goal for which she is applying

The application consists of:

- application form
- experience record
- eligibility form and letter of recommendation from the chapter
- five copies of sets of these must be submitted with the original set notarized in the place provided
- one head and shoulders, black and white glossy photo of the applicant taken within the past two years (2¼ x 2¼) must accompany each application form

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

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

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

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

A section which does not have a chapter may itself submit at least one application regardless of size. The section A.E. Chairman shall submit research scholar grant applications to the Board of Trustees of A.E. memorial scholarship fund without screening. There is no limit on number of applicants for the research scholar grant either at the chapter or section level.

High Country Tournament Results

Ninety-Nines and their 49½ers are an athletic bunch, it seems. Vail produced a few notable champions; unfortunately, there was no official competition for whitewater survivors, best fisherpeople, or ad-lib horseback riders, but here are the champs who received top honors.

99s Tennis Tournament

First place: Gail Lingo (Eastern Pennsylvania) and Toni Babcock (Michigan); second place: Lenore Kensett (Kansas) and Nelda Lee (Greater St. Louis); and third place: Nancy Rodgers (First Canadian) and Jeanne McElhatton (Santa Clara Valley).

49½er Golf Tournament

The first ever 49½er Golf Tournament was held at the beautifully groomed Vail Golf Course. The winners?

First place, low net score (71) was Ed Claxton, 49½er of Clara Claxton (All-Ohio); and first place, low gross score (79) was E.H. Masonhall, 49½er of Wynema Masonhall (Oklahoma).

Both tournaments were organized by Kitty Hach (Colorado Chapter).

Ever try to find the Convention Chairman after the event?.....

Reward \$25,000

DEAD OR ALIVE



AGE: INDETERMINATE
WEIGHT: CHANGING WITH
EATING HABITS
HEIGHT: SHORT TO TALL
EYES: SHIFTY
HAIR: SCRAGGLY, IF ANY
PERSONALITY: SUSPICIOUS
MANNER: DRUNK
SMOKE: HEAVY AND RAS
BAD MANNERS



DEPRAVED DESPERADO

NOTICE TO ANYONE WHO COMES INTO CONTACT WITH THIS PERSON, THAT THIS
ALBINO IS WANTED FOR ANYTHING YOU CAN THINK OF AND
IS A KNOWN CRIMINAL IN THE WESTERN HEMISPHERE.

1981 Application Form

(CHECK ONE)

- ☐ Amelia Earhart Memorial Career Scholarship
- ☐ Amelia Earhart Memorial Research Scholar Grant

ATTACH
RECENT
2 1/4" x 2 1/4"
BLACK AND WHITE
HEAD AND
SHOULDERS
PHOTO
HERE

Name _____ Airman's Certificate # _____

Address _____

Chapter _____ Section _____

Age _____ Single _____ Married _____ Husband's Name _____

Minor Children _____ ages _____ other dependents _____

Date Private Rating rec'd. _____ Pilot in Command hours since Pvt. _____ Date joined 99s _____

Certificate & Ratings now held _____

Scholarship would be used for the completion of * _____

Reasons for applying (Proposed use of rating, opportunities available. Be complete! Use additional sheet if necessary.): _____

Present position and employer _____

Previous employment _____

Husband's position and employer _____

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

EXPERIENCE

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

Instructing (year, place, approximate hours or duration of job): _____

Other aeronautical experience or training, including former ratings: _____

Hours in single-engine non-retractable _____ retractable _____

multi-engine _____

ELIGIBILITY FORM

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

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

(Name of School or Qualified Instructor)

(Address of School or Instructor)

The following statement is to be completed by a responsible official of the school (or qualified instructor) who would give the instruction.

Approximate cost of instruction: number of flight hours _____ at \$ _____; number of ground school hours _____ at \$ _____.

Approximate cost of instruction less discount for employee \$ _____ and for ground school \$ _____.

Type aircraft to be used _____

I have examined the credentials (certificates, logs, transcripts, etc.) of _____

and find her to be eligible and deemed fully qualified to accomplish the course entitled (Full Name of Course) _____

Total Amount Applied For \$ _____ I hereby certify all information stated above is true and correct.

Signed _____

Title _____

Date _____

(Applicant may apply for more than one course. Complete application form must be submitted for each course. Additional information may be submitted on an attached sheet.)

Be it known that I am a member in good standing of THE NINETY-NINES, INC., that I have been a member for the two previous years prior to the date of this application, that I have logged 200 hours or more as a pilot in command since receiving my private pilot certificate (only private certificate required for Research Scholar Grant), and that if I receive the AMELIA EARHART MEMORIAL CAREER SCHOLARSHIP or the AMELIA EARHART MEMORIAL RESEARCH SCHOLAR GRANT (cross out inappropriate title), I will complete the course of instruction, education or research for which this application is submitted within two years of July 31st of the year of the award, and I understand it is to be used only for the purpose or rating for which I am applying. I further agree to retain my membership in THE NINETY-NINES, INC. during this time and to keep in communication with the Board of Trustees of the AMELIA EARHART SCHOLARSHIP TRUST FUND and inform them, at least quarterly, of my progress.

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

TO BE NOTARIZED

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

Signed _____
Applicant

Subscribed and sworn before me this _____ day of _____ 19 _____

NOTARY PUBLIC

My commission expires: _____

The following is to be completed by the **Chapter A.E. Chairman**

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

Chapter A.E. Chairman _____ Date: _____

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

Five copies of this application must be submitted to the Section A.E. Chairman postmarked no later than **January 15th**. A black and white glossy head and shoulders photo (2 1/4" x 2 1/4"), taken within the past two years, must be attached to each copy. Five copies of the letter of recommendation from the Chapter Chairman must also accompany this application.



WE DID HIT THE TRAIL TO VAIL

July 23-27, 1980



Headquarters for the 1980 International Convention is The Lodge, one of Vail's most picturesque hotels.

From the balcony, the blue and white Ninety-Nines' banner identifies just who has taken over the entire hotel.



The Lodge's lobby is an ideal location for Ninety-Nines to catch up on their past year's flying activities.

Charter member Melba Beard signs in with Margaret Nelson at the registration table.



Unless otherwise noted, convention photos are by Dale Alyea. (See p. 25 for information on ordering prints.)



"A woman's place is" where? Norma Faulkner greets Peg Weiss, Jo Ann Perko and Joan Alyea in the Hospitality Room.



Colorado Chapter Chairman Nan Hyland, aided by Jan Clemen, Joye Baker, Charlene Baker and Pat Knox, welcomes us on Wednesday.

HIT THE TRAIL TO VAIL

(continued)

by Joan Alyea

About a year ago, at Albany, a simple request was made: HIT THE TRAIL TO VAIL! And in the September 1979 99 NEWS, we told you *why*. The South Central Section, in issuing these invitations to attend the 1980 International Convention at Vail, Colorado, had no idea you all would *mind* so well!

Vail has become past history on our crowded calendars, but not in our memories. For, as one long-departed TV show once put it, "That Was the Week That Was!"

Pilots are always cognizant of the "facts and figures" — here are a few convention notes: Over 700 were registered. Of these, 500-plus were 99s. There was not a spare room in The Lodge from Wednesday through Sunday! Forty-one aircraft tied down at Jefferson County Airport in Denver. An unspecified number of people sampled Colorado's unpredictable rain and hail storms on Thursday, and a great many took swims in the Colorado River! Officials at The Lodge remarked that *another* record may have been set: They never saw so many cups of coffee consumed!

The week started as 99s flew into Denver, the capital of the state of Colorado, from all over the United States, Canada, Australia, New Zealand, the United Kingdom, Finland, Korea and the Caribbean. Our thanks to the people at Jefferson County Airport (now we call it Jefferco!). The Jefferco Airport Authority, Manager Dave Gordon, and Tim Rogers, assistant manager made sure that the 41 Ninety-Nines' planes got free tie-downs at Turbo-West. The airport authority also gave away a Piper flight computer, which was won by Carol Turner. We appreciate their support — and we'll be back!

From Denver, Ninety-Nines boarded busses for a scenic ride up into the Colorado Rocky Mountains, or hitched a ride on a

Rocky Mountain Airways Dash-7 for a flight over those spectacular mountains to the Rocky Mountain terminal at Avon.

A good half of the United States sweltered in the midst of one of the worst heat waves in history, but at Vail we could have advertised "it's 20 degrees cooler up here!" One of the nicest parts of the convention for a lot of us was the relief from triple-digit temperatures.

Waiting to greet the new arrivals were those to whom Vail had become almost a "second home" over the past two years: Members of the host South Central Section and the Convention Committee headed by Mary Adams, Colorado Chapter, ready and waiting after months of hard work, to see if their efforts really "took".

By noon on Wednesday, Houston Chapter had the registration table in full swing, supplying eager registrants with name badges (supplied by Tulsa Chapter) and handy 99 tote bags from Kansas Chapter. Credentials people were getting those important names down, and the fun had begun.

Fun continued at the Welcome Party, hosted by Colorado Chapter. One hardly knew whether to concentrate on the wine, cheese and old friends or on the almost overwhelming mountain scenery to be seen from the terrace.

Thursday's activities started out with the Governor's Breakfast, courtesy of Ft. Worth Chapter, which led into the Panel Communications session, with the Board in charge — and the ideas and opinions flew thick and fast.

The highlight of Thursday's events was the Amelia Earhart Luncheon. We boarded Vail's little busses for a short ride to the Lionshead area; then, in the crisp, clear Colorado air, we spent 15 fantastic minutes on a gondola ride to the top of the mountain, and Eagle's Nest, where Shreveport and El Paso Chapters were our hosts.

Ninety-Nines spend 15 thrilling minutes on the gondola ride up to Eagle's Nest.

(Photo by Rita Eaves.)



Former First Lady Betty Ford presents an AE Scholarship award to Mary Jo Voss (Shreveport) as Alice Hammond announces the winners.

Eagle's Nest Restaurant, elevation 10,320 feet, provides a spectacular setting for the AE Awards Luncheon. (Photo by Barry Stott of STOTT/SHOT, Vail.)



President Thon Griffith greets former First Lady Betty Ford at Eagle's Nest. Joining them are Jean Pearson, Mary Adams and charter member Fay Gillis Wells (left photo).



Dr. Dora Strother, chief of Human Factors at Bell Helicopter, addresses AE luncheon guests (right photo).

(Photo by Barry Stott of STOTT/SHOT, Vail)

Nan Hyland (Colorado) displays one of the original Eagle's Nest ceramic table decorations supplied by Shreveport Chapter. The figurine rested in a "nest" of Spanish moss (center left).

With a musical background from "The Sound of Music" and special words provided by Shreveport Chapter members, Ninety-Nines sing along on top of the mountain.



HIT THE TRAIL

(continued)



William Madsen, speaker at 49½ers luncheon, is president of the Colorado Aviation Historical Society.

Nancy-Bird Walton announces breakfast as guests enjoy Australian hospitality.



AWTAR's get-together provides plenty of hangar-flying time for (clockwise from lower left) Jan Clemen, Barbara Goetz, Juanita Waddell, Thelma Cull, Orvokki Kuortti of Finland, Betty Wharton and Nan Hyland.



The Amelia Earhart Luncheon was a most moving experience for most of us. It was held on A.E.'s birthday — July 24 — and it was opened with the Pledge of Allegiance. No flag was available; all were asked to turn their eyes to the glory of the mountains outside the large windows. And never had the words had so much meaning!

We were serenaded by the Shreveport Chapter; our guest speaker was Dr. Dora Dougherty Strother. Then — the moment we were all assembled to share arrived — the presentation of the Amelia Earhart Career Scholarship Awards. A double thrill was in store for the eight recipients, and for all of us — the awards were presented by former First Lady Betty Ford, our honored guest, who welcomed us to Vail. For arranging this great honor, we thank charter member Fay Gillis Wells.

Meanwhile, down in Vail Valley, 49½ers were regaled at their own luncheon by the aviation stories of William Madsen, president of the Colorado Aviation Historical Society.

Thursday evening: Another high point, this time supplied by Oklahoma Chapter. All were curious when, upon entering the large room, each was handed a bag of popcorn and a bag of peanuts. The popcorn was, to be honest, lousy! Then all munchers were politely informed that the offending

stale stuff was not intended for nourishment; it was to throw at villains, etc., as we watched "Saved From the Fate of Her Sister" — a melodrama in four scenes. Boos, hisses and gales of laughter filled the room. The actors were aided and abetted by Jeanie Thomas and 49½er Chuck, with their outstanding musical talents; a "great time was had by all." We seem to recall that Oklahoma Chapter, and Chuck and Jeanie, previously displayed their talents in 1963 — at another international convention.

Friday's business meeting was called to order at 8 a.m. by President Thon Griffith. Marilyn Copeland (Kansas Chapter) and Gene Nora Jessen (Idaho Chapter) were elected to the Board of Directors; it was announced that Susie Sewell had been chosen as one of the Amelia Earhart Scholarship Trustees.

In addition to comm sessions and business meetings, one could attend the AWTAR meeting, and the WASPs got together, too. In between times, members visited the Hospitality Room operated by Dallas Redbirds, Fort Worth, Dallas and Golden Triangle Chapters, and gazed longingly at the enticing array of door prizes on display. More than a few people made stops at the "Comfort Station" set up by Space City Chapter, where everything from aspirin and toothpaste to band-aids and panty hose could be had. A great idea, and a rescue for many in an emergency.

Forty-nine and a half tried out the Vail golf course in their own tournament on Thursday, and 99s hit the tennis courts on Saturday morning for the annual tennis tournament. (We're athletic, as well, you see!)

Hazel Jones wields a "mean mike" at the comm session.





Hero Jack Sterling (Ben Baysinger) receives cheers...while (lower photo) Desmond Dillingham D'Orsay DeCalcomania (Dana Gibson) gets his in the form of stale popcorn from an enthusiastic melodrama audience. "Father, dear Father, come home!" pleads Little Boy (Norma Vandergriff) (inset photo).



Oh, how they danced... Maw (Rita Eaves) and Paw (Nancy Roberts) at Oklahoma Chapter's great melodrama performance.

Emcee Jan Million thought only villains were supposed to get "popcorned"! Convention Chairman Mary Adams takes revenge for the carpet that may never be the same.



Jeanie and Chuck Thomas kept our feet tappin'! Never have so many instruments been played by so few with so much fun!



49½er golfer concentrates on putting amidst distractingly beautiful scenery surrounding Vail's golf course (left photo). Contestants for the annual Ninety-Nines tennis tournament gather prior to playing.

HIT THE TRAIL TO VAIL (continued)

Long Island Chapter is ready for business at the High Country Store.



We went places. We went down the Colorado River on rafts, and we toured the historic town of Leadville, at one time the mining capital of the U.S. We visited the highest molybdenum mine in the world at Climax, and we fished in the crystal clear waters of Piney Lake, surrounded by high mountains and pine forests. Wild roses, even!

We wandered through the High Country

Store where lots of goodies abounded. We made numerous visits to the Industry Exhibit area to talk to people from AOPA, Embry-Riddle University, King Radio, Narco, Turquoise by Candlelight and International Marketing Concepts. A line formed at the Vertigon manned by Jim Whitley, FAA, Oklahoma City. Maybe we liked the idea of a "ride" — but it was an experience every pilot should have.

Education was an important feature of the convention at Vail. We attended sessions on propellers, fuel, balloons, engine care, mountain flying, stall-spin recognition and recovery, charts in the airspace system, and

Joyce VandeHoef presents "The Lighter Than Air Side of Aviation" balloons, balloons, balloons



Vertigo FAA style with Jim Whitley — and the world turns upside down!

Ken Hoffman (Flight Management Corp.) begins the "Great Mountain Flying Caper". Rocky Mountain GADO's Gary Koch handles the stall-spin sessions. Barry Zelinski of Jeppesen-Sanderson presents sessions on "Charts in the Airspace System". Answers to fuel costs and availability are given by Dr. Keith McHenry, Jr., vice-president of Research and Development for Amoco Oil Co.



Phillippe G. Robert brings Embry-Riddle's new program, while industry exhibits such as King Radio draw a steady stream of interested pilots.



the Colorado Wing of the Confederate Air Force. They were all great! We learned a lot, and enjoyed it immensely!

A convention is a great time to reaffirm old friendships and make new ones. Ample opportunity was provided, and added to by the Australian Section, who invited us all up for rolls, coffee and their special brand of "orange juice plus". Seems they have obtained a "corrected" map of the world; it looked upside-down to us, but Lynn Butler claimed it had Australia right where it belonged — on top. Eastern New England held an openhouse on Friday to let us know that Boston is "where it's at" at convention

time next year. They made sure everyone had a nice taste of "Cape Codders", too!

Saturday evening brought us close to the end of "the week that was" with a cocktail hour by the pool at The Lodge, sponsored by Frontier Airlines, and the International Evening. National costumes abounded, from Indian saris, Hawaiian muumuus to African dress, with a few "Old West" costumes added. International flags flew on 70 table decorations (all created by Oklahoma Chapter, directed by Gwen Crawford).

Outstanding entertainment was provided by the "Moods in Blue" from the U.S. Air

Force Academy. Winners of the Great Race and Safety Awards were announced, to the accompaniment of excited voices from the crowd. John Baker, president of Aircraft Owners and Pilots Association, shared his insights and inspirations on the status of general aviation today.

Sunday morning, "the week that was" drew to an end, as we shared our unforgettable experiences at the Farewell Breakfast, and set our courses for home.

If you "Hit the Trail to Vail", we know you're glad you came. Next stop — Boston 1981! — and another great convention experience ahead. See you there!



Saturday evening's international theme is honored by incoming Ninety-Nines President Janet Green, Helen Simmons and Kay Alley (Kansas), and Maryland's Jeannie Ball (left photos).

Vail's cool mountain air refreshes Saturday's cocktail hour by the pool, sponsored by Frontier Airlines.

Korea's pilots — Sook Ja Chung and Dr. Kyung O. Kim Lee — join Ninety-Nines from seven countries outside the U.S.A. at convention



Seated at International Night's head table were Mary Adams, Nancy Smith, Barbara Goetz, Charlene Falkenberg, Janet Green, John Baker of AOPA, Thon Griffith, Gene Nora Jessen and Mary Neal.



John Baker, president of AOPA, shares his views with an attentive audience at the international banquet.

"Moods in Blue", musicians and vocalists from the Air Force Academy in Colorado Springs, bring lively entertainment to the outdoor banquet

Survivor

the
nifty
rafts
inc.

International Convention
July 23-27, 1980
Vail, Colorado



Not only is the Colorado River cold... so's the moisture that fell from above!

Safety instructions and proper rowing techniques are given to eager 99 rafters.

by Mary Jo Voss

I was a late registrant for the convention, and was told the rafting tours had been filled since March. I have wanted to go rafting forever and was crushed. But, when I picked up my registration packet, my raft ticket was there. Thank you, somebody, for canceling.

The business meeting was the morning of the same day as the raft trip, and it had to be attended first. If everyone was as anxious to go as I was, I'm sure Thon thought she had a very restless audience. Finally, after a couple of recounts, the meeting was over and it was time to go.

When we got to the bus, we were a wee bit apprehensive. The driver had the wheels chocked because the brakes wouldn't hold on a slight incline in front of the hotel. We're going on a bus ride in the Rocky Mountains with malfunctioning brakes? If I'm going to hurl myself down the Colorado River on a rubber raft, I might as well hurl myself through the mountains on a speeding yellow bus condemned by the school board in WW2, so off we zoomed to the Colorado River. The trip was all fun and games — interrupted by moments of stark terror as we zipped around mountainous curves. Some who dared peeped out the window down the steep cliffs only to turn an off-white tinged with chartreuse green.

When we reached the river we were given our life support systems, consisting of a paddle, a flotation vest, and Debbie, our guide.

The guides were an extremely athletic group and highly competitive. Most of them are also ski instructors during the winter, and some are college students — an all-around good bunch of kids.

As we boarded the raft and took our

seats, Debbie gave us a short briefing on safety. You let go of the safety rope and your paddle if you fall either *into* or *out* of the raft. Point your feet downstream if you fall into the water. She also gave us rowing tips to help us reach our destination upright.

Time to go. Be assured you will not be dry when you get to the other end. Water fights erupted immediately between the rafts in the effort to get through the rapids first. After the shock of the first bucketfull of the icy Colorado in our faces, the fun began.

The first five or six miles were spent with the guide teaching us to row together. Everyone on board paddles. If you don't paddle together, you go in circles. We were taught to respond instantly to "right side, forward-paddle; left side, back-paddle (or vice-versa); and all forward-paddle." Most of the 99s learned right from left before 10 miles were traveled, and some of the 49½ers learned to back-paddle on command. We learned rock avoidance and rescue.

You sit astraddle the sides of the raft so it's not difficult to fall overboard. When this happens, you really move on. You go faster than the raft from which you fell. Rescue is made by lifting people by the bottom of the back of the life jacket, and getting them into the raft the best way you can. They end up just sort of dumped into the bottom of the raft. Usually two or three will fall into the raft during this very coordinated process with everyone shouting directions at once.

The rock cliff walls were absolutely beautiful. You look up to see only the rocks and the sky. There was a natural bridge high up on one wall. We saw some wild life along the lower banks. We were able to enjoy the scenery for only a short time. A thunderstorm came up and dumped tons of water on us. You could hardly keep your eyes open. But even that was beautiful with

the lightning flashing and the dark clouds rolling. Three of the four rafts beached to wait it out, but since there was no shelter from the storm, we decided to keep going, as rowing kept us warm. Well, actually, we did try one touch-and-go beaching with disastrous results. One 99 in the water, and the raft shooting downstream without her. We did manage to pick her up by everyone paddling upstream together. This provided a braking action while she swam out to us. (She had my watch in her pocket to keep it dry.) That's when we decided it was warmer to keep rowing. Then it started to hail. It nearly beat our ears and knuckles off. That really smarts, especially when you are chilled to the bone.

We had played and joked all the way down, but the worst rapids are the last two of the 13-mile trip. Debbie let us know it was time to get serious, because an upside-down raft with 12 people in the water could ruin her whole day.

We got through the rapids with only one person falling *into* the raft. We reached our destination soaked, cold, hungry, tired and ready to go again.

Our bus was waiting for us, and took us back to our beginning point for a buffet lunch and bonfires to warm us. Those who didn't bring dry clothes were very grateful. Everyone gathered around the fires and steamed as their wet clothes warmed. The lunch was served on the banks of a little gurgling stream. Is there anything ugly in Colorado?

After the lunch we loaded into the buses for the return zoom to Vail. You can believe we were a much more subdued group on the return.

The Colorado Chapter did a magnificent job on everything, but the side trips were the best ever.

Oshkosh '80

Annual International EAA Convention and Sport Aviation exhibition

by Janet Green

Oshkosh '80, the "Mecca" for sport aviation, is cosponsored by the Experimental Aircraft Association and the EAA Air Museum Foundation. It has evolved over 28 years into the world's largest and greatest aviation event. During the week of August 2-9, Wittman Field had three and one-half times more traffic than Chicago's O'Hare Field. Nearly 30,000 persons camped on the fly-in grounds and an estimated 300,000 aviation enthusiasts crowded the airport to admire 1,400-plus showplanes, attend technical forums and workshops, see spectacular afternoon air shows and view aviation industry displays.

Last year according to Special Projects Coordinator Russ Lincoln, 799 aircraft landed and he reports that figure has been exceeded this year. Normally the tower has seven controllers and one chief, but this swells to an additional 27 "gypsies", five team supervisors and one specialist. Two of the three women controllers this year were 99s — Kathy Vargo (1979 Rookie of the Year) and Karen Swanton.

The "gypsies" are volunteers from the Great Lakes Region of the FAA. The almost 200 volunteers for the 27 slots were narrowed by personal recommendation of experienced Oshkosh controllers and recommendation by their fellow controllers and tower chief. Controllers for Oshkosh '80 worked in teams of three. All were plugged-in with two spotting and one controlling for about 20 minutes before turning the mike over to a team member. Departures were handled by paddle flag-off with aircraft leaving every six seconds from

three runways and spaced 3,000 feet laterally. On Sunday night, 1,068 aircraft departed in 1:22 minutes. A Fisk arrival procedure is used with pilots being particularly careful to brief themselves well, for those not able to follow directions are sent to nearby fields. Costs to the FAA for controlling this fly-in amount to \$130,000.

The aircraft parking areas are divided into Warbird, Antique/Classic, Homebuilt, Ultralight and, of course, the Ordinary. Thousands of people of all ages stroll amongst the aircraft for hours until faces and noses become red with sunburn. The logistics of handling this instant city are awesome, yet the security, food handling, maintenance, people and plane movement, and programs are all handled with great efficiency born of good management and years of experience.

EAA Women's Activities were under the able control of 99 Jayne Schiek. Jayne has been nominated for the EAA Board of Directors, only the second time a woman has been so honored.

The "Friendship Tent", under the direction of Oshkosh 99 Joyce Donner, provided entrance to the Women's Activity Area. It was aptly named for the aircraft in which Amelia Earhart became the first woman to solo the Atlantic. An Electra almost identical to the one in which she started around the world was parked nearby. The Friendship Tent was large with clear plastic sides which implied welcome and hospitality. It contained chairs, a bulletin board, 99 displays and tables of informative free brochures, plus friendly 99 members to greet all comers.

Several programs were presented by our members in the Women's Forum Tent just

across the "street". Janet Green filled in for Hazel Jones and was assisted by Legislative Chairman Joan Kerwin. International Secretary Charlene Falkenberg worked long and hard with a bank of simulators housed nearby and lectured on "BFRs Can Be Fun". Barbara Gross offered an aerospace workshop. Rita Eaves moderated a "Let's Get Acquainted" meeting on most mornings. Aluminum and steel welding workshops and fabric working for women were instructed by "Carat", Republic Airlines First Officer Dorothy Askinoras, and were popular.

Over 300 99s, including many from Australia and New Zealand, signed the register and many assisted with the Welcome Committee and Operation Thirst. This involved preparing sandwiches and drinks and driving delivery trucks onto the flight line and to remote parking areas to revive volunteers who work hours in the hot sun directing traffic, parking aircraft, etc.

Among the interesting speakers in the Women's Forum Tent were tiny Louise Pfoutz who flies a Warbird, Jenny Dyke flying a Dyke designed homebuilt and Olympic gold medalist speed-skater Leah Poulos Mueller. Starr Thompson, a longtime pilot with the Flying Tigers recounted its history along with her adventures.

For the first time in the United States, the 10th World Aerobatic Championships will be held in Oshkosh on August 17-30, 1980. New Zealand 99 Pam Collings will be competing.

Sport aviation is yearly becoming more of a family-oriented activity. The participation of women will continue increasing. The 99s will be there!

Janet Green, Ann Criswell, Joyce Donner, Jayne Schiek and Louise Pfoutz gather near the Friendship Tent (just visible at left), headquarters for 99s and their visitors. In the background is a replica of the Friendship, the plane which Amelia Earhart flew across the Atlantic.

(Photo courtesy of the Post Crescent, Appleton, Wisconsin.)



NOVEMBER ISSUE TO FEATURE SPECIAL 99s

The November issue of *The 99 NEWS* will feature special 99s — special because they have contributed in significant or unusual ways to 99s or general aviation, because of their career involvement or any other way you feel would be of interest to other 99s.

Share those special 99s with all of us in the November issue. The deadline is October 1st (but we'll take it earlier!!).

Calendar

Information on events listed in the calendar should be submitted to *The 99NEWS* editor three months prior to the event. List each event on a separate sheet of paper. Include dates, locale, event and name to contact for additional information.

SEPTEMBER

Sept. 14-16 - Freeman Field, Seymour, Indiana: FAIR RACE sponsored by Indiana Chapter. Open to men and women, co-pilots required. Entry kits available from: Anne Black, P.O. Box 83, 600 N. 5th St., Oxford IN 47971.

Sept. 19-21 - San Luis Obispo, California. Southwest Section meeting at Madonna Inn, including fly-in to Vandenberg AFB, a tour of Hearst Castle at San Simeon. Contact Nancy Stacy, P.O. Box 758, Morro Bay, CA 93442.

Sept. 26-28 - Lincoln, Nebraska: South Central Sectional, Lincoln Hilton. Barbeque, tour of SAC Underground Control Center, banquet with entertainment. Registration: Miriam Haworth, 3574 Neerpark Dr., Lincoln, NE 68506. \$35. Send hotel registration separately.

Sept. 26-30 - Rochester, New York: Empire State 300, cross-country, round robin proficiency competition approximately 300 SM. Open to all licensed pilots, stock singles or multis below 530 HP. Entry kits for \$3 from George Ann Garms, 131 San Gabriel Dr., Rochester, NY 14610.

Sept. 27 - Fallbrook, California: 11th Annual All Men's Palomar Air Race (AMPAR). Licensed pilots, stock aircraft 1965 models or later. An all-in-one-day event including mini-course, pancake breakfast, aviation and safety exhibits and barbeque and awards. Info and race kits (\$3) from Pam Vander-Linden, P.O. Box 352, Fallbrook, CA 92028.

OCTOBER

Oct. 7 - Hayward Airport, California: 3¢-a-pound airlift, Alameda County Chapter, 10 a.m.-3 p.m.

Oct. 10-12 - Cincinnati, Ohio: North Central Section meeting, Stouffer's Hotel, 6th and Elm.

Oct. 13 - Phoenix, Arizona: 12th Annual Kachina Doll Air Rally, Deer Valley Airport. Kit \$3 from Polly Mumey, 6424 E. Desert Cove Ave., Scottsdale, AZ 85254.

Oct. 18 - New Orleans Chapter Annual Poker Run.

Oct. 18 - Pacific Air Race (PAR): Gillespie to Santa Rosa. Send \$3 for kit to Maggie Parsons, 8928 Sovereign Rd., San Diego, CA 92123.

Oct. 28-Nov. 2 - San Diego, California: AOPA Convention and Industry Exhibit. Exhibits, safety clinics, entertainment, static displays, sports competition, seminars. Contact: Harmon O. Pritchard, Jr., (301) 951-3920.

I'M LOOKIN' for volunteers to help write/rewrite articles for *The 99 NEWS*. Have some materials of interest that need to be compiled into suitable material for publication. If you have spare time and would like to help, contact: The Editor, *The 99 NEWS*, P.O. Box 59965, Oklahoma City, OK 73159.



Palomar Chapter member Debbie Schmidt logs helicopter movements as Mary Pearson verifies an aircraft on a "normal right downwind" entry to Runway 24 at Palomar Airport during recent Community Noise Equivalent Level survey.

Airport noise survey handled by 99s

by Robbin McGee

Palomar Chapter 99s were quick to respond to an appeal by Palomar Airport Manager Phil Safford to assist the San Diego County Airport in an urgently needed Community Noise Equivalent Level (CNEL) survey.

Appearing before the group at their February meeting, Mr. Safford explained that the noise survey was necessary documentary evidence for the ongoing battle with local anti-airport forces and in the effort to gain approval for a second runway at Palomar. The cost in hiring an outside firm to take a detailed air traffic count (estimated at a minimum of \$1,200-1,500) was prohibitive and the use of county airport personnel would be viewed with suspicion of bias. Because the raw data basic to the formation of the "noise contours" (average noise in a given area over a period of time) had to conform to a specific and detailed format, persons knowledgeable about types of aircraft and arrival and departure procedures would have to collect the information. The chapter voted to accept the challenge, agreeing to organize the study in less than one week.

Chairman Debbie Schmidt and Robbin McGee met with Mr. Safford and a county environmental management specialist to design a procedure and a reporting form that would meet the computer program's

data requirements. Because the CNEL technique calls for evening and nighttime penalties (i.e. an aircraft arrival logged as one daytime operation would be weighted times five between 1900 and 2259, and times 10 between 2300 and 0659); each of the three time periods had to be surveyed for average daily operations by aircraft type on each flight path serving the airport. At Palomar Airport this entailed classifying aircraft as: single engine, twin engine, heavy (12,500 pounds or more), jet, or helicopter; arriving from one of nine possible flight paths or departing on one of seven possible flight paths on either of two runway headings (or five each separate, possible arrival and departure routes for the helicopters). In an effort toward community relations as well as our community service to the county and airport, the chapter publicized news of the survey and invited any interested citizen to sit in while the count was in progress.

Palomar 99s recorded each individual aircraft operation (touch-and-goes were logged once for arrival and once again for departure pattern) for 80 hours spread over 14 days carefully scheduled to include all time periods and days of the week. Rick Severson, assistant airport manager, in an informal review of the results, shared with us that we had counted 3,538 total aircraft movements!

SAFETY EDUCATION WINNERS

Western Canada — Winning section.

Greater Winnipeg — Chapter in the winning section scoring the highest.

Santa Clara Valley — Chapter with the highest overall chapter standing.



Looking east, I-70 and the town of Vail wind through the valley.

News, Activities and Projects

AUSTRALIAN SECTION

As their Golden Anniversary Year Project and to aid the Royal Flying Doctor Service, the Australian Section sponsored the Ninety-Nines Bendigo '80 Air Rally in May. The date, May 24th, commemorated the date on which Amy Johnson landed in Australia after her record solo flight from England.

To add an international flavor to this air rally, a simultaneous event was taking place in Ohio called the Aussie-Yankee Challenge, jointly sponsored by the All-Ohio 99s and the Flying Nobles. U.S. entrants competed with Aussie entrants for a trophy graciously donated by charter member of the Australian Section, Freda Thompson, OBE. The trophy is to be housed in 99 Headquarters after it is engraved, and the winner will receive a lovely copper plaque depicting Freda's Gipsy Moth in which she flew from England to Australia in 1934.

Fifty planes competed in the Aussie-Yankee Challenge — 20 from the U.S. and 30 from Australia. Australia was the overall winner.

Proceeds from the events went to charities within the respective countries. All entrants in the Bendigo '80 Rally carried Commemorative Covers which are being sold for \$5.00 (order from Australian Section Governor Shirley Rose Smith) with proceeds going to the Royal Flying Doctor Service. In the U.S., \$950 was donated to the Shriner's Hospital for Crippled Children and Burn Unit.

The Annual General Meeting of the Australian Section took place earlier this spring in Devonport, Tasmania. The proficiency flight open to all women pilots attending the meeting was won by Fran Waggott.

INDIA SECTION

The fifth Sectional Meeting of the Indian Section, held in June at the residence of

Governor Shirley Smith presents Fran Waggott with the trophy for winning the Proficiency Flight to AGM.



Ninety-Nines and guests at the felicitation function (from right to left): airline pilots Saudamini Deshmukh (India), Yasmin Rahman (Bangladesh), Durba Banerji (India), and Sayeda Rukhsana (Bangladesh).

Mohini Shroff, Secretary-Treasurer, was attended by Chanda Sawant, Rabia Futehally, Dr. Sunila Bhajekar, Saudamini Deshmukh, Binodinidevi Lai Sharm, and Leena Mukadam.

The Section, in conjunction with the Bombay Flying Club, conducted an essay competition among school children on the subject, "I want to be a pilot." Winners received a trophy from the Flying Club and will receive a joy-ride in an airplane courtesy of the 99s. It was suggested that the essay by female student Priti Sinha might be published in *The 99 NEWS*.

Saudamini Deshmukh joined the Indian Airlines in January as a cadet pilot at the Hyderabad Training Centre of Indian Airlines, and then proceeded to Calcutta for her Fokker 27 training. She is now awaiting release as first officer.

In memory of Marion Barnick, who was a great help to Saudamini in acquiring advanced ratings while she was in the United States, the Indian Section established a rotating trophy to be awarded each year in the spot landing competition held at the Juhu Airport by the Bombay Flying Club.

The 99s sponsored a Felicitation Program to honor Bangladesh women pilots late this spring. Those honored were Syeda Rukhsana and Yasmin Rehman of BIMAN; Saudamini Deshmukh of Indian Airlines; Prem Mathur, first woman commercial pilot of India; Durba Banerjee, first transport

airline pilot; and Miss M.R. Lalitha and Miss Bhuwandeve Gupta, technicians with Indian Airlines. The women were honored with ceremonies and awards presented in the beautiful Air India Auditorium, and with lavish dinner parties at the residence of Zonta III President Brinda Gammers on the same evening, and at the residence of Mr. and Mrs. Sen the following evening.

The Section welcomed new member, Binodinidevi, the first lady instructor in the country.

EAST CANADA SECTION

First Canadian Chapter

First Canadian Chapter has presented a series of six aviation seminars this year at Buttonville Airport just outside of Toronto. Mary Warner-Smith, seminars chairman, reported that the seminars were a tremendous success. Increasing attendance, up 15 percent from last year with over 750 participants in total, indicates a growing recognition and acceptance of the series. Our participants from the field of general aviation are mostly private pilots who rent aircraft for pleasure flying. From surveys, we gain invaluable feedback and ideas to create next year's series.

Each year, since its inception four years ago, the underlying theme has been safety. The topics this year included avionics, weather, aviation medicine, troubleshooting and survival. Most popular were

Barb Stott, membership chairperson, Rosemary de Pierres, Pat Bugg (our escort from the Australian Women Pilots Association); Olga Tarling MOA; Shirley Rose Smith, governor; Greda Thompson OBE; Margaret Lyon, vice-governor at Australian Section AGM.





Mary Warner-Smith, seminars chairman, Lois Apperley, Margo McCutcheon and First Canadian Chapter Chairman Betty Innes talk with Andrew Anderson of Cessna Aircraft Co., Wichita, KS about avionics.

the seminars on survival and aviation medicine.

Our seminars require a great amount of time, effort and team work and their success is due to so many chapter members taking part. After a brief rest, work will begin on Series Five, 1981 with a goal to make it even better.

by Barbara Devitt

MONTREAL MEMBERSHIP TAKES OFF FOR THE '80s

A spring meeting of the 99s marked the rebirth of the Montreal Chapter. Quebec's flying females are definitely heading into the 1980s with their best foot forward.

Two years ago, the Montreal Chapter was down to six members. Attendance at the April meeting included 17 active members and two prospective members. The meeting was held at the home of new pilot and new 99 member Olivia "Mac" McInnes in Hudson, Quebec.

Officers for the renewed organization in 1980 are Chairman Joan Mitchell, Vice-Chairman and Membership Chairman Sheila MacAllister, Treasurers Joan Mitchell and Anita Nunns, Secretary Mary Stokes-Rees; Georgina Porter, APT and Safety Programs; Joyce Olson, Newsletter; Mac McInnes, Scrapbook; and Juanita Boselli and Denise Leblanc, Skywatch.

In 1980, the Montreal Chapter will continue its tradition of painting names of airports on hangar roofs and runways, and the group has decided to investigate the possibilities of starting Skywatch in Quebec. Skywatch is a pollution-control program which was created by Ontario 99s and has received a great deal of favorable attention from both governments and the aviation community in general.

Several Montreal 99s work in aviation and aviation-related fields. Kathy Fox of Longueuil, Quebec, is an air traffic controller at St. Hubert — the airport with the most movements in Canada last year. Kathy hosted an audio-visual presentation on ATC at the June 4th meeting of the 99s held at Wondel Aviation, St. Hubert. The meeting was scheduled so that the tower

tour included the switch from day to night control.

Anyone wishing information on membership in the Montreal Chapter of the 99s can contact Membership Chairman Sheila MacAllister, 51 Turtle Pond Lane, Como, Quebec, JOP 1A9, phone 514-458-4723.

by Joyce Olson

WESTERN CANADIAN SECTION

We had an early spring in the west and the 99 chapters took advantage of this by getting into full swing with flying and educational activities.

The Alberta Chapter sponsored flying companion seminars and is investigating the possibility of becoming involved in the Skywatch program, an aerial pollution monitoring program for the Department of the Environment. Skywatch began through the efforts of government officials and 99s in Ontario.

The Alberta Chapter combined with the Flying Farmers Safety Seminar for an interesting and informative session, and they are once more putting on their popular Poker Run.

Alberta Chapter is hosting the fall Western Canadian Section meeting in Calgary in September.

The Saskatchewan Chapter planned a fly-in to the Moose Jaw Air Show. It is also considering a Skywatch program through negotiation with the Minister of the Environment.

The Saskatchewan Chapter has assisted an air cadet squadron in the Yukon by providing information on aerospace education projects.

The chapter is also planning to celebrate the 10th anniversary of the Western Canadian Section by flying a planned route to the hometowns of all original (charter) members of the Saskatchewan Chapter.

Congratulations go to Nadine Cooper of the Saskatchewan Chapter. She is the first woman ever appointed to the Board of Directors of the Regina Flying Club. The club was formed in 1927.

The Winnipeg Chapter put its efforts into hosting the spring Western Canadian Section meeting in Winnipeg May 24 in conjunction with the COPA Convention.

The B.C. Chapter (based at Vancouver) has been involved in the launching of "Operation Firewatch" — a sister program to the pollution-monitoring program started by the 99s in East Canada. "Operation Firewatch" is a method of using volunteer pilots (99s) to patrol designated fire patrol routes in high risk forest areas from April through October. The 99s who fly their own aircraft are interested in increasing their flying experience while protecting the B.C. forests. Training is provided for the pilots and their crew members.

The Canadian Rockies Chapter, based out of Cranbrook, B.C., flew up to Invermere, B.C., where the members held a work party to make improvements to the airport. The women mounted and installed a new windsock, repainted the pole orange and white and painted and placed white tires around the base of the pole to make the windsock more visible to landing pilots.

The Canadian Rockies Chapter was also involved in the Cranbrook-Kimberley Air Show, and the chapter hosted a joint international meeting of 99s from Washington, Idaho, British Columbia and Alberta on June 21 at Cranbrook Airport.

The Canadian Rockies Chapter has participated in two Air Search and Rescue Exercises as part of the Provincial Emergency Program.

by Roberta Taylor

MIDDLE EAST SECTION

Hampton Roads Chapter

Jane Frieden hosted a very successful membership tea for prospective members of Hampton Roads Chapter. Nine prospective members attended and we hope to sign them all!

What do you do after ditching an aircraft? Having so much water around us makes that information seem very important. Hampton Roads Chapter members increased their knowledge at a recent meeting held at the YMCA pool. Following an informative session, chapter members entered the pool for a first-hand demonstration.

by Linda Hollowell

NEW YORK-NEW JERSEY SECT

Central New York Chapter

The June meeting was held at Oneida Lake Shores Park on Oneida Lake at the First Annual Balloon Fest held there. The July meeting was our Annual Fly-In Breakfast at Kamp's Airport in Durhamville. This was our fourth year, and it is becoming a very popular event in the Central New York flying community.

We have decided to send a biography of one member along with the newsletter and minutes every month so that we will get to know one another a little better. With the increased number of members in the chapter, this should give us a new biography every month for two and one-half years.

Linda Bogden plans to finish her skydiving lessons that she started last summer. She needs three more static line jumps before she can solo. "It's so beautiful, peaceful and free," says Linda.

Georgia Peach, a prospective new member with a hot air balloon rating gave a mini-course in ballooning at the Syracuse University Division of Summer Sessions. And Peggy Calicchia, a new member this

ear, is now the proud co-owner of her own
ot air balloon.

by Eliane G. Cost

Long Island Chapter

Several 99s from the L.I. Chapter attended a "Night at the Races" sponsored by the Ida Van Smith Flight Clubs to help her kids. A delicious dinner was served in the VIP dining room where the diners overlooked the race track. Ida is a valued member of the Long Island Chapter.

Nancy "Red" Guernsey, a Long Island 66, has just completed her first solo cross-country. She hopes to have her license and be a full-fledged 99 by the time her first story is published in the AOPA Pilot. Look for "Very Well Stacked" in an early fall issue. We wish her luck in her flying and her writing. Someday — 99 NEWS reporter. Nancy is also a mechanical engineer and hopes to someday become an astronaut.

by Patricia Rockwell

New York Capital District Chapter

The NYCD Chapter sponsored a poker game on July 12th which terminated at the Albany County Airport.

The sixth annual Seaplane Pilots Seminar took place June 6-8 at Camp of the Woods in Spectacular, New York. There are only two such seminars held in the U.S. each year. Included in this year's seminar were presentations on water survival, aircraft insurance, and seaplane skills. The seminar was co-sponsored by the NYCD 99s.

Western New York Chapter

Several of the Western New York 99s have been instrumental in the formation of a new aviation organization called the Erie County Aviation Association. Its purpose is to prevent the closing of several airports in the area, if possible. The new president is Lois Shriver, also the newly-elected chapter chairman of the Western New York 99s.

CONVENTION PHOTOGRAPHS

Photos in this issue of *The 99 NEWS* are available at the following costs:

8 x 10 black-and-white prints — \$3.00 each. Please include 50¢ postage and handling for one to three prints; for more than three, please include 10¢ additional for each print.

5 x 7 black-and-white prints — \$2.00 each. Please include 25¢ postage and handling for one to four prints; for more than four, please include 5¢ additional for each print.

Please indicate the page number of *The 99 NEWS* on which the photo appears and give a description or clip the picture and send it along. Make checks payable to Dale M. Alyea. Send your requests and payment to: Joan Alyea, 2117 Ridgewood Lane, Pueblo, CO 81005. Allow four weeks

Virginia Hake graduated from Daniel Webster College in Nashua, New Hampshire with an associate degree in airport management/flight training. She has accepted a position with Air New England.

by Virginia Hake

NORTH CENTRAL SECTION

All-Ohio Chapter

In June and July, the All-Ohio Chapter was busy hostessing two FAA safety seminars. Connie McConnell not only made and mailed flyers for one of the first seminars to be held in her area of Tiffin, but flew to all the neighboring counties with hand-made posters to publicize the event. Over 150 pilots were in attendance. Secretary Rosalie Burchett held an FAA safety seminar at Springfield Municipal Airport to finish Phase I of the Pilot Proficiency Program. To date, Bernice Browning, Marcia Greenham, Lois Taylor, Sally Brockman, Eleanor Brackman, Yolanda Yourell, Pat Fairbanks, Jeane Wolcott, Rosalie Burchett, Barbara Deeds, Rosanne Defibaugh, Charlotte Kuhns, Verene Trubey and Salley Berryhill have received their wings. At the Springfield FAA safety seminar, Vice-Chairman Jeane Wolcott was presented Accident Safety Counselor of the Year Award from FAA GADO #7. Jeane received the award for 1979 due to a number of assists and because she was active in sponsoring safety seminars and promoting safety in general aviation.

All-Ohio 99 Marge Gorman and Eastern PA 99 Louise Sacchi, flying Marge's Beech, joined with a number of American Beech Society pilots to fly to Europe and return. This was Marge's first trip, but Louise is an old hand at ocean crossings. Even so, it was exciting for both. Most of all, they made the trip safely!

Past chairman of the All-Ohio 99s, Vi Blowers, once again was a member of the Dayton Air Fair Board. This year's Air Fair was a huge success. The chapter worked the information tent and the lost and found department. In just one day, over 25 sets of parents were lost. One youngster who reported to lost and found when his folks disappeared wanted to know how his mother would have enough sense to look for him at the lost and found. When the mother finally appeared, she stated, "I didn't think he would have enough sense to come to lost and found!"

Each year, the Dayton Air Board contributes a certain amount of money to the 99s for the work performed. The All-Ohio Chapter, in turn, donates the money to the Women's Air and Space Museum.

Two airports near Columbus, Ohio were hit by violent winds. One airport was completely leveled and all planes destroyed or damaged. At Fairfield County, where All-Ohio 99s Barb Deeds, Jane Sims and Rosanne Defibaugh tie down their aircraft, over 23 aircraft were damaged or destroyed.



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First place winners of the 1980 Buckeye Air Rally are Tim Wise (co-pilot) flying with Steve Golik in a PA 28-161. Third place winners (standing) are Lois Taylor (All-Ohio) and her husband, Dick, flying Cessna 150; second place winners are Bernice Barris (Lake Erie), co-pilot, flying with Bill Clapper in an AA5B.

Barb Deeds was in the air just prior to the winds hitting but managed to land and get the plane secured in time. Jane Sims' aircraft was elsewhere; Rosanne Defibaugh's elevator was damaged but, in comparison to the other 22, Rosanne feels she was lucky.

by Jeane Wolcott

Lake Erie Chapter

The Lake Erie Chapter held its June meeting at the Greenville, Pennsylvania airport with Debbie Calvin as hostess.

A good session was held on the mechanical end of maintaining your aircraft, conducted by the airport operator who is an A&P.

The July meeting at Meadville, Pennsylvania was hostessed by Margaret Wellington, who invited Colonel Leech of the Air National Guard to show a videotape of the KCB-5 tanker in mid-air refueling operations.

by Margaret Juhasz

Michigan Chapter

Fund-raising for aerospace education scholarships was accomplished by Michigan Chapter 99s through a June 14th poker run event. Lillian Snyder chaired the event and did a super job with flyers, poker hands and prizes. Participants purchased a hand for \$2.50, then flew to five airports (Oakland Pontiac, Owosso, Berz Macomb, Romeo

Lake Erie Membership Chairman Helen Keidel pins new member Dorothy Sturman of Strongsville, Ohio.



and Marine City), drawing one card at each airport to complete the hand. Lillian's committee members were located at the designated airports to sell hands and supervise the drawing. At the terminus (Marine City), winners were awarded prizes and everyone enjoyed a great corn roast. This event is a great money-maker and everyone has lots of fun doing it.

by June L. Beers

Minnesota 99s Take CPR Course

What is there about us humans that makes us procrastinate about learning preventative measures for rather important situations "just in case"? This goes against all that we have been trained to do in our flying. We carry two flashlights, check the weather 10 different ways and do a thorough pre-flight, all "just in case", but for non-aviation events we are not so thorough.

Such was the case last year at a section meeting, when one of our MN Chapter members choked on a potato chip. It quickly became a serious matter. The rest of the group stood by, watching, not knowing what to do. Finally, one member who had read on a milk carton about helping a choking victim took action and saved our stricken member from a potentially serious condition. The chapter had previously talked about the necessity of learning the basics of CPR (cardiopulmonary resuscitation) but had done nothing because at the time it had not seemed important. Now it seemed extremely important.

A date (really two dates as the CPR course is given in two sessions) was set. One new member volunteered space in the nursing home where she is administrator; another member, trained as a CPR instructor by the American Heart Association, volunteered to instruct the course. Thirteen chapter members signed up, as well as two 49½ers and three staff people from the nursing home. Four other instructors joined our instructor-member. They brought in five adult dummies and three baby dummies for practice, plus study materials for each member of the class and visual aids for the short lecture session.

Four procedures were demonstrated to the class — single-man rescue, two-man rescue, infant resuscitation, and obstructed airway procedures. The class then broke up into small groups, each with a dummy for practice and an instructor for guidance. The group discovered how short of breath they really were, and all got housewife's knees from kneeling over a dummy on the floor. The second session included more practice on the dummies, performance tests in the four procedures, and taking a 50-question written test which required 85 percent to pass.

The class worked hard at both sessions and came away feeling better about themselves and their ability to help a potential victim. A refresher course has already been scheduled within the next six



Planning the Michiga Poker Run were June Beers, Adele Binsfield, Mary Anglin, Ginny Sutherland, Kay McCarty and Renate McLaughlin.

months so that the participants will not lost their new-found confidence.

Hopefully none of us will have to use these skills, but now we are prepared "just in case".

by Clara Johansen

NORTHWEST SECTION

Alaska Chapter

The Alaska Chapter 99s proudly donated a copy of the *History of the Ninety-Nines, Inc.* to the Aviation Department at the Anchorage Community College. The book was presented by Chapter Chairman Eddie Miller and Vice-Chairman Joy Craig. Acceptance on behalf of the college was done by three members of the Aviation Department — Bob Pearson, Ron Haney and Charlene. All Alaska Chapter 99s were asked to personally autograph their individual pictures in the history book.

by Judi Brown



Certificate recipients for assisting in an FAA inspection program are Alaskans Judy Holtmann, Tom Carter, Pat Sheldon, Judi Brown and Ruby Pappas.

Far West Chapter

Elsie MacDougall was the winner of the first Far West Poker Party with Mary Kochanek placing second and Nita Loftus, Rainier Chapter, in third place.

Participants in the race included (see picture) Margaret Layton, Carol Wagner, Mary Kochanek, Elsie MacDougall, Jean Rutz and Mary Cole and Rainier Chapter members Liz Lundin and Nita Loftus. The race terminated at Port Townsend Airport with lunch and presentation of awards which were contributed by members. Everyone is looking forward to a repeat



Far West Chapter Poker Run — (back row), Margaret Layton, Liz Lundin, Carol Wagner and Mary Kochanek; (front row), Nita Loftus, Elsie MacDougall, Jean Rutz and Mary Cole.

performance next year and a larger number of participants.

by Elene Duncan

Intermountain Chapter

Aviation Awareness Week is being planned during the month of August. The Intermountain Chapter of the 99s, along with the Washington Pilots Association, the E.E.A., and other flying groups in the area, worked to make this second annual event another success. During the week, it will be pilot-oriented with activities on the weekend for the public. There will be an airlift and balloon rides on Saturday and Sunday with general aviation information for the public. Clinics and displays will be held during the week. The general public will



Alabama Chapter members Meredith Ward, Mildred and Jackie Shumaker, and Mary Ball airmark the Hazel Green Airport.

be made aware of general aviation and how important it is to the non-flying public.

by Kathy Bartman

SOUTHEAST SECTION

Alabama's Aim Is to Airmark!

May 3rd, the Alabama Chapter of 99s met at Hazel Green Airport to airmark the runway. One plane load of 99s from Tuscaloosa flew in and joined the local people to help paint. By the time most of us got there, Claudia Conn, Miriam Pullins, Pat Frierson and Bob Polk had outlined the numbers, and all we had to do was fill in with paint. This is the third runway we have airmarked in the last six months, and I do believe we are getting more proficient at it. By 2:00 in the afternoon, we had finished the runway, eaten lunch, and held a brief

meeting. Miriam Pullins and Claudia Conn hosted the meeting and served lunch in the Pullins' hangar. Those attending the meeting included Miriam, Chuck and Trey Pullins; Mary Ball; Renee West; Marilyn, Jim and Jimmy Holeman; Mildred, Jackie and Karl Thomas Shumaker; Meredith Ward; Claudia Conn; Pat and Wally Frierson; Joan Babin; Alene Park; Carol Cleveland; Bob Polk; Malcolm Gillis; and Danny Dubose. Everyone enjoyed the meeting, and we're looking for more airports to airmark!

by Marilyn Holeman

Deep South Chapter

Deep South Chapter 99s met at Betty Klein's cabin for our June meeting with six members present. A fun-packed day included boating, fishing and enjoying delicious food! All present chapter officers

The 1981 Ninety-Nine Calendar

Now is the time to order your copy of the 1981 Ninety-Nine Calendar! Finally, there is a calendar featuring our original members "back then", plus dates and locations of many 99 activities. Of course, there's plenty of space for notes on each month's calendar.

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were renominated and voted in for another year of service.

Judy Hall, Karen Arthur, Gay Cagle and Zona Carpenter all qualify for the FAA Wings Pin as part of the pilot proficiency seminar they attended. Gay helped sponsor the seminar.

by Shirley Nesmith



Southeast Section Governor Judy Hall presents the new charter to Foothills Chapter Chairman Carolyn Pilaar, Vice-Chairman Eleanor Sankey and Secretary Gary Wheeler.

Foothills Chapter

The newly-organized Foothills Chapter of the 99s was chartered in April at the Southeast Section meeting at Thomasville, Georgia. The new chapter is based in Greenville, South Carolina and has 13 charter members. Officers are Chairman Carolyn Pilaar, Vice-Chairman Eleanor Sankey, Secretary Gary Wheeler, Treasurer Mary Ellen Castelleo, and Reporter Merry Robertson.

Several Foothills Chapter members participated in a record-setting safety meeting given by the FAA at Greenville TEC. Carolyn Pilaar presented 15 students who received the FAA's Phase I Flight Proficiency Wings, which is believed to be a national record. Foothillers receiving wings were Mary Ellen Castelleo; Eleanor Sankey who, with her 49½er Don, were the first husband and wife team in the state to receive the wings; Carol McKinney; Gary Wheeler; and Carolyn Pilaar, who became the first instructor to qualify for Phase III instructor wings.

by Merry Robertson

SOUTH CENTRAL SECTION

One hundred twenty-four attended the South Central Section meeting in Lubbock in May. Lubbock Chapter arranged for the

Bette Jo Meloy of Albuquerque Chapter and Juanita Waddell of Fort Worth Chapter don jet flight suits in preparation for their T37 ride at Reese Air Force Base in Lubbock.



group to take over a local bar-b-que for the evening, and there was lots of good bar-b-que plus hoe-down music and dancing. On Saturday, the gals had the opportunity to take advantage of the facilities on nearby Reese Air Force Base, and all who desired it even received 10 minutes of simulator time in T37s. Lucky Bette Jo Meloy of Albuquerque Chapter and Juanita Waddell of Fort Worth Chapter were the happy recipients of free rides in the T37.

Arkansas Chapter

The Arkansas 99s have been busy!

Malvern Airport was airmarked in combination with a monthly meeting.

Early May several Arkansas 99s and 49½ers flew to the Bahamas with the Arkansas Aero Club. They were Dyan Rochelle, Chapter Chairman, Emmy Hall, Beverly Harp, Charlene and McDonald Poe, and Camelia and Bill Smith.

The Air Race Classic designated Fort Smith as one of the enroute airports with Bonnie Anderson, Marge Nielson and Camelia Smith as timers. Romonia Mitchell was the stop chairman, and Dyan Rochelle, Beverly Harp and Charlene Poe, along with local recruits, made up the ground crew.

by Camelia Smith

Austin Chapter

Austin 99s had the unique and pleasureable experience of spending an evening with one of aviation's most memorable. An author, broadcaster and raconteur, on a whirlwind promotional tour for his latest book, *Village Creek*, Gordon Baxter shared some inspiring personal experiences and opinions with us.

Topics ranged from hangar flying to basic human values. Remembrances of men, women, pilots, controllers, old-timers, youngsters and other people everywhere became colorful anecdotes — sometimes humorous, other times very serious. We talked about those times when we all have known fear and doubt or joy and affection, and those times when we've realized the need to say, "I made a mistake." We were permitted idyllic glimpses of a personal dream come true, and the frequently perilous conflicts which accompany attempts to attain a dream.

Characterizing the 99s as innovative achievers ahead of their female counterparts at every point in time through the past several decades, Baxter complimented each of us, making us feel proud to be pilots, but more especially,

Rose Crosby, Houston North's Ways and Means Committee, takes a well-earned snooze at the end of an airmarking day.



"Getting an autograph" — (standing), Jo Payne and Diane Hadley; (seated), Kathy Griffis, Gordon Baxter, Virginia Matiza and Mopsy Eldredge.

proud to be women in aviation.

Each of us has favorite stories to tell of occasions when we have come very close to famous personalities. Those experiences remain forever dear, for we realize that those who are so revered, so quoted, so imitated, and so often called upon to rise above routine expectations, are also so very human. A friend of flying ladies everywhere, Gordon Baxter, we thank you and we salute you! It was our pleasure to have flown, if only for an evening, in your "Bax Seat".

by Kathy Griffis

Fifteen Miles of Striping!

David Wayne Hooks Airport in northwest Houston was buzzing with activity by 7 a.m. on an ordinarily quiet Sunday morning when approximately 30 99s and 49½ers from the Houston North Chapter and the Houston Chapter gathered to airmark one of the largest private airports in the country.

Program Chairpersons Ann Young and Susan Braden spent many hours organizing and pre-planning with airport owner Charles Hooks and tower personnel. Gallons of yellow and white paint and three striping machines were ready and waiting for the members. It was the first airmarking for Houston North and a new and challenging experience for most of them. A



"Hurry, girls, there's another one inbound on the NDB approach for 17R." Ann Young, Susan Alford and Donna Wilson — Houston North Chapter.

full day of hard work resulted in 15 miles of striping, 15 hold short lines, and runway numbers for 17 and 35. By late afternoon, a handful of members put the finishing touches on the numbers of 17R, while tower chief Jim Jones kept them from being run over by traffic on final! The Houston North Chapter is justifiably proud of their first airmarking and the cooperation displayed between 99 chapters and the airport personnel.

by Marcia Sullivan

Kansas Chapter

Jerri Roberts has been elected vice-president of the Boeing (Wichita) Management Club and promoted into a management position where she supervises a group of buyers who buy detail machine parts for the Boeing 747 airplane. The work also involves contract negotiating, fact-finding, cost and price analysis, and traveling to major suppliers all over the U.S.

In recent weeks, Kansas Chapter has airmarked Beaumont and McPherson Airports.

Marilyn Copeland completed the Air Race Classic to Columbia, South Carolina, where Carolyn Westernman represented Beech Aircraft Corporation in the presentation of the Beech Trophy.

Air traffic controllers from the ICT tower spoke at our May meeting. This was followed by a question and answer period and informal visiting after the meeting, contributing to a better understanding between pilots and controllers.

Former Great Lakes Chapter 66 Teresa Frank defies the idea of not taking instruction from one's spouse. Under the tutelage of her husband, Al, she obtained her private license and multi-engine rating and is at work on commercial and instrument ratings.

by Wilma Sheets

Oklahoma Chapter

Terri Trenary received the Top Woman Pilot Award for the second year in a row at the International NIFA Meet. Cindy Otis, who just received her instrument rating, is the new Oklahoma State University Flying Aggie president and also a student representative for NIFA. Stillwater will be hosting the Regional NIFA, October 31-November 1. The OSU gals have always been outstanding, and the Oklahoma Chapter is proud of you.

Jan Million has been commuting to her FSS job in Little Rock, sometimes via the concrete beam in a Subaru and other times in N99NJ.

The "Melodramer" was well received in Vail, amid the peanuts and popcorn-throwing, standing room only crowd. Chuck and Jeanie Thomas still play that sweet music and put the finishing touches on the evening.

Here are the results of the raft trip down the Colorado amid a little hail and rain (Raft: 1, Jan's Dislocated Toe: 0).

The Oklahoma group had some celebrities in their condominium at Vail: two AE winners, Rose Burchett, All-Ohio and Mary Jo Voss, Shreveport; Mase Masonhall, winner of the 49 $\frac{1}{2}$ er's Golf Tourney at the Vail Country Club; and Jan, the new 99 NEWS editor.

by Nema Masonhall

Shreveport — 20 Years

After days of preparation, including landscaping, decorating, painting, plumbing, electrical work, cleaning, cooking and sending out invitations all over the area, we finally had our Hangar 99 ready for an open house to celebrate our 20th anniversary.

We were given space at Downtown Airport by the Shreveport Airport Authority in appreciation for our contributions to aviation in all these 20 years. We earned a sizeable amount of money under the guidance of Helen Wray and bought a trailer and moved in onto our "space".

All of our members were very proud and worked really hard to get everything ready. After 20 years, we finally had our own headquarters. Especially proud were our two founding members, Helen Hewitt and Dottie Ports.

The "day" dawned forth sans the sun. Shreveport's infamous overcast, threatening skies were much in evidence. The rains finally came, dashing our hopes for a big turnout, and we had enough food for an army. Everyone had really gone all out in the food preparation. Much to our surprise, umbrellas, raincoats, plastic bags and newspapers were donned by the invited public, and around 100 guests came to wish us well.

The newspaper and television crews came out and gave us very good coverage. We had our scrapbooks up to date and on display with the *Ninety-Nines History Book*. All were impressed with the accomplishments of the 99s.

What started out as a dismal day ended on a very happy note with about 30 very tired 99s who felt very much appreciated.

by Mary Jo Voss

SOUTHWEST SECTION

Hi-Desert Chapter

The Hi-Desert Chapter held their June meeting at the 30th Annual Porterville Fly-In. Ballots were counted for 1980-81 officers, with Shirley Williams re-elected as chairman and Rosemary Jensen as vice-chairman. New officers were Shirley Capps, secretary, and Sally Melvill, treasurer.

What could have been a fiery catastrophe was narrowly averted by the quick action of many pilots at the fly-in. A fire, possibly started in the tinder-dry grass by either a backfire or a cigarette, and fanned by high winds, raced through an area filled with parked airplanes and tents. At first, the fire raced toward planes parked near the taxiway, but then shifted direction toward the

runway. With almost superhuman effort, planes (some with parking brakes on and even one with a motorcycle chained to its landing gear) were dragged to the safety of the taxiway and runway. A Mooney Mite was completely destroyed by the fire but, almost miraculously, there was no explosion; otherwise more damage could have been done to both planes and people.

During the 15-minute wait for the fire department, it became very apparent that firefighting equipment should be kept on the field at all times when so many planes (all carrying highly combustible fuels) are present. It also points out the obvious value of each plane having its own fire extinguisher handy to its pilot.

Later that afternoon, an excellent barbeque was enjoyed by all at the airport. Happily, the main course was barbequed beef — not airplanes.

by Cynthia Hicks

Mt. Diablo Chapter

Our little chapter is growing, and we'd like to extend a hearty welcome to our new members, including Lola Bartlett, Karen Masterson, Emily McKibben, Anne Pepler, Honey Jane Prows, Stephanie Pounds, Mary Smith and Patricia Stephan.

New officers, Chairman Sharon Ketchum, Vice-Chairman Adele Bachman, Treasurer Helen Byers and Secretary Joan Mason, were installed at a brunch held at Moorings Restaurant in Concord, California in June. It was a great success. I personally enjoyed renewing old friendships and getting to know all of our new members. The excellent food and champagne were shared with a very supportive 49 $\frac{1}{2}$ er team of fellows who took a rather incredible oath (more about this at another time).

by Pat Stephan

Orange County Chapter

Orange County Chapter held another successful Flying Companion Seminar at the Board of Education building in Santa Ana with 55 eager "companions" enrolled. Co-chairmen of the project were Carol



Orange County Chapter officers are Carol Nielsen, secretary; Eleanor Todd, chairman; Betty Carrier, vice-chairman; and Bev Allen, treasurer.

Nielsen and Betty Ackerman. Basic subjects covered and the speakers were: How the Aircraft Flies, Margo Smith; Basic Instruments, Linda Cannon; Tools the Pilot

Uses, Marcie Mauthe; Weather and Turbulence, Mary Ann Jamison; Airport Orientation, Jan Gerber; Radio Procedures, Carol Nielsen; Introduction to the Sectional, Barbara Ward; Plotting the Course, Helen Phillippi; Computer, Joan Hill; Flight Plans, Eleanor Todd; Weight and Balance, Lynn Newton; Survival, Bonita Kent; Medical Facts, Dr. Earl Fuller; and a special appearance of Paul Stebelton of the Long Beach GADO. The seminar concluded with pre-flight procedures, done with "donated" aircraft at Orange County Airport. Let us not forget Betty Carrier who prepared the "free" lunch for the "companions", the telephone committee, and all the 99s who attended the seminar to assist in one way or another. Our thanks to you all.

by Gwen Haynes

Palomar Chapter

Palomar Chapter 99s was pleased to host an evening with Maxie Anderson, world famous balloonist, at the Aerospace Museum in Balboa Park on Sunday, July 13th. Accompanying Mr. Anderson was his wife, Patty.

Those attending included Palomar, San Diego and El Cajon Chapter 99s, their families and friends, and other aviation enthusiasts in the San Diego area.

For his program, Anderson delighted the theatre's capacity audience by recounting many of his experiences during the ill-fated balloon flight of Double Eagle I in 1977, the successful flight of Double Eagle II across the Atlantic to France in 1978, and his most recent successful non-stop transcontinental balloon flight in the Kitty Hawk, with his son Kris, this past May. His narration was accompanied by a breathtaking slide presentation.

After the program, Anderson visited with the guests and presented each with an autographed photo of the Kitty Hawk and crew. The evening culminated with a reception in the courtyard of the museum.

by Valerie Grimsinger

Phoenix Chapter

Phoenix Chapter airmarked 30,880 square feet in one weekend! Twenty-six of Phoenix's 99s, 49½ers, and prospects broke previous chapter annual records. Joan Larson, Airmarking Chairman, was a sensational organizer of the markings and the free lunches, spaghetti dinner and waffle breakfast.

by Kitty Pope

Reno Area Chapter

One of the purposes of a recent meeting at the Carson City Airport was to put clippings and photos in the chapter scrapbook. At the last minute, the project had to be put off until another day. It seems Hazel Hohn's house is up for sale and, with people coming to look at it, she threw all the things that were cluttering it up into closets — including the 99s' pictures. Neither she

nor Gerry Gardiner could find them, no matter how hard they looked.

by Hazel Hohn

Sacramento Valley Chapter

Following a banquet held July 11th, the Sacramento Valley Chapter installed the following new officers: Chairman Jean Turner, Vice-Chairman Jeanette Fowler, Secretary Jeanette Barrett, and Treasurer Corky Cronin.

Jean Turner was also named the chapter's Woman Pilot of the Year. A \$500 scholarship was awarded to Lee Fox who will use it to finish his commercial instrument rating as a step toward an ATP rating. June Devine, Isabel Warmoth and Maryben McClave were cited for their service to the chapter.

San Fernando Valley Chapter

It is always a pleasure to honor those who have given exceptional service to our chapter and those who have flown quite a bit and promoted women in aviation. Our awards banquet was for just such a purpose. All of the 90 people who attended were excited to hear the list of winners. Four special awards were given. Tower Chief Jim Turner of the Van Nuys Control Tower was awarded the Man of the Year Award for his past support. This reporter was extremely proud when her 49½er, Bob Vreeland, received the 49½er of the Year Award for his help on many of our past activities. Arthur Thomas Ferugia, who has taken photos at all of our functions during the past year, was awarded a pewter mug to show our appreciation.

Then it was on to the very special chapter awards. Our Trixie Ann Schubert Memorial Award is given for outstanding service to the chapter. The winner was Ceci Stratford, who has headed several committees, been a Board member, and worked on both of our races. Close behind her were JoAnn Linder, second, and Suzanne Jablonski, third. Both of these women also gave much time to chapter activities.

Our Woman Pilot of the Year is awarded to the woman who combines flying with participation in flying activities, attendance at Sectional, attendance at fly-ins, participation in air races, and promotion of women in aviation. This award was won by Lorrie Blech, a flight instructor who flies any chance she gets. Following her were four avid racers — Suzanne Jablonski, second; Misti Vreeland, third; Ceci Stratford, fourth;

Sharon Crawford and Gene Fitzpatrick, Long Beach Chapter.



NOTAM

Headquarters thanks to Houston Chapter for their continuing support of the Aviation Library through yearly donations of carefully selected books.

and Shirley Thom, fifth. Rookie of the Year, awarded to a member of less than two years, was won by Louise Martin-Vegue. It was a night that all the winners will never forget.

by Misti Vreeland

San Fernando Valley Chapter member Lorrie Blech receives the Woman Pilot of the Year Award from Coralee Tucker, past winner.

(Photo by Arthur Thomas Ferugia.)



San Luis Obispo County Chapter

Six airplanes and 18 people journeyed to Long Beach Airport for a tour of the McDonnell Douglas facilities. Pilots Shirley Moore, Suzanne Skeeters, Patti Molina, Marci Barnet, Christy Clarke, June Cunningham, Meta Neubert, Emily Cletsoway, JoAnn Levin, Nancy Stacey, Helen Larson, Pat Kamm, and their six guests were greeted at the airport terminal by driver Bob Wingate, who transported us to the main gate at Douglas where we were picked up our visitor badges and were introduced to our host, F.P. "Tim" Tyler. We were first given a briefing describing the background and interesting facts concerning Douglas aircraft, including a noise decibel demonstration between the DC-8 and the DC-10. We were then shown through the buildings where each section of the aircraft is built. Lunch followed, courtesy of McDonnell Douglas, in the executive dining room. Our thanks to Chairman Pat Kamm and her father, Leroy Hannon, for this interesting and educational fly-out.

Part of San Luis Obispo County Chapter group on arrival at McDonnell Douglas.

The 99 NEWS

We are resuming publication of *The 99 NEWS* with the September issue and have plans for a full year to come. We are eager for your help, input and suggestions. To insure that your news gets in *The NEWS*, here are a few guidelines to follow.

CALENDAR AND DEADLINES

Some of *The 99 NEWS* issues will be devoted almost entirely to organizational information and chapter news while others will feature special articles and topics around a central theme. All material must reach the editor's desk by the deadline for that issue — one month before the issue is published. For instance, the deadline for the November issue is October 1st.

HOW TO REPORT

All material for *The 99 NEWS* is to be typed, double-spaced, on 8½ x 11 paper. Make a special effort to check spelling of names and places.

WHAT TO REPORT

Chapter News, Activities and Projects. This includes any activity, project, meeting, etc., conducted by your chapter or in which your chapter participated. The information will appear under section and chapter identification and with reporter's bylines. Please try to limit chapter news to one double-spaced, typewritten page. (Special chapter events or subjects may be expanded into articles.) Note: Your chapter newsletter is not considered a report and will not be published as one.

New Ratings. Include name, section, chapter and ratings earned.

New Horizons. Submit a short biographical sketch and picture of member who has passed away.

Calendar. Include events, dates, locale and name to contact for additional information. Submit information three months prior to event. Please use a separate sheet of paper for each calendar entry.

ARTICLES

Feature articles are encouraged on any and all subjects of interest to women pilots. We would especially like to request your help in securing information, feature articles and pictures for the special issues. (See cover letter and watch for announcement of future topics in *The 99 NEWS*.)

PHOTOS

Make a special effort to include as many photos as possible with your chapter reports and articles. Pictures should be black and white, glossy finish and IN FOCUS. Color prints may occasionally be utilized if of high quality and with a lot of light and dark contrast. Captions should be typed and attached to picture so they are visible when viewing picture from front. Self-addressed, stapled envelopes must be included for return of pictures.

Send all material to: *The 99 NEWS*, P.O. Box 59965, Oklahoma City, OK 73159.

Classified

A GREAT OPPORTUNITY — Need a FEMALE pilot w/multi-engine, instr. rating. Qualified & well educated. Must be outgoing. Some secretarial work involved. Area of travel Mexico & United States. Based at a Mexican hacienda. Type of aircraft: Cessna 340 III 1979. Please send resume & photograph to: P.O. Box 3245, Brownsville, TX 78520.

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BLOOD DONATIONS NEEDED. Suncoast member needs monthly blood transfusions following removal of both kidneys. If able to donate, contact Florence Beamon, 1621 Gulf Blvd., Apt. 602, Clearwater, FL 33515.



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Air Racers Take Note

Here is a new product that will tell pre-flighters how much fuel is in their aircraft's gas tanks. When calibrated according to the instructions, it will provide accurate fuel measurements for any light aircraft. It is especially useful for high wing airplanes with tanks that are hard to visually check.

Made of anodized aluminum, the nine-inch long, T-shaped "STICK IT" has stamped markings and erasable areas to record the calibrated data for the aircraft. \$5.95 each, Illinois residents add 5¼% sales tax. Visa/Master Charge accepted, give card # and expiration date.

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