

WOMEN IN PILOTAGE

VOYAGER



PRESIDENT

A
Message
From
Barbara Sestito



I got a call from a guy the other day. "Honey," he says, "do I have news for you! I know what really happened to Amelia Earhart." You can imagine my shock and wonder at this revelation. He continued, "Honey, I was there — I heard her talking with her husband, George, before she took off. She was on a secret mission, I know it." By this time, I was astounded; the more he talked, the more remarkable his story became. It seems someone tried to kill him because 'he knew too much.' He also heard every transmission from the Electra after Amelia Earhart was forced to ditch in the Pacific (so he says). The fact that he was a 15-year old boy living in Northern California, and she was on the other side of curvature of the earth didn't seem to matter. He "knows" this to be true. His story went on and on. The final outcome of his version had to do with Amelia Earhart being rescued from Japan at the end of WW II by no less than Cardinal Spellman, and she lived out her life in New Jersey, complete with an identity change by the CIA. "Wow," I said, "Sir, why have you waited 50 years to tell us this?" "Well, Honey," he says, "I've finally gotten around to writing a book."

"Oh boy," I thought, "another book with the real story of Amelia Earhart."

My next thought was "I'll bet he wants us to back his project." Mercifully he didn't — he had called me because he was sure The Ninety-Nines would want to know what had really happened to Amelia Earhart.

As you all know, July 2, 1987, will be the 50th Anniversary of the disappearance of Amelia Earhart and Fred Noonan. This tragic event has captured the interest and speculation of the entire world, like no other event in modern history. Amelia Earhart is perhaps the most famous woman in our times. This 50th anniversary will be a media event. It has started already. I know of at least five new books that are being published, all with the *real* story. Newspapers are picking up and printing anything that even remotely refers to Amelia Earhart. You, as members and Chapters, will most probably be asked to offer your "opinion" or insight.

What are we, as an organization, going to do about all this? Are we interested in finding out the "real" story? I think the answer to that is "YES." Fifty years is long enough to let this lady, our first president, be abused by the printed word. A rumor has existed these past 50 years concerning a closed file on Amelia Earhart in the

SEARCH FOR AMELIA EARHART

records of the U.S. Navy. The Board of Directors has proposed we each write our respective Congressmen and Senators and ask that these files be made public. The pressure from 7,000 members should move them to do this and put an end to all the speculation. It should be interesting to see what happens.

The Ninety-Nines do not intend to let the 50th Anniversary of Amelia Earhart's disappearance go unnoticed. As a tribute to her,

we are planning to involve every Ninety-Nine throughout the world in a symbolic "Search for Amelia Earhart." The project is to have as many women pilots as we can on the air at a specific time on July 2, 1987 and transmit a message throughout the world concerning her life theme, "Let there be peace on earth, and let it begin with me." What better way to honor Amelia Earhart, who loved aviation and adventure, than to be one with her doing what we all do best — flying.



THE 99 NEWS

The Ninety-Nine News is published monthly by the Ninety-Nines Incorporated. International Women Pilots. Publication Division.

The Ninety-Nines, Inc. is a non-profit organization engaged in education, charitable and scientific activities and purposes.

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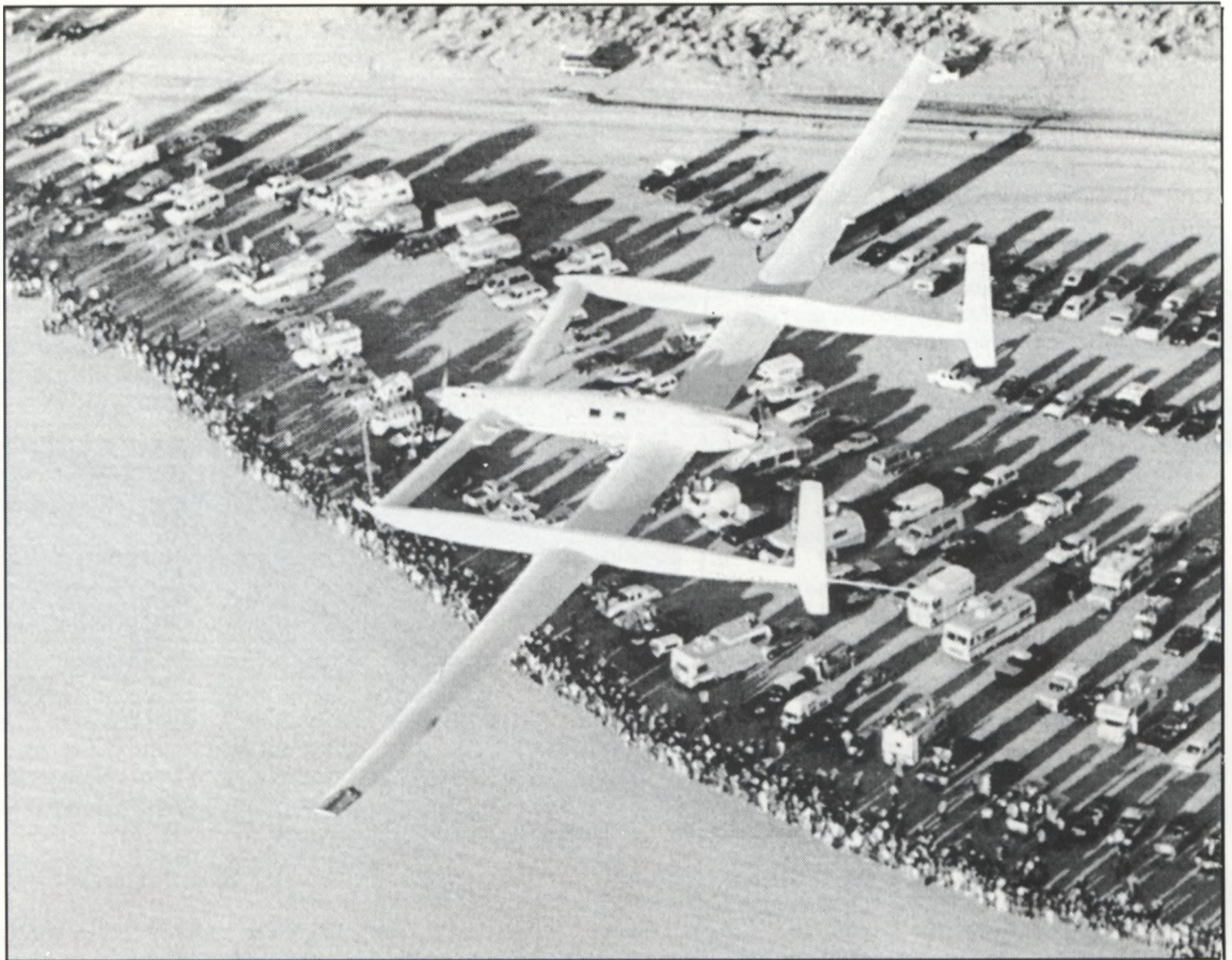
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Voyager flies over Edwards Air Force Base in California as thousands of spectators line the dry lakebed. AP

Fantastic Voyager lands in triumph

By SANDRA BLAKESLEE
© New York Times

EDWARDS AIR FORCE BASE, Calif. — Sweeping out of a clear desert sky and into aviation history, the experimental airplane Voyager landed safely here early Tuesday, completing the first non-stop flight around the world on one load of fuel.

The journey of 25,012 miles set records for distance flown without refueling and for endurance by aviators on such a flight. The trip, which began and ended at Edwards Air Force Base, 60 miles northeast of Los Angeles, took 9 days, 3 minutes 44 seconds.

"This was the last major event of atmospheric flight," Dick Rutan,

48, said at a news conference after he landed the plane. "That we did it as private citizens says a lot about freedom in America."

His co-pilot, Jeana Yeager, 34, said that apart from bruises she got during the flight, she felt "great." There was so much going on during the flight, she said, that "I never felt really frightened."

"No telling what we'll do next," she said.

Both pilots looked thin, but their mood was ebullient. They share a home in Mojave, about 60 miles north of Los Angeles, and both attributed their ability to get along with each other to keeping stress at an acceptable level during

the grueling flight.

"We support each other very nicely," Rutan said. "I would fly around the world with her again." According to its backers, the Voyager flight showed that new technology and design could be used to break records and perhaps change the way planes are built.

Made of stiffened paper and plastic, the strangely sturdy Voyager carried as much as five times its weight in fuel. Such materials and innovative design are already used in military aviation, and some experts say the Voyager flight may lead to more fuel-efficient cargo transportation in civilian flights.

VOYAGER

JANUARY

January 24
USPFT Event, Hemet-Ryan Airport
Fullerton Chapter
Contact: Ann Miller
(714) 821-7710

January 31
McDonnell-Douglas Flight Safety Seminar
Greater St. Louis Chapter
Contact: Martha Norman
(618) 332-2997

FEBRUARY

February 7
IFR/VFR/Flying Companion Seminar
Ramada Inn, Mt. Vernon, IL
Contact: Lorraine Reynolds
(217) 522-2666

February 21
IFR/VFR/Flying Companion Seminar
Sangamon State University, Springfield, IL
Contact: Lorraine Reynolds
(217) 522-2666

February 28
Flying Companion Seminar
Sacramento Executive Airport
Contact: Fran Dickey
(916) 967-0707

February 28, March 1
Flying Companion Seminar
El Cajon Valley Chapter
Contact: Dottie McAuley
(619) 444-4361

MARCH

March 11
Pinch Hitter Clinic
Farmingdale, N.Y.
Long Island Chapter
Contact: Mae Smith
(516) 757-7214

March 14
Shamrock Air Derby
Arizona Sundance Chapter
Contact: Pat Moreland
(602) 834-4640

March 14
IFR/VFR/Flying Companion Seminar
College of DuPage, Glen Ellyn, IL

March 15-21
Sun 'N Fun EAA Fly-In
Lakeland, Florida
Contact: Rosemary Jones
(305) 459-0411

March 28
Shirts and Skirts Air Race
Fullerton Chapter
Contact: June Leach
(714) 532-3207

INTERNATIONAL WOMEN PILOTS

March 27-29
South Central Section
Spring Meeting
Excelsior Hotel, Little Rock, AR
Contact: Pat Mlady
1-800-346-3025, ext. 492

APRIL

April 11
Flying Companion Seminar
Lexington Bluegrass Field
Contact: Kentucky Bluegrass Chapter

April 24-25
Spring Section Meeting
New York/New Jersey Section, Islip, N.Y.
Contact: Mae Smith, Long Island Chapter

April 24-26
Southeast Section Spring Meeting, New Orleans, LA

AIR RACING NEWS

The 21st Pacific Air Race was flown October 18th from El Cajon, CA to Needles, CA, Wickenburg, Grand Canyon and Bullhead City, AZ. 34 airplanes, 65 pilots competed. The top four crews, chapters and scores are:



First Place '86 PAR winners Janna Shea and Pat Moreland
Pat Moreland and Janna Shea

| | |
|----------------------------------|---------|
| Arizona Sundance | + 18.13 |
| Diana Peterson and Ann Haile | |
| Monterey Bay | 16.01 |
| June McCormack and Jan McCormack | |
| Borrego Springs | 15.29 |
| Mary Rawlings (solo) | |
| San Fernando Valley | 15.05 |

WINNERS OF APUEPUELELE

The winning team of the 16th Apuepuelele proficiency flying contest for women pilots was Sue Young, pilot, and Phyllis Duke, co-pilot. The team flew a Piper Tri-Pacer and had a near perfect score with only a 3.8 percent error in their time estimate and a one-tenth of a gallon error in gasoline consumption estimate. Their estimate was 15.2 gallons for the prescribed course, and they used 15.1 gallons.

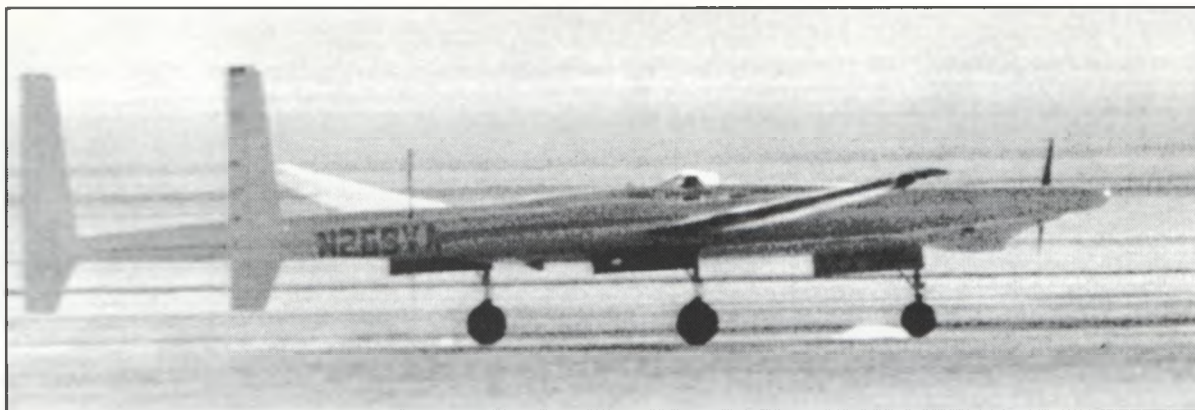
The prescribed course, which was revealed to the competitors immediately before take-off with an hour allowed for planning, started from Honolulu and went to Kalaupapa, Molokai airport on the island of Molokai; then to Dillingham Field and return to Honolulu on the island of Oahu. On the Kalaupapa to Molokai airport leg, the winning team estimated 7:00 (minutes: seconds). Their actual time was 7:03.

There were nine airplanes in the event which was held November 1, 1986.

This was Sue Young's second win, the first being in 1975. She was flown in many of the 16 Apuepuelele events, but does not recall the exact number.



Phyllis Duke(left) co-pilot and Sue Young, pilot Aloha Chapter



Experimental aircraft Voyager touches down at Edwards Air Force Base in California.

AP

Picking the last big plum

As the Voyager landed at 8:05:48 a.m. PST (11:05:48 EST), more than 23,000 spectators were present to provide a heroes' welcome. They cheered and clapped, and many cried, as the record-making flight ended. President Reagan sent a message that the pair would be awarded the Presidential Citizens Medal at a ceremony in Los Angeles on Monday.

Voyager crossed the Pacific just south of Hawaii and flew over the Marianas, the Philippines, Malaysia, the Indian Ocean, central Africa, the Atlantic ocean, the Caribbean, South America's Atlantic coast, Central America and Mexico's Pacific coast before coming home.

The last leg of the Voyager's trip was not without mishap. Seven and a half hours before landing, as the plane cruised at 8,500 feet on the power of the rear engine alone, Rutan radioed, "The engine has stopped."

Over the next five minutes, the plane descended more than 3,000 feet as the ground crew tried to stay calm. Then a Voyager staff member, Mike Melville, blurted out, "Well, damn it, start the front engine."

Rutan did so. A minute later, he told the ground crew, "They're both running and maintaining 5,000 feet."

Melville and others quickly diagnosed the problem with the rear engine. Drawing fuel out of a nearly empty tank, the engine had taken "a big gulp of air instead of fuel," said Lee Herron, the Voyager spokesman. "That stopped the engine."

As the pilots continued on their way using both engines, Melville said, "I've got tooth marks on my heart."

The Voyager's final approach into Edwards Air Force Base was, by comparison, calm. As the airplane neared the airfield, Rutan asked the tower, "Are there any test flights going on?" The tower replied: "All the test flights are grounded. All test pilots are watching you on TV."

At 7:35 a.m. the Voyager, accompanied by four chase planes, flew gracefully over the cheering crowd. It circled four times as Yeager lowered the landing gear by hand.

"I'm glad to see a large crowd out," Rutan said. "After all, it was grass-roots support that made this thing possible." He added: "In America people are free and can do whatever they want to do, as long as they dream it. This is the last first in aviation — typically done by an American."

Rutan and Yeager took turns piloting the Voyager, which traveled at an average of 115 mph, but Rutan did most of the flying.

"I took night flight and difficult weather," he said. That translated into 85 percent of the time aloft.

For most of the journey Yeager lay stretched out in a 7½- by 2-foot compartment beside the even smaller cockpit. The compartment was equipped with food, water, a 5-foot rubber band for exercising, and rudimentary toilet facilities, including plastic bags for waste.

The aviators' diet consisted of bland food supplements like powdered milk shakes.

When it landed, the Voyager had only five gallons left in its remaining usable fuel tank. There was more fuel in other tanks, but a problem with the pumping system would have made it extremely hard to retrieve, Herron said.

A flap of magnamite fiber was hanging from the plane's right wing. It apparently had peeled off in flight after both wings were damaged on takeoff.

"It wasn't the best landing I've made," Rutan said, "but I walked away from it."

But before the pilots could test their legs, an official from the National Aeronautics Association inspected the plane. The association is a sanctioning body that, on behalf of the International Aeronautics Federation, certifies world aviation records.

The official, Richard Hansen, stepped up to the Voyager to check various seals and devices. The seals, consisting of tape with Hansen's initials, were on the cockpit, the 17 fuel tanks and on a counter device on the plane's wheels.

Had any of the seals been broken, the authenticity of the world record could have been called into question. The seals were all in place.

The two pilots soon climbed out of the Voyager and waved to nearby news photographers.

Rutan and Yeager had been in sitting and prone positions for 216 hours. An ambulance carried them to the base hospital for a checkup. Although they had eaten only 10 percent of their food, the pilots had heeded doctors' warnings to drink plenty of water during the flight. Neither pilot slept as much as expected.

The pilots said the most difficult aspect of the trip was dodging bad weather. The moon illuminated the night sky through most of the journey, Rutan said.

11/100
OFFICIAL 99 FIRST DAY COVER
Amelia Earhart Memorial Scholarship Fund
1897 - 1937

Joe Carrigan



Betty N. Gillies
Amelia Earhart

FIRST PRESIDENT OF THE NINETY NINES.

Fay Gillis Wells

19 July 1986 Atchison, Kansas
45th Anniversary First Ninety-Nines
Amelia Earhart Scholarship Award
10th Anniversary Dedication of the
International Forest of Friendship



FIRST DAY OF ISSUE



Commercial Aviation



Pictured is the Amelia Earhart 8c Airmail 1963 First Day Cover, which was recancelled at Atchison, Kansas, July 19, 1986, commemorating the tenth anniversary of the dedication of the International Forest of Friendship there, and the 45th Anniversary of the first Amelia Earhart Scholarship Award/of the Ninety-Nines. The 22c tree stamp is added for the Forest of Friendship and the 13c/50th Anniversary of commercial aviation stamp for the Ninety-Nines' Bicentennial gift to the Nation in 1976, the Forest of Friendship. It is signed by Betty Gillies, who presented the first AE Award in 1941, and by Fay Gillis Wells and Joe Carrigan, Co-Chairs of the Forest since it's inception.

For one of these covers, send your check for \$15 tax deductible contribution to the AE Scholarship Fund and a stamped self addressed envelop to Alice H. Hammond, 15 Oakdale Drive, Millville, NJ 08332. If you wish a list of the 12 other available covers, include your request at the same time.

YOUNG ASTRONAUT SPORTS IN SPACE WINNERS

Campbell County Young Astronaut winners of the Sport for Space contest joined Wyoming Ninety-Nine Toni Brown for their first place prize — a flight in a Cessna 172 and a tour of the Campbell County airport.

Winner in the Trainee group (grades K-3) was Marykitt Brown — Higdon, Sunflower, with Butterfly Jacks.

Pilot winner (grades 4-6) was Travis Baumgartner, Conestoga, with team sport called Hit It and individual sport Trick Ball.

Commander Ron Wales, Twin Spruce, (grades 7-9) presented team sport Orbiter Rec Room and individual sport Photon War.

Barb (another Wyoming 99) and (Forty-nine and a halfer) Dan Croy, judges for the contest and builders of experimental aircraft, shared their 600 pound plane with students and parents. "That whole thing is controlled by a joy stick!" announced one computer-minded Young Astronaut.

VANCOUVER, B.C.

Ninety-Nine Convention August 10 - 15, 1987

As Expo '86 host city to the 1987 Ninety-Nine convention, Vancouver, B.C. is guaranteed to cast its spell over visitors, almost invariably ensuring their return. One of Canada's most spectacular cities, Vancouver sprawls across the Fraser River delta and crawls up the sides of the surrounding coastal mountains. As diverse and far-flung as the peoples who have made their homes within its perimeters, Vancouver's natural beauties and environs attract thousands of visitors annually. As such, it glows as the

portal through which the may pass to the fantas holidays of their choice!

Where once the riches of the sea and bounty of the dense Douglas fir and West Coast cedar forests were home to such Coastal Salish bands as the Musqueam and the Capilano peoples this thriving port metropolis is now home to a complex and varied population. North America's second largest Chinatown is nestled side by side with pioneer Gassy Jack's Gastown, a mecca for tourists alike.

NOTAM

ATTENTION 99s IN THE FAA:

Barbara Abels, Los Angeles Chapter, will be writing a feature story for the NINETY-NINE NEWS on 99s working for the FAA. Please send her a short biography and black and white photo no later than February 20, 1987. Her address is:

4023 W. 176th St., Torrance, California 90504

Jeana Yeager is a 99 and a member of the Southwest Section.



Jeana Yeager and Dick Rutan appear at a press conference Tuesday after their historic flight.

99 Jeana Yeager

Associated Press

EDWARDS AIR FORCE BASE, Calif. — Jeana L. Yeager responded Tuesday to Voyager's globe-circling success with a shyness friends say is characteristic of the 34-year-old pilot who holds eight world aviation records.

Smiling and waving at the crowd gathered at this desert base, she let fellow pilot Dick Rutan do most of the talking.

"Good morning!" were her only public words when she emerged from the cockpit.

Yeager, unrelated to another famous pilot, Chuck Yeager, completed on Tuesday a nine-day non-stop around-the-world flight with Rutan, cramped in a cabin the size of a telephone booth. She handled the plane's controls for about 20 percent of the flight, while Rutan rested.

Rutan spent more time at the controls than Yeager, partly because they couldn't switch positions during periods of intense turbulence.

"They enjoy each other's company," Voyager team spokesman Larry Cansler said of the couple. "She's real quiet. He's just crazy. She just kind of smiles and lets him talk. She's just one of the most delightful women I've ever met. She's one of those people who just radiates goodness."

Yeager has said she and Rutan "complement each other in the work that has to be done. Half the battle is having good compatibility in the cockpit."

After Voyager landed, Yeager was helped to an ambulance that took her to the base hospital for a medical checkup. She showed none of the faintness, which was attributed to dehydration, that hit her last July at the end of Voyager's 4½-day test flight over

California.

"Dick and Jeana are feeling pretty well," spokesman Peter Riva said Tuesday after a debriefing.

Yeager, born and raised in Fort Worth, Texas, became an engineer and moved to California, where she did drafting for Project Private Enterprise, an attempt to build a commercial rocket headed by retired Navy Capt. Bob Truax.

Before she met Rutan in 1980 and co-founded Voyager Aircraft Inc. with him in March 1981, Yeager worked for 14 years in engineering design drafting. She has experience in mechanical, structural, architectural and aeronautical design, as well as commercial illustration.

She racked up more than 1,000 hours experience flying various general aviation and experimental aircraft and holds eight world records for flight distance and speed, some of which once belonged to Rutan, Cansler said.

Yeager also has taken Air Force sea survival training and advanced instrument flying courses.

Her hobbies include flying planes and ultralight aircraft, riding horses, jogging, backpacking and skiing.

Her father, Lee Yeager, retired from teaching high school in Mesquite, Texas, said last fall that his daughter is unflappable in the air.

"If she were going to crash in the ocean, she would be calm and talk to you all the way down," he said.

Lee Yeager was asked Monday if he really wanted his daughter to become a pilot intent on undertaking a non-stop nine-day flight around the world.

He said when the issue came up, his daughter looked him in the eye and said, "Dad, would you really ask me to not do what I want to do?"

JEANA

FÉDÉRATION AÉRONAUTIQUE
INTERNATIONALE
NATIONAL AERONAUTIC
ASSOCIATION OF U. S. A.
INC.

Certificate No. **6017**

The above named Association, recognized by the Fédération Aéronautique Internationale, as the governing authority for the United States of America, certifies that

Amelia Earhart
born *24th* day of *August*, *1898*
having fulfilled all the conditions required by the Fédération Aéronautique Internationale, for an Aviator Pilot is hereby brevetted as such.

Dated *May 16*, *1923*
CONTEST COMMITTEE

J. P. Lahm
Chairman

R. Russell Shaw
Executive Vice-Chairman



Amelia W. Earhart

NINETY-NINE RESOURCE CENTER & MUSEUM

by Gene Nora Jessen

My childhood impressions of museums bring memories of somber, dark, dusty, don't-touch places to mind. I'm bursting to shout about the exciting happenings in our Resource Center. We don't fit that old stereotype at all. No museum dust there!

Just between us, a neat surprise is in the works. Chances are mighty high that we'll receive an airplane of great historical significance to be displayed in our new building. The architect has modified the atrium for this airplane and the restorer is on the final word. The donor is not yet ready to announce, but WATCH THIS SPACE for further developments.

We've established accessions people across the country for quick response on historical items. Volunteers have always been our strength. Ninety-Nines and aviation history buffs are on the same passion scale as newly-soloed pilots.

A treasure trove was unearthed this past year because of the sharp eye of a researcher. In the Ninety-Nines' early years each president passed along the organization's records to her successor. After Betty Gillies gave the records to Jackie Cochran, they were never seen again. Jackie's secretary had been a WASP, died in the war, and Jackie never did locate the records again. Upon Jackie's death, the bulk of her estate went to the Eisenhower Museum. A researcher noticed our original records there and the rest, as they say, is history. The Eisenhower Library just this week forwarded our original records to Oklahoma City. It's been embarrassing



These women pilots took part in the first Women's Air Derby, August, 1929, from Santa Monica, Calif., to Cleveland, Ohio. From left are: Mary Von Mock, Jessie Maude Miller, Gladys O'Donnell, Thea Rasche of Germany, Phoebe Omlie, Amelia Earhart, Louise Thaden, Blanche Noyes, Ruth Elder and Vera Dawn Walker.

when folks have written to ask if their relative had been a Ninety-Nine and we've had to admit that we didn't know. Now we have the answers. Incidentally, Betty Gillies has been delighted to have the other shoe drop after forty-five years.

Ninety-Nine Pat
Thrasher recently donated to the Resource Center the original log of the Itaska dated July 2, 1937. The Itaska was the Coast Guard ship anchored off Howland Island being used by Amelia Earhart as a navigational aid on her around-the-world flight. It is a fascinating drama to read the radio transmissions between the airplane and ship, and it certainly cements evidence surrounding the great mystery.

Another bright star on the horizon is the acquisition of a 150 page collection of the original Earhart flight plans. These are the maps and sectional charts prepared for Amelia by Clarence F. Williams and signed by her. How wonderful it is that these articles are appearing as we enter the fiftieth-anniversary year of her disappearance.

En route to the Resource Center are the boxes of CAA/FAA air marking program records compiled by Blanche Noyes, a former Ninety-Nines president. These have been donated by her sister, Margaret Hopkins, and the family. Joan Kasek handled them for The Resource Center. In 1935 Ninety-Nines Helen Richey, Louise Thaden, Helen MacClosky, Nancy Love and Blanche Noyes were appointed as air marking specialists for CAA. Their assignment was to produce a marking sign every 15 miles along a given route. Through attrition the group diminished to one, Blanche. For 35 years with the CAA/FAA, Blanche supervised 75,000 markers across the country.

A musty, dry museum we're not! We're on the move recording events for those who fly behind us.



Jackie Cochran (with Gen. Chuck Yeager, U.S.A.F.-ret.) is the first lady of aviation by establishing more world records than any other pilot in the world. A pilot since 1932, she was the first woman to break the sound barrier in the early 50s. She was the first woman to pilot a bomber across the North Atlantic in June, 1941. She 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). Before the U.S. entry in WWII, she took a group of 21 women pilots to England to serve with the British Air Force Auxiliary. In 1942, she was appointed to direct a woman'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 lives flying military planes from fighters to Flying Fortresses for the government. She was commissioned a Lt. Colonel in the Air Force Reserve from which she retired a full Colonel in 1970. Her last flight was at a Paris air show in 1971. She was grounded with a heart condition and flew to new horizons August 9, 1980.

HISTORY

THE ORAL HISTORY PROGRAM

by Judy Logue

"The next thing I remember is falling and the chute opening, and the pilot must have hit me with a wrench or something, to make me let go, because my knuckles were sore . . . on the tops."*

There are hundreds of anecdotes about flying from Ninety-Nines which have been recorded on video and/or audio tape, transcribed into a "five minute summary/key word index", and filed on computer discs for researchers using the Ninety-Nines' Resource Center.

Tammy Ross and Jennifer Thayer, are the whiz kids who are transcribing and indexing. One can often hear a chuckle or "Oh, wow!" as the young women hear the stories for the first time. Tammy says, "I find that listening to the lives of these women is so interesting! It's easy to forget to take notes." Jennifer adds, "Yes, and I had no idea that there were so many different kinds of airplanes."

Oral histories continue to be recorded around the world for the Ninety-Nines Resource Center. More than forty hours of flight instructor interviews that, Orange County Ninety-Nine Margo Smith conducted as a part of her graduate thesis, were donated by her family to the Resource Center. Ann Wood recently visited in Ireland where she started working with Charter member "Tommy" Warren on her oral history. Within this past year, Columbia Cascade members, Peggy Blinco and Dorothy Mercer, produced two oral histories of record-setting pilots in their area. One of the subjects of the oral histories has since died. A poignant lesson in urgency.



Pictured top, Jennifer Thayer and bottom, Tammy Ross, the whiz kids who do oral history transcribing and indexing.



Tammy Ross, Judy Logue and Jennifer Thayer with only a fraction of the taped oral histories being processed

Another project undertaken this year was that of collecting stories from Ninety-Nines who had flown the Alcan route. Many informative and exciting manuscripts were contributed and those

stories will be shared with the membership soon.

Because of the commitment and support from former International President, Gerry Micklesen, the Ninety-Nines oral history program continues

to grow as a primary information source for women's studies.

*Dorothy Hester Stenzel OH, 3/30/86, Blinco/Mercer

LIBRARY



NINETY-NINES LIBRARY

by Dorothy Niekamp,
Librarian

The idea for a Ninety-Nines Library was generated by a chance remark to then Ninety-Nines President, Susie Sewell, at a North Central Section meeting in Cincinnati, Ohio. By the time of the Headquarters dedication in 1975, the core of the library was cataloged and spread out on the shelves to make it look like we had more

volumes.

Within ten years we no longer had to spread out the volumes. The collection overflowed our available shelving and in order to find a bit more room all duplicate titles were removed from the shelves and placed in storage. This growth was due to the generosity of the membership.

With the growth of the collection a simple shelf arrangement was no longer sufficient for control. The Library of Congress Classification system was chosen to classify the materials for the simple reason that it is what I use in my daily work and it was the easiest to apply.

A software program for an IBM-PC has been purchased and the records, for the most part, are now loaded. A glitch in the running of the printing part of the program has not yet been solved. When the bugs are out, better control of the holdings will be possible.

It is regretted that we cannot loan materials, but the collection is open for use at Headquarters. With larger facilities now to become a reality, space is available for housing the current collection and for future growth. Be certain to stop by and visit Loretta, Barbara, and Virginia. They welcome Ninety-Nines and other visitors.

Ninety-Nines Library and Board Room Headquarters Building, Oklahoma



WESTERN CANADA SECTION

Our Fall Section Conference was held in Edmonton last month. Highlights included attendance by President Barbara Sestito and Vice-President Gene Nora Jensen. Barbara received the Wayne Gretzky "99" hockey sweater on behalf of Director Pat Roberts who was the high bidder for this sweater at the V.I.P. Auction in Hawaii during the International Convention.

Governor Robbie Taylor was named Chairman of the International Safety Education Committee for the next two years.

Mildred Beamish was presented with the Governor's Member of the Year Award. She accepted an engraved silver tray for her outstanding contributions to the 99s over the many years of her membership. Mildred was also honored at the Forest of Friendship ceremony in July.

The activities of the week-end included a tour of the now famous West Edmonton Mall, the world's largest shopping mall-tourist attraction, and a planning meeting for the 1987 International Convention in Vancouver, British Columbia.

Alberta Chapter

Susan DeBeurs, Pat Seale and Treva Woodman spent a ½ day with a class at Ardrossan School, emphasizing safety around airports and aircraft. Chapter members make presentations to school classes whenever possible. (Photo attached)

Several workshops have been held to foil edges of glass in preparation for the centerpieces for 1987 International Convention. (Photo attached)

Canadian Rockies Chapter

Robbie Taylor is Deputy Regional Air Chief for Search and Rescue for the Cranbrook area. The mountainous terrain makes the task particularly hazardous. Anne Dale is manager of the 108 mile airport.

Saskatchewan Chapter

Noreen Proudlove, Mary Pyne, June Mills, Angela Spitz and Sharon Spence attended Phase 2 of CA-SARA (Civilian Air Search and Rescue Assoc.) in November. Included in the course were 15 hours of classroom preparation on navigation, weather, etc., and five hours of actual flying search patterns and tracking. Sharon Spence attended COPA's safety seminar on Back to Basics Weather and Mid Air Collisions. This seminar was presented by Malcolm Joyce of Transport Canada, Winnipeg.

NEW YORK/ NEW JERSEY SECTION

With the snow storms upstate New York has had in November and December, many chapters are into indoor activities.

The New York Capital District Chapter is planning to try a new board game, called "Fly-In," at its January meeting. This game has three "log books" of questions on flying that must be answered correctly if the player is to move ahead.

SOUTHEAST SECTION

Florida Suncoast Chapter

AUSPFT local rally was held at Lake Wales, Florida, on November 15. Diane Baynard, Barbara Sierchio, Rosemary Jones, Mary Webb and Grace Whitecar were judges and committee chairmen.

Florida Goldcoast Chapter

Ursula Davidson, Chapter Member and Director of Aerospace Education at Broward Community College, arranged a maintenance safety seminar at North Perry Airport. Holly Friedman coordinated an FAA "Back to Basics" program on mid-air collision avoidance in October.

Kitty Hawk Chapter

June Rodd received a Certificate of Appreciation for her work as photographer and air marking chairman. Page Shamburger, veteran aviatrix, spoke of her flying experiences and writing adventures. Bob Farrington, North Carolina Aviation Safety Specialist, forwarded a contribution to Carolyn Pilaar of USPFT from *Back to Basics* attendees, a seminar partially sponsored by Kitty Hawk Chapter.

North Georgia Chapter

At the November business meeting, members planned a White Knuckles Seminar to be given in April, 1987.

NORTH CENTRAL SECTION

All-Ohio Chapter

Chapter members registered a large number of firsts this month: Jayne and Nick Herman flew their first actual CAP mission, Roberta Jones added Ford Tri-Motor time to her log book, Sandy Gordley had her first glider ride in San Francisco, and Elinor Kline had her first glider ride in England where she also visited with Sheila Scott. Carol Deitsch has sponsored three safety programs in four months and is now a Gold Seal Instructor. The Buckeye Air Rally donated \$1560 to the AE Scholarship, NIFA, and the International Women's Air and Space Museum. The November meeting featured a slide presentation and walk through the new International Women's Air and Space Museum in the stone home of Wilber and Orville Wright's uncle in Centerville, Ohio.

Central Illinois Chapter

On October 11, Mt. Vernon, Illinois, Airport was the site of a joint meeting with the Cape Girardeau Chapter. Cape Girardeau's Marianne Eiff presented a video tape which she produced called "Meeting the Challenge — Women in

Aviation." The Decatur Airport was the site of the November meeting. "Fly Aways", the new column in the newsletter, was well received.

Chicago Area Chapter

Diane Hromek spoke to over 400 people about the Ninety-Nines and our programs in Cleveland, Ohio, and Springfield, Illinois, during the past month. Sharon Ann and Frank Schorsch and Nita Fineman attended a presentation by Claudia Oakes, curator for the Smithsonian National Air and Space Museum, on The Golden Age of Flight.

Poly Gilkison and Sharon Ann were judges for the Region Eight NIFA competition at Purdue University. Poly attended a region Aerospace Education Conference held at Notre Dame, and Diane Cozzi attended an aerospace education conference held at the Museum of Science and Industry.

Norma Freier, Beverlee Greenhill and Sharon Ann returned home with the warm feeling that only helping someone in need can give. They flew a patient and his family from Palwaukee Airport to Milwaukee, Wisconsin, on October 17th for the Corporate Angle Network.

Chicago Area members applauded Ruth Rockcastle on the completion of her Master of Arts Degree in Health Care Administration.

Greater St. Louis Chapter

The chapter continued the celebration of their 45th year with a birthday party at the McConnell Douglas Prologue Room. Members of the aviation community, friends, and 49-1/2s were invited to share in the celebration with cake, coffee and a "Verbal Scrapbook" presented by past chairmen. The new Spirit of St. Louis Airport tower was welcomed to the aviation community by the chapter on the evening of their open house. The meeting included a tour of the new facility.

Indiana Chapter

Boone County Airport is the site of a new 99s compass rose. The weather smiled with sunshine, blue skies, and warm winds on November 1st for members and friends who did the painting. The airport now has new runway markings and numbers as well as the compass rose to show the dedication of the group to the support and enhancement of general aviation. A large number of members and 49-1/2s were present for the chapter's Thanksgiving Pitch-In Dinner on November 16th. Mary Rutherford and Carol Rogers placed seventh in the Kentucky Air Derby.

Indiana Dunes Chapter

Walt and Charlene Falkenberg took first place in the chapter's annual proficiency rally, held at Valparaiso, Indiana, was shared by Diana and Ben Austin, last year's winners. Second and third places were earned by the Phyllis Webb-Barb Jennings team and the Phyllis Petcoff-Russell Petcoff team respectively.

Lake Erie Chapter

Marg Juhasz was awarded the distinction of pilot of the year at the chapter's Pilot of the Year banquet on November 6th. Helen Sammon also received recognition for her outstanding achievements with the Achievement Award. Lake Erie members have been busy this November with FAA safety meetings. They sponsored two of them.

Three Rivers Chapter

Tragedy, in the form of an automobile accident, took the lives of Three River's founder Judy Ann Graham and her mother on November 14th. Due to rain on the day of the funeral, chapter members showed their grief with a broken wing fly-by on the following Saturday. An AE Scholarship will be given in her name. Anyone wishing to contribute should contact Marcia Nellans or Ruth Ruggles. Judy

herself was a scholarship winner in 1982. She set high goals for herself and encouraged others to do the same. Her love of aviation will accompany many as her spirit flies right seat with them.

SOUTH CENTRAL SECTION

Abilene Chapter

The *Abilene Reporter News* gave their area chapter extensive newspaper coverage in recent issues. Questions relating to aviation were printed with answers following in a subsequent issue. The questions were of interest to all pilots and to aircraft passengers in general.

Austin Chapter

Austin members had a smooth flight to Roanoke, Texas, for lunch with Edna Gardner Whyte. Karla Arnold is a new member of this chapter.

Dallas Chapter

Jerri Truhill past chairman of the Dallas Chapter shared video tapes of the 25th anniversary reunion of women admitted to the Astronaut Program at a recent chapter meeting.

Dallas Redbird Chapter

Hazel Jones, Helen Wilke and Kathy Long attended the 99 Headquarters Addition Ground Breaking, November 2.

On November 9th, the Dallas Redbirds toured the McAllister Automated Flight Service Station. Those attending were Peggy Goll, Linda McCormick, Sharon Smith, Helen Wilke and Elinor Johnson.

The Lake Murray Fly In was a great success. Those having a "wonderful time" were Linda McCormick, Peggy Goll, Lisa Sallee and Mary Gibb.

The AOPA Convention in San Antonio on October 29th was attended by Margaret Conlin and her husband, Lisa Sallee, Elizabeth Jordan, Hazel Jones and Peggy Goll.

The FAA Accident Prevention Seminar was attended on November 13th by Hazel Jones and Helen Wilke. Congratulations to Sharon Smith. She passed her written instrument test.

El Paso Chapter

Lynn Stover was the spot landing contest winner at the El Paso Chapter fly-in to John and Betty MacGuire's ranch. Lois Ziler was inducted into the El Paso Aviation Hall of Fame on November 15.

Kansas Chapter

Kansas Chapter's Karen Tucker was named Aviation Teacher of the Year for Kansas at a recent 7th Annual Wright Brothers Celebration in Wichita.

Northeast Kansas Chapter

The Northeast Kansas Chapter had a "Shop 'til you drop" fly-out to the Pendleton Wool factory.

Oklahoma Chapter

Gina Taylor hosted the November Oklahoma Chapter meeting and lunch at her hangar-home in Washington, Oklahoma.

Pikes Peak Chapter

Pikes Peak Chapter painted their first compass rose at the Fremont County Airport.

San Antonio Chapter

MARTYR OF THE MONTH, our newest award, went to Ruth Nichols and Geils Hegranes. They attended two organizational meetings with AOPA regarding help with their Annual Convention here. The put in two long 12 hour shifts: parking airplanes at Stinson, loading and unloading luggage, guiding recalcitrant pilots a long way round soggy field and then busing them to terminal. On Sunday they returned to help transport the pilots from terminal to their aircraft. Gloria Blank, Barbara Moore, Margaret Cosby, Pam Crane, Carol Fox and Laura Richter helped in other jobs. Carol Fox, with late comers Margaret and Mike Cosby completed airmaking Canyon Lake strip.

Shreveport Chapter

Shreveport's annual Airport Fish Fry was a resounding money-maker and included door prizes, music, moon and lots of fish.

South Louisiana Chapter

South Louisiana members are participating in the BFR home study course offered to VFR/IFR pilots by the state DOTD, Safety and Education Department.

Tulsa Chapter

Twenty one persons from the Tulsa Chapter made the fly-out to Arrowhead for companionship and food.

continued on page 14



Customers are already lining up to use the new compass rose Dallas Chapter members painted at the Dallas Redbird Airport October 10. Pictured are Sue Matlock, Chairman Pauline Winthrop, Sue Andrews and Anita Gebhardt, Air-marking Chairman Photo by Margie Carter

continued from page 13

Their planned hayride at Harvey Young Airport was rained out, but food was served in a hanger.

NORTHWEST SECTION

Columbia Cascade Chapter

Members GAYL RATIGAN and BETSY WALKER offered a class in Aerospace Teaching to the Aerospace Teachers Conference in Eugene recently, and our chapter won the Chuck Yeager award for Aerospace Ed.

BILLIE DUTCHER held a meeting in her garage/hanger where she is now re-assembling her Super Cub which she is restoring herself.

Nine of our members spent an afternoon with six W.A.S.P.s and viewed films of their wartime involvement. These are really SOME ladies!!

Willamette Valley Chapter

A *Back to Basic's* Seminar is scheduled for January 13, co-sponsored by our chapter and the FAA.

Plans are underway for a Flying Companion Seminar scheduled for March 14th as part of a three day event sponsored by Oregon State Division of Aeronautics and Lane Community College, to improve the quality of aviation in the state. Also on the program are a Class "A" CFI Refresher Course, FAA Recognized Pilot Safety Seminar, FAA Northwest Lessoning Session and a workshop for persons who have disabilities and have an interest in flying. This is a POSITIVE step in Oregon's general aviation and hopefully will become an annual event.

Our annual Christmas party was held December 10th at Eugene Country Club. Jan Amundson and Verda Gius-tina were hostesses.

SOUTHWEST SECTION

Los Angeles Chapter

The chapter held the fourth annual Back to Basics Race on November 8th. This race is a round robin from Santa

Monica Airport, using minimum flight instruments and navigation by pilotage only. The standings were:

| Pilot / Co-pilot | Type Aircraft | Score |
|---|---------------|---------|
| First | | |
| Sue Jablonski (a 99)/ Dick MaCinniss | PA28 | 17.0910 |
| Second | | |
| Sharon Crawford (a 99)/ Don Crawford | C-177 | 12.7342 |
| Third | | |
| Mort Greenberg/ Ron Rafferty | Beech V35B | 8.6004 |
| Fourth | | |
| Jean Schiffmann (a 99)/ Tessa Young | C-150 | 8.5966 |

Mount Diablo Chapter

The November 4th meeting featured guest speaker Rick Tarrell from the Aviation Safety Reporting System. An additional \$500 scholarship is being offered to Mt. Diablo candidates who were previously considered for the last scholarship earlier in the year.

Orange County Chapter

Another great Flying Companion Seminar is behind us. A particular success was the introduction of several new speakers. It is a terrific way to get your members involved and we all learn by teaching. Our Pennies-a-Pound and Bake Sale at Corona Airport Open House was not only fun but a good fund raiser. The chapter flew to Santa Ynez for a Christmas shopping trip to Solvang.

Palomar Chapter

The November meeting featured Dan Mortensen (AMSOL race pilot) who showed slides of his races plus his spectacular crash at Reno. The recent Flying Companion Seminar garnered 20 attendees. In the Pacific Air Race, members Mary Pearson and Toni Mattel placed 5th.

Phoenix Chapter

Sue Harper spent some time in Merry Old England with daughter Kendall. They took in the Farnsborough Air Show. In

Wales they met and enjoyed the hospitality of British Section Vice Governor, Connie Fricher and her husband Alan on the Isle of Anglesey near Beaumaris. Connie and Alan, who took up flying in their near 60's upon the recommendation of their doctor, are now in their late 70's and still active pilots. Sue also had the fun of renewing acquaintances she had met a year earlier in Australia.

San Fernando Valley Chapter

November 8th was a special day for the young women who participated in the Big/Little Sister Aviation Day. There was a safety presentation followed by introductory flights given by members who donated their time and airplanes. On December 17th, members gathered at a local restaurant for the Chapter's annual 'Cookies to the Tower.'

San Gabriel Valley Chapter

Margaret and Dave Lawson have just returned from a flying trip to Belize where they visited their daughter who works for the Peace Corps.

Santa Barbara Chapter

Our 99s toured Tracor Aviation where we learned the latest in modifying the DC10 and installation of quiet kits on the airliners. Renate Tesch, Jenny Wright & Joan Steinberger met three planes from Santa Clara Chapter loaded with supplies for DRI. Lynn Barber flew her Ryan to Edwards for display purposes. Karen Kahn is back on active duty second officer with Continental Airlines. Debi Burroughs is in training for American Airlines.

Santa Rosa Chapter

Through the organizational efforts of Carol Valette, Hemet Valley Aviation volunteered a C-119 and crew to airlift four tons of medical supplies to the DRI's Santa Barbara distribution center. It was an exciting media event! KPIX, channel

5, ran a wonderful spot on their 11:00 news that night, and the Press Democrat, our local newspaper, covered the event with photos and an article.

It was a great opportunity to see the inside of the C-119, which is normally used for fire-fighting operations. We were assisted by the California Department of Forestry crews who volunteered their time.

Our November has been filled with making plans for our Holiday party and for a new craft project: converting banquet table centerpieces from the Air Race Classic into Christmas centerpieces for nursing homes and care centers.

NEW RATINGS:

Southeast Section

Kassandra Fargis — Kitty Hawk Chapter, Instrument

North Central Section

Carol Deutsch — All-Ohio Chapter, Phase III Wings, Accident Prevention Counselor, Gold Seal Flight Instructor
Izetta Thompson — All-Ohio Chapter, Beginning Ground Instructor, Phase I Wings
Kathy Palmer — Central Illinois Chapter, Multi-Engine Flight Instructor
Deanne Falduto — Chicago Area Chapter, Instrument
Sue Nealey — Chicago Area Chapter, Multi-Engine
Ruth Engs, — Indiana Chapter, Instrument
Jo Neal — Indiana Chapter, Multi-Engine
Linda Mattingly — Indiana Dunes Chapter, Commercial
Dodie Jewett — Lake Erie Chapter, Instrument
Susan Simpson — Lake Erie Chapter, Commercial

South Central Section

Amy Pilkington — Shreveport Chapter, Air Line Transport
Gloria Peterson — South Louisiana Chapter, Instrument

South West Section

Evelyn Craik — Fullerton Chapter, Air Line Transport
Jaye Howes — San Fernando Valley Chapter, Instrument
Ceci Stratford — San Fernando Valley Chapter, CFI
Valerie Suberg — Santa Rosa Chapter, Commercial

IN MEMORIAM:

Judy Ann Graham, Three Rivers Chapter 99

Louis Kramar, husband of 99 Irene, Florida Crown Chapter

Jack Worel, husband of 99 Anita, Reno Area Chapter

Ken Sheets, husband of 99 Wilma, Kansas Chapter

SAFETY NOTE:

Common Traffic Advisory Frequency.

Nation wide, several recent incidents of near midair collisions have occurred at uncontrolled airports. Many of these close calls could have been avoided if pilots operating at these airports had used CTAF to announce their intentions. CTAF may be a UNICOM, MULTICOM, FSS or tower frequency. The best source to determine the CTAF is thru the airport facility directory. FAA.

DEADLINES:

Deadlines for the 99 NEWS are the 10th of each month. Deadlines for Chapter News Reporters are the 1st of each month to Section News Reporters.

FEBRUARY ISSUE:

Fear of Flying by Fran Grant



Susan DeBeurs, Alberta Chapter, Western Canadian Section is shown presenting a program on the 99s to a class at Ardrossan Elementary School.

Ask Jerrie Cobb about Lycoming engine reliability . . .

. . . if you can track her down.

As she has for the last twenty years, Jerrie Cobb is flying the most remote regions of the Amazon. In her Pilatus Britten-Norman Islander Jerrie brings seeds, food, medicines and hope to the jungle's Indian tribes.

Jerrie's known for facing challenges. She was the first woman to pass the U.S. Astronaut tests, and holds four World Aviation Records. She's been a NASA and FAA consultant, and chief test pilot for Rockwell International.

Every day Jerrie puts herself — and her aircraft — to the test. Here's what she says about Avco Lycoming engines:

"Our lives depend every day on Lycoming reliability, and your engines always come through...even under the most trying conditions: 85% + humidity...200-400 inches of rain yearly...temps in the 90s...density altitudes 4,000 ft. + at sea level. Taking off from muddy, rough, 1600 ft. strips in the jungle surrounded by 150 ft. trees, any power interruption — even a hiccup — will put us in the trees. Thank you for building such dependable engines, and making our Amazonas airlift possible..."

Jerrie Cobb may be reached c/o: The Jerrie Cobb Foundation, 2299 Riverside Drive, Moore Haven, FL 33471.

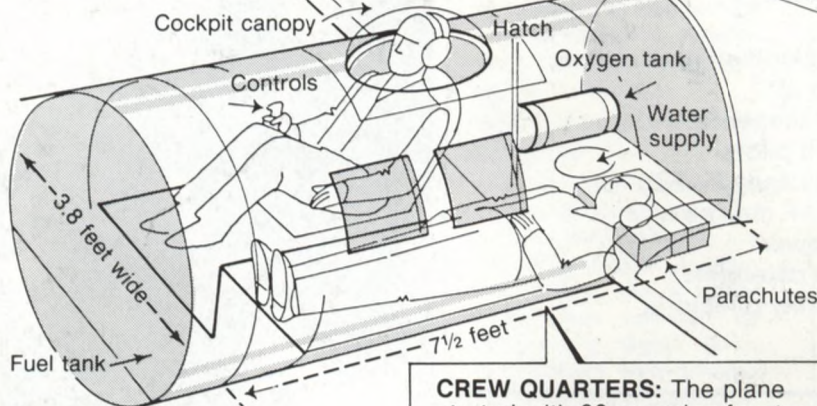
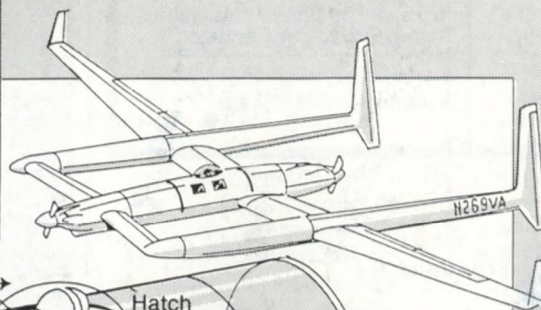
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Life on Voyager

Dick Rutan and Jeana Yeager fly the experimental plane Voyager in cramped conditions. A 43-cubic-foot cabin holds emergency gear and plastic bags that serve as bathrooms.



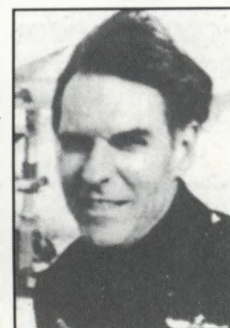
FUEL TANKS: The plane has 17 tanks in its graphite fiber wings. Total capacity: 1,489 gallons. The craft got 14 miles to a gallon shortly after taking off. That has improved as Voyager becomes lighter.

CREW QUARTERS: The plane started with 90 pounds of water, stored in 1-cup plastic bags. Also aboard were a six-day supply of emergency oxygen and a 10-day supply of precooked meals. The food is heated on a rear-engine radiator.

Sources: Associated Press, United Press International.



Jeana Yeager



Dick Rutan

THE 99 NEWS

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