

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

Volume 8

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HEADQUARTERS HOTLINE

AIR AND SPACE MUSEUM PUBLISHES HIGH-FLYING Cookbook. Want to give your guests a meal that is out of this world? Serve flying chicken and lunar bread at your next dinner party. Recipes for these and other culinary delights can be found in the *Famous Personalities of Flight Cookbook* recently published by the Smithsonian Institution Press. The book personalizes the lives of men and women who contributed to aerospace history by making their favorite recipes available to the public. Recreate Amelia Earhart's sour cream waffles or try a ham loaf recipe from astronaut John Glenn. Books available from Department CB, National Air and Space Museum, Washington, DC 20560. Cost is \$4.95 plus \$1.75 for postage and handling.

CLOSER CHANNEL SPACING IS COMING TO aviation communications frequencies. The FAA will soon propose more widespread use of 25-kHz channel spacing to accommodate a pressing need for more frequencies in the fixed-width aviation band. According to AOPA figures, about 35% of the general aviation fleet already has the necessary 720 channel capability. Presently, 25-kHz frequencies are being used only above the 18,000-foot level. The FAA plan is to phase these in at lower altitudes on a gradual basis, getting to approach control and control tower frequencies by the middle of the decade. *From AOPA GA National Report.*

KILL DEVIL HILL ADDED TO 99 LIBRARY. The book, *KILL DEVIL HILL*, inscribed by author Harry Combs, has been presented to our Headquarters library through the efforts of Hazel Jones, international vice president. This treatment of our aviation heritage makes a worthy addition to our collection. Contributions, whether books dealing with the history of aviation, especially women, or more recent aspects of the aviation/aerospace worlds, are always welcome, as are monetary contributions toward the purchase of same. For guidelines on what is needed, contact our Librarian Ruth Dobrescu, 4 Norman Court, Glen Cove, NY 11542.

U.S. BORDER PATROL RECENTLY OPENED RANKS (including pilot) to women. The Border Patrol of the Immigration and Naturalization Service is a highly trained Officer Corp. As a mobile, uniformed law enforcement organization, the Service's primary mission is detecting and preventing the illegal entry of persons into the United States. Modern equipment in use by the Border Patrol Agent includes: interceptor type automobiles, jeeps, fixed-wing and helicopter aircraft, complex communications and electronic sensing devices. Entry level is GS-5 with potential to GS-9 in two years. First duty stations are in the southern border states of California, Arizona, New Mexico and Texas. For more information, contact: Mrs. Smith, Marfa Border Patrol Sector Headquarters, P.O. Box 1, Marfa, TX 79843.

SPORT AVIATION ART COMPETITION. Work executed in any media (except photography) with an aviation theme is eligible for the Fifth Annual National Sport Aviation Art Competition sponsored by the EAA. Color slides of work must be submitted by June 1, 1981. Fifty art works will be accepted for exhibition at the Priebe Gallery in Oshkosh, Wisconsin. For information, contact Professor David Hodge, c/o Allen Priebe Gallery, University of Wisconsin, Oshkosh, WI 54901.

GA CONFERENCE HELD AT FAA TECHNICAL CENTER. The 2nd General Aviation Safety Workshop was held at the FAA Tech Center in January. Sponsored by the Tech Center and AOPA, in cooperation with GAMA, the workshop drew 116 attendees from all areas of general aviation including trade groups, manufacturers, universities, aviation schools and the government. Splitting into six smaller working groups, participants arrived at the following recommendations:

- * Develop a model to better monitor the industry's needs and capabilities
- * Require National Transportation Safety Board certification for all accident investigators
- * Institute a written exam as one part of improvements to Biennial Flight Review
- * Lower insurance rates for pilots with demonstrated flight proficiency
- * Require mandatory flight check for flight instructor revalidation
- * Develop a method to test pilot judgment

The FAA Technical Center initiated several safety-related programs as a result of recommendations from the first workshop two years ago. The proceedings from the current workshop will be used by the Center's Airman Research Program as a working document to further develop the recommendations.

A CHANGE IN THE RULES FOR TAKEOFFS FROM runway intersections has been published in the Airman's Information Manual (AIM): "An aircraft is expected to taxi to (but not onto) the end of the assigned runway unless prior approval for an intersection departure is received from ground control." *Noted in AOPA Newsletter.*

99s COMPUTER FUND STILL GROWING. The computer is in place at Headquarters and the staff wonders daily how they ever did without it to process membership information. As time goes on, more programming will be added and we will be able to take complete advantage of this new resource. Meanwhile, we are grateful to the continuing support of our chapters and membership to this capital investment of machine and supplies. New names on our contributors list since the first of the year include Sacramento Valley Chapter and individual members, Ali Sharp and Marian Banks. Also, we wish to note that High Sky Chapter was erroneously omitted from the scroll which appeared on the back of the December 99 NEWS. Their contribution was very much appreciated and we regret the omission.

EAA SPONSORS AUTO FUEL FLIGHT TEST program. Shortly after 8 a.m. each morning, weather permitting, former airline captain Jim Barton climbs aboard a specially equipped EAA Cessna 150. His pre-flight checks include a quick look at the digital readout and programmed strip chart printout instrument that will tell him how well the aircraft will perform on auto gas that day. Barton has been involved in the program daily for several months as EAA searches for a readily available substitute for disappearing 80/87. So far, with more than 300 hours logged on automotive gas, Barton has not been able to get the engine to quit. EAA cautions that the use of auto gas is still very experimental and should not be used by the general aviation public in their aircraft.

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This Month in The 99 NEWS

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ON THE COVER: Viewed through the shadow of a spinning propeller, 1977 Angel Derby participants line up for take-off. Air racing season is upon us, with Shangri-La's Grand Prix Air Race in April, Angel Derby in May and the Air Race Classic in June. Race results will appear in future issues of The 99 NEWS.

Columbus, Ohio



ON THE WITH JANET



by International President Janet Green

This month, with our new administration getting settled in, is an opportune time to think of legislative matters. Our president expressed generally favorable views in his position paper on general aviation prior to the elections. He has appointed a very able head of DOT in Mr. Andrew L. Lewis, Jr. It is encouraging to know that he is a pilot and his wife, Marilyn, a 99. Realistically, we will be facing user charges of some type but as long as they are equitable they will be more palatable. It does mean that our budgets may not stretch to include as much time in the air as we'd like. What better time to use our 99 network of contacts and friendships to "air pool" and load up our planes flying to meetings and other activities.

But back to legislation! Our chairman of this important standing committee is Joan Kerwin. She reviews the *Business Aviation Weekly* and when she notes an urgent issue demanding our attention she lets us know through articles in *The 99 NEWS* and chapter mailings and alerts us that we should be writing our legislators. A California newsletter offered some tips to our aviation awareness letter writers for effectiveness and I'd like to pass them along.

1. Write on a personal or business letterhead if possible, and sign your name over your typed signature at the end of the message.
2. Be sure the exact return address is on the letter, not just the envelope.
3. State the name of the legislation you are writing about and give the bill number if possible.
4. State your reason for writing. Explain how the issue would affect you, your family, community and in our particular case, the aviation community.
5. Be reasonable. Don't ask for the impossible. Don't threaten.
6. Write only to the representative of your district and the senators of your state.
7. Ask the legislator to state his or her position on the issue in reply.
8. And finally, thank a legislator when he or she pleases you with a vote on an issue.

The directors are careful to avoid any appearance of lobbying to influence legislation as a substantial part of our activity. That doesn't mean we are speechless on anything vital to safety or

unfair to general aviation. Although we haven't as a group spoken on recent issues, we can and will if warranted. Should a chapter or section desire to write collectively, please check with Headquarters or our counsel, Sylvia Paoli, to see if the stand would affect our exempt status. If not done repeatedly it won't. The key is "substantial" so we must avoid the appearance of this.

An organization of stature to which the 99s belong and which is very cognizant of legislative matters as well as other matters pertinent to general aviation is GENAVAC. The name is an acronym for GENERAL AVIATION ASSOCIATIONS COMMITTEE. The principal general aviation organizations become members by invitation and the top two elected officials in policy making positions represent their organization. At the formation in 1970 it was agreed that a formal activist organization would hamper the ability of the disparate member associations to achieve solutions to problems uniquely pertinent to each but that their respective memberships could benefit by periodic meetings to exchange ideas and make plans. It was felt that group input would provide stimulus and coordination for the action activities of its member associations; general aviation resources could be concentrated in most needed areas; two or more organizations could pool resources; duplication could be avoided; and most importantly to the Ninety-Nines, we are in the mainstream of knowledge affecting our activities. Other associations who make up the membership are GAMA, AOPA, NIFA, NBAA, ADMA, AEA, EAA, HAA, NATA and SSA. Test your knowledge! Do you know what all the initials stand for?

Meetings are held three times a year. The fall meeting is most successfully held in Washington in conjunction with the Flight Instructor and Mechanic of the Year Awards. Our award can be presented in person without additional cost. Usually either our president or vice president and Joan Kerwin attend. Joan does so at her own expense. The annual host association organizes and develops agendas, selects meeting sites, makes arrangements and provides one complimentary luncheon per meeting. We have hesitated to take on this responsibility but with offers of support from other members we have volunteered and will be hosts for three meetings commencing in the fall of 1981. One of these meetings will be in Oklahoma City where we will proudly be host in our Headquarters.

Continued from page 2

99s MAKE GOOD COPY. David Scherer, a *Rocky Mountain News* staff writer, was named a first place winner in the 1980 Journalism Competition of the eight-state Central Regional of the Aviation/Space Writers Association. Scherer's winning entry, published July 20 in the News' Now section, was called "Women's Role in Aviation." The story profiled The Ninety-Nines, Inc., reviewing its history and featuring several area women pilots who work in various aspects of aviation.

WEST VIRGINIA POSTAL CLERK WINS NEW PLANE AS GAMA Safe Pilot '80 grand prize winner. Postal clerk and part-time farmer Lawrence B. Spencer, 47, of Elkins, West Virginia, got the shock of his life when West Virginia Senator Jennings Randolph surprised him with news that he had won a \$50,000 airplane of his choice in the GAMA Safe Pilot '80 Sweepstakes.

The lucky grand prize winner was one of 379,000 people who attended one of 10,000 FAA safety seminars last year promoted by GAMA. The seminars bring pilots up to date on the latest in flying knowledge. New Safe Pilot '81 seminars are already underway.

A RECORD 15,161 AIRPORTS NOW AVAILABLE IN U.S. The number of airports, heliports and other landing facilities in the U.S. broke the 15,000 mark in 1980 for the first time. In all, there were 15,161 landing spots available to civil aircraft at year's end. This represented a net gain of 415 over 1979. Included in the year-end totals were 12,240 airports, 2,336 heliports, 527 seaplane bases, and 58 short takeoff and landing (STOL) airports or runways. A total of 730 of these facilities were served by air carriers. Texas continued to lead all states with 1,375 landing facilities, followed by Illinois 942, California 825, Alaska 731, Pennsylvania 694, Ohio 652, Minnesota 491, and Florida 485.

International FOREST of

Friendship

12-13-14 - JULY - 12-13-14

A Fun Stopover on the way to the Convention in Boston, July 15-19

Space will hover over Atchison, July 12, 13 and 14 when the 99s and the City of Atchison celebrate the 8th anniversary of the International Forest of Friendship — their contribution to America's Bicentennial Horizon program — the program designed to project America into her Third Century.

Atchison's own native Wizard of Space, Fritz Widick, will be our featured speaker at the banquet, July 13th. Fritz has been at Cape Canaveral for the past year preparing the Shuttle for the launch and will fly to Houston to monitor its re-entry. We are working with the powers that be to arrange for some of the 99s connected with the Shuttle program to join us in Atchison.

The festivities begin with the reunion party Sunday night, the 12th, to welcome the 99s to Atchison. On the 13th will be the exciting unveiling of the lovely, full-length bronze statue of Amelia Earhart in front of the First National Bank on the tree-lined mall. David Jones of Athens, Georgia is the sculptor. It will be cast in bronze by the Renaissance Art Foundry in Bridgeport, Conn. There will be tours of the historic site of Atchison and the A.E. Museum, and the banquet at night. Ceremonies at the Forest begin at 10:30 a.m., July 14th with the Parade of the Flags of the States, Territories, the Moon and the 33 countries around the world where there are 99s. We hope to have the map of the Forest and Memory Lane, etched on wood, finished by the 14th.

The ground-breaking ceremony for the Forest was held at the A.E. Airport July 24, 1973, even before the permanent site had been chosen. It was launched with an armada of planes, flown by 99s, carrying seedlings to all the State Capitols, repeating

the fantastic flight from Atchison in 1963 when the Amelia Earhart Commemorative stamp was issued. The Forest was dedicated July 24, 1976.

Winding through the Forest is Memory Lane, tying America's flying past to its future, honoring those who have, or are still contributing to all facets of the advancement of aviation. Embedded in this concrete ribbon (five feet wide to accommodate wheelchairs) are granite plaques engraved with the names of honorees. Memory Lane Honorees are proposed by sponsors who contribute \$200 to the International Forest of Friendship to help defray the cost and installation of the 12"x16"x4½" thick granite plaque. The biography and a picture of the honoree, with the check for \$200 (tax deductible) should be made out to The International Forest of Friendship, and sent directly to John E. Smith, Treasurer, P.O. Box 99AE, Atchison, Kansas 66002.

Twin-bed rooms with a connecting bath at a cost of \$6.00 per person, per night are available. Reservations should be sent directly to: Betty Wallace, Benedictine College, North Campus, Atchison, Kansas 66002. Please tell Betty how you will be traveling — private plane, commercial to Kansas City International Airport, or driving and ETA so she can pass this information on to the Zontians who, for lo these many years, have arranged to meet all arrivals and departures. If you prefer to stay in one of the motels, this can also be arranged.

Hope you will join the fun in Atchison enroute to Boston.

Fay Gillis Wells
General Co-Chairman
International Forest of Friendship



Festivities at the International Forest of Friendship will include unveiling of the bronze statue of Amelia Earhart.

A rating to earn

by Patricia Rockwell
1980 Scholarship Winner

My excitement from winning in July is still running a feverish high. I've passed my BGI, CFI and double I written because with teaching I am smitten. No money given to ATE I taught myself because that's me. January and February I was grounded. By my hospital stay I'm still confounded. But come March I'll start with ATE to learn the wonders of instructing properly. Some day I hope to teach that way, charging no more than students can pay. Oh to have my rating and instruct in the haze of our soon to be, long summer days. But this will not happen I do fear as family commitments may delay me this year. But long before the summer of '82 I will be an instrument instructor — thanks to you!

THE INTERNATIONAL FOREST OF FRIENDSHIP

Atchison, Kansas 66002 — P. O. Box 99AE



Sponsored By:
The City of Atchison, The Ninety-Nines, Inc.
K.S.U., State and Extension Forestry

AIR MARKING

by Mary Jo Voss

Since spring is just around the corner that means airmarking can't be far away.

During the winter doldrums, I started (not finished) cleaning out my closet. I stumbled over my old paint splattered "tennis pumps". I put them in the throw away sack three different times. (There are two more pairs that could replace them.) But they are back in the closet where they belong, and until the paint gets through the holes onto my feet, I'm going to keep and use them. Have matching slacks and shirts, too. Ah, nostalgia! Got a closet full of that.

Have you ever airmarked even under adverse conditions that you didn't have fun? I think many of you will agree that airmarking is one of our more pleasurable

activities. It would be a grand gesture on the part of the chapters that do a lot of marking to make an effort to invite a non-marking chapter to join you. They are missing out on the fun not necessarily through their choice. It's terribly difficult to airmark when you have never done it, even if you have the manuals. So give them a call. It makes a great flying activity as well.

Section chairmen, I'm sure you are all settled in now, and have things pretty well organized. Please be sure you let any new chapters know how to get their airmarking manuals, and other pertinent information. Especially information on notifying you and me of their accomplishments.

Remember, invite a chapter to join you on your next airmarking.

Shreveport 99s Eileen Anderson, Mary Jo Voss, Reita Dorsett and Marjorie Hardcastle at Panola County Airport, Carthage, TX. The men are pilots in the area who turned out to help.



Second General Aviation Safety Workshop

by Hazel Jones

The Ninety-Nines, Inc. were invited to attend and participate in the Second General Aviation Safety Workshop. This event was jointly sponsored by the Federal Aviation Administration (FAA) Technical Center and the Aircraft Owner's and Pilot's Association (AOPA) and was held in the FAA Technical Center, Atlantic City, New Jersey, January 27-30. The group of some 130 representatives from industry, FAA, AOPA, user groups, National Weather Systems and educators were divided into six working groups: aviation flight economics, flight instruction, pilot written exams, weather related accidents, aviation safety data, and general aviation aircraft. As before, I was asked to serve on the weather related accidents workshop.

The basic charge to our group had to do

with discussing the present system of weather information dissemination by the flight service stations and what could be done to improve or expand this system. If time permitted, we were also to discuss the possibility of more than one type of instrument rating and also to look into the possibility of additional instrument training for the private pilot certification.

Our group was made up of 15 individuals from the Ninety-Nines, National Weather Service, FAA, NASA, Embrey-Riddle Aeronautic University, the NOAA, and members of the faculty from the University of Tennessee and also a man from the General Aviation Manufacturers Association (GAMA). National Weather Service has a lot of things that they are interested in and that they are working on, as does the FAA. Some of the really far out things that we discussed had to do with putting sensors on wide body aircraft to get actual wind directional velocity at all levels, when the aircraft was taking off and descending as well as flight at altitude. This is being done on a test basis on aircraft flying from Europe to the United States at this time. The biggest problem, of course, is that if more equipment is added to any airplane, the weight factor comes into being.

We discussed weather education with the idea that this is probably a killer item and it is probably the least studied item on the kinds

of things that one studies when one is learning to fly an airplane. GAMA has a slide show. AOPA is coming up with some movies and there are some military movies which are not currently available through the FAA accident prevention program. It is anticipated that some central core of data gathering will be made available so that all of this information will be available at one central point.

National Weather Service and FAA also talked about the future advisability of having a home weather briefing set. This will be a black box type arrangement on your television so that you can check the weather and even communicate with the black box. With the advent of full cable throughout the United States, it should be easy to put in all kinds of different things to be available to special user groups.

There was quite a bit of discussion about Pirep gathering and dissemination. The group was unanimous in wanting a high altitude (EFAS) discreet frequency because they felt that when an airline gave a pilot report, his altitude necessarily blanked everybody in five states. It is hoped that a high altitude EFAS discreet frequency can be authorized by FCC.

There was also a lot of discussion on the orderly interchange of information between the center, the tower and the flight service station having to do with pilot reports. In

Aircraft insurance by Gene Nora Jessen

As aviators, we are all interested in protecting ourselves and our property, whether we own our own airplane, fly in a club, rent or borrow from a friend. This column will address some of the basics and pitfalls of aircraft and airman insurance.

Let's start with terminology and what some of the language in your policy means. Fortunately, the companies are turning to plain language so you no longer need to ask your lawyer to interpret what you have (or haven't!).

The policy is divided into two areas, liability coverage for the airman and physical damage for the airplane. Let's tackle liability first.

Liability means the company will protect you in case of a law suit. If someone is hurt by/in your airplane or you damage their property and they sue you, the insurance company will defend you in court up to a certain amount of money. You determine how much liability coverage you need.

Your agent may offer you, for instance, 1-3-1+1 or \$1 million CSL. Let's break that down. The 1-3-1+1 is called split limits. It gives you protection up to \$100,000 for property damage (you run into a hangar), \$100,000 for bodily injury (someone walks into the prop), \$100,000 per passenger in the airplane, and \$300,000 total for the accident. Obviously, if you have 4 passenger seats

with \$100,000 per seat, a total of \$300,000 won't quite make it.

\$1,000,000 CSL is more common today with the awards we see coming out of the courts. Combined Single Limit is all the parts of 1-3-1+1 combined, but the million dollars can be spent any way needed; all for property damage or all for one passenger, etc. Sometimes a company will not offer the insured \$1,000,000 even, but will restrict the passenger portion to \$100,000 per seat. This limitation is placed on the less qualified pilot, for instance a non-instrument rated pilot flying a high performance single.

There are many variables on liability coverage and you can purchase \$10 million in coverage if you like or even more. Remember that there is no automatic pay in liability coverage. The injured party must prove that the pilot is liable for the damage. The insurance company has agreed in the contract to defend the pilot and pay up to the limits of the policy if damages are awarded by the court. Obviously, the pilot will receive no compensation under the liability coverage, since she would not sue herself.

We'll address the physical damage portion of the policy next time, but meanwhile, this would be a good time to dig out that piece of paper you haven't glanced at since you paid the premium and

READ YOUR POLICY!

recent years, the National Weather Service has put forecasters in all of the air route traffic control centers in the United States. The primary purpose of the forecaster/meteorologist in the center is to gather pilot reports and check the echoes on radar. Any unusual weather phenomenon occurring will be passed to all of the controllers on duty. This program was initiated some two years ago and it is working well except that there does seem to be a problem with getting the information from the center to the towers, to the flight service stations and to EFAS. It was the group's feeling that some methodology would have to be devised so that everyone would be aware of all the pilot report information that was being passed back and forth.

It was the group's recommendation that we develop a nationwide pilot report collection and dissemination system and implement it immediately. This would require cooperation between the National Weather Service, the FAA and the entire air route traffic control system.

Another recommendation was to put TWEB weather information on high powered, non-directional beacons. Apparently, these non-directional beacons had the power cut some years ago as a means of saving energy but since they were already in place, it seemed it would be very easy to do this.

In this same line, another recommendation was that aviation weather information

be put on the NOAA radio stations. As you all are aware, there are certain very high frequencies in the 166.5 range where you can receive weather information from NOAA immediately. However, this information is mostly directed toward public weather information. The group felt that aviation weather could also be put on NOAA radio and be very useful to pilots.

In the future we will be discussing recommendations made by the workshop having to do with flight instruction and possibly another one of the workshops having to do with the pilot's written examination.

These are just recommendations and from a workshop recommendation to implementation can be a long and perilous route. However, we were assured that the FAA, NWS and NTSB were keenly interested in the proceeds of this workshop.

Last year, as you all know, was the safest year in history as far as air carriers were concerned. However, general aviation accidents seem to be holding about the same. And of the accidents that have occurred, weather seems to still take its toll. It is hoped that with better weather available and with better Pirep dissemination and EFAS coverage, possibly pilots will either not go or if they do go, will be made aware of the weather in sufficient time to make a decision before they get into something they cannot handle.

LEGISLATION

Legislation Information

by Joan Alyea

Quote ... unquote

"Drew Lewis Expresses Strong Support for GA Industry"

"Lewis Admits Bias Toward General Aviation" (Headlines in B/A Weekly 1/12/81)

... O&M (FAA Operations and Maintenance) "should continue to be funded at existing levels with modest increases, but not be greatly increased."

... "Inhibiting the growth of the aviation industry by limiting capacity (as proposed by the Carter Administration) will do great harm to the nation's air transportation industry and thus our entire economy." (Candidate Reagan's response to aviation questions posed by AOPA Oct. '80)

So much for campaign rhetoric. Now for the about face. In mid-February, the Reagan Administration proposed a 20 PERCENT fuel tax on aviation fuels, a nine percent airline ticket tax, a five percent air freight waybill tax "and other miscellaneous taxes."

Despite previous protestation to the contrary, the Reagan Administration now proposes that the portion of the FAA budget funded through user taxes exceed that of any of the last three Administrations. Under Reagan's proposal the user-tax generated portion of the FAA budget would climb from \$1.8 billion in 1981 to \$5.1 billion in 1986. Included in the proposal is a major reduction in spending for airport development projects by almost a third.

Have you reduced your flying due to high fuel costs? How does the increase of 40 to 50 cents per gallon strike you? Will you be able to afford to maintain your proficiency at these prices?

Our only hope lies in the fact that Congress will have to rule on any tax bills. Senator Howard Cannon, (D.-NV) ranking minority member of the Commerce Comm. and Representative Norman Mineta (D.-CA), aviation subcommittee chairman called the 20% fuel tax "absurd" and predicted that Congress will never approve taxes at that level. But we must stay on top of all aviation bills as they develop and see to it that our Senators and Congressmen know our feelings on such discriminatory proposals.

Random but applicable quotes:

"The power to tax involves the power to destroy." (John Marshall)

"Defend me from my friends: I can defend myself from my enemies." (Attributed to Marschal Villars, when taking leave of Louis XIV)

"Let me stand by the side of the road and be a friend to man." (Sam Walter Foss, but in this frame of reference it could be attributed to Jesse James.)

WRITE ON!

Experience **BOSTON** with a 99 tour!

by Lil LeBlanc

Arrive early for convention and you'll be able to choose one of two special tours on Tuesday, July 14. Each tour will give you an opportunity to sample a different aspect of the Boston area.

Tour #1, North Shore, is especially great for those of you who are anxious to taste the seafaring atmosphere of New England. You'll travel north from Boston to picturesque Salem, the famous "witch town". Ladies who dared take to the skies would certainly have been tried for sorcery

in Colonial Salem, but in 1981 you'll be warmly welcomed. One of the most famous sites in Salem is the House of Seven Gables. You'll feel as though you're part of a Hawthorne novel as you are intrigued by its secret passageways and authentic Colonial furnishings. Then it's on to Rockport, home of the often painted red fishing shack known as Motif #1. You'll have a chance to view and photograph this famous landmark. Don't forget to take some time to browse through the quaint shops here, where you are bound to find a unique item to bring home. If you'd rather relax, you'll enjoy unwinding beside the ocean (salt air does wonders for tension!). The final stop on this tour is Gloucester (pronounced Gloss-ter), a town with a heritage of whaling and sea-going ships. The Hammond Castle, an archi-

tectural beauty and unique museum, will be the finishing touch to what promises to be a super trip!

History buffs will be delighted with Tour #2, which includes Cambridge, Lexington and Concord. In the historic North End, you'll visit the Old North Church. Follow the trail of Paul Revere's Midnight Ride through the city of Cambridge, education capital of the world (Harvard, MIT, Radcliffe, for example), and on to Lexington and Concord. There are numerous historical points in each of these towns, which will provide superb photography and a unique opportunity to travel back in time to the days of the Revolutionary War. Concord is also famous as a home for authors and poets; the peaceful surroundings inspired many famous works. Perhaps the writers among you will also be moved to a masterpiece!

Our city is exciting, our region unique. Come early and catch a "sneak preview".



New England is sailing ships, salt air, and historical folklore.

Inhale the tranquility of beautiful Rockport Harbor and the famous Motif #1.

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NOTAM

CONVENTION REMINDER!

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Tickets to "My Fair Lady" and the Boston Pops are also limited.

NOTAM

See March issue of the
99 NEWS
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Teacher, pilot - a 99 on the go!

"4532 Bravo, radar service terminated." With these words 15 third and fourth graders from the Guilderland Central School District (Albany, N.Y.) completed their taped project on air traffic control and ended a month-long study of aviation. The inspirator for this program, which included a simulated flight in a Grumman Tiger and the building of a mock-up of Albany County Airport, is Trish Bianchi, teacher, pilot, and member of the New York Capital District 99s.

"This is my third year teaching elementary students about flying," says the native New Yorker who holds a Masters degree from Penn State. "For me it's a perfect opportunity to incorporate two of my loves — flying and teaching." Bianchi, who teaches in the Guilderland District, extends her talks to other children in other schools including a recent Federal project for gifted children.

Trish joined the 99s in September, 1979. As chairman of the group's Aerospace Education and Air Safety Committee, she is able to combine aviation and teaching to the benefit of both the 99s and her students. Working on her commercial license and instrument rating, Trish plans on becoming a CFI in the very near future.

"I'd like to develop a program for handicapped youngsters, too, so that the joy of flying could be open to all."

A special education teacher, Trish feels that flying can be a viable hobby for the handicapped, if not as pilots, then at least as spectators with a working knowledge of aviation.

Trish began her flying in 1976 and completed her private ticket at Air Venture, a small flight school in Mechanicville, New York.

"Everyone says if you can land at Mechanicville, you can land anywhere!" she says with a laugh. "It's almost like Bush Pilots, Inc. Actually, my experiences there helped in my travels."

Because of her intense interest in travel, Trish has landed at many small and remote strips around the world. "I could count several rather unique flying experiences — even as a passenger. Among these adventures she recalls a flight into TeAnu, New Zealand where "we landed in the middle of a sheep pasture to find a bus waiting — that was my first 'portable airport!'"

A flying trip to Kenya, East Africa in 1978 gave her the chance to sit right seat in a Piper Aztec. "It's a toss up which was more exciting — viewing the game from low level flights or sleeping in a tent in the wilds of bush country."

In 1974, Trish and some friends had a rather harrowing experience flying in a bush plane over Victoria Falls, Rhodesia (Zimbabwe). "We flew into a border area which at that time was a hot spot in a civil war, but the sight of the falls certainly was worth it."

Last summer Trish traveled to China and while that was the last place to expect to gather flying tales, she amusingly relived the flight from Xian to Urumqi in Western China at a slide show she presented to the 99s. "We boarded a rather ancient looking prop plane (Russian) only to find our baggage stored in the aisles and seats with no belts!"

Despite the lack of normal conveniences, Trish described her trip to the People's Republic as "totally fascinating." The people of China are, without a doubt, one of the most interesting and cultured groups I have ever seen."

"It's hard to describe Trish Bianchi," says one of her fellow 99s. "She's a teacher who cares deeply for kids, a pilot, a world traveler, a 99 — I guess you could say a rather unique individual."

Trish Bianchi shows Dieter Drake the controls in the Grumman Tiger.



Third and fourth graders from Altamont Elementary "fly" a Grumman Cheetah.



Michigan SMALL Race

(NOW OPEN TO MEN)

AUG. 14, 15, 16, 1981

Kellogg Regional Airport
Battle Creek, Michigan

\$2,000

prizes and trophies

Entries open April 15.

Closed July 15.

For entry kit send \$3⁰⁰ to: Mary Gardanier, 1828 Miles Ave., Kalamazoo, Michigan 49001. Limit 60 planes.



A wingless "Rose" is pushed down busy A Street in Hayward. Back at the airport, (inset) the plane is almost ready for its annual inspection.

Me and "The Rose"

by Bette Spencer-Davis

It was overcast in the San Francisco Bay Area and raining in Hayward as I gathered up my gear to make the short drive to the airport. The "Compass Rose" (my 1938 Aeronca KCA) and I had a date in Oshkosh. Having anticipated the flight in 1977 and again in 1978, a little rain had failed to dampen my enthusiasm or lessen the excitement of my adventure. It would be "Oshkosh or Bust" for the Rose and me.

Thinking back, my interest in aviation was anything but an instant love affair with airplanes or the sky. Over a five year period I had occasionally flown with my dear friend, Rick. Having finally run out of patience with me, he bought my first flying lesson in January 1976. At the time he knew I had a good chance of getting the flying bug, but I didn't even want to go. "Who me? Fly an airplane? I can't do that!" ... Point seven hours later, I had become afflicted with a disease known only to FAA physicians and other pilots.

I trained in a Cessna 150 and it was not as difficult as I had anticipated. I soloed after 6 hours of dual instruction. My first solo was witnessed by what seemed at the time to be the whole population of the airport as I unintentionally made a power dive on a shopping center while making my first base turn — with landing light on, of course, so everyone could see me. Needless to say, I survived the solo as well as the ridicule. The remainder of my training was routine and I received my private pilot license in nine months without knowing there was more to flying than piloting a Cessna 150.

Just prior to getting my license, I

purchased the "Compass Rose". The only things I knew about it was that one wheel was in the wrong place, the training wheel had been removed, there was no forward visibility from the cockpit and that it was wrapped in "rag" instead of metal. (Rag! My gosh! What have I done by buying a paper airplane!) For all I knew, it could have been put together with scotch tape (3M no doubt) and rubber bands. But then, what could be so different about my Aeronca from a Cessna 150 — RIGHT? After all, I knew how to fly an airplane! WELL, a few ground loops and quite a few hours later, I found out I did not know everything about flying.

At my home base, the Aeronca is the only plane I have ever seen use the Compass Rose taxiway after landing — this taxiway being a very short distance from the threshold. The Rose is very unforgiving and does not take kindly to "sloppy" runway alignment, as all you tail dragger pilots should know. And the crosswind component — well — either land it into the wind or pray! The Rose taught me all these things after I got my pilot's license.

About the time I became more familiar with her idiosyncracies, I decided to rebuild her. Without wings, control surfaces and all that, I pushed (yes, I said PUSHED) her backwards down busy "A" Street about 2 miles to my home for restoration. The wings, however, came by truck. I was not about to carry them to my backyard.

The restoration was then accomplished almost completely by myself, under the supervision of my faithful A & P. It was a long year and a half before she took on the

look of an airplane. Shortly thereafter, she was back in the air in factory colors but I soon discovered I had the same trouble flying her as before. But — like walking — you may stumble occasionally but you "never" forget how.

Although the paint scheme is original, right down to the 30 inch numbers on both wings, the instrument panel is a bit more clustered, an extra gas tank has been added and the 50 HP engine was replaced with a Continental 65 HP. The cowling is that of an Aeronca Chief so it does not stick out as a member of the K family.

As I turned onto the airport, my thoughts returned to the present and the business at hand. After storing my gear and setting up charts, etc., the Compass Rose and I finally lifted off Hayward Airport at 11:54 a.m. on July 21, 1979, climbing into the rain.

While every instrument was in good working order upon departure, we ultimately had to deal with the malfunction of first the VOR, periodically the COM radio, the tachometer, the loss of an engine baffle, and finally of my four days of clothes. Did you know you must hold right rudder when drying clothes out the left window at 3500 feet AGL? There were electrical storms, thunderstorms and showers, poor visibility and impassable fronts, but we were determined to make it all the way to Oshkosh some time this year. All along the trip, I continually met just wonderful, fun loving people. (Pilots and non-pilots.) Finally at 2:15 p.m., Sunday July 29 with surprise, relief and a great deal of pleasure, we touched down on runway 27 at Oshkosh. After taxiing for about 2 miles, I parked, shut down the engine, and fell out of the Rose onto the grass of Wittman Field, Oshkosh, Wisconsin.

Most planes made the trip from California in 1700 miles. For the Rose and me it was 9 days and 3500 miles via Texas and points south as we could not maintain sufficient altitude to clear the two mountain ranges standing between us and Oshkosh.

Owning, restoring and flying a 43-year-old, 85 miles per hour airplane is something perhaps only a true antiquer can appreciate. I am not sure I can explain why, but I am now the proud owner of two antique aircraft. I have just purchased another 43-year-old airplane to restore. You may not believe it, but this airplane is also an Aeronca KCA, Serial Number KCA-10, NC21025.

Without the assistance of a few very close friends, my patient A & P, Ralph Huy, and the immense data obtained from John Houser of the Aeronautical Corporation of America (Aeronca), as well as the FAA, none of this would have been possible. My thanks and appreciation must go out to these wonderful people.

To all Antique and especially Aeronca lovers, the "Compass Rose," also known as a 1938 Aeronca KCA, Serial number KCA-8, NC21023, which lived in Watsonville, California for many years, is still alive and well in Hayward, California along with its sister, NC21025.

“431, cleared for takeoff”

“I can’t, there’s a bird on my runway”

by Janice Morganroth

“Anyone can be taught to fly,” remarked my instructor of one year as I logged my 125th pilot hour. I was determined not to be the exception to “anyone” although I had probably already beaten the Guinness record for student pilot hours flown.

Two months later, I was to learn that he was right. There is a potential pilot inside of us all. While I was searching for mine, survival required that I laugh at myself and humor those around me. Once that pilot person emerged, I was never to be the same individual again.

For several years my husband clipped free flying lesson coupons from newspapers and magazines. I would dispose of them, declaring him selfish to consider risking his life when he had the responsibility of helping to raise three young children.

At times, I almost weakened to his aviation aspirations. A few years ago, I attended a lawyer’s wives luncheon where I met a young woman whose husband had been a pilot for years. After learning of my fear of general aviation, she spent several hours convincing me of the fun and convenience she and her husband shared with their plane. She ended the conversation with an invitation to fly with them, which I enthusiastically accepted. One week later her husband was killed in their plane, reaffirming and strengthening my fears and diluting my husband’s dreams.

But last year we met a couple who are very involved in general aviation. Conversations with them and subsequent travels in their private plane made me aware of the relationship between pilot judgment and risk. I had never considered that the pilot has options and choices which give him control.

My husband, sensitive to my weakening position, arranged for a demonstration ride and invited me along. That ride hooked him. Once he started flying lessons, I felt

obligated to learn so that I would be capable to take over if he should ever become incapacitated while flying with the family.

We began studying together and passed the written exam within two months. One year later, my husband had earned both his private pilot’s license and instrument rating. I was still a student pilot with 125 hours.

WHY?

I place the blame primarily on myself as a female who grew up believing that only birds and professional pilots could be legitimate challengers of the skies. I had never fantasized about flying, and the possibility of my being a pilot never entered my mind.

When I finally learned that there were general aviation pilots, I regarded them as a species that had voluntarily contracted an incurable terminal disease. Clearly, every pilot was a candidate for untimely death.

After a few flying lessons, I became even more firmly convinced that I was not pilot material. This mental self image affected both the way I accepted my training and the attitude of my aviation friends and instructors toward me.

When the owner of the flight school observed me “performing” my first preflight in my one-piece Yves St. Laurent khaki knicker jumpsuit with over the knee boots having heels four inches high, he bellowed at me, “You’re not flying in THAT!”

From that first day and for most of my student pilot days, I was rarely taken seriously, but rather affectionately treated as the “fun pilot.” My flying inadequacies became a source for humor and I was always laughing at myself by exaggerating those inadequacies.

Often in the beginning, I would feign stupidity, so that no one would expect too much from me. One day my instructor was showing me the practice area. He pointed out a lake as the Northeast boundary. Very seriously I remarked, “That lake will be easy to find. I’ll remember it because of the sailboat in the middle.”

That same day, I told my young instructor that: “Your mother hired me to discourage you from flying.”

“We’ve called the tower to have the skies cleared for your departure,” they reassured me when I was about to go out and fly. Some of the instructors would even joke on the radio announcing to all within range to “watch out”.

Even my own husband would inquire of my instructor in which direction we were flying so that he could depart in the

opposite.

“Looks like you cheated death again,” I would hear when I returned from solo flights.

My preflight checklist was always being expanded. Number one on my personal list is, “Use the John.” Number nine reads, “Remove suede shoe from under the fuel sump before draining,” and after I have checked the plane seatbelts, I must check to see that my own jacket and coat belt are not flapping outside of the plane.

Until I started flying, swear words were not a part of my vocabulary.

“They all fly alike” the professionals tell me. On my second cross country when I lost my radios and my flaps wouldn’t go down, I was not convinced that they *all* fly alike. Mechanics at the airport of destination told me that on return home I would have to do a no flap landing. I called my instructor to tell him of the decision but he was very unconcerned, noting that a no flap landing was my best maneuver since I always forgot to use my flaps anyway.

My instructor suffered through months of frustration trying every trick to make me think, act and feel like a pilot. One day he suddenly took control of the plane and enthusiastically announced, “I’m going to show you the fun flying can be once you have mastered it. The plane will be as manageable as your bicycle.” He proceeded to show me chandelles, lazy eights, etc., hoping to give me an incentive for flying and inspiration for deeper concentration.

Our flight school requires that student pilots use pilotage (determining position by references to the ground) on all cross countries. On my long cross country, I was receiving traffic advisories on approach radar, but was unsure of my position. I decided to circle the town below me to read the name on the water tower.

“431, are you doing a 360?” Approach control inquired.

“Yes,” I replied. “I want to read the name of the town on the tower below me.”

“431, why didn’t you ask us? We’d tell you the name.”

“I want to be independent,” I answered.

They roared with laughter. But I grinned with satisfaction as I caught the name of the town on the water tower. Now we *all* knew where I was, and I had faithfully played by

NOTAM

WOMAN AEROBATIC PILOT

wanted for the Truckee Tahoe Airshow '81. The Lake Tahoe Chapter is hoping to sponsor such a pilot, but needs help locating such a lady. Anyone having information leading to such a pilot, please contact Lake Tahoe 99s ASAP!!!!

the rules.

My real communication problems began when I finally reached my destination. "You're number one to land behind the Cherokee," the tower informs me. "What color is it," I asked. I remember with pride the day Ground Control told me to park next to the DC 10, and I immediately recognized it among the rows of single engine airplanes.

Until I started flying, swear words were not a part of my vocabulary. On one of my early solos, my door flew open in flight and I let out some very familiar but previously unspoken language. I never realized that swearing could feel so good and the experience inspired me to write the "Female Flyer's Limerick."

I was brought up prim and proper.

But I've never been a prude,
I've heard the best of cursing,
But to speak it would be rude.

I'd say "darn" or maybe "shucks",
When life was overbearing,
But when afraid in God's blue sky,
There's no substitute for swearing.

Upon returning from a solo flight or cross country, I always cornered my instructor; and as if I were speaking with a psychiatrist or priest, shared with him my experiences, confessing possible judgment errors. I'd wait patiently to be told all was well and that I had not sinned (or if I had, that I was forgiven).

I had never put gas in a car and here I was fueling airplanes. My husband remarked one day how soft my hands had become since I started flying. I neglected to tell him how difficult it was for me to control the flow of oil into the crankcase without spilling it all over my hands.

My navigation has always been poor. On my last birthday, my best friend and my children wanted to purchase the identical gift for me. Both felt that what I needed most was a compass for my car. No wonder my lack of navigation and directional skills contributed to convincing my instructors that I was rather dense and probably would never become a pilot. I was far into my training when I was finally able to locate my home airport and gain acceptance as "one of the boys." From that day on they spoke to me on a different level and even wrote my first name in the appointment book. They would listen intently if I thought there was a malfunction with one of the planes — like a fire in the cockpit.

I often faced confusing attitudes from friends and family.

My father believes that flying is risky business. As we were discussing his fears on my fortieth birthday, he quipped, "Well, at least you've reached 40."

When I inquired of my three children as to whether they worry about me when I am flying by myself, they said "no" although they know what kind of driver I am. I can't understand why they have no concern. I worried when my parents flew commercial.

The children did have a very deep concern about our dog after they discovered that, as a student pilot, I was not permitted to fly with them as my passengers but there was no restriction against me taking our dog along. They felt that our standard poodle was not adequately protected from student pilots like me and they threatened to call the Humane Society, FAA, or worse.

The big day finally came for my checkride. My daughter saw me dressing to go and seriously commented, "If you want to pass, you had better dress pretty."

Many of our friends who have known me to be clever in other endeavors accused me of holding back my true capabilities in order to build my husband's confidence in his flying. I couldn't convince them of how foreign the flying world was to me.

Even though I am now a competent pilot, my kids still love to tease me, although they are my best passengers. Our own airplane seats four, but we have a family of five. They have suggested that for family trips, the three of them fly with their father and I follow behind in a different plane with the luggage.

Looking back, I realize that I was frightened and lacked confidence; fortunately, my sense of humor kept me going.

And yet, I continued on in the face of adversity and ego deflation when I could have pursued one of my many interests in a familiar confidence building climate.

But flying is different. When a pilot sacrifices perfection the risk he takes is his life and the lives of his passenger.

WHY AND HOW DID I FINALLY SUCCEED?

I get by adequately with very little effort, and choose to devote time to many different interests, therefore sacrificing expertise in any one of them. The only risk in performing with mediocrity is that I may not win the tennis game, speak the language fluently, or run the fastest mile.

But flying is different. When a pilot sacrifices perfection, the risk he takes is his life and the lives of his passengers. It was the recognition of that difference that finally made me a pilot. For the first time in my life, I was forced to demand of myself the best that I could produce — to think and perform to capacity.

Amelia Earhart wrote: "Courage is the price that life exacts for granting peace. The soul that knows it now knows no release from little things."

Flying for me takes courage and ironically it was the demands that flying exacted from me that gave me that courage.

"431 cleared to land behind the Bonanza on short final."

"431"

NIFA — tournament of champions

by Pauline Gilkison

Twenty three schools have qualified to participate in the collegiate aviation program SAFECON at Northeast Louisiana University, Monroe, Louisiana on April 30 to May 2, 1981. Three Pacific Coast schools will be invited to participate after their regional competition is held this spring.

Air Force Academy, Colorado Springs, CO

Auburn University, Auburn, AL
Bowling Green State University,
Bowling Green, OH

Broward Community College,
Ft. Lauderdale, FL

Community College of Beaver County,
Beaver Falls, PA

Dowling College, Oakdale,
Long Island, NY

Florida Institute of Technology,
Melbourne, FL

Louisiana Tech University, Ruston, LA
Mercer County Community College,
Trenton, NJ

Metropolitan State University,
Denver, CO

Middle Tennessee State University,
Murfreesboro, TN

Nicholls State University, Thibodaux, LA
Northeast Louisiana University,
Monroe, LA

Ohio State University, Columbus, OH
Oklahoma State University,
Stillwater, OK

Saint Cloud University, Saint Cloud, MN
Southern Illinois University,
Carbondale, IL

University of Illinois, Urbana, IL
University of North Dakota,
Grand Forks, ND

University of Texas-Arlington,
Arlington, TX

Western Oklahoma State University,
Altus, OK

Western Michigan University,
Kalamazoo, MI

Westminster College, Salt Lake City, UT

Support the 1981 National Intercollegiate Flying Association Tournament Of Champions by mailing in your donation now. Your help is essential and really appreciated.

NOTAM

Deadline for June issue is May 1st. This deadline is absolute. Mail early to insure material reaching editor **by** May 1st or before.

On the road, in the air

Reprinted from the July 6, 1980 UPSTATE Magazine of the Rochester Democrat and Chronicle.

by Edwin Sayers

If the fanciful story about the stork delivering babies were true, it would have made a fitting system for ushering Blanche Stuart Scott into the world. If anyone was born to fly, she was.

Less than seven years after Wilbur Wright made the world's first powered flight at Kitty Hawk, Blanche was flying a plane not much better and almost as dangerous. She was America's first woman pilot, a distinction not easily gained in a field considered exclusively masculine.

The only child of Belle and John C. S. Scott, Blanche was born in Rochester in 1886. Her father was modestly affluent, a veterinarian, author of a briskly selling book entitled *The Horseman's Illustrated Guide*, and manufacturer of Scott's Arabian Hoof Paste, a widely advertised panacea for the treatment of horsely ills.

He was also an indulgent, splendidly bewhiskered father who catered to Blanche's every whim. "My activities led to champion ice-skating, smashing six or seven bicycles while learning to do tricks on them, and all the crazy, mad things that girls were not supposed to do in those Victorian times," she wrote years later in her reminiscences.

She was just a shade over 5 feet tall, an ebullient, freckle-faced redhead who felt the first pangs of unrequited love at the age of 13. The object of her affection was not a boy, but an Oldsmobile which belonged to Percy

Rochester, New York's Blanche Stuart Scott made history with her derring-do

McGargle, a friend of a woman who lived next door. Percy was reputed to be one of the first men to drive across the United States, coast to coast, in his car.

Spurred by Percy's stories, Blanche cajoled her father into buying a one-cylinder Cadillac and teaching her how to drive it.

With fewer than 100 automobiles in Rochester at the time, 13-year-old Blanche was a conspicuous sight as she drove through the city. The Common Council met hastily and unsuccessfully sought to get her off the road. Driver's licenses were not yet required, and the minimum driving age remained undefined, so Blanche went chugging merrily on her way.

In 1903, Mr. Scott died and Belle, his widow, took over the business. She packed her daughter off to a New England boarding

school for girls in hopes that she would become more ladylike and tractable.

Blanche returned home after completing school, but soon found life dull and moved to New York, determined to strike out on her own. Yearning for fame and excitement, and perhaps remembering Percy McGargle, she decided one day to cross the United States by automobile. She wrote to the Willys-Overland Automobile Co., suggesting that she drive one of their cars from New York to San Francisco. It had never been done by a woman before, she argued, and the publicity would boost the sales of Overlands.

John Willys, president of the company, bought the idea. A silver and white stock car with a 25-horsepower motor was selected, with the name *Lady Overland* painted on the side. In nationwide ads, Willys-Overland trumpeted the news that an 18-year-old girl (actually Blanche was 23) would drive one of its cars from coast to coast, thus proving the superiority and easy handling qualities of the vehicle.

It would not be an easy trip. In 1910, there were only 218 miles of paved road, outside the cities, in the entire United States. Road signs and maps were all but unknown.

Blanche had no misgivings. Supremely confident, she would do all the driving. Accompanied by Gertrude Phillips, a young newspaperwoman who was to record the trip, she started out from Times Square on May 16, 1910, escorted to the city limits by a cavalcade of vehicles from the New York City Auto Club.

Articles were released to the newspapers of all communities on their route, and Willys-Overland dealers were daily told how far they had traveled. Large maps were displayed in all the dealerships; on each was a cardboard cutout of the *Lady Overland* marking its progress.

It was a heady experience for the two young women, particularly during their first weeks on the road. In every town and city, enthusiastic crowds cheered them.

At Dayton, Ohio, they witnessed an unusual event: Two airplanes flew over the city at the same time, one piloted by Wilbur Wright and the other by his first pupil, Al Welch.

Blanche was awed at the sight of her first airplanes. Had someone told her that before the year was out she, too, would fly, she would have scoffed.

There were some bad moments on their trip, particularly when they entered the sparsely populated Western states: long periods of driving over trails that were little more than footpaths, storms, washed-out roads, and blistering prairie heat. Tires blew, springs broke, truss wires snapped, and they bogged down numerous times in

mud and sand.

When they arrived at San Francisco, a huge crowd greeted them, headed by the mayor, plus a company of soldiers from the Presidio, and even an Army band. After 67 days on the road, they had made it.

Blanche had brought with her a bottle of Atlantic Ocean water which she was to pour into the Pacific, a symbolic melding of the two oceans. The bottle, unfortunately, could not be found. Undaunted, she obtained an empty bottle from a busboy at a nearby hotel, surreptitiously filled it with tap water, and the ceremony proceeded without a hitch, with no one the wiser.

Two days later, Blanche and Gertrude headed south to visit Willys-Overland dealers. At San Diego, an Associated Press reporter suggested the perfect climax for their trek: He arranged for a pilot to take Blanche for a short flight in a two-seater Farnum bi-plane the following day. It would, he said, make her the first woman passenger ever to fly in an airplane in North America.

'The truth about her first flight remained secret'

The plane was just across the border on an air strip near Tijuana, Mexico, and when the two women arrived at the site the next morning, they found that the flight was off. The pilot had damaged the plane a short time before while making a bad landing.

On their return to San Diego, the dismayed AP reporter confessed he had already filed the story of Blanche's flight in order to meet a deadline. So he wouldn't lose his job, the women promised not to tell anyone what happened. The true story of Miss Scott's first "flight" remained a well-kept secret.

Blanche and Gertrude then returned to New York by train. It was a let-down for Blanche. No crowd greeted her; there was no reception committee.

Worse, she learned that hers was not the first coast-to-coast trip by a woman. Twenty-two-year-old Alice Huyler Ramsey, accompanied by three other women, had made the trip in a Maxwell touring car the year before. The only consolation was that Blanche had done all of the driving, covered more miles and made better time.

Her trip wasn't entirely forgotten. A car manufacturer offered her a job as head of a school for teaching women to drive. She was on the point of accepting when a man named Frank Tipton approached her with a more exciting prospect — flying airplanes!

Tipton had read about her cross-country tour and about her passenger "flight" and was impressed by her fearlessness. As press agent for Glen Curtiss, the pioneer airplane builder in Hammondsport, he thought Blanche could do for Curtiss airplanes what she had done for Overland automobiles.

Blanche already missed the cheers of the crowds, the thrill of being the center of attention. Tipton's offer seemed the best



Blanche Stuart Scott in 1910.

way to reclaim it all, and perhaps add new glory. She promptly accepted.

When Blanche arrived in Hammondsport, Curtiss was not there to meet her train. Curtiss was having an extremely busy year. He had just built a seaplane — the first of its kind — which he hoped to put into production. And he had just returned from France where he had won the James Gordon Bennett Air Race, establishing a new speed record. Now he was the arch-rival of the Wright brothers and considered by many to be America's foremost aviator.

After a day of waiting, Blanche finally met her new employer. Things got off to a bad start. Curtiss was unimpressed with his diminutive visitor. He was annoyed with Tipton for sending her to Hammondsport, and he flatly refused to teach her to fly.

Curtiss already had too many irons in the fire. And if Blanche were killed or injured while learning to fly one of his planes, the publicity could be disastrous.

But the strong-willed Blanche was not to be argued down. Curtiss finally gave in.

Flying lessons began early the next morning. The plane was a pusher type, with the propeller in the rear, and had only one seat about three feet off the ground and

open to the elements. The four cylinder motor was in back of the pilot's seat, jokingly referred to as "the undertaker's chair." In the event of a crash landing, there was a good chance the motor would cut loose and decapitate the pilot.

To Blanche, the plane looked like a monstrous tricycle with wings. After she familiarized herself with the controls, she started "grass-cutting" — taxiing the plane the length of the field, with Curtiss trotting

'Controlling the plane was about as easy as balancing a needle on a billiard ball'

alongside, shouting instructions above the roar of the motor.

The plane was balanced in the air by a movable control bar that formed an arc around Blanche's upper back and which responded to the movements of the shoulders. It was, as she recalled later, about "as simple as balancing a needle on a billiard ball."

One day, after she had been "grass-cutting" for a week, a gust of wind took the

plane into the air about 20 feet. It promptly came down with a tooth-rattling jolt that frightened Blanche but did no damage. Blanche then graduated to "hopping," which meant she could swoop into the air a few feet and then come down again.

Finally, on Sept. 2, 1910, after weeks of hopping, she took the plane up 150 feet, circled the field twice, and landed without mishap. It was her first flight.

She had yet to master banking a plane in a turn. Because the plane held only one person, the procedure was explained to her on the ground. When she tried it over Keuka Lake at low altitude, the plane slid into the water, crumpling the plane's left wings and breaking Blanche's ankle.

Her first professional performance was Oct. 23, 1910, at a Fort Wayne, Ind., aerial show, and it was nearly her last. Billed as "The First Woman to Make a Public Flight in an Aeroplane," she flew low, rarely more than 100 feet off the ground, performing for 15 minutes before making a perfect landing in front of the grandstand.

Shortly after landing, she overheard two spectators express disappointment because there hadn't been a plane crash.

The remark incensed her. "I discovered

that aviation was regarded mostly as a Roman Holiday," she wrote in her memoirs. "It wasn't exciting unless someone was killed."

Disenchanted, she quit the show and went to Detroit. There she married the man who had been her press agent on the coast-to-coast auto trip. They moved to Dayton where Blanche tried to adjust to a quiet, domestic life, without success.

In May 1911, the marriage ended on an amicable note. Blanche accepted an offer to fly for Capt. Thomas Baldwin of Long Island and his "Red Devils" exhibition team. Roman Holiday or not, she missed the excitement of flying.

Blanche soon began making exhibition flights in the Long Island area. Once, following an argument with Baldwin, she unwittingly set a record by flying from Mineola Field on Long Island all the way to West Islip, Long Island, and back, a distance of 60 miles, before her temper had cooled and she landed. It was the longest flight made by a woman, and one that few men had matched.

A short time later, in a close brush with death, she established another unexpected first. While flying over Long Island, a plane approached her on a collision course. To avoid a crash, she made a frantic, radical turn, barely maintaining control, and landed moments later, unscathed but badly shaken.

Witnesses rushed out and congratulated her. Through sheer fright, she had executed half a loop, pulling the plane perpendicular to the ground, and then did half a roll to bring the plane back to a horizontal position, thus making a 180-degree turn. It was an "Immelmann" turn, later credited to one of Germany's greatest aces during World War I.

Blanche continued her exhibition flights, mainly in the Long Island area. Billed as "The Tomboy of the Air" and "America's Foremost Aviatrix," she was a sensational drawing card in a male-dominated field.

Between exhibitions, she would amuse herself by pacing the New York-bound Long Island trains in her 8-cylinder Red Devil biplane and catching the trains' updraft just for the thrill of it, or by flying over the Belmont track 10 miles away to enjoy a bird's-eye view of the races.

Restless, she left Baldwin after a few months to join Glenn Martin, a California plane builder who was making a name for himself. Besides flying exhibitions, she test flew Martin's newly designed planes and is credited with being the first woman test pilot.

She moved on again, becoming a headliner in "The Great Western Aerial Circus," one of the earliest of the barnstorming flying groups putting on shows solely for profit and not to promote any particular plane.

While flying at an exhibition near Squantum Field, Mass., she was joined in the air by Harriet Quimby, fresh from her triumph of being the first woman to fly

across the English Channel. A thousand feet above the ground, Quimby's plane flipped over and she was thrown to her death. Blanche, witnessing the tragedy, immediately landed, and then fainted while walking away from her plane.

The tragedy gave her pause. Of the first four American women to take up flying, three were already dead: Denise Moor, killed just three weeks after receiving her license; Julia Clark, killed in a plane crash at Springfield, Ill.; and now Harriet Quimby.

That left Blanche Stuart Scott, the first of the quartet, with a sense of foreboding. Her fears came true in the summer of 1913 while flying for the Ward Aviation Co. In Blanche's first exhibition flight for Ward at Madison, Wis., the plane's throttle wire broke and she crashed into a swamp, sustaining multiple injuries.

The accident did not ground her. She bought her own plane and continued to make exhibition flights at state fairs and air meets, but the thrill had gone. When America went to war in 1917, she sold her plane to the government and gave up active flying forever.

She remarried twice. Her second husband died before she was 30, and her third husband, George K. Hennings, died in 1940. She had no children.

After giving up flying, she worked for the Hall Benedict Motion Picture Studio on Long Island as a comedy dialogue writer. When the studio folded, she went to Los Angeles and hosted a talk show on radio station KFI.

Tiring of California, she came home to Rochester in 1935 and became a local radio personality, first on station WSAY, and later on WVET and WARC. Her *Rambles with Roberta* was a well-known daily talk show for years.

By 1948, when she was 61, her pioneering days in the sky had already taken on the patina of legend. Called on to be guest speaker at numerous events, always on the basis of her achievement as America's first woman pilot, she seemed destined to remain trapped in the past. The pattern was broken that summer when she attended the Cleveland air races. Invited to take a ride in one of the Air Force's prototype fighter aircrafts, she became the first woman to fly in a jet.

One of her later ambitions failed to jell. She wanted to write her autobiography and see it published as a book. Tentatively titled, *Not on a Broom*, the manuscript was less than half completed when she died Jan. 12, 1970, in Genesee Hospital, at the age of 84, a victim of emphysema and other complications.

She was survived only by a distant cousin, but the "Early Birds" still miss her. The "Early Birds," a club she proudly belonged to, was made up exclusively of people who flew in those fragile, spindly aeroplanes — "box kites with motors," Blanche called them — before 1916.

She was, when you think about it, one of the earliest birds of them all.



NOTAM

Blanche Stuart Scott First Day Covers Available

by Marcia Gitelman

Through the efforts of Ruth Dobrescu and the Ninety-Nines, the Finger Lakes Chapter successfully nominated Blanche Stuart Scott for an aviation pioneer stamp. A 28¢ International Airmail stamp was issued on Dec. 30, 1980 in Hammondsport, NY. Hammondsport was the site where Blanche Stuart Scott, a native of Rochester, NY, made the historic first solo flight for a woman in the U.S. Famed Glenn Curtiss was her instructor. The date was Sept. 2, 1910.

In attendance at the ceremony were myself, Julie Googins and Virginia Schweitzer, Finger Lakes Chapter members. I had the pleasure of being acquainted with Blanche prior to her death in 1970. She was truly a dynamic woman.

To quote Ruth Dobrescu writing about the issuance of this stamp: "All I know is, if we didn't push it, it wouldn't have happened as they knew no other pilot that is female other than A.E. ... We must remember they are human beings who have the same failings of us all — they only know what they read and if we know more — let's educate them." This statement could very well be by-words of the Ninety-Nines.

In recognition of the fact that some 99s may be interested in stamp collecting and/or aviation history, the Finger Lakes Chapter has acquired a limited number of two different "First Day Covers" that were available in Hammondsport on Dec. 30. We are now making these available to the 99s membership at no profit to our chapter. For each cover requested, please send \$2.00 to cover costs to: Marcia Gitelman, 111 Commodore Pkwy., Rochester, NY 14625.

NOTAM

Michigan SMALL Race

now open to men and women pilots.

From Hell Divers to Barons

by Jeane Wolcott

Many chapters have members whose aviation history just begs to be written. So it is with All-Ohio 99 Joan Mace.

The year was 1942. After graduating from high school in Caldwell, Ohio, Joan packed her bags and left to seek her future in Columbus. The aviation business was moving into high gear, and Curtiss-Wright (now Rockwell) hired Joan as an inspector on the Hell-Divers (two man Navy carrier planes). Her job was to inspect rivets, landing gear operation, and the flaring panel as the fuselage was lowered into place on the center panel.

Soon Joan was leaving work at the end of her swing shift (1 a.m. to 8 a.m.) to go to her second job as scheduler/receptionist/secretary at Price Field. At this grass strip south of Columbus she worked in exchange for flight time in an Interstate Cadet. She even

found time to date one of her flight instructors.

About this time the WASPs were being organized. A woman was required to have 35 hours of flying time to apply: Joan had 15. Playing by the rules, she didn't apply until she had those 35 hours. A friend, June Wolfe, also had 15 hours but figured she'd have her 35 hours by the time the Interview Team arrived. June was called, but Joan missed out — she was accepted for a later WASP class but the war ended before that class ever met. Joan still laments not placing her application sooner.

As the war ended the aviation business slowed down. The job at Curtiss-Wright ended. Soon the veterans started returning to college under the GI Bill. Ohio University in Athens established a Veteran's Flight Program in which the GI's could fly with Uncle Sam footing the bill. By this time Joan had her CFI and was offered a job at OU.

The staff of 21 male instructors and 1 female taught 350 students each semester. From 6:15 a.m. until sunset each day, 22 J-3's and L-5's took off every hour — no radios, no controllers, and no mid-air. The grass runway never needed mowing; the planes kept it short and rolled.

One day Joan noticed something different about her J-3. On the fuselage was painted a bumble bee with the words "Queen Bee" written below. She was proud of those markings, and even today there is a glint in her eye when she speaks of the 21 male instructors and one lone female instructor in that group. No 'machos' these, no chauvinistic behavior, but mutual admiration society among all concerned.

One of those male instructors was particularly special — in 1948 he took her out of the cockpit and made her a domestic engineer. They were joined in time by Mark, Pat, and Mike. Joan's flying days appeared



CFII Joan Mace and multiengine student Dave Westcott preflight Ohio University's Baron prior to an hour of instruction.

Mr. Glover had asked to be Joan's first passenger when she received her private ticket. The aircraft is an Interstate Cadet.

to be over — until 1963, when Ohio University established their Aviation Department and Joan was invited to teach again. Mike, the youngest, was now in kindergarten so Joan Mace went back to her first love. Joan says, "When a person is twenty it's easier than when you're forty!" She had to learn her maneuvers over again, and had to pay back the University for her instruction after she began teaching.

All was going well until the university "strongly encouraged" all instructors to obtain a degree. So in 1968 Joan went back to school. One subject every semester — Joan plugged away toward her degree in Home Economics. In 1978 Joan Mace and her oldest son, Mark, received their diplomas together. Mark barely nosed out his mother's 3.68 grade point average with a

Continued on page 18

3.72. Not bad for a woman who taught all day, went to school, raised three boys, and kept house, too. Asked if her schooling and dealing with young people helped her raise her boys, she said, "They still say I don't know what I'm talking about!" Some kids just ain't got no respect.

Of the hundreds of students Joan has taught, two stand out as special. One is former Blue Angel Dan Keating, who now

flies for Continental Airlines. The other is Dean Hess, a WWII pilot who took his Instructor rating from Joan. He was called back to fly with the Air Force during the Korean Conflict, after which he established an orphanage in Korea. The movie "Battle Hymn" tells Dean's story.

This is another chapter in the continuing story of women who wanted to fly. Joan has passed her knowledge along to over 328

students, and she feels a great deal of pride as she watches her sons and her students fly off to new horizons. She gave them all she had.

NOTAM

Michigan SMALL Race

now open to men and women pilots.

Calendar

APRIL

April 1 - April 99 renewals due.

Deadline for May issue of *The 99 NEWS*.

Special vacation issue. No chapter news.

Apr. 3-4 - Carlsbad Municipal Water District Office. Flying Companion Seminar. Palomar Chapter. For info and reservations, contact Robbin McGee, 2094 Meadowlark Ranch Lane, San Marcos, CA 92069. 714/744-9389.

Apr. 4-10 - Afton, OK. Shangri-La Grand Prix Air Race. Long distance round robin race open to men and women pilots. \$20,000 prize money. Fabulous Shangri-La resort. Entry kit \$6 from Shangri-La Grand Prix Air Race, Ltd., Marion Jayne, 1918 W. Banbury Road, Palatine, IL 60067. 312/358-5100.

Apr. 10-12 - Atlanta, Georgia. Southeast Spring Section Meeting. Terrace Garden Inn. North Georgia, host chapter. Registration Chairman: Rose G. Shaw, 4974 Rocksprings Rd., Lithonia, GA 30058. 404/981-4169.

Apr. 10-13 - High Sky Skiers, Steamboat Springs, CO. Deadline for entries: March 1, 1981. Reservations: Scandinavian Lodge, P.O. Box 5040, Steamboat Village, CO 80499. For more information, contact Velma Lee Copeland Barnett, P.O. Box 6393, Air Terminal Station, Midland, TX 79701.

Apr. 24 - ARC Entries Close.

Apr. 24-26 - El Centro, CA. Southwest Spring Sectional. Imperial So-Lo Chapter, hostess. Holiday Inn, El Centro. Tie down at Imperial County Airport (IPL). Reservations and information: Judi Daughtry, 230 West A. St., Brawley, CA 92227. 714/344-7266.

Apr. 24-26 - Kalamazoo, Michigan. CFI refresher conducted by Western Michigan University. Contact: Laura Thompson, Division of Continuing Education, Western Michigan University, Kalamazoo, MI 49008.

Apr. 24-26 - Washington, D.C. Potomac Chapter hosting Spring Meeting of Middle East Section at the Marriott, Dulles International Airport. Theme is "The Wright Stuff" featuring Captain Emily Warner of Frontier Airlines and Colorado Chapter 99s as keynote banquet speaker. Interesting area aviation-oriented tours and two educational seminars are scheduled. Contact: Mary Ellen Webster, 10601 Montrose Ave., Bethesda, MD 20014. 301/493-4763.

Apr. 24-May 3 - Baton Rouge, LA. Louisiana Air Tour. Tour includes reception at the Governor's Mansion, visit to New Orleans' famous West End, spot landing contest, kite flying, bass boat factory, crawfish boil, antebellum homes, and canoeing down the river. For reservations, contact Fran Salles, 235 S. Acadian Thruway, Baton Rouge, LA 70806. 504-383-8224.

Apr. 25 - South Bend, IN. Aviation Seminar sponsored by Indiana Dunes Chapter at Michiana Regional Airport. For both pilots and non-pilots. "Snoopy" course specifically designed for non-pilot spouses and/or friends who want to learn about charts, instruments and emergency procedures. "Red Baron" course covers many subjects of interest to pilots. Classes held simultaneously. Tours of new tower. Lunch included in registration fee. For info: Christine Murdock, 219-289-8642 or Carol

Zander 312/755-5221.

Apr. 25 - Long Island Annual Poker Run. Rain date, May 2. Poker run covers NY, Conn., and Long Island. Close to N.J. and R.I. For info: Joan Scarpinato 516/473-4795 or 473-7704.

Apr. 25-26 - Ann Arbor, Michigan. Pinch Hitter course sponsored by Greater Detroit Area Chapter at Ann Arbor Municipal Airport. \$80 includes 4 hours ground school, 4 hours flight instruction, 4 hours debriefing plus materials, lunch and coffee breaks. Lodging available at Wolverine Inn. Limited to 24 participants. Registration deadline April 3. Info: Anita Mack 313/549-0595 or 222-2090.

Apr. 29-May 2 - Monroe, LA. National Inter-collegiate Flying Association SAFECON. Regional winners from 26 colleges and universities competing. Contact: Don Ducote, NIFA '81, c/o Aviation Dept., Northeast LA University, Monroe, LA 71209. 318/342-2062. YOUR HELP WANTED!

MAY

May 1 - May 99 renewals due.

Deadline for the June issue of *The 99 NEWS*.

May 1-3 - Oklahoma City, OK. Sheraton Century Center. South Central Section Meeting with parties, round-table discussions, flea market, tour of FAA and Cowboy Hall of Fame, AND ... "Saved From the Fate of Her Sister" ... You'll come!

May 1-3 - Stratford, Ontario. All-Canada Spring Section Meeting sponsored by Maple Leaf Chapter.

May 2 - Latrobe, Penn. Allegheny Air Derby at Westmoreland County Airport, 12:30 p.m. Proficiency race open to all stock singles, 420 hp or below. Sponsored by Greater Pittsburgh Chapter. For entry kit, send \$2 to: Billie Latschaw, 3601 Clawson Dr., Murraysville, PA 15668. 412/327-6723.

May 4-12 - ANGEL DERBY, Van Nuys, California - coastal route to Acapulco. \$10,000 prize money. Sponsored by Mexican Government. Contact: Mina Elschner, 2619 NW 55th St., Ft. Lauderdale, FL 33309.

May 9 - Tom's River, NJ. NY-NJ Spring Section Meeting. Howard Johnson Motor Lodge.

May 15-17 - Hayward, CA Las Vegas Air Race. Bakersfield and Las Vegas Valley Chapters assisting. Proficiency race. Private Pilots License required. No limit on number of passengers. \$500 cash prize. Awards party Saturday night at Imperial Palace. 15 trophies plus 5 specialty trophies. Kits \$5 from: Hayward Air Race Committee, 20301 Skywest Dr., Hayward, CA 94541.

May 22-24 - Rockford, IL. Illi-Nines Air Derby sponsored by Central Illinois and Chicago Area Chapters. Greater Rockford Airport. Entries open Feb. 1. Contact: Arta Henson, 41W458 Empire Rd., St. Charles, IL 60174. 312-584-7638.

May 23-24 - El Paso, TX. Amigo Airsho '81 at Biggs Army Airfield. Aerobatic acts including the world's smallest jet and girl wingrider. Entertainment and education. International, involving the U.S., Canada and Mexico. Shuttle available from El Paso International Airport. For information, contact Sandi Pierce Melvin, 10 Civic Center Plaza, El Paso, TX 79987. 915/544-7880.

May 30 - Bullhead City, AZ. Jim Hicklin Memorial Air Rallye. 8th Annual All Men's Air Race, starts and ends at Bullhead City. Sponsored by San Fernando Valley 99s. Race kits \$3 from JPHAR, P.O. Box 8160, Van Nuys, CA 91409.

JUNE

June 1 - June 99 renewals due.

Deadline for the July-Aug. issue of *The 99 NEWS*.

June 7 - Alberta, Canada. Poker Run.

June 13 - Millville, NJ. GARDEN STATE 300. Round robin proficiency contest open to all licensed pilots. Banquet, trophies & cash prizes. Entry kit \$3. Closing date 5/13. Contact: Janis Blackburn, 192 S. Collier Lane, Morganville, NJ 07751.

June 15-July 3 - Pueblo, CO. Aerospace Education Workshop sponsored by Spanish Peaks Chapter and Aerospace Education Foundation, University of Southern Colorado, Pueblo, CO. On-campus basic and advanced 6 semester hours graduate credit. Contact: Joan Alvey, 2117 Ridgewood Lane, Pueblo, CO 81005. 303/564-6699.

June 19-20 - Tiffin, OH. Buckeye Air Rally at Seneca County Airport. Raindate 21. Entries open March 1, close June 8. \$2000 prizes and trophies. Proceeds to the AE Scholarship, NIFA and Womens Air and Space Museum. Kits available from: Connie McConnell, P.O. Box 111, Tiffin, OH 44883.

June 26-29 - Air Race Classic Handicapped Speed Race open by invitation to licensed women pilots who are members of the ARC. Route is from Jekyll Island to Shangri-La Airport, Afton, OK. Total length 2332.66 SM. For race kit write: ARC, P.O. Box 187, Addison, TX 75001. \$7.50 to members; \$17.50 to nonmembers.

JULY

July 1 - July 99 renewals due.

No deadline for *The 99 NEWS*.

July 12-14 - Atchison, KS. 8th Reunion at International Forest of Friendship. Events to include unveiling of life-size statue of Amelia Earhart; banquet; International Parade of Flags and Salute to the new honorees. Contact: Fay Gillis Wells, 4211 Duvain St., Alexandria, VA 22310, 703/960-4632 or Marie Christensen, 4801 W. 87th St., Prairie Village, KS 66207.

July 15-19 - International 99s Convention, Boston, MA.

July 31-Aug. 1 - Norman, OK. Okie Derby Proficiency. Open to male and female pilots.

AUGUST

Aug. 14-16 - Battle Creek, Michigan. Michigan SMALL Race, Kellogg Regional Airport. 200 nautical mile round robin proficiency race now open to MEN. \$2000 prize money. Contact: Mary Gardanier, 1828 Miles Ave., Kalamazoo, Michigan 49001.

Aug. 27-30 - Seattle, WA. Northwest Sectional. Fun in '81. See Seattle! The Seattle Hilton, 6th & University, Seattle, WA 98101. 1-800-542-7700 (in state), 1-800-426-0535. Sponsored by Western Washington, Mt. Tahoma and Greater Seattle Chapters.

SEPTEMBER

Sep. 18-20 - Snowbird, Utah. Southwest Section Meeting.

OCTOBER

Oct. 23-25 - Santa Fe, N.M. South Central Section Meeting.

NOVEMBER

Nov. 7 - Midland, TX. High Sky Derby. A precision perfect-fuel efficient X C flight involving Time-Distance-Fuel. Entry Fee: \$25. Entries close Sept. 5. High Sky Derby USA, P.O. Box 6393, Midland, TX 79701.

News, Activities and Projects

WESTERN CANADA SECTION

British Columbia Chapter

The B.C. Chapter is planning a Poker Hop for July 5 ... rain date July 12. They are also planning a tour of the Boeing Plant.

The Firewatch program for the provincial forest service will continue again this year for the B.C. Chapter. This is a volunteer program of patrolling high-risk areas for forest fires, charting their location on maps and filing reports to the nearest forest service station.

The chapter will once again involve themselves in promotion during the Abbotsford Airshow this summer.

by Roberta Taylor

Canadian Rockies Chapter

A workshop on "How to Run a Successful Poker Run" was presented to the Canadian Rockies Chapter at their February meeting. Presenting the workshop was Nancy Rand from the Alberta Chapter, chairman of the popular Alberta 99 Poker Run. The Canadian Rockies Chapter will hold its first annual Poker Run on Sunday, June 21st; rain date June 28th. The terminus will be Cranbrook, BC.

The March meeting was held at Fairmont Hot Springs, BC, heart of hang-gliding country in the Rockies.

The All Canada Section meeting is planned for Stratford, Ontario May 2-3, 1981.

The chapter is planning to operate a concession and 99 promotion booth at the Cranbrook-Kimberley Airshow at Cranbrook, May 23rd; rain date May 24th.

Officers elected for 1981 are: Chairman - Roberta Taylor; Vice Chairman - Terry Taft; Secretary and Safety Education Chairman - Audrey Webster; Membership Chairman - Betty Alsager; APT Chairman - Angie Keeley; A.E. Scholarship Chairman - Betty Alsager; and Treasurer - Roberta Taylor.

by Roberta Taylor

Greater Winnipeg Chapter

The Greater Winnipeg Chapter took 12 Indian and metis children on a night flight to view the Christmas lights of Winnipeg. The chapter has joined the Manitoba Aviation Council, with one of their 99s taking a place on the council's board of directors.

A fly-in meeting to Gypsumville, home of member Edna Fowke with a visit to the radar site was an interesting and educational experience.

This chapter is still pursuing the oppor-

tunity to launch a Skywatch program — aerial patrol for pollution control for the provincial government. Shirley Render is co-ordinating a display on women pilots at the Canadian Western Aviation Museum. The Greater Winnipeg Chapter attended a seminar called "Pressing the Weather" as part of their aviation safety education.

by Roberta Taylor

Saskatchewan Chapter

The Saskatchewan Chapter heard a DOT speaker, Dr. Don Copley, speak on aero medicine, learned about all the new aeronautical publications from Dan Payne and learned about mountain flying from a Colorado Flying Farmer, Howard Reid during their February meeting held at Saskatoon in conjunction with the Flying Farmers.

The Saskatchewan Chapter is planning Flying Companion Seminars to be held at Saskatoon, North Battleford, Humboldt and Regina. Their Poker Run will take place June 21 ... rain date June 28. The chapter will also sponsor the Western Canadian Fall Section Meeting October 16, 17, 18 at Regina.

by Roberta Taylor

MIDDLE EAST SECTION

Greater Pittsburgh Chapter

The Greater Pittsburgh Chapter is sponsoring its 6th annual ALLEGHENY AIR DERBY, at Westmoreland County Airport, Latrobe, Pa., on Saturday, May 2, 1981 with a rain date Sunday, May 3. Derby time 12:30 p.m.

This proficiency race is open to all licensed pilots, flying any stock model single engine aircraft of not more than 420 horsepower. A proficiency race is scored on a handicap system. Each aircraft must fly the closest possible to their own predetermined speed and expected fuel consumption. The non-stop triangular course is less than 250 statute miles and will be flown during daylight hours.

Computerized race results are through the courtesy of "Control Data Corporation".

This is the 2nd year the ALLEGHENY AIR DERBY will be a computerized race. The Control Data Corporation of Pittsburgh will be donating their time, equipment, and personnel to score this race. Control Data personnel will be located in the control tower, allowing for faster scoring

and race results.

With the growing interest and enthusiasm among pilots for proficiency racing, this annual derby has grown from 12 participants the first year to nearly 40 in 1980. All guests and visitors are welcome to join us for a good time and competition. Paul Long, a Pittsburgh television newscaster and pilot, will be the official starter.

For rules and entry information, send \$2.00 to: Billie Latshaw, 3601 Clawson Drive, Murraysville, Pa. 15668, (412) 327-6723.

ALLEGHENY AIR DERBY VI

MAY 2ND 1981
(RAIN DAY MAY 3RD)

ROUND ROBIN PROFICIENCY RACE
200 STATUTE MILES APPROXIMATELY

COMPUTERIZED RACE RESULTS
— COURTESY OF —
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INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

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NEW ENGLAND SECTION

Northern New England Chapter

The Northern New England Chapter is pleased to announce the honoring of Alma Gallagher Smith of Laconia, N.H. by the presentation of the 1980 New England Section of Ninety-Nines, Inc. Merit Award and Amelia Earhart Medal.

Alma is a charter member of our chapter and has been an active member and supporter of Ninety-Nine projects through the years. She has served in all chapter offices and a two year term as chairman.

Alma was elected governor of the New England Section for two years after serving in various section offices. She was co-chairman for the All Women New England Air

Race for three years and has attended several international conventions.

As Alma's biographical sketch in the *Ninety-Nines' History* states, "She has introduced students and readers to the joy of flying as a newspaperwoman and flight instructor."

She was one of the first women in New Hampshire to pursue a career in aviation in the early 1940's. She instructed ROTC students at Dartmouth College during World War II, then returned to Laconia to work for her father's newspaper and instruct part-time.

Alma was invited by the U.S. Air Force to cover several SAC missions around the world as a newspaperwoman; and while on one, had the opportunity to fly an F-101 and break the sound barrier.

She has been active in several aviation organizations and has worked to promote the interests of aviation and the role of women in that field.

Now as publisher and editor of the *Laconia Evening Citizen*, Alma's time for flying is limited; but she is always there willing to work for the *Ninety-Nines* and aviation in any way. Her quiet reserve and sincere dedication have made friends and earned respect for women in aviation while promoting interest in the *Ninety-Nine* organization.

by Jean Batchelder



Alma Gallagher Smith of Laconia, NH was the 1980 winner of New England Section's Merit Award.

NEW YORK-NEW JERSEY SECTION

Central New York Chapter

The January 10 meeting took place at Marcellus International Airport with Don Perricone, Accident Prevention Counselor and president of the Central New York Flight Instructors, presenting a safety program entitled "Scan Techniques." The turnout was small due to the very inclement weather that only central New Yorkers would understand. Our next meeting in February took place at the tower at

Hancock International Airport, which included a thorough tour of the facility. The tower personnel enjoyed the cherry pies that our chapter gave them in appreciation of their informative tour. The March meeting will be held in Norwich, NY at the home of Virginia Breed. She will show slides and tell us about her recent visit to China.

by Elaine G. Cost

Hudson Valley Chapter

The February meeting of the Hudson Valley Chapter was held at the Dutchess County Airport. After business meeting and lunch at Wornack House, the members went on a tour of the FSS where all their new facilities were demonstrated. From there the members toured the control tower. A good time was had by all.

by Mary E. Matthews

Long Island Chapter

The L.I. Chapter is proud to herald the fact that one of its members, Ruth Dobrescu, also on the International Board of Directors, was instrumental in getting the Blanche Stuart Scott (Aviation Pioneer) air-mail stamp issued in December, 1980. In 1979 Ruth submitted the names of 11 eligible women including Miss Scott, the first

woman to solo in the United States, to be used on an aviation series stamp. She then badgered those in charge with phone calls every 3 or 4 months until a woman was chosen for one of those stamps. She was also instrumental in having the Lindbergh stamp accepted in 1977.

Ruth has worked tirelessly in her philatelic efforts on behalf of aviation. Working with both the French and American governments she has helped to commemorate with stamps and/or celebra-

tions many aviation events that took place 50 years ago in both countries.

L.I. Chapter member Nancy Davis will start college in the fall of 1981, a year after her oldest son. Nancy recently returned to school and completed the required academic subjects plus a great deal of paper work for her admittance to Farmingdale College, where she will study Aerospace Technology for the next two years.

Five members of the L.I. Chapter will continue with the second semester of study for the instrument rating (or review of same). Attending classes weekly are Ruth Dobrescu, Doris Abbate, Mae Smith, Ruby Bostic and Pat Rockwell. It is very unusual for women to be a majority in any aviation element, but these five 99s comprise almost 1/2 of their class. Nice for a change.

The L.I. Chapter was honored to have noted flyer and author Max Kurant as guest speaker at their Feb. 10, 1981 meeting. By arrangements made with program chairman Pat Bizzoso, Mr. Kurant spoke of his 40 years with AOPA. He thrilled us with his tales of 5 trans-Atlantic trips in general aviation aircraft and his 12,861 nm trip around South America in his own Twin Comanche.

During his years with AOPA he was

usually perceived as an opponent of the FAA. And yet upon his retirement in March, 1978 he received the FAA Distinguished Service Award reading as follows: "In recognition of his outstanding contributions to the National Aviation System. As Senior Vice President of the Aviation Owners and Pilots Association he labored tirelessly and articulately to achieve more effective government policies and operational procedures for general aviation. His persevering efforts have contributed substantially to the safety and growth of this vital segment of aviation."

It's men like this that keep general aviation alive and growing.

by Patricia Rockwell

Hosting Central New York Chapter at Hancock Tower were Bruce Olmstead and Steve Simon.



NORTH CENTRAL SECTION

All-Ohio Chapter

A closer relationship was established at the All-Ohio Chapter meeting in Cincinnati when Hostess Pat Fairbanks invited the EAA Chapter of that area to combine meetings and programs. Paul Bowden (49 1/2'er) set up several TVs for remote viewing of the 1980 EAA show at Oshkosh.

All-Ohio Pat Fairbanks has been active attending two Safety Seminars, a three-day Instructors Seminar in Louisville plus talking to a Northern Kentucky University class about aviation.

All-Ohio is well represented in the area of Air Explorer Scouts. For years Doris Scott



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NAVIGATIONAL CHALLENGE

Bellville Area College, headed by Delia Greer, our 66, not to mention Mary Lowe and daughter, Mary Lloyd, our favorite Greenville, Illinois reps., all had a really great time — and good lunch! Our February meeting was strictly business with many plans for the future, including raising money for our '82 Convention; however, we did have the pleasure of pinning our newest member, Iva Finnigan.

Chris St. Onge announced that, prior to their leaving St. Louis for Pittsburgh sometime this summer, she will be conducting First Aid courses for the CAP and all are welcome to attend. We were also advised that Del Scharr and JoAnn Sabo will be the guest speakers at the March 11th EAA meeting in St. Louis. Barb Wilper still busy as a bee lecturing on Air Age Education to school groups, i.e., the Jr. High "Gifted" group at Hazlewood West, and helping a Girl Scout group work on their Aviation Merit Badges ... in short, we're a really busy buncha' lady airplane drivers, and love it! Our Aerospace engineer, Nelda Lee, is scheduled to "desert" us in June for a year of duty at Edwards Air Force Base in California, working on an F-15 test program. She is looking forward to the challenge, but hates leaving St. Louis.

Future fly-ins scheduled: April 4th to Dexter, Missouri; June 13 & 14 to Tullahoma, Tennessee for the Staggerwing Convention and dedication of the Olive Ann Beech Chapel & Library; June 28th to Kentucky Dam and, in the meantime, anywhere else we can dream and scheme to fly, including the North Central Section meeting in Waukegan, Illinois the first weekend in May!

by Jan Pockock

Indiana Chapter

Three libraries in Indiana now have a copy of the *History Of The Ninety-Nines*: Indiana State Library, Indianapolis, Purdue University, Lafayette and Indiana University, Bloomington, IN.

Barbara Simmons and Dorothea Hendricks presented a copy to Jean Singleton, Indiana Division Head at the State Library. She also accepted a copy of the 40th Anniversary booklet on the Indiana Chapter. As a result of this, the chapter has been invited to participate in the oral history project at the State Library. Historian, Dorothea Hendricks, will be attending a statewide oral history workshop May 1 and 2, 1981.

by Dorothea E. Hendricks



Barbara Simmons (left) and Dorothea Hendricks (right) presented a copy of the 99s History Book to Jean Singleton of the Indiana State Library on November 25, 1980.

has sponsored a group in Dayton. Julie Friess has been active in the Bowling Green area with the scouts for the last two years as their primary leader. Now, Charleen Mehaffie has taken on the pleasant task of Assistant Advisor for the newly formed Post 157 at Lebanon Warren County Airport, Lebanon, Ohio.

The Buckeye Air Rally is moving swiftly toward the date when kits will be for sale and the Rally will be held, all under the competent leadership of Connie McConnell. The city of Tiffin, Ohio is backing the Rally and their support and donations are contributing toward a successful Rally.

A second membership drive has been planned in March in order that the All-Ohio Chapter can actively participate in the Great Race. Membership Chairman Jan Van Doren has been establishing coffees around the state to draw in women pilots to this very elite group.

by Jeane Wolcott

Greater St. Louis Chapter

Washington's birthday was celebrated by Val Johnson via her mercy flight carrying blood from Effingham, Illinois to St. Louis, Bi-State Airport for the Red Cross. Val is on a volunteer list of Missouri pilots for this very vital mission and was called upon to help supply blood for twins who were in a St. Louis hospital.

February 15th's fly-in to Alton Airport (day late Valentine flight) turned out to be very successful. Some drove, in order to partake of the super fried chicken specialty of the restaurant at the airport, but nevertheless, we had a large group. Tex and Joe Wickenhauser, Jack and Amy Laws, Barb and family Wilper, Del Scharr, Lucy and Laurence McAneny, Joy Harvey, Jan Quick, and a whole 'nuther group from

12th annual Illi-Nines Air Derby

The 12th Annual Illi-Nines Air Derby will be held on Saturday, May 23, 1981 at Rockford Airport, Rockford, Illinois. Chairman for this year's contest is Arta Henson of St. Charles, Illinois.

The first Illi-Nines Air Derby was held in Mattoon, Illinois in 1968 with Bobbie Johansen of Lake Forest, Illinois as chairman. The race was a Speed Race with a Spot Landing Contest. The Spot Landing Contest has continued to be a part of the derby each year. The second derby wasn't held until 1970 with Marion Jayne, Palatine, Illinois and Charlene Falkenberg, Hobart, Indiana as Co-chairmen. The rules and regulations were changed and for the first time a race had two categories — Speed and Proficiency — and was the first race to let men enter as pilot in command or have two men in the cockpit. From its beginning the Illi-Nines Air Derby has required a co-pilot with at least a student license.

The race grew rapidly each year and has been held every year since with the exception of 1974 when it was postponed due to the fuel crisis. The race is so popular

that each host city is always eager to have it return. This will be the third time for Rockford to be the site. Moline has been the site four times; DuPage the site two times; Champaign the site once, and the race returned to Mattoon in 1979 to commemorate ten years of racing.

Margaret Ringenberg, Grabill; Elsie Wahrer, Barrington; and Barbara Brusseau, of Chillicothe, have participated in every derby. Margaret Ringenberg brought home the first prize in her category in 1968, 1975 and 1977. Charlene Falkenberg, who has participated in every race except one, has been the Publicity Chairman since its inception.

The race works in cooperation with the Federal Aviation Agency and the State of Illinois Department of Aeronautics. Entries have come from almost every state in the United States to this event to enjoy a weekend of fun, fellowship and improving your proficiency as a pilot.

Anyone interested in more information may send \$3.00 to Linda Hamer, Rt. 1, Peru, IL 61354 for information and Entry Kit.

12th Annual

May 22, 23, 24, 1981
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Rockford, Illinois

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99s Fly With Us

AIR DERBY

Minnesota Chapter

The Minnesota 99s are embarking upon a new adventure. The American Cancer Society has asked our participation in its annual Daffodil Days, April 3, 4 and 5. It will be the 99s who will transport by plane from Anoka County Airport bunches of daffodils to all parts of the state. The flowers, their symbol of hope, are then sold to raise money for the American Cancer Society. Contributing their flying, the Minnesota 99s are very proud to have been called upon to be a part of this special cause.

The Red Cross Lifeguard Flights are another special flying project for the Minnesota Chapter, one that is carried on throughout the year. Each of the flights comes off with tactical precision, thanks to the co-ordination efforts and the time and hard work of three very able gals: Clara Johansen, Linda Haedge, and Sally Woodburn. They have reported that from June, 1979 through June, 1980, twenty-nine pilots flew 134 trips for a total of 31,600 miles and 275 airborne hours. THAT'S INCREDIBLE!!

by Mary Hudec

NOTAM

Chapter News Reporters

Send lots of chapter news for the June issue. **DEADLINE: Must reach OKC by May 1st.** Try to be early if possible; editor leaving town for Angel Derby and will not be able to accept anything after deadline.

NORTHWEST SECTION

North Dakota Chapter

The North Dakota Chapter of the Ninety Nines held its February meeting at Minot, North Dakota. Also attending were members of the Ninety-Nines from Regina and Moosejaw, Saskatchewan, Canada.

After lunch the group went to the Minot Air Force Base for a tour of the RAPCON facilities.

by Kay Vogel

SOUTH CENTRAL SECTION

Colorado Chapter

Eddie and Paul Whistle missed the round-the-world record they were seeking, but shared with others at the February meeting of the Colorado 99s experiences of their attempt to break the record for the time to fly around the world in a single engine (piston driven) airplane.

Flying out of Jeffco, Eddie piloted the first leg of the long and tedious journey toward the east. The record of seven days, thirteen hours and thirteen minutes was facing the couple as they alternated legs of pilotage and navigational duties. Service difficulties, long waits and fuel delays at various foreign airports prevented the Whistles from reaching their goal. The route which they followed took them to Bangor, Maine; Azores; Palermo, Sicily; Luxor, Egypt; Karachi, Pakistan; Colombo, Sri Lanka; Kota Bharu, West Malaysia; Guam; Majuro; Hawaii; Fresno, California and back to Broomfield, Colorado.

Eddie Whistle is a member of Colorado 99s.

Plans are underway for spring airmarking. Mary McCoy, Chairman, is busy making arrangements for spring and early summer activities.

In March, a Safety Symposium was held at Metro State College in Denver. Members of 99s assisted in various activities. The theme for the event was "Effects of raising costs of flying on safety".

by Barbara Hobson

Eddie and Paul Whistle, Colorado, shared pilot and navigator duties on their round-the-world record attempt.

Dallas Redbird Chapter

We have grown during the past year, with the addition of several new members to our chapter. Gail Clark is working on her instrument and commercial, flies anything she can get, but mostly a Bonanza. She is a manufacturers rep. Elaine McReynolds is a C.P.A., owns an Archer and is working on an instrument rating. Celesta Weise has a 172 and works in the training division of IBM. Debbie Weber transferred to our chapter from the Oklahoma Chapter. Linda Wackwitz owns a Cessna 140 and is a geologist for Sun Oil Co. Mike Conlin has a 182 which she and her husband use to commute between their home here and his job in San Antonio. Haverly Marshall is a hot air balloon pilot, and is working on a fixed wing rating. She and her husband instruct in their hot air balloon school at Dallas North Airport. Rolinda Lawrence finds jobs for handicapped people, is an avid scuba diver, and teaches CPR. She has just finished teaching our chapter CPR.

Other news — we are planning to attend the NIFA national meet in Monroe, Louisiana in May, to work as judges, helpers, etc. They are great kids and it is a lot of fun.

by Elinor Johnson

Houston Chapter

Houston Chapter 99s awarded a \$250.00 scholarship from Air Education to Missy Maxfield. Missy has completed 14 hours of her flying lessons with the money awarded by our chapter. Missy is a senior at Memorial High School here in Houston. Each year we offer the scholarship to students interested in attaining their license. The picture is of Missy and her instructor, Mr. Finus Turner, during Missy's first lesson. Missy's father, Mr. J.R. Maxfield III, owns the cute Cessna 152, N37MM, appropriately named "Mickey Mouse". Missy flies out of Hobby Airport, Houston.

Missy tells us that she has been accepted at the University of Texas at Austin. She plans to join the Longhorn Flying Club to continue her flying lessons. In addition to taking flying lessons this busy girl has also been a cheerleader at Memorial High School, had two part-time jobs, worked with her church group, coached gymnastics and



tried to keep up her grades all at the same time. Anyone this determined deserves the chance to learn to fly.

by Peggy Campbell



High school student Missy Maxfield applies scholarship from Houston 99s to begin flight training.

Lubbock Chapter

October 25, 1980, Lubbock 99s airmarked the Pep, Texas intersection with the help of nine Reese Air Force Base student pilots. This intersection is a military corridor point and general aviation pilots can navigate more efficiently since its completion. St. Phillips Catholic Church parish of Pep, Texas was cooperative in letting us paint P E P on their corrugated metal roof. Mary Kitchen, Angela Boren and Pat Cantrell coordinated the project with the help of 49½'er Bill Cantrell, Brett Cantrell and Sandra Kitchens.

December 6, 1980 Christmas Party was held at Doug & Angela Boren's home and special guests were Reese Air Force Base Airwomen.

December 13, 1980 Lubbock 99s took Christmas goodies to the FAA employees at Lubbock International Airport in the Tracon, Flight Service Station and Tower. We received a special tour of the radar room where we saw special areas on scope — Pep intersection and Biggin Hill Residential Airport.

A January meeting at Pat Cantrell's was a special welcome for Linda Peterson, transfer from Space City Chapter and Ruth Freeman, new member from Levelland. Susie Evans hosted our February meeting in Slaton, Texas and 99s Ginny Patterson, Mary Kitchen, Angela Boren & Pat Cantrell made plans for the upcoming seminar in Ft. Worth, Texas. Lubbock Chapter put on a Sky Pals Seminar in Fort Worth for their chapter of 99s in March.

April 10 and 11, 1981, Lubbock Chapter is planning to have a Sky Pals Seminar at Biggin Hill Residential Airport, northwest of Shallowater, Texas, some 20 miles out of Lubbock.

by Pat Cantrell

Nebraska Chapter

The February meeting of the Nebraska 99s, including a visit to the Grand Island Tower and Weather Bureau, was a part of the evening news across Nebraska on February 7. The good publicity resulted from Carol Nowka's inviting local newspaper and television reporters to the meeting. In addition to participating in the business session and informative tour, members enjoyed some enthusiastic hangar flying over a delicious lunch prepared by Eleanor England, co-hostess for the meeting.

Nebraska 99, Keeta Thompson, is the proud holder of a brand new airline transport license!! Keeta, the second woman in Nebraska to ever obtain the license, was given the flight exam by Bernie Bauer, the first Nebraska woman to acquire the ATR!

by Sharon Meyer



Plenty of chapter members are on hand to assist attendees with computer problems at Oklahoma Chapter's Flying Companion Seminar.

CHAPTER NEWS, ETC.

Oklahoma Chapter

Our March meeting was at the Omnplex in OKC, which also houses Oklahoma's Aviation and Space Hall of Fame. Mr. Clarence Page, major benefactor and old-time aviation leader, gave us a brief talk on the early years of Oklahoma aviation. A tour of the Hall followed the meeting.

It was a full house for our third Flying Companion Seminar, held this year at the Terminal at Westheimer Field, Norman. Cam Stomberg and Charlene Davis were in charge with Rita Eaves always coming up with the goodies for lunch.

Looks like the Oklahoma Chapter will be doing their bit for the Shangri-La Grand Prix in April at the second stop of the race.

N99NJ, Nancy and Jan will be a threesome for the Angel Derby this year. Hope the WX is better than the last AD they flew in.

by Nema Masonhall

"It's a snap," says Jan Million to Oklahoma Chapter's Flying Companions.



San Antonio

San Antonio Chapter met with the Zonta Club of San Antonio for celebration of annual Amelia Earhart recognition. The speaker from Hondo owns the Lockheed Loadstar used in the movie portraying Amelia's last flight. Ninety-Nines attending were Geils Hegranes, Laura Richter, Ann Ash, Virginia Spikes, Ruth Nichols and Mary Ann Greer.

Geils Hegranes and husband recently won a company trip to Nassau for the best aero electronic sales in the area.

The March meeting will be held in Kerrville to tour the Mooney plant.

by Mary Ann Greer



Geils Hegranes (right) and Laura Richter (left), San Antonio 99s with Zonta member, Dr. Jane McReynolds at Zonta's AE celebration.

SOUTHEAST SECTION

Kitty Hawk Chapter

The Kitty Hawk Chapter of the 99s, celebrated their chapter's 11th birthday in

conjunction with the 77th anniversary of the first manned flight at Kitty Hawk, N.C., on December 17, 1980.

On a day with weather much like that of December 17, 1903, the 99s gathered with aviation specialists, citizenry and descendants of the Wright Brothers and several witnesses to pay homage to aviation mentors. June Rodd, Chapter Chairman, was among those who placed a wreath at the base of the Wright Memorial Monument. This annual ceremony was highlighted by a fly over of F4 jets from Seamour Johnson Air Force Base.

The bundled-up and shivering crowd enjoyed several guest speakers, including General Clifton F. von Kahn, (ret.), noted aviation expert and C. Fayette Taylor, a personal acquaintance and friend of Orville Wright.

North Carolina's Secretary of Transportation, Thomas Bradshaw, spoke at a luncheon following the ceremonies at First Flight. He spoke of the major changes in the aviation industry and added, "We have come a long way from the sands of Kitty Hawk."



Kitty Hawk Chairman June Rodd places wreath at base of Wright Memorial Monument.

New Orleans and Mississippi 99s meet at Studio in the Country. Fran Bozeman, Judy Maggiore, Gloria Burlette, Eugene Foster (owner/engineer), Lisa Cook, Iris Castanedo, Janet Green, Frances Freeman, Jerry Sumrall, Patsy Zeringue and Ede Brandon.



This reporter was unable to attend the January meeting of the Kitty Hawk Chapter for their fly in to the very high country — Banner Elk, at Sugar Mountain, with Hazel

Monroe, an avid ski enthusiast. I understand the snow was as high as the dunes at Kitty Hawk and not much colder than the chill from Kill Devil Hill. The only redeeming feature was the warm comradeship of the girls that have mastered the art of flying — HI or LO.

by June Liverman

New Orleans Chapter

The early morning fog forgot to lift and the clouds kept barreling in to obscure the visibility even more on February 7th in New Orleans. The local 99s had planned to join the Mississippi Chapter in Bogalusa. Choosing alternate plan-2, VFR (vans faithfully roll), we managed to meet our hosts a little later than if we had flown. We all enjoyed a tour of Studio in the Country and a dinner that day. Jerry Sumrall, the new Mississippi Chapter chairman, Janet Green, International 99s President and Iris Castanedo were on hand to greet us.

The Studio, lodged in the tall pine trees, was architecturally fashioned specifically as a recording studio. Many famous musical artists have sought the engineering and producing talents of Eugene Foster and David Farrell. Designed so that no right angles disturb the acoustic qualities, the studio stays busy with recording sessions year round. Ede Brandon boogied to some "Mardi Gras Mombo" when she became absorbed by the quality of the sound and the happy beat. As the producer's T-shirt expressed "Allons danser", she complied.

Thanks to the Mississippi Chapter for sharing this tour of the studio with us. Make plans with some other chapters for their meetings and share some of your ideas for active and fun flying activities.

by Patsy Zeringue

SOUTHWEST SECTION

Lake Tahoe Chapter

The Lake Tahoe Chapter of 99s is comprised of a small, dedicated group of woman pilots, most of whom hold full-time

Lake Tahoe Chairman May Haskell received the Outstanding Service Award.



Gloria Burlette, New Orleans, acts somewhat perplexed with the sight of that rear wheel. Accustomed to tricycle gear, she is determined to learn to fly the taildragger she and 49½er Ron recently purchased.

jobs or have small children. With limited time for outside activities, these women have chosen 99s as worthy of their efforts and try to make every hour count! One such way was the brainchild of Chairman May Haskell whose A&P friend offered to give a class particularly oriented to 99s.

Saturday, July 19, 1980 was the date scheduled for the first mini-mechanics class offered to Lake Tahoe and Reno Area Chapters. It was conducted by Clarence Bohartz, who holds an A&P rating as well as CFI, and is affiliated with University Flyers at Reno-Stead. Any of us who had ever watched our aircraft being serviced realized this was our chance to ask the many questions we've had. For several hours Clarence held a captivated audience with his explanations of magnetos, cleaning and gapping spark plugs, frosted spark plugs, oil dilution when anticipating very cold morning departures common in this area and suitable substitutes for non-available grades of avgas. He just happened to have handy a bisected C-150 engine which he used to explain the inner workings of an aircraft engine.

Full coverage of all systems was difficult in one session, so another class was planned for October. This time special invitations went to Cameron Park Chapter and other interested pilots, male and female, including local CAP members.

Quincy, California was the site of the Mountain Flying Seminar attended by Reno Area and Lake Tahoe 99s and their families.

This session featured electrical failures (one of us had just experienced one), proper inflation of nose struts, brake linings, servicing of foam air intake filters, with review of mags, etc.

In appreciation, a plaque with a bronzed wrench (only for emergency use!) was awarded to Clarence during a coffee break. Clarence has generously offered to conduct future classes. We hope this will be a continuing educational activity by the chapter. Those who flew gained a much greater appreciation for their aircraft and some were even overheard discussing the possibility of an A&P rating.

Our chairman also found time to interest other Reno and local 99s in attending a three-day Mountain Flying/Survival Seminar sponsored by Feather River J.C. at Quincy, California. Excellent speakers representing the FAA, CAP, USAF Search & Rescue Forces and interested airline pilots reviewed good mountain flying practices, along with the most recent theories on the wilderness experience. A realistic session on First Aid was conducted by the local ambulance service, complete with moulaged "victims." In retrospect, the survival aspect was greatly enhanced for those who elected to camp out at the airport by intense thunderstorm activity the first night! For all who made it through the three day stint, a "bodacious BBQ" was hosted by a local service organization and all who signed up received one college credit (for dessert?).

To culminate a busy year, a new slate of officers was installed at the Annual Awards Banquet held at the Pfaeffler House, Tahoe City. It was very deserved when retiring Chairman May Haskell was given the Outstanding Service Award. Woman Pilot of the Year Award went to an amazed Barbara Northrop.

by Barbara Northrop

Orange County Chapter

The battle for weather between the Sun God and the Rain God was won by the Sun

Orange County 99s outside the Apple Valley Inn: Lee, Bev, Gwen, Charles, Harols, Lynn, Ed and Betty.



God and the Orange County Chapter of 99s had a Valentine's Day fly-in to Apple Valley, California on the high desert. Transportation was provided by the Apple Valley Inn for the trip to the Inn where lunch was waiting.

However, most members thought the Rain God would win and had made other plans, so it was a small but cozy group that made the flight over the mountains. Lynn Newton with friend Ed, Beverley Allen with friend Lee, and Betty Ackerman with husband Harold. Yours truly with husband Charles made a short drive to the Inn since we were spending the weekend at our wee ranch in Apple Valley.

The high desert is a great place for a fly-in — clean, clear air, lots of sunshine and a view that stays with you forever. Close at hand is the Roy Rogers museum and the Inn has tennis, swimming and horseback riding.

by Gwen Haynes

Palomar Chapter

Greater understanding between local aircraft owners/operators and the general public is the goal of the 1981 Palomar Air Fair, scheduled from 9 a.m. to 4 p.m. Saturday and Sunday, May 16-17, at the Palomar Airport.

The emphasis of the air fair, reports Robbin McGee, chairwoman of the Palomar Air Fair Committee, will be on aviation's contributions to the community. Throughout the fair, the airport will literally have an "open door" policy, she adds.

The fair, sponsored by Palomar 99s, will feature static airplane and helicopter displays, booths, demonstrations, and aircraft and balloon rides.



Phoenix

At the February business meeting, Phoenix Chapter was happy to greet 13 guests. Two were voted in, Susan Strand and Rosemary Vance, and one transferred from New England, Jeanne Fiery. Welcome aboard ladies! We have been having at least four prospects at activities and around 10 at business meetings. The increased interest is not the result of a membership drive but the

result of more and varied activities. With four or five meetings/activities a month, this chapter of over 100 members offers something for everyone, providing diversity and the convenience of selectivity.

March was spent improving our skills and increasing our knowledge. On the 21st we came out in forces for Annual Proficiency Test rides on APT Day. This was initiated by a donation from 99 Liz Kramer that was specified for safety. Some rental and some 99 owned airplanes were used. CFIs in the chapter donated their time to give the APT rides. On the 28th, Phoenix 99s flew to Tucson to join Tucson 99s for lunch and Pima Aeronautical Museum tour. This was a double learning experience; museum and idea sharing in chapter fellowship.

April 4th and 5th, DSPA had their annual Aerobatics Airshow. Besides the usual airplane parking, Phoenix 99s had a static display and concessions stand. We sold lemonade, popcorn and our fund raisers — calendars, mugs, coloring books, wind-chimes and new "fly with me" pins.

Mid-April, folks are heading to the PCIFA Meet for NIFA in California. Some are staying for ASU Alpha Eta Rho's Second Annual Survival Seminar. There are lots of choices for the 25th of April; airmarking at Holbrook, Luke AFB openhouse/fly-in, Southwest Section Meeting and AIAA program on women pilots (99 speakers). We are looking further ahead to Boston in July and Kachina Doll Air Rally in October. The rally already has 16 of 22 committee chairman volunteers.

by Kitty Pope

Reno Area Chapter

Reno Area Chapter had 11 APT members for 1980 — 35% of the membership. They are: Jerry Gardiner, Dee Baer, Lila Ferrel, Lucy Snyder, Ruthy Deer, Irene Smith, Roscille Colburn, Trish Lods, Sheryl Jones, Linda Draper and Sandy Hart. We're going to shoot for 100% in '81.

Dee Baer and Nancy Patterson attended the November mini-mechanics course sponsored by the Lake Tahoe 99s and reported that it was very informative.

Lois Neville, Dee Baer, Roscille Colburn, Sandy Hart and Trish Lods were the members who presented the 99 History Book to Washoe County Library Representative Ann Hawkins during the December meeting. The book may be placed in the special Nevada collection.

Jerry Gardiner attended a Helicopter Convention in Anaheim. One year ago, Jerry sponsored a young lady for the Helicopter Whirly-Girls Scholarship. At the convention Jerry learned that this young lady got her helicopter rating in 10 days and is now co-pilot for Republic Airlines, flying 737's.

During a recent trip to Hawaii and Japan, Irene and Bob Smith rented a Piper Warrior in Hawaii and flew around and over the volcano on the big island of Hawaii.

by Hazel Hohn

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GUEST EDITORS WANTED

IMA LOOKIN' AGAIN - this time for guest editors for special issues of *The 99 NEWS*. If you'd like to develop a particular issue around a favorite theme or topic, please let us know. Six to 24 months lead time possible; dates agreed upon in advance. Regular staff will pass on materials relevant to your topic, give you lots of credit in print, provide you with moral support, design and layout expertise, whose writers and no money! (Remember, this is strictly a non-profit organization.) Write: *The 99 NEWS*, P.O. Box 59965, Oklahoma City, OK 73159.

NOTAM

See March issue of the
99 NEWS
for
CONVENTION REGISTRATION
FORMS

Year of the women

Reprinted from the APBA Staticline

Nineteen-eighty-one marks a milestone in APBA (Aircraft Pilots of the Bay Area) history. Adelaide Morris, the newly elected president, is the first woman to be so elected since the organization's inception in 1941. Adelaide is also a member of the Alameda County Chapter of the 99s. She is accompanied by three other elected ladies, Beth Olivier (Secretary), Elaine Silverman (Treasurer), and Jean Stroobant (Director-at-Large). All are proven fully competent to undertake any challenges in behalf of APBA, along with the four gentlemen comprising the rest of the Board.

Adelaide has been a member of APBA since 1964. She has been a dedicated, reliable proponent of our organization's purposes, and has worked hard for us for a long time. She and Don have flown their trusty Cessna 182, N5605B, very extensively throughout Alaska, Central America, Canada and the U.S. Since Don prefers to tinker, he flies the right seat as de-facto flight engineer while Adelaide pilots the airplane from the left seat. Thus, they do not need an autopilot (Don says he already has one). This smooth-working team has probably navigated farther north and south than any other in APBA (from above the Arctic Circle to the Panama Canal).

Don't let this bent for engineering and efficiency fool you into thinking this is a cold-blooded pair, however. They are as fun-loving and high-stepping as anyone you will ever meet, and their interests range very wide. From early-morning jogging to mountain-climbing, canoe and kayak excursions, to cutting a rug on the dance floor, you will not find a more active couple than the Morrises. While Don bends a slide rule as a Radlab engineer, Adelaide performs a corporate secretary's wonders in Berkeley's business world (same firm for over 25 years — how's that for fidelity?). The wonder is how they manage to cram so much activity in their lives. Their magnificent abode high in the hills overlooking Berkeley and the Bay was partially built with their own bare hands! So, have we got a leader for you! Under that smiling, blue-eyed, blonde package of feminine charms lurks the heart of a fighter pilot!

While we're at it, let's not overlook the rest of our talented female crew. Jean Stroobant is also a 99 pilot, as is relative newcomer Bette Spencer-Davis, who pilots an antique prewar Aeronca. Doris Williams, our Hospitality Chairman, is a real tiger behind the wheel of a Centurion, despite her gentle exterior. Carol Wright and Neva Ellington, though not licensed pilots, wield a lot of clout in this group (as their husbands will attest). It is reassuring to know that among the great traditions of our organization, we are not harboring any residue of male chauvinism.

Congratulations to our new president and to the fine ladies of our executive committee for contributing to the success of a fine organization.

New Ratings

Middle East

Mary Sillitch - Potomac - ME
Sonja Overeem - Potomac - IFR
Marcy Deckelbaum - Potomac - IFR, COMM, ASMEL
Jeanne Vandersloot - Potomac - IFR
Brenda Eldson - Potomac - IFR

New England

Barbara Guptill - Northern New England - COMM

North Central

Marcia Greenham - All-Ohio - CFI
Gayle Gorman - All-Ohio - Glider
Dristin Conrad - All-Ohio - CFI, BGI, IGI
Kaye Moore Bohannon - Kentucky Blue Grass - COMM
Paula M. Kruse - Kentucky Blue Grass - IFR
June L. Beers - Michigan - SES

South Central

Linda Charles - Colorado - IFR
Mary McCoy - Colorado - CFI, CFI
Stephanie Wells - Lubbock - ME, ATP, CFI
Keeta Thompson - Nebraska - ATP
Kathy Collum - Texas Dogwood, COMM, ME
Mike Alexander - Houston - CFI

Southwest

Marge Thayer - Phoenix - IFR

New Horizons

FREDA THOMPSON

The family of Freda Thompson, OBE, Australia, would like to thank all her friends who had sent her Christmas cards and letters of greeting in recent weeks prior to her death. Please accept this as a courtesy reply.

LOUISE KIDD

Louise Kidd of St. Petersburg, Florida died on February 20, 1981. Louise was a member of the Gulfstream Chapter and had been a WASP in the Class of '43.

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and their insurance needs!



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 ADDRESS _____ PHONE DAY _____ CHECK
 EVENING _____ PREFERENCE

MAKE & MODEL OF AIRCRAFT	FAA NUMBER	LAND SEA AMPHIB	YEAR	TOTAL SEATS	CURRENT VALUE	DEDUCTIBLES		
						GROUND	TAXI	FLIGHT
	N-							
	N-							

TIED DOWN HANGARED AT _____ CITY _____ STATE _____
 AIRPORT NAME _____
 USE PURPOSE BUSINESS & PLEASURE
 PRESENT INSURANCE WILL EXPIRE MONTH _____ DAY _____ YEAR _____

PILOTS:	PILOT STATUS								LOGGED HOURS AS PILOT IN COMMAND				
	AGE	STDY	PVT	COML	IFR	CFI	ME	OTHER	TOTAL	RETRACTABLE GEAR HOURS	MULTI ENGINE	HRS IN MAKE MODEL	IN LAST 3 MONTHS

Return to Jeanne Kautter at:

Cunningham, Jeffrey & Co.

Insurance Exchange Building
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