

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

July-August 1979



Give this to someone who would make A Good 99

To become a member of the Ninety-Nines, a woman must have at least a private pilot license and be sponsored by a current member of the Ninety-Nines. Student pilots are welcome to attend meetings and get acquainted.

If you would like additional information on the Ninety-Nines or would like to meet Ninety-Nines in your local area and attend their chapter meetings, please fill out the form below and send it to Ninety-Nine Headquarters.

Request For Information

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Address _____

Home Phone _____ Bus. Phone _____

Please indicate your aviation experience:

Student _____ Private _____ Commercial _____ ATP _____

Airplane _____ Helicopter _____ Jet _____

Additional Ratings: _____

Comments:

Return to:

The Ninety-Nines, Inc.
P.O. Box 59965
Will Rogers World Airport
Oklahoma City, OK 73159

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Terminal Drive and Amelia Earhart Lane
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Thoughts From Thon

Membership problems, ideas, questions and suggestions are still mostly what my mail is all about. I'll hope to talk to many of you at the Membership Roundtable in Albany during Convention in mid-July.

Many times it seems Chapter Membership Chairmen feel that The Ninety-Nines Headquarters "doesn't want" new members because application forms are returned for additional information instead of being processed. Until you have worked with a computer, you cannot appreciate that everything must be in order and complete before trying to hand it the information.

Carolyn Sullivan of the Memphis Chapter sent me a copy of their Membership Chairman's Checklist which they say has eliminated having their new member application forms returned by Headquarters. Would you like a copy? Ask me for one and I'll be happy to send it to you.

Continuing along that same line—after a woman has been accepted as a Ninety-Nine, what then? I read the following bit of information in a report by Jayne Schiek, North Central Section Secretary, "Charlene Falkenberg stated that in her Chapter, a new member's packet is given to each new member. This contains a copy of the 99 Items For Sale (copied from the September issue of The 99 NEWS), a copy of Chapter members' names and addresses, a page which explains Ninety-Nine terminology and their Chapter's activities. Charlene states that she would send a copy of this packet to any Chapter Chairman sending her postage for same. It was also suggested that the Chapter 'make something' of the new member. Make her feel especially welcome . . . invite her to join in all the Chapter activities and make it easy for her to do so." If this interests you, you'll find Charlene's smiling face on Page 5 of your Membership Directory,—she is a Director on the International Board.

There you have two good ideas, but in both of those instances, I was writing about an incoming member. How do we locate potential members? Many Chapters send me their bulletins and I read them with great interest. I'm happy to report that a surprising number of Chapters seem to be engaged in a strong membership drive and are emphasizing keeping members once we have them. Many Chapters seem to find new members through constantly checking at flight schools as well as personal contact. I presume that means seeing women at the airport and asking if they are Ninety-Nines—if not, inviting them to attend regular Chapter meetings. Most Chapters have potential Ninety-Nines at all meetings and many conduct Chapter business (which does not require a membership vote) at Chapter Board Meetings which are open to all Chapter members and closed to all outsiders. This makes more time at the regular meetings for programs and informative discussions on flying.

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ON THE COVER

Have you ordered yours? The Central Illinois Chapter is selling copies of this photo to benefit the Jerrie Cobb Foundation. See pages 29-30 for more details.

99 Calendar

July

- 1 July 99 Renewals Due
No Deadline 99 NEWS
- 13-14 *Buckeye Air Rally
*11th Annual World's Biggest Little Fly-In
- 14-15 *Detroit City Air Show
Detroit City Airport
- 28 Utah 99s Annual Density
Altitude Clinic
Wendover, NV
- 18-22 Ninety-Nines International Con-
vention, Albany, NY
- 22-24 *International Forest of Friend-
ship Ceremonies
Atchison, KS

August

- 1 August 99 Renewals Due
September 99 NEWS Deadline
- 10-12 *Palms to Pines Air Race
- 16-19 Northwest Section Meeting
Ocean Shores, WA
- 18 *10th Annual Apuepuelele
- 18-28 *First Women's Air Derby
50th Anniversary
Commemorative Race

September

- 1-3 *Cleveland National Air Races
- 7-8 *Gold Rush Air Rally
- 12-16 *American Bonanza Society
Annual Convention
San Antonio, TX
- 14-17 *Fairladies Annual Indiana Race
(F.A.I.R.) Lafayette, IN
- 22 *New England Air Rally
- 28-29 *6th Annual Empire State 300
Saratoga County Airport

October

- 5-7 *Michigan SMALL Race
- 5-7 South Central Section Meeting
Hilton Inn, Wichita, KS
- 7 Alameda Co. 3c-A-I.b. Airlift
Hayward Airport
- 13 *12th Annual Kachina Doll
Air Rally
Deer Valley Airport, Phoenix
- 20 *New Orleans 2nd Annual
Poker Run

*More Information

Buckeye Air Rally

The Buckeye Air Rally will be held July 14 at Toledo Metcalf, Toledo, OH and is open to men and women. The rain date is scheduled for July 15. Prizes for the race include trophies and cash. Race kits will be available April 1. To get one, send \$3.00 to Jeane Wolcott, 1633 Liv Moor Ct., Columbus, OH 43227.

11th Annual World's Biggest Little Fly-In

The event, scheduled for July 13-14, will feature forums only on Saturday instructed by some of America's leading designer-builders. Sunday will feature a fly-in breakfast, fly-bys and an airshow. Free housing will be given to the first 50 individuals or couples to pre-register. Ladies activities are also scheduled Saturday with the 3 Rivers Festival. For details, contact: Experimental Aircraft Association, Chapter 2, Smith Field, 426 W. Ludwig Road, Fort Wayne, IN 46825, (219) 432-5244 or (219) 747-5256. Ask for Marc or Bob.

Detroit City Air Show

July 14 and 15th, 1979, the Detroit City Air Show will feature the Marine Corps Harrier,

Golden Knights, Duane Cole, Oscar Boesch, French Connection Aerobatic Team, Bill Barber, Eddie Green, Bob Lyjak, Jon Lynch, Jim Mynning, Dave McKenzie, Dan Clishman, and Bill Bordeleau. For more information, contact: Lillian Snyder (313) 822-8916.

International Forest of Friendship

A ceremony around the Moon tree celebrating the 10th Anniversary of Neil Armstrong's giant leap for Mankind on the Moon and the new honorees in Memory Lane is scheduled for July 22-24, 1979 in Atchison, KS.

Accommodations again are in air-conditioned Neuman Hall at Benedictine College. Rates for two in a twin-bed room are \$6.00 per person.

Stop over in Atchison on the way home from the 99s 50th Anniversary Golden Jubilee Convention in Albany, NY.

For reservations, write to: The 99s Celebration, P.O. Box 99s, Atchison, KS 66002.

Palms to Pines Air Race

Entries for the race open June 1st and close July 31st for the 10th Annual Palms to Pines

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Thoughts from Thon

Now let's touch on the touchy subject. Are we making it too difficult to become a Ninety-Nine? No, I'm not suggesting that a girl send her money to Headquarters and receive a card in the mail because the Bylaws clearly state that, among other things, she is to be "recommended by vote of the Chapter membership..." See Page 282 of the Roster, Bylaws Article IV Section 2. However, my mail strongly favors following the International Bylaws and not writing additional severe restrictions into our Chapter Bylaws, Standing Rules or Standard Operating Procedures.

The Board will be most anxious to discuss the foregoing with you at Convention Roundtables and during the Communication Session, but as I have said before, write to me—that's how we learn what you want. It's your organization—have a say in how it functions.

New Ratings

East Canada

Suzanne Frogley—Eastern Ontario - CFII

New York - New Jersey

Maria Distephano—Long Island - AGI, IGI
Stephanie Szelwain—NY Capital District -
Balloon
Mary Rich—Western NY - CFII

North Central

Deanne Brown—Chicago Area - ME
Pat Collins—Chicago Area - IFR, CA
Barb Silagi—Chicago Area - MES

South Central

Delores Kay—Lubbock - IFR
Ann Lowell—San Antonio - BGI
Virginia K. Bond—Santa Fe Area - IFR
Gloria Hodel—Shreveport - CA

Southwest

Mickey Heilberger—Alameda County - CFI
Brenda True—Alameda County - CFI
Karen Brown—Las Vegas Valley - SES
Barbara MacDonald—Las Vegas Valley - CA,
BGI, AGI
Marie McMillan—Las Vegas Valley - ME
Amanda Whisenand—San Gabriel - IFR
Joan Winter—San Gabriel - CFI
Kit Maxwell—Santa Clara Valley - CA, ME
Marilyn Orloff—Santa Clara Valley - Flight
Engineer
Nancy Waylett—Santa Clara Valley - CFI
Susan Windus—Santa Clara Valley - IFR
Laureen Cooper—Santa Rosa - IFR
Carol Valette—Santa Rosa - CFI
Carol Rayburn—Utah - Lear Jet Type

Be there. Ready to get things done.

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

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New Horizons

By Charlotte Morrill

It is with great sadness that the San Joaquin Valley Chapter reports the deaths of Dorothy McAllister and Irene Nealon, two of our most treasured members, who died in a plane accident in March with their husbands "Mac" and Ivan while en route to Utah for a skiing holiday.

Both Dottie and Rene exemplified the 99s' highest standards. As was said during the McAllister's memorial services, "they were the best" the best of human beings, the best of friends and the best of pilots. Each contributed greatly to our lives and our flying organization as well.

Dottie and Rene took their flight instruction together in 1965 at the Palo Alto Airport and joined our San Joaquin Valley Chapter in mid 1966. Each became Instrument rated and together they flew the Powder Puff Derby in 1972 and 1976 placing 35th and 21st. They had planned to fly together this year in the Air Race Classic. Dottie had also flown the PPD in 1971 and 1975 as co-pilot with Laverne Gudel. In 1973, Dottie flew both the Palms to Pines and the Pacific Air Race. Each served in most all offices of our organization with total commitment. We miss them now and will always, as I'm sure many of you will who read these words. We have been privileged for having touched their lives. The gifts they left each of us are many, but most certainly those of love, integrity and humor are foremost.

Dottie and Mac leave a son, Kirk, and Rene and Ivan, four daughters, Linda, Kathy, Diane and Patty.

Two 49½ers Killed

The Ninety-Nines extend deepest sympathy to Pat Friedman, Chicago Area, and Barbara Steen, Golden Triangle, whose husbands were killed in two separate accidents.

Pat Friedman's 49½er, Robert, died in a tragic plane crash at Waukegan Airport.

Barbara Steen lost her 49½er, Tom, in an automobile accident while enroute home from work.

AVIATION. LAW: AN INTRODUCTION

By V. Foster Rollo (1979)

Library Binding, \$20. Postage prepaid, if paid order is received before publication date, September 1, 1979.

M H PRESS

9205 Tuckerman St., Lanham, Md. 20801

An Open Letter to the Friends of Jerrie Cobb and Ruth Lummis

By the time you read these words, Jerrie and Ruth will have been deep in the Amazon jungle for about ten days and in the midst of a very difficult project.

Last month, the main bearing failed on the Islander's new engine during a flight over a very remote area of the jungle. Fortunately, Jerrie was able to guide her disabled plane to a small jungle strip and land safely. However, the plane is useless without another new engine.

The trip back to the States took Jerrie and Ruth eight days. The first part of the journey was accomplished in a dugout canoe. At one of the small villages, they encountered a DC-3 cargo plane with a pilot Jerrie knew. He agreed to take them part of the way back. Finally, another man flew them back to Florida. The trip was far from easy and took quite a toll on Ruth physically.

The engine was replaced, but then they were faced with the monumental task of finding another airplane to transport it to the remote jungle strip and then replace it with none of the facilities normally associated with major aircraft repairs. Miriam Davis, another 99 from Florida, volunteered the aircraft and Betty Wright, yet another 99, volunteered her help. And so the four 99s plus the new engine launched off toward the head waters of the Amazon to replace the engine. The Indians in the village will help build an assembly table and tripod and help with the physical lifting, but the mechanical work is beyond their abilities. Jerrie estimates that it will take at least two weeks to complete the repairs.

Needless to say, this has been a major setback for Jerrie's humanitarian work in

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Deja Vu and ADAP Too

By Joan Kerwin

Item: Airport and Airway Trust Fund rose to \$4.08 BILLION at the end of February.

Item: "It is interesting to note that . . . the GAO (Government Accounting Office) has accumulated \$4 BILLION in the Aviation Trust Fund on the grounds it would be inflationary to spend it. In other words, the government is saying user taxes we have already paid can't be spent—but they want still more they can't spend." (*Pilot News* 5/79)

Item: DOT Secretary Brock Adams asked that the \$70 million in ADAP grants added to the 1980 budget by the House appropriations subcommittee be eliminated.

Item: A \$200,000 grant from the Airport and Airways Trust Fund was made to the Atlanta Airport "for the installation of sculptural pieces and other art works in conjunction with the construction of a major airport terminal complex." (*Air Line Pilot*, 5/79)

Item: Sen. Howard Cannon, Chairman of the Commerce Committee called the Carter Administration proposal to spend \$8 BILLION from the Airport and Airway Trust Fund, "irresponsible." Cannon also said the Administration's ADAP proposal should be titled "The Aviation Safety Reduction and Budget Balancing Act of 1980", because it proposes only limited increases in safety-related spending while siphoning off huge amounts to cover the FAA payroll.

Senator Cannon is proposing a bill to reduce the airline ticket tax from the current 8% to 2% with the eventual elimination of large and medium hub airports from the ADAP program. With the lower ADAP taxes, he said, the major airlines could afford to pay increased user fees directly to the airports eliminating the middle man (the federal government) and speeding up implementation of needed improvements. The smaller and non-hub airport needs could then be funded at higher levels using the 2% ticket tax and the existing trust fund surplus.

Comment: Senator Cannon in his address to the Association of Local Transport Airlines, from which the above comments were taken, also stated, "I feel a sense of deja vu" in referring to the 1971 attempt to divert millions of trust fund dollars to cover FAA operations and

maintenance costs.

That is not the only FAA machination which creates a "sense of deja vu" in this writer, as witness:

1. Last year Congress prohibited the imposition of new user fees by the FAA without Congressional approval. This year the FAA is attempting to **increase** the 7¢ per gallon general aviation avgas tax to a flat 10% (not to 10¢ per gallon as reported last issue.)

They are also attempting a **new 6% excise** tax on new general aviation aircraft and avionics.

This column last September warned, "Look for another DOT re-run of this spectacular next year, and the next and the next, ad infinitum."

2. This column last July: "FAA has awarded a \$6.6 million contract to expand passenger and baggage-handling space at Dulles International Airport, Washington, D.C."

3. This column yearly since 1976: The FAA says we're not paying our "fair share".

The *Air Line Pilot* (5/79) quoted above, also included this statement, "The DOT and FAA are charged with dispensing this (Airport and Airway Trust) fund, which is intended to be used **primarily** (their emphasis) to improve the safety facilities of the almost 500 air carrier airports in this country."

The Trust is being used primarily for improvements to the air carrier airports. Perhaps, since most of the trust funds come from the tax imposed on passenger tickets, this is as it should be. However, while attempting to assess our "fair share" the FAA is also reducing services slowly but surely to the general aviation community, and allowing many of our airports to sink into disrepair and oblivion.

Witness: Due to the hard winter, the FAA is allowing Designated Pilot Examiners to give flight instructor check rides, which have always been given by the FAA. At my local airport, this ride cost one of my friends \$100.00. (When the backlog clears up will they remove this privilege from the private sector? I doubt it!)

Written tests are also being removed from the FAA auspices and placed in the hands of Designated Ground Instructors, who are allowed to charge \$15-\$20 per test administered.

This is not all bad. The convenience of not having to take a day off from work to take the test with the FAA could be well worth the expense. Also, the ability to schedule a flight test in a shorter time frame is definitely beneficial. **BUT**, where does the FAA come off with reducing services, increasing taxes and still screaming "fair share".

Deja vu again: This column 11/76, "The DOT couldn't get the cost allocation bill through Congress, so they figured out a way for us to pay for the services we receive to private organizations. That way we can pay twice: Once through fuel tax and the use tax . . . and again through paying private organizations for providing the service the FAA is collecting the tax to provide."

Now for those who feel that I never have a kind word to say about the FAA, a kind word from a state aviation official: "Langhorne Bond has done more for general aviation than any other Administrator the FAA has ever had. He is the only one who has been able to join all the general aviation associations together in a common cause. They are all against him, but they're together."

Attention, CFIs

Richard L. Taylor, a noted aviation writer, has put together a new service, the **Pilot's Audio Update**. This is a unique and very informative tape series, which will keep subscribers up-to-date on the latest changes and developments in general aviation. He is constantly searching for new voices for the series, so if you are interested in becoming a contributor, please write to him c/o **The 99 NEWS**. He will be traveling throughout the country most of the summer with microphone in hand and will be happy to pay a recording visit to those who are interested.

If you would like more information on the **Pilot's Audio Update**, refer to the ad in the June issue of **The 99 NEWS**.

Section Meetings

New York-New Jersey

The Central NY Chapter of the 99s hosted the annual Section meeting of the New York-New Jersey Section at the Holiday Inn in Rome, New York, on May 18-20, 1979. Approximately 60 members attended. John Piersma, luncheon speaker, presented a slide show on antique aircraft. A Flying Safety seminar was given by Elaine Roehrig. All but one chapter was represented at this meeting.

Hudson Valley Chapter won the Governors APT Plaque. 100% of their members are APT and Central New York was second.

Final plans for our 50th Golden Jubilee were completed by International Chairman Betty Elliott. Nine chapters participated, and all are anxiously looking forward to hosting this great event.

North Central



Diane Cozzi, NC Section's Air Age Education Chairman, holds helium-filled balloons ready to be launched.



(L-R:) Board of Directors member Charlene Falkenberg, NC Section Governor Marilyn Miller, and Joan Kerwin were among those attending the North Central Section Chairman's Meeting in Quincy, IL, April 7th.



Alice Hammond, Ninety-Nines past President, and Claire Angelini, Governor of the NY-NJ Section, were among those attending the Section meeting in Rome, NY.



Bonnie Lewis prepares for her presentation "What to do when you don't know what to do."



NC Section Governor Marilyn Miller, background, was one of the participants at the Mini-Air Age Education Workshop forming clouds.

Southeast

New Orleans 99s attending the Southeast Section meeting in Asheville, NC were Judy Maggiore, Ede Brandon, Gloria Burlette, Pat Besselman, Estelle Coffman, Norma Reeves, Patsy Zurangue and 49½er Lowell Reeves. The excitement of mountain flying and landing at a high altitude airport was eagerly anticipated by the flatlanders. What a beautiful sight our country is from the air, the Smoky Mountains look so deceptively soft in various shades of green.

The Blue Ridge Chapter and their 49½ers worked very hard and just couldn't have been better hosts. The welcoming committee with their smiles and bags of goodies to stuff a flight bag. Smiling faces in the hospitality room dispensing good cheer, promoting lots of hangar flying and New Orleans out to fulfill the ole Cajun tradition to "Pass a good time!" New Orleans brought Mardi Gras to the Section meeting in their promotional bid for the 1983 International Convention. Dressed in Mardi Gras costumes and to the lively tunes of Dixie Land Jazz they threw beads, bags of trinkets and menus from our famous restaurants to the surprised and delighted audience.

A trip to the fabulous Biltmore Castle was enjoyed by all and then a delicious steak dinner on the estate at Deer Park where our hi-stepping 49½er Lowell Reeves wore his shoes out clogging! A van full of fun loving 99s trying to navigate after dark the unfamiliar Asheville back to the Inn and so much laughter and jokes we could have stayed lost! On departure day many thanks to FSS personnel coming to the closing breakfast and briefing us on the approaching front. When the weather report for N.O. was 300' ceiling, heavy rain and a tornado on the field, we made the wise decision to relax and spent the night in Eufaula, AL at the beautiful new super park resort. Next day it was Judy Maggiore's IFR skill taking us home.

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Judy Maggiore receives one of the many nice gifts given.

South Central



New Orleans 99s. Ede Brandon, Judy Maggiore, Gloria Burette, Pat Besselman, Norma Reeves and Estelle Coffman on the beautiful grounds of Grove Inn, Ashville, NC.



International Vice-President Janet Green speaking at the Southeast Section Meeting.



New Orleans members throw Mardi Gras favors to 99s attending the meeting.



The finer points of hot air balloon construction were explained by Wildflower Chapter member Jo McCarrell during the Air Age Education Workshop at the SC Section meeting.



Oklahoma Chapter's Poochie Rotzinger tried her hand at "flying" a piece of Air Age Education equipment.



These little sunflowers are actually Kansas Chapter members issuing a graphic invitation to South Central Section members to attend the fall SC Section meeting to be held in Wichita, KS.

Southwest

By Verna West and Stella Leis

One of the best ever Southwest Spring Section Meetings was held May 4-5-6 at Wonder Valley "Dude" Ranch, Sanger, CA, hosted by Santa Clara Valley with the welcome help of the Fresno Chapter.

Jackie Petty, Nancy Rogers, Pat Roberts, Pat Rowe and Verna West arrived Wednesday and Vera Arnold and Ruth Theriault arrived on Thursday to set up for registration, hospitality, parking for RV's, airplanes, etc. The resort is nearly 200 miles from home base for the Santa Clara Valley Chapter, which created some unique problems in planning and staffing. With the help of a courteous resort staff and a beneficent weather man somewhere, everything was in order on time.

Friday morning Wonder Valley was a beehive of activity—airplanes arriving (Sacramento Valley's Thelma Drew, in her Mooney, was first), campers arriving, tents being set up. Pat Roberts, calling forth skills developed during a summer at Sun River, OR, was on Unicom, backed by a ranch neighbor, Ray McClure. Des Stuart-Alexander drove in from her geologist's field work to direct parking of airplanes, leaving after dinner Saturday to return to work.

Jackie Petty was the transportation coordinator, responsible for those who chose to land at Fresno. She and Pat Gladney made several "ferry" trips by airplane while Lynn Ahrens, Penny Becker and Kathy McNamara (Fresno) made the trips by car.

One hundred and eighty five Ninety-Nines and guests in blue jeans, cowboy hats and boots were ready to enjoy a fun weekend.

Friday night's barbecue dinner was followed by hayrides; then Norma Futterman (Los Angeles) and her guitar, backed up by a fiddle, harmonicas, guitars and assorted instruments (?) led a great session of hill-billy songs by the bonfire, retreating to

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the lounge where Sylvia Paoli (Fullerton) on the piano joined the party.

After a huge ranch breakfast on Saturday, with the Section meeting out of the way, Willy Gardner and Stella Leis demonstrated a great Air Age Education project and had many people making and flying kites made from plastic garbage bags! The guests were invited to toss water-filled balloons, compete in table tennis, volley ball, horseshoes, ride horseback or in the pony cart. Peg Ewert soloed on one of Harry West's windsurfers. There were canoes and sail boats and kids fishing; fields of wildflowers, bullfrogs at night (and an occasional *scream* from a peacock). We were treated to an aerobatic show by Julie Ames (Golden West) in her T-34 and Dick Collins in his Swift. Julie is a Western Airlines Co-Pilot.

The day ended with a ranch style dinner (if you call flaming Crepes Suzette ranch style) with prizes given for winners and losers of all the games. Can you believe that we then had a square dance that lasted until after midnight?

Much of the groundwork that made this event a success was done by Phyllis Pierce and her committee before she moved to Oregon. Joan Enyeart, Chapter Chairman took over the responsibility assisted by Andrea Nassimbene and Verna West. It is always difficult to list those who help without leaving out names, but among those to whom thanks are due is Peg Moseley who gathered items for the "goodie bags", Hanes Burkart and Evelyn Lundstrom who gathered up prizes; Alice Gardner who made badges for everyone and Jeannie Collins who silkscreened the Santa Clara Valley logo on shirts and signs.

In the background, not always apparent to guests, the serious business of administering this large Section goes on. For Governor Margo Smith, Orange County, it provided the opportunity to meet personally with her Board of Directors and the expanded advisory board. The Chapter Chairmen's meeting has become a valuable forum for exchanges of ideas and for communicating with members Section-wide.

For many of us who have participated in numerous Section meetings, there is a sense of satisfaction in watching officers and delegates evidence their increasing skills by focusing on important issues, not getting "hung-up" on trivia, listening to a variety of viewpoints and then making a decision.

There were members of our International Women Pilots community from Charter Member Betty Gillies, to International President, Thon Griffith, to the young women with their brand new licenses; there were women airline pilots, charter pilots, flight instructors and rather a lot of us who fly "just for the fun of it", and really look forward to these twice a year opportunities to get together with old friends and to make new ones.



The business meeting was conducted at an outdoor session with Governor Margo Smith, standing, presiding. At the officers' table, Treasurer Carol Clarke and Joan Paynter, Secretary, wait their turn.



Members intent on Governor Margo Smith's comments at the business meeting are (L-R): Mayetta Behringe, Patty Sherwood, Jeanne McElhatton, Pat Gladney, Thon Griffith, Del Hinn and Jinny Collins. Del managed to get in a little knitting as she was listening.



Julie Ames (L) gave an aerobatic performance during lunch in her T-34 "Wally". Eldris Shogren rode along as her passenger, but for some reason, was unable to eat lunch! Julie also found time to attend the business meeting with (second from L-R) Julie Hobar, Eldris Shogren, Fran Grant, Janie Postlethwaite, Rae Gilmore, Cheryl Cassity and Joan Cassity.



Kite-making was a popular activity at the Section Meeting.



Willy Gardner and Stella Leis test their Air Age Education project "kites" which they made from plastic garbage bags. Windsurfer and canoes are in the background.

Shreveport Gets a New Home

By Helen Wray

Shreveport Chapter has acquired a headquarters trailer located on the grounds of the Shreveport Downtown Airport. It's beautiful, with cherry wood paneling and a mortgage.

We're working madly to take care of that last item. Three rummage sales, "Half-a-Fatted-Calf" raffle, a Ninety-Nine cut glass window raffle, etc. We're almost solvent now.

What a great feeling to have a place for meetings, scrapbooks, trophies, library,

ground school material, files, etc.

The Shreveport Airport Authority gave us permission to put the trailer on the airport last year for a nominal yearly fee because we had made so many contributions to Shreveport aviation projects through the years.

We are proud of our new headquarters, and we cordially invite you to stop by for a cup of coffee. Look in your roster and call one of us to meet you there. Y'all come!

10/21/77

Mobile, Alabama

By Sandi Melvin Pierce

A breath away from sundown
My wheels caress the ground.
Air heavy with calmness
My engine's idle the only sound.

Concrete stretches before me.
It feels like grass tonight.
Blue lights guide and beckon.
Hangar bound, I taxi into night.

I created a day of pressure.
Miles to cover. Schedules to keep.
At dusk those things don't matter.
I've put that day to sleep.

I savor my moment of splendor.
Submerged in a dream-like state.
My craft and I flow on together
Welded as perfect soul mates.



Shreveport Chapter Ninety-Nines pose happily in front of their new headquarters trailer on Shreveport Downtown Airport. (Front row:) Martha Christy, Betty John Tuminello, Helen Hewitt, Kay Carpenter, Barbara Ringold, and Helen Wray. (Back row:) Nell Jobe, Evelyn Snow, Mary Walton, Eileen Anderson, Elaine Potter, Becky Netherton, Mary Jo Voss, Mary L'Herisson, Dottie Ports, Janet Ducote and Joan Carroll. We are sorry that all members could not be present for this happy event. Mary Friday, our licensed lady plumber, has done a great deal of work. We are learning a lot about insurance, plumbing, electricity, and all the other things involved in owning something.

99s' Authors and their Books

By Mardo Crane

For most, it is enough just to experience the great adventure of personal flying. But there are others who have an overwhelming urge to share their thoughts about aviation with anyone who will listen—and often these women do it with a book. It is not easy to put down on paper words that pilots will want to read. It takes hours of research, concentration, writing and rewriting before this precious brain-child is born. And then, it is probably not going to be easy to sell. Why? There are several reasons—lack of adequate promotion by the publisher; or lack of loyal backing by friends, aviation buffs, or aviation organizations.

Because I feel so strongly that we—each one of us—should buy a book by a 99 when it is published, I am listing the books, prices, and publisher data. Please—YOU take it from there!



Mardo Crane (L), shown here with Willy Gardner, is a past chairman and now membership chairman for the Santa Clara Valley Chapter. This is Mardo's chapter and has backed her in an author's most difficult job—that of selling her books.



Viola Gentry writes of the early days of flying in her book "Hangar Flying". She belongs to the Florida Goldcoast Chapter, and is one of our honored charter members.



Line-Check for that famous altitude record flight by Louise Thaden in December, 1928.



Sally Buegeleisen, whose book about famous Max Conrad sold out very fast, is a member of the Florida Suncoast Chapter.



Joan Cassity, Golden West Chapter, author of a new novel which will excite the aviation buffs, "Flight Plan: Aquarius."

Author	Title
Buegeleisen, Sally	<i>Into the Wind</i> (Random House) (\$6.95)
Cassity, Joan	<i>Flight Plan: Aquarius</i> (Ashley Books, Inc.) (\$7.95)
Crane, Mardo	<i>Ladies! Rev Up Your Engines!</i> (d'Angelo) (\$5.50) (only 80 copies left)
Eddleman, Jo	<i>Cows on the Runway</i> (\$4.95—quiz author. May be out of print)
Gentry, Viola	<i>Hangar Flying</i> (write 4 Santa Fe Rd., Chelmsford, MA 01824)
Scott, Sheila	<i>Barefoot in the Sky</i> (MacMillan) (\$7.95)
Shamburger, Page	<i>Tracks Across the Sky</i> (Lippincott) (\$4.95)
	<i>Classic Monoplanes</i> (Crown) (\$2.45) (Paperback)
	<i>Command the Horizon</i> (A.S. Barnes)
	<i>Aces & Planes of WWI</i> (Crown)
	<i>Summon the Stars</i> (A.S. Barnes)
	<i>The Curtis Hawks</i> (Wolverine Press; Paperback - Crown) (Write Page for any later titles).
Thaden, Louise	<i>High, Wide and Frightened</i> (Air Facts Press) (\$7.95) (The Carolina's Chapter is selling autographed copies)
Out of Print books:	Bird, Nancy— <i>Born To Fly</i> ; Crane, Mardo— <i>Fly-Down of the Wasp</i> ; Miller, Robin— <i>Flying Nurse</i> .

Louisiana Air Tour

By Mary Jo Voss

The Shreveport Chapter with Janet Ducote as Chairman for the event, spent six months readying itself and the town for the Louisiana Air Tour, which was to arrive here on April 20 at high noon. Considerable effort went into this. Martha Christy made her infamous red rag roses for each of the 35 pilots. That's getting to be tradition with our chapter now that Shreveport is the rose capital of the world. Red rags, however, are becoming more and more expensive, so we are going to start picking them up off the highway. Jere Saur spent several days "buggin" roses from everyone she knew and some that she didn't. These were placed in each of the reserved hotel rooms in vases that were acquired the same way as were the roses. We had a cafish restaurant open at noon just for this event. We had a guitarist for the occasion to accompany songs we had written for a singalong, crawfish races, and even the mayor's assistant came out to welcome the flight. So what happened? Did you read about the flood in Louisiana? The monsoon hit . . . but good. One couple from Ft. Worth, 99 Henrietta Pence and her husband who were joining the tour here, was the only plane able to get in, and they were stuck for 2 days before they could leave. But the chapter, and 49½ers turned out as scheduled and enjoyed the planned festivities. So, all was not lost. We had hosted this event a couple years before, and had a great time, and were really looking forward to it.

Fran Salles of Baton Rouge and her husband, Emile, are the tour organizers and worked one year getting things together. I understand the tour had to spend most of the time in New Orleans. Can't think of a better place to be weathered in. Rising to the occasion, Fran made it a success. To refresh your memory, Fran flew the PPD several years ago with a monkey for a co-pilot. She can cope, believe me. Better luck next year.



Jo Eddleman (L) and Sheila Scott laugh over the problems of being authors and selling their books. Jo is a member of the Washington, D.C. Chapter; Sheila belongs to the British Section.



Page Shamburger, a most prolific author, is a member of the Carolina's Chapter.

Help!

Santa Clara Valley celebrates their 25th anniversary in July. We are trying to bring our history scrapbooks up to date. We would appreciate any photographs or clippings that pertain to us. We will be holding our anniversary luncheon in conjunction with the drawing for the **Pacific Air Race**, August 18. We would like to hear from any former members of the Chapter. Bring us up to date on what they are doing. Contact Nancy Rodgers, PAR Luncheon Chairman, or Pat Davis or Verna West, Anniversary Committee.

Chapter Notam

Attention, Chapter Chairmen and Membership Chairmen

All applications sent to Headquarters **must** have the Chapter and Section name filled in before we can process them. Failure to provide this information will result in delayed membership.

*More Info Cont.

Air Race. The race from Santa Monica to Independence, OR, will be 816 statute miles with fly-bys at Merced and Klamath Falls, RON at Red Bluff. Entry fee is \$55 and the race kit is \$2.50, which is available from Claire Walters Flight Academy, 3200 Airport Ave., Santa Monica, CA 90405.

10th Annual Apuepuelele

This 10th Annual women-only race will be held August 18th and is sponsored by the Aloha Chapter 99s. Special plans are under way this year to make the Apuepuelele an especially memorable event. Rental planes are available from several FBOs at the Honolulu airport and, of course, there are seats to be shared in planes being piloted by local women pilots for any vacationers who might wish to include the interisland race on their agenda. For information: Sue Hillman, Chairman, Apuepuelele '79, 2251 Round Top Dr., Honolulu, HI 96822.

First Women's Air Derby Commemorative Race

Louise Thaden, winner in the First Women's Air Derby, reports that Mae Haizlip, Mary Von Mach, Blanche Noyes and herself are the only remaining contestants of the original 19 who flew the derby. If anyone can advise All Women's International Air Race, Inc. of Mae Haizlip's current address it would be very much appreciated.

Dates: Impound Deadline (Santa Monica), August 18; Takeoff, August 21; Finish (Cleveland), August 25; Awards, August 28. Route: Santa Monica, Palm Springs, Yuma, Phoenix, Douglas, El Paso, Pecos, Midland, Abilene, Fort Worth, Tulsa, Wichita, Kansas City, East St. Louis, Terre Haute, Cincinnati, Columbus and Cleveland. Entries: Open June 1, 1979 and close July 1, 1979. Prizes: \$10,000 to first five places, \$5,000 to the winner.

Cleveland National Air Races

The Cleveland National Air Show will celebrate the 50th Anniversary with spectacular displays and flying demonstrations at Burke Lakefront Airport in the downtown area over Labor Day weekend, September 1, 2 and 3.

This year's show will include a special race to commemorate the Women's Air Derby including the original route, and dates, retracing the 1929 course, 2700 miles from Santa Monica to Cleveland. An open-to-all proficiency race for top speed with small planes, it will be entered by at least 50 participants.

Advance tickets and show information can be obtained by calling (216) 781-0747 or writing the Cleveland National Air Show, Burke Lakefront Airport, Cleveland, OH 44114.

Gold Rush Air Rally

San Fernando Valley Chapter 99s' Gold Rush Air Rally is sponsored by Cactus Pete Casino of Jackpot, NV, and the Nugget Casino of Fallon, NV. The rally will be held September 7 and 8, 1979 departing Van Nuys, CA, to RON the 1st night in Fallon, NV. The termination contest will be on the 8th at Jackpot, NV. Entries are open to both men and women with an entry fee of \$35.00. First prize approximately \$1500.00. Trophies will

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Pictured above at the September, 1978 Colorado Springs Reunion, hosted by the Air Force Academy, are the then Board and Newsletter Editor of Order of Fifinella (Women Airforce Service Pilots of WWII organization). (Seated L. to R.): Sara Hayden*, Vice President; Leoti Deaton who was second in command to Jacqueline Cochran responsible for the WASP trainees during their flight schooling in Houston and Sweetwater, Texas; Bee Haydu*, President; (Standing:) Betty Nicholas*, Secretary/Treasurer; Betty Cross, Newsletter Editor; Marty Wyall*, Historian.
*Members of The Ninety-Nines, Inc.

WASP Victory

Recently the first Honorable Discharges for the WASPs commenced being distributed by the Air Force. Senator Barry Goldwater, Congresswomen Lindy Boggs and Margaret Heckler, Col. Bruce Arnold (the son of Gen. "Hap" Arnold) with his Militarization Committee, to name a very few, the many volunteers who gathered information, solicited signatures on

petitions, donated funds and the many of you who wrote letters for WASPs to be recognized as veterans as well as those pictured above, were responsible for the successful outcome of this venture. Their recognition as veterans of WWII had been signed into law November, 1977 by President Carter after having been passed in the Senate and House earlier that year. "

*More Info Cont.

be presented to 1st through 10th place. Winners of 1st place names will be engraved on the five foot perpetual trophy to be on public display at Sky Trails Restaurant on Van Nuys Airport. The rally will cover a distance of approximately 700 miles and will be a proficiency, treasure hunt contest. Kits available at \$1.50.

For further information write Lauana Davis, 6201 Shoup Ave. Unit 66, Woodland Hills, CA, 91367, (213) 999-1161 or 931-6321.

Fairladies Annual Indiana Race

This annual FAIR race will include both men and women pilots, with a co-pilot required. It is strictly a proficiency event and will feature a field of no more than 60 general aviation aircraft, to challenge a closed race course of approximately 200 nautical miles.

For more information, contact: Mrs. Minerva Mahoney, P.O. Box 321, Noblesville, IN 46060.

New England Air Rally

For information on the New England Air Rally which will be held at Manchester, NH, contact Diane Norton, 23 Middle Dunstable Rd., Nashua, NH 03060.

*6th Annual Empire State 300

The Empire State 300 is a 300 mile proficiency race. The event will be held at the Saratoga County Airport. Registration will be Friday, September 28th, with the race on Saturday. The rain date will be Sunday, September 30th. For race kits, contact: Betty Elliott, 27 Crumitie Road, Loudonville, NY 12211. The event is sponsored by the NYCD Chapter. Raffle tickets are now on sale for a set of 16 foil aircraft pictures, the proceeds to go to the race. For raffle tickets, contact: Harriet Bregman, 56 Grove Ave., Albany, NY, 12208.

Kachina Doll Air Rally

Get ready for it—here it comes! The 12th Annual Kachina Doll Air Rally—October 13, 1979, sponsored by Phoenix Chapter. Phoenix Deer Valley Airport is the place. Rally Chairman Renee Dowson and Co-Chairman Polly Mumey have been busy, busy since last October with plans to make this one the best ever. The proficiency air rally flown over a 300 nautical mile course is open to current licensed pilots—men and women, mix or match. Doubles are encouraged. Solos are not recommended. Why? Because the course must be plotted enroute from charts handed to the pilot with the start-your-engine signal, and from clues spotted at the checkpoints enroute.

Last year's Rally pilots will have already received free kits. All others send \$3 to Ruth Olson, 7232 E. Villa Way, Scottsdale, AZ 85287. Do it TODAY.

New Orleans Poker Run

New Orleans 99s' Second Annual Poker Run will be held on October 20, 1979 with a rain date of October 27. The Poker Run will conclude with a spot landing contest and spaghetti dinner. Prizes will be given for the best poker hand and trophies will be given in the spot landing contest. The entry fee of \$10.00 covers the run, spot landing and spaghetti dinner. To enter, contact: Run Chairman, Pat Besselman, 10109 Hyde Place, River Ridge, LA 70123.

10th Annual Illi-Nines Air Derby

By Charlene Falkenberg

The sixty-two entries in the Tenth Annual Illi-Nines Air Derby fought turbulence and high winds to arrive at Mattoon, Illinois, Coles County Airport before the impound deadline. All made it safely, but the planes coming from the north had strong tailwinds seldom experienced in Illinois, while Lois Feigenbaum, past President of The Ninety-Nines, did not believe her Aztec could go so slow as she fought the headwinds coming from the south to Mattoon.

Saturday morning dawned clear, although clouds were forecast to roll in from the west during the day. The planes in the proficiency category were soon fueled and the word went out that the race was to begin.

Thon Griffith, International President of The Ninety-Nines and the honorary starter, flagged off Race No. 1, Field Morey of Middleton, WI in a Cessna 310. Field always makes an outstanding takeoff, which thrills all the watchers. At 30 second intervals, the remaining contestants were flagged off by Neil Pobanz, of Moline, IL, who has been a very special friend to the Derby since 1971.

All planes returned in time and much fun and fellowship was had in the Hospitality Room, which was manned by Barbara Gross, of the Indiana Dunes Chapter. Barbara put Perle Mesta to shame, as the "hostess with the mostest".

Awards were presented at the banquet on Saturday night, with Charley Alter as

Master of Ceremonies. Charley also of Moline, IL is another of the very special friends to the Derby. Mary Waters, Chairman, of Chillicothe, IL presented the 10 Year History Book of the Illi-Nines Air Derby, which will be treasured by all.

Sunday morning, the weather man still looked with favor on the pilots and all flew home in beautiful clear, sunny skies, with fond memories of the weekend and looking forward to next Memorial Day and the Illi-Nines Air Derby.

Illi-Nines Race Results

Place	Pilot	Co-Pilot	Plane	Handicap	Score
1st	Gail Lapook Chicago, IL	Diane Cozzi Burbank, IL	Warrior PA28	128	145.99340
				145	+17.99350
2nd	Pauline Mallary College Park, GA	Debbie Karas Barrington, IL	Beechcraft C23	125	142.92090
					+17.92090
3rd	Field Morey Middleton, WI	Louise Comstock Madison, WI	Cessna 310	206	223.59690
					+17.59690
4th	Marilynn Miller Reynoldsburg, OH	Robert Miller Reynoldsburg, OH	Piper PA28	132	147.84760
					+15.84760
1st Rookie	Tanya Cunningham Madison, WI	Caroline Morey Middleton, WI	Cessna R182	165	178.92210
					+13.9220

Proficiency

1st	Beverly Price Midland, MI	Douglas Price Midland, MI	Piper PA28R	19.4	19.4
				140	140.06250
2nd	Bruce Allen Mt. Pleasant, MI	Edie Allen Mt. Pleasant, MI	Piper PA32	26.5	26.6
				138	138.26930
3rd	Nancy Haraldson Barrington, IL	Wayne Haraldson Barrington, IL	Piper Cherokee	27.1	26.9
				138	138.31200
4th	Robert W. Frantz Roselle, IL	Ruth Frantz Roselle, IL	Piper PA 28R	19.0	18.8
				130	129.76260
1st Rookie	Bruce Allen	Edie Allen (See 2nd place above)			+99.38240

1979 Jim Hicklin Memorial Air Race

By Misti Vreeland

The San Fernando Valley Chapter of the Ninety-Nines have done it again! They held their 2nd successful race in less than three months. How did they do it? With a lot of hard working people who spent months preparing for the race and spent a whole weekend making sure that everything went smoothly.

The race was held April 21, 1979. All the 51 planes racing arrived by Friday night for impound, inspection, pre-race briefing, and a little socializing. On Saturday, the weather was beautiful—not a cloud in the sky. The course, which had been a secret up until Friday afternoon, was challenging, and even some very experienced racers had a hard time finding all the airports. After the race was over, all the contestants attended a hangar party for a hot dog, some beer, and some tall-tale swapping. The Awards

Banquet was held Saturday night and when the winners were announced, they were as follows:

The Jim Hicklin Memorial Air Race is open to men only. It is held in honor of Jim Hicklin who flew a helicopter for KMPC's

Traffic Watch. The monies raised by this race are donated to the Jim Hicklin Jr. Education Fund and the Jim Hicklin Memorial Air Race Scholarship Fund. It is held in Bullhead City, Arizona, on the banks of the Colorado River.

1	Stanley Parker	Bellanca 7GCBC	+17.8605
2	George Young/Bob MacLachlan	Cessna 150	+16.5932
3	Bill Fenimore/Jack Gageby	Cessna 152	+15.9214
4	Ray Schutte/Carl Schutte	Cessna 172	+15.6218
5	Carl Gronhagen/Joe Ellena	Cessna 152	+15.0871
6	Richard Greenblatt/Bill Hirsch	Cessna 172	+14.6510
7	Lou Totans/Mike Coligny	Cessna 182	+14.4436
8	John Black/Jim Turner	Cessna 152	+14.1722
9	Jim Kunkle/Jim Kunkle	PA-18	+13.2858
10	Kurt Kohler/Allen Takanousian	Cessna 172	+13.1448

The Okie Derby

By Marilyn Ratzlaff

How do you conduct an air race? Last winter the Oklahoma Chapter members weren't quite sure, but that certainly was no excuse not to have one! Besides, Ways and Means Chairman Phyllis Howard had just returned from competing in a proficiency race in Arkansas, and she had an inside track on the situation. She was convinced that not only could we put on a successful proficiency race, experienced or not, it would be fun and it would even fatten up the treasury a little bit. She was confident, we found out later, because she had found an "expert" that would take care of the technicalities for us greenhorns. So, after listening to Phyl's enthusiastic presentation, the general consensus was "Why not?!" and we decided to indeed have an air race.

One of the largest areas of concern was what to name the race. What could be more natural than "Okie Derby"? So, that was settled. The race was scheduled for Saturday April 28th, with impoundment on Friday, April 27th. Phyl, meanwhile, called her "expert", Kay Newth, who is a professional race coordinator from Little Rock, AR, and plans began in earnest. 49½ers were drafted into the "Ramp Rat" squadron so fast that they had assignments before many could even say "Okie Derby"!

Since the race was to be sanctioned by the National Race Pilots Association of America, it had to conform to very strict requirements. The course, which remained a secret until the night before briefing, would take the pilots on a three-legged course originating and terminating at Norman's Westheimer Field. Wayne Cox of Aero Flite, Inc., agreed to host the race and provide fuel, tie-downs and briefing rooms for the contestants. Planes were limited to single and twin-engine aircraft manufactured after January, 1946.

Everything progressed beautifully . . . until the day before the race. Everything was in order. The trophies were ready, the hospitality room was overflowing with culinary delights, the banquet arrangements were finalized, the participants were coming from far and wide (literally!)—and the weather started to fall in. Panic!!!

This couldn't be happening!! The sky was overcast and the ceiling low VFR with scattered showers. The extended forecast wasn't encouraging either. But, the racers, optimists that they were, came anyway. By deadline, seventeen planes were impounded and despite the weather, there were no dampened spirits.

Saturday morning, the zero hour arrived CAVU. CAVU—*unbelievable!!!* There wasn't even any wind, something of a minor miracle for Oklahoma. The fearless forecast



Race Coordinator Kay Newth, center, explains the rules of the race while Race Chairman Phyllis Howard (L), Nancy Smith and her 49½er, Dick, look on.



The 'Ramp Rats' made sure each plane was in order and the tanks were topped off.

was wrong . . . at least for a few hours. The racers departed Norman bound for Durant, in southeast Oklahoma, then over to Eufaula, the land of lakes in the east central part of the state, and finally back to Norman's more central locale. And then, in the eternal tradition of "perfect timing", the last plane returned to the roost and the rains came. All day and all night long. But absolutely nobody cared. We had done it! First-timers and all, we had conducted a small, but highly successful race and it was just like Phyl had promised. We had all had

a wonderful time, the race, which went like clockwork, was history and the remainder of the activities were indoors anyway, so we could even celebrate the rain. And celebrate we did! The banquet was a feast deluxe, the speakers were amusing, the doorprizes were outstanding and there was nearly a trophy for everyone. On top of that, it was a beautiful day Sunday for the flight home. The entire event couldn't have been better.

How do you conduct an air race? We'll be more than happy to tell you, because more than likely, we're going to be doing it again!



Co-pilot duties were easier for some than they were for others. It wasn't too bad for Nancy Smith, who co-piloted for Jan Million in their Cessna 182, 99NJ, but it was another story entirely for Ruth Lummis, who serves as Jerrie Cobb's co-pilot in the Islander, N12JC.



Last minute checks were the order of the day. Jerrie Cobb, center, checks the route, while Flo Andros (L), one of Jerrie's former flight students, and Nema Masonhall watch.



Nema Masonhall and 49 1/2'er, Mase, ready the poker cards. One card was given to each participant at each checkpoint and the hands were played at the banquet for prizes.



Race Chairman Phyllis Howard holds the bucket for Host Wayne Cox to draw door prize winners Nancy Smith and Oklahoma Chapter Chairman Gwen Crawford found the results amusing.



Elaine Perry shows off her trophy for Best Scoring Beech.



This was the only 'uniformed' crew on the field. Jerrie Cobb, who was flying her 10-place Brittain-Norman Islander, invited a few friends along to share the fun. She had also found a big sale on shirts for some of her Indian friends in the Amazonas. Since they were all alike, they made excellent crew shirts, so the passengers and pilots alike donned shirts for the race. Afterward, all were returned to resume their trip to the Amazonas. Posing by the tail of the Islander are (L-R) Susie Sewell, Nema Masonhall, Jerrie Cobb, Flo Andros, 99 NEWS editor Marilyn Ratzlaff and Ruth Lummis.

Okie Derby Results

1st Place Pilot & Co-Pilot	Ed Morris & Ann Catlin
2nd Place Pilot & Co-Pilot	Dr. Oglesby & daughter
3rd Place Pilot & Co-Pilot	Betty Jo Hammer Robin Smith
4th Place Pilot & Co-Pilot	Phyl & Bob Howard
Best 99 Pilot	Betty Jo Hammer
Best Oklahoma Pilot	Betty Jo Hammer
Best Scoring FAA Pilot	Phyl Howard
Best Time Estimate	Dick Hall
Best Fuel Estimate	Ed Morris
NRP Trophy	Ed Morris
Best Scoring Beech	Elaine Perry
Best Scoring Piper	Betty Jo Hammer
Best Scoring Cessna	Phyl Howard
Best Scoring Mooney	Ed Morris
Pilot with Least Hours	Larry Julian
Pilot Traveling Farthest	Jerrie Cobb
Tail End Teddie	Russell Hayes



**"I own this flight school,
so I want my trainers up
in the sky
teaching my students to fly,
not on the ground
waiting for repairs.
The 152 is reliability
my students and I
can both bank on."**

152

The 152 is the most popular trainer in the world for many reasons. Ask any flight school operator. The 152 isn't just an airplane. It is the trainer by which others are judged. It's a flying classroom as well as a profit center.



**Designed for student pilots,
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Start with the design...the high wing provides maximum lift and offers greater stability in flight and better ground visibility on takeoff and landing.

The modern tubular steel Land-O-Matic gear is virtually indestructible and maintenance-free. Both very important benefits for the student pilot.

Students are going to make mistakes. That's when the good handling characteristics of the responsive 152 keep many students from becoming discouraged. It's engineered to take-off quickly, be stable in flight and land smoothly. The 360° Omni-Vision gives the student a clear picture of what's happening in front, back, below, left and right.

NEW



BLUE RIBBON PROTECTION PLAN
 Protects your engine up to TBO.
 ASK YOUR CESSNA DEALER FOR DETAILS.

And the 152 is the easiest trainer in the world to land. It has the lowest stall speed — 14% lower than its nearest competitor. This means slower approach speeds, shorter landings, greater safety.

Its nosewheel offers positive, yet cushioned control for excellent ground maneuverability and it always touches down in line with the nose of the plane, regardless of rudder position. Unlike the nosewheels of some other trainers.

Now move to the construction. **Everything about the 152 is solid dependability.**

The Cessna avionics, the Para-Lift flaps, the gravity feed fuel system, the structure itself — all solid.

The 152 has one of the lowest direct operating costs of any trainer — costs that are proven. The 152 110-horsepower engine has a TBO of 2000 hours and operates on 100 octane fuel and produces outstanding fuel efficiency. There are few oil and filter changes between TBO's. Maintenance costs are low. Parts are readily available worldwide...there's no long waiting period. And, repairs are easily made because of the design simplicity. The 152 is solid value — from purchase

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Built for performance.

Performance is critical when it comes to judging a trainer. The 152 takes off in 725 feet, clears a fifty-foot obstacle in 1340 feet, climbs at 715 feet per minute, cruises at 107 knots (123 mph), has a service ceiling of 14,700 feet, has a range of 415 nautical miles with a useful load of 574 pounds

In other words, the 152 takes off faster than any other trainer, gets up to altitude faster than any other trainer, flies much higher than any other trainer, and has the lowest stall speed of any trainer — all critical points for student pilots.

Talk to any student — when it comes to making flying a thrill, Cessna means business.

The bottom line.

The 152 is the most proven trainer in the world. And it comes backed by the Cessna system which includes the largest financing program in the world and the strongest warranty in general aviation.

Measure the 152 against any other trainer's purchase price, operating costs, performance, economy, maintenance schedules, resale, financing and warranty. Learn for yourself...at Cessna, we mean business.

For more information regarding the 152, or to arrange for a demonstration, see your Cessna dealer, or complete this coupon and send it to: 152, Cessna Aircraft Company, Dept. N, Wichita, Kansas 67201 U.S.A.

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Mardo Crane Receives Barnstormers Trophy

By Yvonne Koepke

On Saturday evening, April 21, at the Antelope Valley Inn Convention Center at Lancaster, CA, Mardo Crane was honored by the Antelope Valley Aero Museum and received the 1979 Barnstormer Trophy during the 9th Annual Barnstormers' Reunion. More than 500 people from throughout the aviation and aerospace industry attended the event.

The trophy is awarded annually to persons who have made major contributions to aviation/aerospace but have received little recognition.

The Hi-Desert Chapter was selected to choose this individual and Shirley Williams, Vice Chairman of the Hi-Desert Chapter, was appointed by the museum to be their program chairman. Mardo Crane, Santa Clara Valley Chapter, was chosen by the Hi-Desert Chapter to receive this honor.

The theme of the program was "Women in Aviation". The invocation was given by Yvonne Koepke, Hi-Desert Chapter Chairman, using our International Ninety-Nines Prayer. Betty Wharton of the San Diego Chapter, was the Mistress of Ceremonies for the evening and did an outstanding job. During the program, Betty read a letter from our International President, Thon Griffith, sending best wishes and regrets that she could not attend because the Ninety-Nines' International Board of Directors were meeting that same day in Oklahoma City.

Betty introduced eight former WASPs and each made a few comments. Bobbi Trout, a Charter Member of the Ninety-Nines was introduced as was Charter Member, Melba Beard, now of the Phoenix Chapter. The highlight of the evening came when Mardo Crane was introduced and received the trophy. Mardo holds a Commercial pilot's license, with multi-engine rating, and has logged more than 2,000 hours in the air. She was a WASP during World War II. When the WASPs were disbanded, she enlisted in the U.S. Air Force, later retiring as a first lieutenant. Later Mardo founded the Powder Puff Derby and served as its chairman from 1947 until 1952. She flew in four Powder Puff Derbys. Mardo has authored two books, "Fly Down of the Wasps" and "Ladies, Rev Up Your Engines," and currently is working



Mardo Crane accepts the 1979 'Barnstormers' Trophy which was presented by Lee R. Embry, President of the Antelope Valley Aero Museum. The award was presented to Mardo during the banquet at the 9th Annual Barnstormers' Reunion.

on "Women with Silver Wings," a history of the WAFS WASP. She was the editor of "The 99 NEWS" magazine for four years and was a columnist for the "Aviation News Beacon" for five years. She also worked diligently in saving the Oxnard-Camarillo Airport and the San Luis Obispo Airport from closing. Mardo holds a bachelor of arts degree from UCLA in physical education and psychology and a master of arts degree from Columbia University, NY. Mardo has been a member of the Ninety-Nines since 1945.

As a holder of the third Barnstormer Trophy, Mardo joins a star-studded lineup. In 1977, the trophy was awarded to Lawrence A. "Pat" Hyland, Culver City, discoverer of radar. Mac Stanley of Los Angeles, chief test pilot of the Northrop "Flying Wing," received it last year.

NOTAM

As a direct result of the Ninety-Nines' Air Age Education Workshop last summer in Norman, OK, Ninety-Nines are working with Southern Illinois University at Carbondale, to present the First Annual Institute of Aerospace Education. The course, which is sponsored by the College of Education and School of Technical Careers in cooperation with the Division of Continuing Education, will be held July 22-28, 1979. Institute participants may even elect to take the course for two semester hours of graduate credit. Watch for more on this project.

Women Pilots Honored

By Catherine Coyne

Some of the world's greatest women pilots of all time were honored recently by the OX5 Aviation Pioneers at the Proud Bird in Los Angeles. The program was MC'd by President of the OX5, Ralph Majors and Vice-President Abby Haddaway, both aviation pioneers in their right.

Many Ninety-Nines were honored at the luncheon. Heading the list of honorees present were Melba Beard of Scottsdale, AZ, who is a flight instructor and a Charter Member of the Ninety-Nines, Inc. Ms. Beard flew in the women's air reserve and many National Air Races.

Claire Walters, a flight instructor and President of the Claire Walters Flight Academy, Inc. at Santa Monica was also honored. She is a past winner of the Powder Puff Derby (AWTAR) in 1951, has been a member of the Ninety-Nines for more than 34 years with over 33,000 logged hours to her credit. She was one of the first women to fly solo across the Pacific, and has flown all over the world. Ms. Walters is the Chairman of the Palms Chapter Ninety-Nines and also Chairman of the Palms to Pines Air Race. Claire Walters is a co-founder of the race which is now in its tenth successful year, scheduled to depart from Santa Monica on August 10. Ms. Walters is also the current start Chairman of the Air Race Classic.

Youngest of the honorees was Elizabeth Dinan, also a flight instructor at the Claire Walters Flight Academy, Inc. A member of the San Fernando Chapter, she is known for her air racing and has flown in many Powder Puff Derbys, International Angel Derbys and many local races such as the Palms to Pines Air Race, the Pacific Air Race and the Valley Air Derby.

Elizabeth has devoted much time to the Wing Scouts and is well known for her efforts with this group. She has been a winner of the Woman Pilot of the Year Award from the San Fernando Chapter and the Southwest Section Ninety-Nines. Mrs. Dinan is a recent winner of the Amelia Earhart Memorial Scholarship which she used to advance her multi-engine training.



OX5 Honoree Elizabeth Dinan, pictured here with 49½er Don, won the OX5 table decoration.



Claire Walters, another OX5 Honoree, during her pioneer days.

Marie McMillan, Las Vegas Valley Chapter, set a new World's Record on the Anniversary of the Wright Brothers. She flew a Beech Bonanza over a recognized course C-1-c Group I, from Fresno, CA to Las Vegas, NV in 1 hour, 27 minutes, 5 seconds at a speed of 180.52 MPH. She flew over the highest point in the continental US, Mt. McKinley (14,495') and the lowest, Owens Lake in Death Valley (-221').



Marie McMillan

June Bonesteel, Whirly-Girl #193, has been named "Arizona Flight Instructor of the Year" by the Federal Aviation Safety Committee.

A Bachelor of Science graduate of the Arizona State University, June holds ratings for Air Transport Pilot, CFII, Instructor Airplanes, CFI Helicopter, Aircraft & Powerplant and Inspector Aircraft. She has been an FAA Gold Seal Instructor since 1968. June is Chief Pilot for the Air Transport Pilot School at Taylor Aviation (formerly Saguaro Aviation, Inc.) in Phoenix. While June instructs on a Bell 47-G helicopter, as Arizona Flight Instructor for 1978, she has been accepted at the Hughes Helicopter Service School in Culver City, CA for three weeks training on the Hughes 269A helicopter beginning July 5, 1979.



June Bonesteel

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Activities and Projects

East Canada

The Eastern Ontario Chapter manned a 99 Booth at the Sportsman Fair at Lansdowne Park, Ottawa Civic Centre, in conjunction with the Experimental Aircraft Association. The EAA had a "real live aircraft" on display amid all the campers, boats etc., so the booth really attracted attention. Our side of the booth was staffed by 99s during open hours from Wednesday, February 21, 16:00 hours to Sunday, February 25, 19:00. It was good exposure for our organization and we agreed to attempt it again next year.

Eastern Ontario Chapter also is organizing rides for the Little Sisters and their Big Sister companions for a Big Sister Fly Day out of Rockcliffe Airport.

Through howling winds and blinding snow storms came over 600 people to attend the third annual series of safety seminars presented by the First Canadian Chapter. With its theme "The Joys of Flying Safely", the six evenings comprised topics on "To

Rent or To Own"; "Maintenance for Pilots and Owners" presented by chapter member Lois Apperley, President of Aviation Seminars Co.; "Keep Current"; "Weather to Fly"; "Instruments for the VFR Pilot"; and a panel discussion on the future of general aviation in Canada with two 99s on the panel, Lois Apperley, President of the Ontario Aviation Council and B.J. Schermerhorn, Governor of the East Canada Section. Also on the panel were Russ Beach, President of Canadian Pilots and Owners Association, Jean Beaubien, Project Manager for Canada's General Aviation Policy Review Project and William Paris, Executive Director of the Royal Canadian Flying Clubs Association.

Highly thought of and successful, the seminars will be repeated again next year with topics arising out of comments on survey sheets handed in by participants. Seminars Chairman, Mary Warner-Smith, has indicated that the facilities at Buttonville Airport have been excellent providing ample meeting space and parking.



B.J. Schermerhorn, Governor of the East Canada Section (second from left) and Lois Apperley President of the Ontario Aviation Council (right) participated in a panel discussion on "The Future of General Aviation in Canada".

A Gumball Car Rally is being sponsored by the British Columbia Chapter as a fund-raising event.

The B.C. 99s operated a booth at the Brentwood Mall during the week-long Aviation Aeroshow Exhibition in Vancouver, as a means of informing the public of the 99s and their activities.

"Mountain Flying" and "Survival" are the topics of an aviation safety seminar sponsored by the B.C. Chapter May 29th.

Guest speakers were Des Price, the Regional Aviation Safety Officer for Transport Canada, and Willy Floyd who owns ProAir survival schools.

Students at Pitt Meadow Elementary School were to hear a presentation by two B.C. 99s, Gretchen Matheson and Judy Elliot, on the history of women in aviation and for opportunities in aviation.

B.C. 99s will participate in the Pacific Flying Club's annual Saltspring Island Fly-in June 10, selling fresh salmon and 99 t-shirts and sun-visors.

Nadine Cooper, of the Saskatchewan Chapter spoke to members of the Zonta Club of QR at their Amelia Earhart night.

Nadine also represented the 99s at the meeting of Canadian Owners and Pilots Association during their studies on the task force studies on general aviation in Canada.

Three members of the Saskatchewan Chapter, June Mills, Marg Meckleborg and

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Notice to 99/IFF Members

There will be a Tea at Ninety-Nine Headquarters Sunday, August 5th, from 2-5 p.m. to honor 99 International Flying Farmer members. A short meeting will be called to order at 3 p.m. to introduce those attending. Those arriving at Will Rogers World Airport, Oklahoma City, on Sunday afternoon prior to the Tea will be met by Oklahoma Chapter members at Catlin Aviation and transported to the main terminal Gate 40, where a Hostess Room will be established to offer cold drinks and greetings. Arlene Walkup, Lucille Pregler and Marge Hudson will be serving in the Hostess Room part of the time. Hostesses for the Tea are past International President Broneta Evans and her long-time co-pilot, Velma Woodward.

All women pilots are invited to attend the Tea.



Canada's first woman Ministry of Transport Inspector, Lorna De-Blicquy, a member of the Eastern Ontario Chapter, was one of the attendees at the All-Canada meeting. Lorna lives in Ottawa and has an extensive background in general aviation as a pilot and an instructor.



Carol Phelps provided the camera necessary to capture the rest of the crew airmarking Lakeside Airport. (L-R:) June Murphy, Marcia Spakoski, Laurie Reeves and Lenore Whittle.



First Canadian's Marion Orr is featured in the 99 collection on women pilots at the Western Canada Aviation Museum. Marion is standing before the display which describes her war-time flying duties as well as her present flying career. She was a delegate to the All-Canada meeting in Winnipeg.



Laurie Reeves and Carol Phelps flew over Lakeside Airport, Griswold, CT, and the partially finished "29" in an effort to capture the other three of the work force in action filling in the numbers.



Rosella Bjornson, the first woman to be hired as a scheduled jet airline pilot in Canada and a member of the Greater Winnipeg Chapter, is also featured in the 99 collection at the Western Canada Aviation Museum which was pre-viewed during the 99 All-Canada meeting. Rosella still flies for Transair, who hired her six years ago. She is standing beside the display featuring her career in the air.

Lynn Shaw organized a working weekend entitled "Understand Your Engine" for interested pilots. Information on vectors and glide were also included.

Eastern Canada.

The collection is housed in the new Western Canada Aviation Museum, with the assistance of Winnipeg 99s.

Alberta Chapter's Nancy Rand, who is the Aerospace Education Chairman for **Western Canadian Section**, presented an educational workshop at the **All Canada** meeting in Winnipeg April 28-30.

She has compiled a handbook on Aerospace Education for **Western Canadian 99s** to use in launching educational projects.

Rosella Bjornson, of the **Greater Winnipeg Chapter** is 99 representative to the Transport Canada Task Force on the future of general aviation in Canada, and is compiling a report based on information discussed at the **All-Canada** meeting in Winnipeg.

A 99 collection on women pilots who pioneered in Canada was pre-viewed during the **All-Canada** meeting in Winnipeg. The initial research was done by the late **Dorothy Renwick**, and funded by the 99 chapters in

Shirley Render is now the museum coordinator for the 99s. She has put out a plea for help in tracking down information on Canada's early women pilots. If anyone knows the whereabouts of these women, or has clippings tucked away in their attic, please write to her at Box 99, Station C, Winnipeg.

New England

Lakeside Airport in Griswold, Connecticut was recently airmarked upon short notice. Having only one runway, 11 and 29, we thought a few of the members in the Southeastern part of the state could steal some time off from work and get the job done. Bright and early on May 22, two

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airplanes carried a work crew of five, to the tiny strip. Connecticut Chapter Chairman **Marcia Spakoski**, Secretary **Carol Phelps**, Treasurer **June Murphy**, and United Airlines Pilot **Laurie Reeves** who was home at the time due to the strike. Also on hand, was a student pilot and prospective member



Joe Smith accepts a spot landing award plaque from contest Chairman Mary Helfrick.



Dominic Del Rosso in his Stearman was one of the entrants in the Garden State Spot Landing Contest.



Rollers in hand (L-R): Jimmy McGough, Ada Friedma, Patty Barone, Sandy Woods, Norma Hampson, and Helen Lowe take a break from their airmarking duty. Mary Matthews is not shown because she took the picture.

Lenore Whittle.

We had been assured that paint was on hand, but upon our arrival, the owner had forgotten to get the much needed supplies. Dismayed, we said, "Look, five of us have taken time off from work, and we have it all drawn out, so can you go and get some?" Incidentally, Traffic Zone paint is available at Agway Stores and that's what he got us. Anyhow, back to the humorous part, we were discussing how much paint to get and **Laurie Reeves** explained we were planning to paint the runway numbers 20' high with a 3' stroke. "A 3' stroke?" the owner asked. "Oh yes," Laurie said, "After all, Kennedy has a 6' stroke." The owner's mouth hung open and his eyes widened in awe as he asked, "'You did Kennedy?'"

New York-New Jersey

To refill the till after contributing to the Golden Jubilee expense fund, the **Garden State** Chapter held a Spot Landing Contest at Marlboro Airport, NJ, in April. Entries included a Stearman, flown by Dominic Del Rosso and an Aztec, flown by Stan Elkins, both of Marlboro Airport. There was a contest both morning and afternoon, each with a winner. The till-filling venture was a success, and fun!

Hudson Valley Chapter held their May meeting at Wurtsboro Airport where they air marked the runways. Seven members manned the rollers and participated in the project. A delicious lunch was provided by airport owners and a good time was had by all.

The **Long Island** Chapter has just completed a very successful Poker Run which is becoming an annual event on Long Island and throughout Connecticut. This year was the biggest yet. Approximately 70 airplanes registered with more than 200 poker hands being played. Most planes made the first stop of their extremely windy and bouncy 4 hour ride at Danbury, CT, where **Ruth Dobrescu** and her daughter were overwhelmed. Additional poker sheets had to be continuously run off by Xerox until the final registrants started an hour after post-time. Prizes were given out on time at Northfield Aviation, Brookhaven Airport, LI by LI Chairman **Madeline LaCarrubba**, **Elaine Devino**, who besides running the show donated her FBO spot for the occasion, and our sandwich-maker, **Carol Richard**. Thanks to all the hard workers at all the airports, including **Mae Smith**, **Ellen Gilmore**, and two gals who chose their airport to work at for its convenient restaurant, **Pat Bizzoso** and **Ronnie Minnig**.

A monthly newsletter "News for 66's" is being written by **Long Island** Chapter News Reporter **Pat Rockwell**. It will be written and sent out once a month and will include the next 66 meeting date and any activities

66s might like to attend including the cutting and gluing sessions for banquet centerpieces being made for the International Convention at Albany, New York. Extra evenings have been set aside for the chapter to meet just to cut and glue the 80 table centerpieces needed. It is under the very capable direction of LI 99 **Carol Rubman**.

We hope to involve our 66s in most of our projects for their own enjoyment and to expand their knowledge of the 99s so that when their time comes and they pass that all important check ride, they will be ready to become a complete part of this international organization.

North Central

The sky of Michigan was filled with aircraft piloted by 99s of the **North Central** Chapter as they winged their way to Midland for a weekend of meetings, education and fun. **All-Ohio** Chapter Chairman **Marcia Greenham** held a meeting for the chapter and invited the **Lake Erie** Chapter to join us. About 20 women crowded into Marcia's room for a very brief meeting.

Three major projects dominate the month of July for the **All-Ohio** Chapter. The 50th anniversary of Port Columbus on the 7th with **All-Ohio Dee Borrows** chairing a hangar dance in Executive Jets' hanger. Ohio members will tend bars and take tickets.

The very next weekend comes the 4th Annual Buckeye Air Rally. Being held at Toledo Metcalf Airport, Toledo, Ohio on the 13th, 14th and 15th of July. The Rally an educational type of event concentrating on safety, pilotage and navigation is open to all licensed pilots.

The next week has two important occasions. The Dayton Air Fair which is chaired by **Vi Blowers**. The Fair has been expanded to four days this year. Also the 50th Anniversary of the 99s with the convention in Albany begins with most Ohio members attending. Some members have consented to remain behind and work the Fair so others may go to International.

N.A.T.A. Convention in St. Louis was served by hostesses from the **Greater St. Louis** Chapter who all say it was such a fun time for them. This is one volunteer project that is highly recommended, due to all the lovely flyin' folk you meet, the fabulous meals provided for our services, and interesting speakers like Maureen O'Hara Blair. Also, when the Missouri Pilots held their annual convention in St. Louis at the Sheraton Westport, **Sue Matheis** delighted the attendees with her speech "Your Women in Aviation" that was very serious about women flying, but at the same time, laced with humorous episodes from the trials of a woman learning to fly!

The first part of July will be given over to assisting the E.A.A., Missouri Pilots, and

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Flight Instructors Ass'n. with the display at several St. Louis area airports of the Curtis Robin airplane that has been restored by E.A.A. This will commemorate the 50th Anniversary of the record endurance flight made July 6, 1929, from Lambert Field. 420 hours later, they landed after having exceeded the record by in-flight refueling. We are all very pleased and proud to be a part of this celebration.

A Mini Air Age Education Workshop was presented at the North Central Spring Section meeting in Midland, MI, on May 19, 1979, by **Diane Cozzi, Barbara Gross, Bonnie Lewis, and Charlene Falkenberg.** Diane is a member of the **Chicago Area Chapter** and the others are members of the **Indiana Dunes Chapter.** Barbara, the winner of the **North Central** scholarship to the workshop in OKC last July presented this workshop as the first of two, which all winners are mandated to do.

More than 50 were in attendance in spite of tours being scheduled at the same time. Charlene popped the buttons on her blouse she was so proud of Barbara and Bonnie who are fairly new 99s. The workshop presented just a few of the many, many projects you can become involved in when you enter the world of Air Age Education.

All who attended and proudly accepted their certificates left with much enthusiasm for continuing with our purpose, "To engage in strictly educational, and/or scientific activities and purposes, and particularly to promote aeronautical science by such means."

A successful Aviation Clinic was held at Aurora Airport. Thirty members of the **Chicago Area Chapter** helped Clinic Chairman & Co-Chairman, **Marion Servos** and **Joan Kerwin** and Lunch Chairman, **Nancy Haraldson** be hostess to 150 area pilots. **Ellen O'Hara, Joan Kerwin, Jean Ingle & 49 1/2**er **Jerry Servos** gave lectures along with FAA personnel and area maintenance specialist. Courses on all phases of aircraft maintenance, computer problems, radio communications, weather and many other topics were given from 9:00 to 4:00 PM. There were movies from the FAA and AOPA. A grand day was had by all and everyone is looking forward to next year.

Since **Chicago Area** is celebrating their 45th anniversary this year, many of the members will be given certificates for 5th, 10th, 15th & 20 years of service to the 99s. **Sandy Klock** is celebrating her 10th anniversary along with **Marion Jayne & 5** years for **Barbara Van-Anrooy.** **Louise Kokesh** has marked 20 years & **Gean Burson, Nita Fineman & Helen Sailer** are having their 25th year. A special recognition goes to **Esther Noffke** for 30 years in the **Chicago Area Chapter.** Congratulations, ladies.



Lake Erie hostesses Helen Sammon (L) and Pat Stark (R) pose with special guests Warren Weisent Jr and Jerrie Mock.

The annual Achievement Awards contest was held this year at O'Hare Hilton in the Kitty Hawk room. Total Points: 1st **Barb Silagi,** 2nd **Edna Hirsch,** 3rd **Deanne Brown.** Chapter Activities: 1st **Polly Gilkison,** 2nd **Diane Cozzi,** 3rd **Joan Kerwin.** Ratings: 1st **Edna Hirsch,** 2nd **Barb Silagi,** 3rd **Pat Collins.** Flying: 1st **Barbi Silagi,** 2nd **Edla Hirsch,** 3rd **Deanne Brown.** **Edna Hirsch** is a new member and received this award. **Norma Freier** won the Service Award & **Joan Kerwin** won this year's Chapter Scholarship of \$500 to use toward a new rating. Congratulations to all of you.

Florida Gulf Stream members **Virginia Britt,** Chairman of the Angel Derby, and **Rebecca Mouhot, Lake Erie's,** both of Ft. Lauderdale, FL, along with **Bernice Barris,** Terminus Chairman, recently met with Mayor Kucinich, Cleveland, who Officially announced the Cleveland National Air Show, and that the **Lake Erie Chapter 99s** will host the terminus of this historic flight of the First Women's Air Race. The race received publicity since the meeting was televised.

An extensive program has been planned. The Race arrival on August 25th will start a week long activity of the 50th Anniversary of the Cleveland Air Races that terminate, Labor Day 1979.

On a Sunday in May, at the Cuyahoga County Airport, **Lake Erie Chapter** was extremely fortunate to view some extraordinary films, shown & narrated by Warren Weiant Jr., a pilot of some 50 years, of Newark, OH. As all pilots can appreciate, the ceiling was 100', preventing our 99s from flying Mr. Weiant to Cleveland.

We were also privileged to have Jerrie Mock, the first woman to fly around the world in her 11 year old Cessna 180,

accompany Mr. Weiant, by car, to attend this Historic Meeting. The public was invited to review four reels of film, dating from 1927 through 1938, of Air Races, Lindbergh; Amelia Earhart; the opening of the dirigible hanger in Akron, Col. Udet; Blanche and Dewey Noyes and many other famous aviators.

Mr. Weiant is 80 years young, not only is an avid pilot, but is now driving his 1914 Rolls Royce in an Antique Automobile Rally, from Key West, FL to Nova Scotia. This Rally is similar to our Air Races, as they have to RON at a certain day & time. Jerrie and Mr. Weiant were taken to lunch by our Hostesses **Helen Sammon & Pat Stark.**

At the conclusion of the meeting, the new elected Officers were presented: Chairman: **Pat Stark.** Vice Chairman: **Marie Eaves,** Secretary: **Debra Calvin,** Treasurer: **Rose Ray.**

Northwest

Terri Sloan, Puget Sound Chapter, spoke on her role as a flight instructor for teacher participants in a one day Aerospace Association. It was the teachers' state-wide professional day, and Terri addressed teachers from throughout the state of Washington.

The teacher participants toured the Boeing 747 plant, visited a regional Skills Center and met for dinner while speakers from different parts of the aviation industry explained their jobs and opportunities available for students in the future. The participants particularly enjoyed Terri's stories of applying for work with several of the airlines. Other **Puget Sound Chapter** members helped with the program and dinner.

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Terri Sloan, Puget Sound Chapter, addresses teachers at a state-wide conference on career education held in Everett, WA.



To celebrate Connie Earsley's new Private ticket and official chapter membership, the Lubbock Chapter held a "Welcome-In" Party for Connie. Helping Connie (L) celebrate were Angela Boren, Delores Key and Theresa Ware.

Wyoming 99s piloted students of the Wyoming School for the Deaf in Casper on May 17 at the conclusion of their Aerospace Education indoctrination. Half of the students toured the Flight Service Station, Airport Traffic Control Tower, National Weather Service, fixed base operation and radio facility, while half received a flight over the city, which pinpointed their school, and vice versa. The 99s enjoyed the excursion as much as the students did.

South Central

The Coastal Bend Chapter again held their meeting in Giddings, TX and made it a working meeting by airmarking the runway. This made 3 different airmarkings for the



Golden Triangle Helen Hill and Mary Wheelock visited a third grade class and explained the effects of weather and wind before the students released their balloons.

Giddings Airport. We put instrument approach stripes and numbers on each end of the runway; then put the center stripe on; and to top it off wrote the name of the center of the runway.

These reporting for measuring, bending, stooping, and paint roller pushing were; **June North** and daughter **Camille** of Victoria, **Mercedes Crabtree** of Victoria, **Peggy Walicek** of Smithville, **La Nell Easley** and son **Mike** of Wharton, **Vel Morgan** and 49½er "Speck" of El Campo, and **Katherine Caraway** and 49½er **A.J.** of Yoakum.

The Coastal Bend 99s, The Wharton Chamber of Commerce, The Physical Therapists and Apollo Aviation also of Wharton sponsored a safety seminar at Wharton Junior College, Wharton, TX. FAA Air Accident Prevention Specialist, Carl Edmondson gave an interesting talk on instrument flying supplemented by two films. Then Ricardo Alfara, an air traffic controller at Houston Hobby Airport gave us some examples and plane numbers of problems that they and pilots run into at a busy airport. After finishing one account of a pilot who had problems, he was greeted by a Thank You from the audience.

Shreveport Chapter hosted an open house at the Downtown Airport as part of the 'Holiday in Dixie' festivities held here annually. **Evelyn Snow**, **Mary L'Herisson**, **Corinne Strickland**, **Mary Walton**, **Dot Lindsey**, **Linda Brossette**, **Janet Ducote**, **Martha Christy**, **Joyce Wilkins**, **Marjorie Hardcastle**, **Jackie Worley**, our new member **Nell Jobe**, and a prospective member **Marie Sonnier** pitched in to help make things run smoothly. **Linda Brossette** made graphics for tours to the tower, FSS, etc. Her talents

keep surprising us.

Spanish Peaks Chapter members held an impromptu "emergency meeting" at the Pueblo Airport in late May. Occasion was the news media's willingness to publicize the 50th Anniversary of the Ninety-Nines. Members were all over and inside a brand-new Piper, having lots of fun. And the photographer likes airplanes, too.

San Antonio 99s have been busy touring. First they took a tour of the New Flight Simulator Facility for the T-37 & T-38, Randolph Air Force Base, April 9, 1979. Those attending included: **Pam Crane** & 49½er, **Jackie Kirby** & 49½er, **Barbara Faulk**, **Sally Staley** and **Geils Hegranes**. Then they toured the Physiology Training and Chamber Flight at School of Aerospace Medicine, Brooks AFB on April 28, 1979. Those attending were: **Alice Foeh**, **Laura Richter**, **Barbara Faul**, **Mary Schwendeman**, **LaVerne Aldrich** (guest and her husband **Robert**) **Ann Lowell**, **Austin** Chapter member **Virginia Mattiza**, her daughter and son, guests **Page Winfield** (instructor at Fiesta Flight School at International Airport), and **Mary Foley**, a Reserve Colonel on duty from the Carolinas Chapter. The training and "chamber ride" was conducted by Major Williams and his crew.

San Antonio's **Laura Richter**, **Virginia Spikes**, **Alice Foeh**, **Geils Hegranes**, **Rugh Nichols**, **Barbara Faulk** and **Mary Ann Greer** manned a "99" booth at the Randolph Air Force Base "Air Fiesta" on 12 May 79, selling dash plaques and 99 coloring books.

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Southwest

Alameda County Chapter's 3c-a-pound Airlift was an overwhelming success thanks to all the volunteers who helped and flew, to the good weather that held over the weekend and to the public who turned out in droves at Hayward Airport on March 25. Weather conditions were perfect and the wind straight down the runway. So, greased landings were the trademark of the day. Without exception, all passengers were delighted and asked to be advised of the next scheduled airlift. Unfortunately, we had to turn many away as there was a 2 hour wait later in the day. From all of this support, our chapter managed to raise close to \$700, and we will be in excellent position to support our chapter's various Air Age Education projects. Several people in the aviation sector gave their support in flying time and publicity. Al Houle and Jim Roberts (Hayward Airways Flying Club) each volunteered to fly an hour and actually flew much more to help accommodate the riders. Aviation Training, Hayward Airways Flying Club and Executive Air (who were also having the grand opening that day) helped with publicity. Chapter members, their husbands, families and friends all enjoyed the day and this opportunity to provide positive general aviation activities to the local community. It seems from the popularity of this event and the booth we sponsor at the Livermore Air Show that the general public still has a keen interest in all types of aviation.

In our chapter's continuing support of Air Age Education, we again participated in Frances Gibson's aviation class activity. May 20th was bright and clear though windy when Francis, Jean Stroobant, Linda Anderson and Hayward School District employee Don Bacon took off with eight students from Hayward's Tennyson High.

The trip to South County Airport in San Martin was short but the somewhat bumpy air and testy crosswind required some concentration on landing. After dining at the famous Flying Lady Restaurant surrounded by a beautiful 18-hole golf course in the foothills of this rural community, a tour of the nearby Aviation and Automobile Museum completed the day. This airport which is situated only 23 miles southeast of San Jose offers accessibility to this restaurant and recreation area complex by only a telephone call from the airport for the car's station wagon. The day we visited all but a few tie downs were full. The young man who drove the station wagon into which we stuffed 13 adults said he had put over 200 miles on the car making trips to the airport that day between 1:00 p.m. and 4:00 p.m., and the distance is only 4 miles to the restaurant. We were all intrigued by the several hundred large scale models of famous aircraft that made a hanging collage from the restaurant ceiling.



Passengers climb eagerly into Sarah Pearl's plane. Sarah, who is a new candidate for chapter membership, has acquired over 200 hours and most of her ratings in less than 6 months time!



The line of people waiting to ride makes Connie Sanders (R) express the mood of the monitors on the ground. Jean Stroobant (L) and her daughter, Jan, are preparing for the next passengers out.

Alameda County Chapter is planning to use some of our project money to help sponsor a branch of the National Intercollegiate Flying Association at nearby Ohlone College. Their Aviation Department is headed by Jackie Waide who is also an FAA examiner and our newest member-to-be. Ohlone NIFA will be one of 13 college groups in California, and through our assistance they may be able to participate in next year's spring meet. As part of this endeavor, Jean Stroobant, Chapter Chairman, has been named to be on the Air Transportation Technology Advisory Committee at Ohlone.

On July 7th, our chapter is gathering for the Great Golden West Fund Raiser Spaghetti Feed and Swim Festival at Pat Forbes' house. To make our Treasurer ecstatic, we'll donate \$5 per person to help her balance the budget. Everyone's bringing pilot friends for a real summer blowout. It's a great way to share wonderful "hangar tales, shop talk, flying adventures, etc. and make money, too.

Although it required two sessions the Las Vegas Valley Chapter managed to complete the airmarking of North Las Vegas Air Terminal one minute before official sunset May 19th, running out of paint and daylight at just about the same time. Those attending that second session were treated to a "Tower Tour" where the hard-workers were able to admire their artwork from aloft.

Plans for Las Vegas Valley's first Flying Companion Seminar are also well underway. Scheduled for October 5-7th the seminar is sure to be a complete success as it is the first to be held in the Las Vegas area and has full community support.

Orange County Chapter's biggest Flying Companion Seminar yet! This one was different in many ways. Due to the off-field location, transportation had to be coordinated to the airport for the pre-flight. More chapter members participated, more simulators were needed, more help from local FBOs, and best of all *More Interested People!* Now it's on to new ventures! A Flight Instructor Revalidation Clinic will be sponsored by the chapter on June 29, 30 & July 1, 1979.

Cooperative effort between Phoenix and El Cajon Chapters produced a whopping 9960 square feet of airmarked runway at Montezuma Airport in Arizona's beautiful Verde Valley. It also produced a double portion of fun and friendship for the hard-working crews. Three planeloads came from El Cajon, bearing El Cajon Chairman Cay Hatch and 49½'er George, Vice Chairman

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Connie Davis and 49½er Winnard. Airmarking Chairman **Peg Batters** with new 49½er Jack and a toy poodle, **Leah Liersch**, **Vi Chambers** and 49½er Larry and the co-owners of the Chambers' Cessna 182, and **Lynn Coulthard**. The **Phoenix** crew consisted of Chairman **Judi Carns**, Vice Chairman **Pat Moreland**, Treasurer **Polley Mumey**, Airmarking Chairman **Carolyn Chard**, **Pat Stover**, **Sandi Anson** and **Ann Newcombe**. It was an overnight for both groups. The weather was near to perfect, the project was successful, the people were great, and the fun was—FUN. What more could one ask from a weekend?

San Gabriel Valley Chapter has decided to present a \$100 Scholarship to a deserving Aviation Explorer Scout. This award will be presented in February 1980 for work done during year 1979.

Joan and **Ed Winter** were hosts to sixteen of our group at their cabin in Big Bear where we did the airmarking. This airmarking was a weekend project with time out Saturday night for dinner "on the town" at **Rinaldo's**. We completed the painting Sunday morning prior to a lovely brunch. Our latest airmarking was Chino Airport.

Another successful project was our 3¢ per pound airlift at Cable Airport. It is always a joy to take someone up for the very first time in a small aircraft. Chairperson for this event was **Karen Hancock**, recent transferee from **Tucson 99s**.

Pomona Valley Pilots Association held their annual Air Fair at Cable Airport in which **San Gabriel Valley 99s** participated, both in helping with the airlift and in maintaining a booth, passing out information on 99s as to Who, What and Where we are. **Joan Winter** flew the parachute jumpers.

Sherry Salvesson is **San Gabriel Valley's** Section Meeting Chairman for the Fall Section Meeting, which we are co-hosting with **Fullerton Chapter**. Of course, we are all busy preparing for this big event coming in September and we hope to see all of you 99s from the Southwest at our meeting.

On their regular meeting day Thursday, May 10th, the **San Luis Obispo County Chapter 99s** with four aircraft and thirteen members winged their way to Santa Barbara. They rode the city bus into town and visited El Paseo "The Street in Spain", a picturesque shopping arcade reminiscent of old Spain built in and around the adobe home (1827) of the historic De la Guerra family. Enroute **Nancy Stacy** picked up **Mardo Crane** at the Santa Maria airport who was hosted by the chapter on this fly-out.

Santa Clara members combined their monthly "Fly-In" with a Direct Relief Foundation flight to Santa Barbara

choosing for lunch either Lompoc or Solvang (Santa Inez). **Pat Roberts**, **Jackie Petty**, **Pat Rowe** in Pat Rowe's Comanche; **Nancy Rogers** and two non-pilot friends; **Pat Davis** and **Hanes Burkart**; in Pat's Comanche all opted for lunch at Solvang. **Peg Ewert** left her DF supplies at Santa Inez and flew on to meet **Evelyn Lundstrom** and **Jeanine Ceccio** who flew direct to Lompoc in Jeanine's Cessna 182. **Joan Steinberger** (**Santa Barbara Chapter** and **DRF Coordinator**) flew her plane back to Santa Inez to pick up supplies left by others, including **Del Hinn**, **Monterey Chapter**.

Verna West served as one of the three member panel to select a consulting firm to draw up a new Master Plan for the Santa Clara County Airport system. Eleven firms submitted bids, five were chosen to appear in person before the panel. The final selection was **Hodges & Shutt** from Santa Rosa.

Mayetta Behringer is Chairman of the third "Flying Companion Seminar" to be held June 1st and 2nd at San Jose State University Aeronautics Department. These seminars are very well received in the community, with people requesting to be advised when we expect to put on the next one!

The Air Age Education Committee of the **Santa Rosa Chapter** has been very busy this spring distributing aviation curriculum information and aviation coloring books to all school districts within Sonoma County. These booklets will be kept on file by the curriculum resource coordinators in each school district. A cover letter was enclosed with this material explaining the purpose of the 99s and listing names and phone numbers of the Air Age Committee members who were available to go out to a school upon request to give a program on some aspect of aviation. To date, the chapter has been able to accommodate and fill all requests with volunteer speakers from the chapter itself.

The following **Santa Rosa 99s** have participated in this program: **Barbara Benson**, **Holly Broaddus**, **Pauline Goslovitch**, **Nancy Hurt**, **Sherry Knight**, **Lillyann Leland**, **Dana May Neumann**, **Bea Ramu**, **Joann Robbins**, **Ann Tunney**, and **Carol Valette**.

On May 8th, **Carol Valette** and **Sherry Knight** presented a program to all 250 first, second, and third graders at Yulupa School in Santa Rosa. **Carol** and **Sherry** wore their "racing jackets" and talked about their experiences racing together as a team over the past three years. The children were totally fascinated with the presentation which included a skit and a home movie.

Santa Rosa Chapter sold a lot of hot dogs, soft drinks, coffee and doughnuts at the **Nation Air Open House**. Thanks to **Gail Lee Bartlett** and all the gals who helped, the event was a big success, not only moneywise and attendance-wise, but even weatherwise.

General Information

East Canada

Those who attended report a very successful joint **East Canada** and **Western Canadian** Section meeting. **East Canada** approved the draft of the new APT form. **Dorothy Drew** is preparing a camera copy for the printer. **Felicity McKendry** will distribute them ASAP. The aligning of the APT year with the Safety Education year June 1—May 31 was also approved. **East Canada Section Meeting** will be held September 22-23 in St. Jovite, Quebec.

Safety Presentations were shown during **Eastern Ontario's March** meeting. These two audio visuals are available for the asking: "Living With Wing Tip Vortices" and "Time In Your Tanks". We did our April business over a supper meeting to enable us to attend a talk on Flight Service Stations formerly called Aeradio Stations, being given at the Ottawa Flying Club. Two points especially noted: Please phone or present your flight plan in person . . . air file only when the above is not available. **Collect** calls to close flight plans are accepted. The May meeting was postponed to May 28 when **Ron Johnson** of the Ontario Department of the Environment showed pictures taken on a Skywatch flight in April in the Ottawa area. More details on use of the camera will be given.

Virginia Cunningham reports that since they have moved to North Bay they have acquired C-FCHL. This may make it easier to keep in touch!

Western Canadian

Ten aircraft and 25 99s flew over the mountains to Cranbrook B.C. for a joint meeting of the **Alberta** and **Intermountain Chapters** May 12th.

Cranbrook is situated in the Rocky Mountain Trench, about 40 miles north of the Canada—U.S.A. border.

Roberta Taylor, a member of the **Alberta 99 Chapter**, who lives in Cranbrook, hosted the

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meeting.

There are no other 99s in the Rocky Mountain Trench at this time, but Roberta hopes to be able to start a chapter as soon as there are enough licensed women pilots in the area.

A special guest was **Jean Dale-Johnson**, also a member of the **Alberta 99s**, who lives 200 miles west of Cranbrook at Castlegar B.C., nestled in between the Monashee and Selkirk mountain ranges.

The 99s and two 49½ers in attendance were given a slide presentation and talk by **Liz Webster** of the **Intermountain Chapter**, and her sister **Roberta Taylor** of Cranbrook.

Their presentation described their bush flying experiences in Northwestern Ontario when they worked for their father's charter airline, flying seaplanes and ski-planes in sparsely settled areas.

Following the slide presentation an award was made to the past Chairman of the **Alberta Chapter**, on behalf of the chapter members.



Past Alberta Chapter Chairman **Anola Laing (R)** was presented an award by **Nancy Rand** on behalf of all the Alberta Chapter members during the joint meeting of the Alberta and Intermountain Chapters held in Cranbrook, BC, May 12th. The award recognized **Anola** for her efforts in building the Alberta Chapter membership from 8 to 31 in the past three years.

Anola Laing was recognized for her efforts to build the **Alberta Chapter's** membership over the past three years.

In presenting the award, **Nancy Rand** of Lethbridge said that **Anola Laing** had done more than anyone else to build the **Alberta 99** membership from 8 to 31, and to get women pilots in Alberta and southeastern B.C. interested in participating.

There being no 99 chapter in the B. C. interior region, **Laing** had encouraged women pilots from that area to join the **Alberta Chapter** to keep in touch with 99 activities and to meet other women pilots.

Nancy Rand said the newsletter edited by

Anola had contributed significantly to the success of the chapter.

New York-New Jersey

Marolyn Wilson and **Elaine Roehrig** will be entering the commemorative **AWIAR** August 18-26. The **Central New York Chapter** is planning their 3rd annual fly-in breakfast for July 1 at **Kamp's Airport** in **Durhamville, NY**. They are planning for the **International Convention and Golden Jubilee** July 17-20 in **Albany, New York**. The **Central New York Chapter** members are hostesses for the 49½ers **Hospitality Room** and have many interesting and exciting events planned.

The new **Central New York Chapter** officers for the coming year are: Chairman - **Shirley Ludington**; Vice Chairman - **Millie Murray**; Corresponding Secretary - **Joyce Revelle**; Recording Secretary - **Dorothy Mercier**; Treasurer - **Lorna Kaier**; Membership - **Marcia Buller**.

The **Finger Lakes Chapter** has been delving into the stratosphere. In February, **August Kreuger**, formerly a meteorologist with **United Airlines**, spoke to us on weather interpretation and a go/no go decision. His tips on how to interpret the information assembled by the weatherman were gratefully received by our members.

In April, **Howard Hunter** spoke to us on gliding with particular emphasis on thermals, how to find and utilize them. He ended his talk with time-lapse photography of clouds important to gliders in mountainous territory, especially the lenticular and rotor clouds. Of spectacular beauty was the time-lapse photography of ground fog.

George Ann Garms and her husband, **Mickey**, are presently enjoying a flight to **South America** in their **Cessna Skylane**. The latest postal describes their thrill in landing at **La Paz**, the world's highest airport at 13,400 feet, according to **George Ann**.

Long Island member **Nicole Radecki** has recently been promoted to **Chief Pilot** of **McIntyre Aviation**, a leading **FBO** on **Long Island**.

Once again **Long Island Chapter** member **Mae Smith** has headed west by commercial airliner. Upon reaching **Long Beach, CA**, she got in touch with **Jean Schiffman, 99** and instructor out of **Southwest Skyways** from **Torrance Airport, CA**. It was a bright and clear day for that area and **Mae** learned about their complicated **TCA** and noise abatement program. Some members of the **Long Island Chapter** were given a lesson in this intricate procedure upon her return. **Mae** found out, much to her surprise upon completion of her check ride, that **Jean** is an **FAA Examiner** and **Mae** had earned her **FAA Safety Pin**. Many thanks from **Mae** to the **Long Beach Chapter** are conveyed here.

Harriet Bregman, member of the **NYCD Chapter**, recently went into partnership on a 1958 **Comanche 250** bought in **Fort Worth** and flown home to the **Albany area**.

Members of the **NYCD Chapter 99s** attending the **NY-NJ Spring Section Meeting** in **Rome, NY**, May 19 were: **Betty Elliott**, 1979 **Convention Chairman**, **Ruth Green**, **Peg Weiss**, **Mary Wolfe**, **Suzanne Polsinello**, **Harriet Bregman**, **Jo-Ann Perko**, and **Mary Scher**.

Western New York Chapter members **Pat Herman** and **Dorothy Hake** were part of a flying club that flew to **Norfolk, Virginia** and were given a personal tour of the aircraft carrier, **SS Independence**.

The **Western New York Chapter** installed officers at its **May Meeting**. The officers are: Chairman, **Dorothy Hake**; Vice Chairman, **Chris Hohensee**; Treasurer, **Shirley Havice**; Secretary, **Ev Stanek**; Membership, **Lois Shriver**; Historian, **Ceil Kenny**; News Reporter, **Virginia Hake**; Aerospace Ed., **Diane Senneff**.

North Central

Port Columbus is fast becoming famous as the airport to have well known people passing through. Vice-Chairman **Jeane Wolcott** met **Oklahoma Chapter** member **Cam Stomberg** on her way back to **Lawton** after attending a week seminar in **Cincinnati**. As **Jeane** waited for **Cam**, **Robert Redford**, who is doing a movie in **Ohio**, walked by a couple of times with very few people recognizing him. **Virginia Britt** and **Rebecca Mouhot** of the **Florida Gulf Coast Chapter** stopped to talk with **Angel Derby** officials about the stop at **Bolton Field** in **August**. At **Lane Aviation**, **Jerrie Cobb's**, **Islander** was seen sitting at tie-down. **Jerrie** had burned out some bearings on the left main when landing at **Columbus**. **Jerrie** stayed with **All-Ohio Bonnie Miller**. Then **Bonnie** and **Sacramento Valley** member **Ruth Lummis** accompanied **Jerrie** on to **New York City** to see her accept the **Bishop Wright Award**, named after the father of the **Wright Brothers**. The three then flew on to **Florida** to help **Jerrie** get ready for her next trip to the **Amazon**.

Federal Express is training **All-Ohio Sharon Fall** for the position of **Third Officer** on their **727s**. This was good news to **Sharon** but the best news was that **Federal Express** was also transferring **Sharon** back to **Cincinnati**. **Fall** is expected in the fall (ahem!).

Central Illinois Ninety-Nines had a surprise visit by **Jerrie Cobb** and **Ruth Lummis** at their **May 6** meeting at **Coles County Airport, Mattoon**.

After spending the weekend with long-time friend, **Barbara Jenison**, who also invited **Mary Waters**, **Barbara Brusseau**, **Sue Smith** and new 66 **Martha Alwardt** in for a long gabfest, they all flew from **Paris, IL** to **MTO** in **Jerrie's Islander** to spend some time with the entire Chapter.

The meeting helped renew the enthusiasm to help **Jerrie Cobb** in her efforts with the **Indians of the Amazon**. **Barbara** has taken

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on the task of being collection point for clothing and shoes (no matter what condition, as it is a matter of survival, not pride, for these struggling Indians). These will then be sent to Florida, where Jerrie will pick them up and transfer on to the jungle.

Greater St. Louis members were treated to a really super T.V. interview by St. Louis' KSD T.V.'s John Auble on the May 21st. 6:30 P.M. news. Val Johnson and co-pilot Nelda Lee described their plans to fly the Hughes Airwest Air Race Classic. Mr. Auble and the camera crew met Val and Nelda at Weiss airport, shot pictures of her landing and taxiing to parking ramp (thank goodness that was a good one!) and they had a nice chat with Mr. Auble about the race. He had some still photos made and Val is to call him with progress reports during the race. He plans to use the phone reports "live", with the still photos as background. Looks like we will finally get some up-dated race coverage in St. Louis, which until now, has been poor, at best.

Greater St. Louis' Flying Activities Chairman, Bev Zirkel reports that the WX finally cooperated for our May 9th flight to lunch bunch, so she picked up JoAnne O'Rourke and another lady friend from Alton, tooled off to S.I.U. Carbondale, only to discover they were the only attendees! Says they had a super time, anyway! STL did have four airplanes fly to Midland, MI for the North Central Section meeting. Ruth and Al Schueler flew their plane, as did Alice

and John Jackson, Liz, and Rich Jordan, and Val Johnson with co-pilots Dottie Haupt and Nelda Lee. Amy Laws and Jan Pocock took the more hazardous route - commercial airlines! While it took our buddies approximately 3½ hours to fly their own single engine equipment to MBS, Amy and Jan were all day getting there via jet aircraft!! They were elegantly treated to a ride back to Detroit in Mearl and Bill Frame's beautifully equipped Cessna Cardinal, so it wasn't all bad for them. Also, everybody had a super time at the section meeting, thanks to the hosting of the Michigan Chapter. Then, on May 22nd, three airplanes and 12 ladies flew to Cape Girardeau to try out a new restaurant called "Disco Restaurant". One of the lady passengers, Ruth Lake, reports the place is fabulous! She said it was such fun and so great to Val Johnson, Mary Lowe, and JoAnne Sabo to fill their airplanes, giving some of our "grounded" ladies a chance to go along! You can sure tell that Spring has Sprung!

The Indiana Dunes were hosts to the Indiana Chapter at the May meeting held in Plymouth, IN. Ole man weather has played havoc with every meeting this year and he tried again. Saturday morning dawned with rain and low ceilings. However, no storms or turbulence—so we fooled him! Eleven planes flew in either on instruments or by flying low. Thirty-four persons enjoyed a delicious meal at the Balloon Wurks

Restaurant near the airport, and then drooled over the beautiful slides shown by Charlene Falkenberg of her trip to Australia

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Chris Murdock, IN Dunes Activities Chairman, had planned a spot landing contest for the meeting, but was shot down by the weather again. Eleven planes flew in for the event in spite of the rain. Flying wasn't too bad, but there was no way she could keep the line on the runway, so each plane that landed was declared a winner. Chris left the meeting with an arm full of Air Age Education materials to distribute to local schools.



Central Illinois Chapter is also selling copies of this photo taken after the May 6 meeting to members for \$5 each, with all proceeds going to the Jerrie Cobb Foundation. Another project with profits going to the Foundation is waiting in the wings to be finalized at the next meeting. See center-fold article in the December, 1978, 99 NEWS for further details on the Jerrie Cobb Foundation.



Idaho 99s flew to Baker, OR for a meeting on the airport lawn. The person in charge of the weather was congratulated for performing above and beyond the call. Northwest Section Governor, Louise Wicks, who was the special guest of honor, accepts a cup of coffee from her co-pilot, Noel "Pappy" Wicks. Idaho Chapter's borders now push into eastern Oregon and include members from Baker, Ontario, Burns and Bend. This fly-in brought out six prospective members. Since then two of them have decided to join the Idaho Chapter.

last summer.

The Spot Landing Contest was canceled due to a wet runway, but **Chris Murdock**, Activities Chairman, will be ready to hold it at another date. It was a full day of enjoyment, fellowship and entertainment. And—as we flew toward home “ole sol” came bursting through the clouds showing blue skies at the end of a perfect day.

Lake Erie Chapter's Flying Activity Chairman, **Kathy Eisner**, again planned a day at Port Clinton, OH. **Marie Eaves** flew in from Greenville, PA and **Bea Axelrod** flew in from Lost Nations to Cuyahoga County Airport. Seven of us piled into two planes and had a pleasant lunch and aviation talk.

Another fly-in for Kathy was IFR to Luray Caverns in Virginia. There is no end to Kathy's planning. More and more are taking an interest in these fabulous trips.



Lake Erie Chapter Chairman Margaret Juhasz presents newest chapter member Dorothy Bozman with her membership pin.

Northwest

Jill Richardson and **Debbie Lindeman**, Northwest Section Members-at-Large, obtained their Flight Engineer Rating Turbo Jet (B727) in December, 1978 and graduated from University of Washington in March, 1979. Both Jill and Debbie, who are cousins, now have flying jobs at Brackett Field, La Verne, CA and looking forward to Airline flying as Flight Officers.

The Idaho Chapter has four new members: **Donna Hopkins** of Emmett, ID; **Sherrie Fischer** of Bend, OR; **Barbara Jones** of Ontario, OR; **Barbara Murray** of Baker, OR (transferred her membership to Idaho from Coachella Valley Chapter)

The June meeting of the Wyoming 99s will be held in conjunction with the Hughes Airwest Air Race Classic at the fly-by in Sheridan on June 16-19 when Wyoming 99s will serve as timers.

South Central

Golden Triangle would like to thank each and everyone of you that attended the Spring Sectional for making it a great success. **Golden Triangle** participated in the Mini-Aerospace Workshop and Luncheon sponsored by Zonta Club of Dallas I honoring Amelia Earhart. What a great time we had as well as learning new things. At our May meeting, we voted in our new officers for the upcoming year. Congratulations to **Loretta Santos** on receiving her college degree. Also, we welcome **Jodie Campbell** the newest addition to our Chapter.

Nebraska's Evelyn Sedivy, International Aerospace Education Chairman, very ably represented the 99s at the National Congress

of Aerospace Education in Atlanta on April 5-7 and at the National Aviation/Space Education Convention in Washington, D.C. on April 18-21.

Nebraska 99s were proud to read the poetry of one of our enthusiastic new members, **Catherine (Cay) Hutton** of Norfolk in the May issue of 99 NEWS. Cay's poetry adds some class to the Nebraska Chapter's newsletter.

Norma Vandergriff reported on the **Oklahoma 99s' Citation** from the Governor of Oklahoma in April. She accepted the award and gave a speech to both the Senate and House on “Pioneer Women in Aviation”, which earned her a standing ovation.

Oklahoma Chapter's Mary Haringa did it again. She won the 99s Achievement Award at the NIFA finals in Monroe, LA. Mary and OSU's Flying Aggies brought back the Grover Loening Trophy to Stillwater.

The **Oklahoma Chapter** had a 99 display at the Tinker AFB Open House—104,000 people attended.

Our **Oklahoma Chapter** meeting at Enid, brought back memories for some—two of the four women jet pilot trainees at Vance AFB, gave us a most interesting insight into the world of becoming a jet pilot for the Air Force.

Mary Ann Greer, SA Chapter presented a program to the Secretaries Association on the subject of “Aviation and the Woman's Role”, at the May meeting.

A Convention Planning (Vail - 1980) meeting was held at the home of **John** and **Mary Ann Greer** on May 19, 1979 and many projects are underway for the **San Antonio Chapter's** part in this exciting upcoming event.

April is over and SHV feels as though an elephant just stepped off our foot. In addition to the Louisiana Air Tour, open house at SHV Downtown Airport for the annual Holiday in Dixie, moving a trailer to the Downtown Airport for our new headquarters, (which is another story altogether) we also served four days as support staff for the NIFA SAFECON event held in Monroe, Louisiana which is 110 miles from Shreveport.

SHV Becky Netherton, 49½er Wally, along with former 99 Sarah Henley and her husband, George, flew a 210 down to Durango, Mexico for a weekend of fun and frolic. On landing at Laredo on her return Becky went directly to the FBO without passing Customs and nearly went directly to jail. Customs reacted with threat of fine, and Becky charming person that she is, pleaded ignorance, and the incident was forgiven. Using her new Instrument rating she was able to log actual time coming home.

Gloria Hodel, overcoming major surgery and going to work full time, received her Commercial rating this month.

Helen Wray has been appointed to serve on the Louisiana State Aerospace Education Council.

Kay Carpenter in her new Cherokee 140

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recently flew to San Antonio. Circumnavigating T storms on her return caused her to be late for work, but she just called her office on the radio, and told them to put her on annual leave. Easy for Kay, she works at the SHV FSS.

Eileen Anderson flew her minister from SHV, in her Bellanca. This being his first flight, he felt the need to consult with his "Employer". After receiving His blessing and reassuring his worried wife, they took off on a safe flight for a new and happy experience.

Spanish Peaks Chapter elected new officers at the May meeting. Shannon Crouse was reelected Chairman. Other officers are Chris Berry, Vice Chairman; Ann Frink, Air Age Education; Joan Alyea, Secretary-Treasurer; Gertrude Howard, Air Marking; Barbara Pearson, Airport Beautification; Mary Lou Millbern, A.E. Chairman; Joan Alyea, Safety, Flying Activities and News Reporter; Barbara Pearson, Membership Chairman; Mary Lou Millbern, Money Making; and Ann Courtright, Historian.

Ann Courtright and 49½'er are the proud possessors of a new Piper Dakota.

Spanish Peaks Chapter has a new member. Sharon Roush received her license in December, 1978; her 49½'er, Bill, is a chiropractor. Sharon and Bill have two children.

Joan Alyea and 49½'er Dale were the subject of an "in-depth interview" in the Pueblo newspaper (it did get pretty deep!). The interview detailed about half of the things they are involved in.

Spanish Peaks members nominated by Pueblo Chapter One, Colorado Pilots' Assn. to run for a second term are Joan Alyea, President; and Shannon Crouse, Secretary.

Wichita Falls Chapter's Spring Safety Seminar was cancelled due to the April 10th tornado in Wichita Falls and the surrounding area. Some of our Ninety-Nines suffered tragic losses. Betty Cox lost a grandson (her home was damaged too)—Sue Stillely and Sarah "Corty" Sutton lost their homes. Dr. Eleanor Irvine also had extensive damage to her home. Lou Ellen Foster is to resume Chairmanship of our Ninety-Nines in Corty's place this year. But, everyone is coming back "strong and fast"!

Southeast

The May meeting of the New Orleans 99s was held on Dauphin Island, AL. Student pilot Evie Hopkins of Dauphin Island invited Judy Maggiore, Ede Brandon, Pat Besselman, Glorice Wills and Jerry Summeral to lunch at the Surf Club. Anytime New Orleans can turn a meeting into a flying trip they do!

Tennessee 99s flew into the Morristown Airport the first Saturday in May for a monthly meeting, a regular monthly meeting thought three of its members. Their first surprise came when International Vice

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The New Orleans Chapter and the South Louisiana 99s teamed up for the Baton Rouge Airshow. (L) Fran Salles, New Orleans Chapter with Eleanor Lowry and her plane. Both are on the staff of the Baton Rouge Pilots' Association. Eleanor gave 5¢ per pound rides in conjunction with the Airshow.



Attending the May 20th South Louisiana election of officers meeting held at Baton Rouge Airport, were (L-R): Gloria Holmes, Vice Chairman and CFI, Charter Pilot; Angie Franklin, Membership Chairman; Carol Keefer; Eleanor Lowry, A.E. Chairman; Sandra Rice, Scrapbook Chairman and Chairman of the Board; Polly Baughman, Secretary-Treasurer and J. Mary French, Chairman.



The Tennessee Chapter honored three with Life Memberships in the Ninety-Nines. (L-R): Irene Llewellyn, Chapter Chairman; Janet Green, International Vice President; and Honorees Jane Hilbert, Ruth Thomas and Evelyn Johnson.

President **Janet Green** flew in from Ocean Springs, MS. Their second surprise was to hear **Irene Flewellen**, Chapter Chairman, call for **Jane Hilbert**, **Evelyn Johnson**, and **Ruth Thomas** to come forward to receive Life membership in the Ninety-Nines.

Jane Hilbert was cited as the chapter's aviation pioneer. She has been flying since 1930, first joined the Ninety-Nines in 1932 and is a charter member of the chapter.

Evelyn Johnson, manager of the Morris-town Airport with more than 35,000 hours of flying logged, was honored for her continuing efforts toward chapter membership growth. She has been membership chairman since 1967.

Ruth Thomas, retired school librarian and charter member of the chapter, was paid tribute for her contributions to Aerospace Education for children through Aerospace Workshops for Tennessee teachers since 1953.

South Louisiana 99s met Sunday, May 20, for their regular monthly meeting which was held in conjunction with the Baton Rouge Aircraft Pilots Association's annual airshow. Members **Mary French** and **Eleanor Lowry** assisted. Mary served as treasurer and Eleanor gave nickle per pound rides in her Grumman.

Angie Franklin was accepted as a transfer member from the **Oklahoma** Chapter. **Carol Keefer**, also from Oklahoma, was accepted as a prospective member with student pilot status.

Southwest

Four **Alameda County** members, **Juanda Bigelow**, **Joan Enos**, **Jean Stroobant** and **Frances Gibson** took a leisurely drive down I-5 in Frances' motor home (a courageous thing to do in this time of short gas supply) to Wonder Valley, scene of the Southwest Section's spring sectional meeting. The activities at this unique dude ranch made this "the funnest" sectional of all. In addition the flying aerobatics of **Julie Ames** (a pilot for Hughes Airwest) and the 99s who landed there left the operator of the ranch amazed with the comment, "Damn. These women can fly!". The three J's and Frances climbed in the motor home on Sunday after another delicious meal, and drove home vowing to do this kind of thing again.

Our chapter has purchased a copy of the *History of the Ninety-Nines, Inc.* to present to our public library in Hayward. This will be done on an auspicious date in the near future.

Golden West's Donna Vasco and **Geri Wiecks** took "Rookie of the Year" honors for the best score for first-time participants in the Hayward-Las Vegas Air Race in May.

Our very own **Julie Ames** was honored as one of four prestigious women in aviation to put on a symposium at Northrup School of Technology in Los Angeles recently. Julie spoke on her career as a commercial airline pilot; **Bobbi Trout** told stories of when she first soloed (in a Jenny) and when she flew

the first women's air derby; **Wally Funk** spoke as a member of the NTSB's Accident Investigation Board; and **Rhea Seddon** who is a candidate astronaut for the space shuttle gave some interesting insights in the future.

Julie's been busy flying too. She flew in the Fresno 400 Air Race, which is a speed race with planes handicapped according to type. Julie came in 4th place and had the highest team score of all the women in the race!

Las Vegas Valley members **Bonnie James**, North Las Vegas Air Terminal Manager, and **Barbara MacDonald** were the only Las Vegas entry in the recent Hayward-Bakersfield-Las Vegas Proficiency Air Race, setting out for Hayward the day before the race in a brand new Turbo 182 RG loaned to them by Hughes Aircraft Sales. An unscheduled landing was necessary in Fresno due to a hydraulic failure and within two hours Hughes had dispatched another aircraft, this one a new Turbo Centurion piloted by ace aircraft salesman, Tom Pickard. A quick indoctrination into the world of air racing for Tom, and the team was off the following morning enroute to Bakersfield and Las Vegas flying race #71 and estimating time and fuel strictly from the Cessna manual. With that kind of an unwelcome handicap, the group managed to finish 21st arriving #2 in Las Vegas in time to greet the other racers. Hughes Aviation hosted the open bar at the airport's Skyrider Restaurant, a welcome sight for all the tired and thirsty pilots and co-pilots.

Monterey Bay would like to thank the **Santa Clara Valley** Chapter for a most delightful Spring Sectional. Seven members enjoyed a lovely weekend at Wonder Valley. Some were able to drive RV's, in spite of the gas shortage, to park in the grass alongside the airplanes. Don't know which was the most enjoyable? Making our own kites and flying them, hayrides, horseshoes, ping pong, volley ball, swimming, fishing and watching **Julie Ames**, a Hughes Airwest pilot from **Golden West**, doing Aerobatics in a shiny silver and blue T-34. We are certain our 49½ers equally enjoyed it.

Our May meeting was a potluck hosted by **Sally** and **Jim Plummer** in their gorgeous Monterey home on one of the most beautiful spring evenings ever. Fourteen members and their 49½ers attended. **Harriet** and **Bill Brin** provided slides of building the VariEze and their interesting flying-camping experiences with it. What hard work, but what rewarding excitement and fun-fun.

Members participating in the night flight to join the **Sacramento** Chapter for their meeting were **Geneva** and **Doug Cranford**, **June** and **Warren Knapp**, **Shirley** and **Ron Ramsey** with their guests **Bobbie** and **W.O. Garin**. **Bobbie** has her Private now, so we hope she will join our Chapter.

There were twenty-one participants in the Race Clinic which featured **Helen McGee**. Everyone felt they received some very good tips.

Helen Shropshire reviewed a new book

"*Those Wonderful Women in Their Flying Machines*" by Sally Van Wagenen Keil, Rawson, Wade Publishers, 316 pp. \$10.95. She highly recommends it.

That overnight trip to Columbia turned into a Sky Trail fly-in at Borrego Valley. Flexible means flying! **Orange County** Chapter is ready to switch, there's usually some good weather somewhere! "Pilot of the Year" Awards will have been given by the time this gets into print. This is an occasion of great suspense and lots of fun, not to mention a super dinner party. It's hard to believe, but this also marks the end of our year. So—on to the next.

Ring the bells! Blow the horns! **Phoenix** has a winning team! Nobody was more surprised than Pilot **Pat Moreland** when Navigators **Cathy Nicholaison** and **Carole Tomlinson** guided her to First Place in the Tucson Treasure Hunt. Believe it or not—this is the first time in its history that an Arizona team has won that event. The trophy and plaque are beautiful. Sharp Pilot. Sharp Navigators. Congratulations!

San Gabriel Valley 99s have been flying whenever possible. We have been to Santa Rosa for wine tasting along with glider lessons as part of the package.

Several planes flew to Bullhead City on the Colorado River where we rented a large houseboat for the weekend and just cruised up the river and relaxed. A few tried their hand at fishing, but that didn't prove to be the way to go, so the bar-b-que on board came in handy Saturday night for the steak fry.

We attended the annual Date Festival in Indio. We flew to Bermuda Dunes for brunch and traveled by car to the Date Festival, which featured camel and ostrich races, horse show, exhibits and a carnival.

The big event for May is a fly-in to Frog Town for the annual Frog Jumping Contest, where one may bring their own frog or rent one. Good luck to all!

Beverly Mahoney and **Dorothy Barden** will fly to Colorado Springs, with **Traude Gomez** and her Aviation Scouts, for the first National Explorer Fly-In at the Air Force Academy May 31-June 3, 1979. This sounds like an exciting way to see the Air Force Academy. Have a good flight!

Three members attend Section meeting from the **San Luis Obispo County** Chapter. **Emily Cletsoway** along with **Joan Steinberger** from **Santa Barbara** Chapter bicycled their way to Wonder Valley, the Southwest Section meeting site, from San Luis Obispo (198 miles). **Grace McChesney**, with their supply vehicle (Travel-All) followed with their tent and other necessities. **Nancy Stacy** and husband "Stacy" with their 6 year old son arrived in their camper. It was their son who stole the show when he walked into the middle of the meeting with a beautiful string of fish.

The bicyclers took the easy way home in the "Travel-All."

Vera Arnold, **Mardo Crane**, **Marion**

Cont. Pg. 34

Barnick, Willy Gardner, Joan Enyeart and Verna West flew to Lancaster, CA, Saturday, April 21 to see **Mardo Crane** honored at the Annual Barnstormers banquet attended by 500 people and sponsored by the Antelope Valley Aero Museum. Mardo was presented with the "Barnstormers Trophy" in recognition of her work and thought in making aviation the great industry it is today." Mardo, the third recipient, is the founder of the Powder Puff Derby; she participated in the Derby and did considerable survey work for it for many years. She also was a Woman's Airforce Service Pilot (WASP) during World War II, and later an author in the field of aviation.

The program, which included a salute to women in aviation was coordinated by **Shirley Williams, (Hi-Desert Chapter), Betty Wharton, (San Diego Chapter),** served as mistress of ceremonies. **Verna West,** immediate past Governor S.W. Section spoke briefly on the role of the International Women Pilots in aviation.

Several **Santa Clara** members participated in the Fresno 400 Air Race. **Jackie Petty** came home with a trophy for the "Best Score, Pilot Solo", she placed 11th overall. **Ginny** and **Bob Collins** placed 8th. **Nancy** and **Ed Rogers,** placed! (Not last!)

On March 2, 1979, **Sherry Knight** of the **Santa Rosa** 99s sat before a Federal Recognition Board in Sacramento, California, where she received an appointment as Warrant Officer in the California National Guard. Sherry received the appointment based on her fixed wing qualifications and civilian aviation experience. She will attend the U.S. Army Rotary Wing Qualification Course at Ft. Rucker, Alabama later this year, and upon successful completion of the course, will become the first woman aviator in the California National Guard. Sherry is a member of Co. A, 40th AVN BN, Stockton, CA.

Thanks to **Ginny Wegener** and **Lynn Cary** of the **Santa Rosa** Chapter for the informative ADF clinic at the last meeting. We can all use a refresher once in awhile. **Santa Rosa** Chapter's May meeting featured a film presented by PG&E on power lines. It was a very worthwhile film and stressed causes of power line and aircraft conflict. Needless to say, power line altitudes shouldn't be airplane altitudes.

Santa Rosa Chapter's newest member, **Debbie Ditch,** is currently working on her Instrument/Commercial. Welcome to the clan, Debbie!

Busy **Utah** members include **Carol Rayburn,** who is attending a course in Oklahoma City to obtain her Lear rating, **Ruth Kendrick,** who passed her Instrument written exam, and **Wilma Nichols,** who has been on a sailing trip off British Honduras. **Julie Pfile** and **Carol Clarke** attended the Rocky Mountain Aerobatic Contest in Longmont, Colorado. Julie brought home a third place trophy. She flew her Pitts in Intermediate Category. The chapter also airmarked Huntington Airport.

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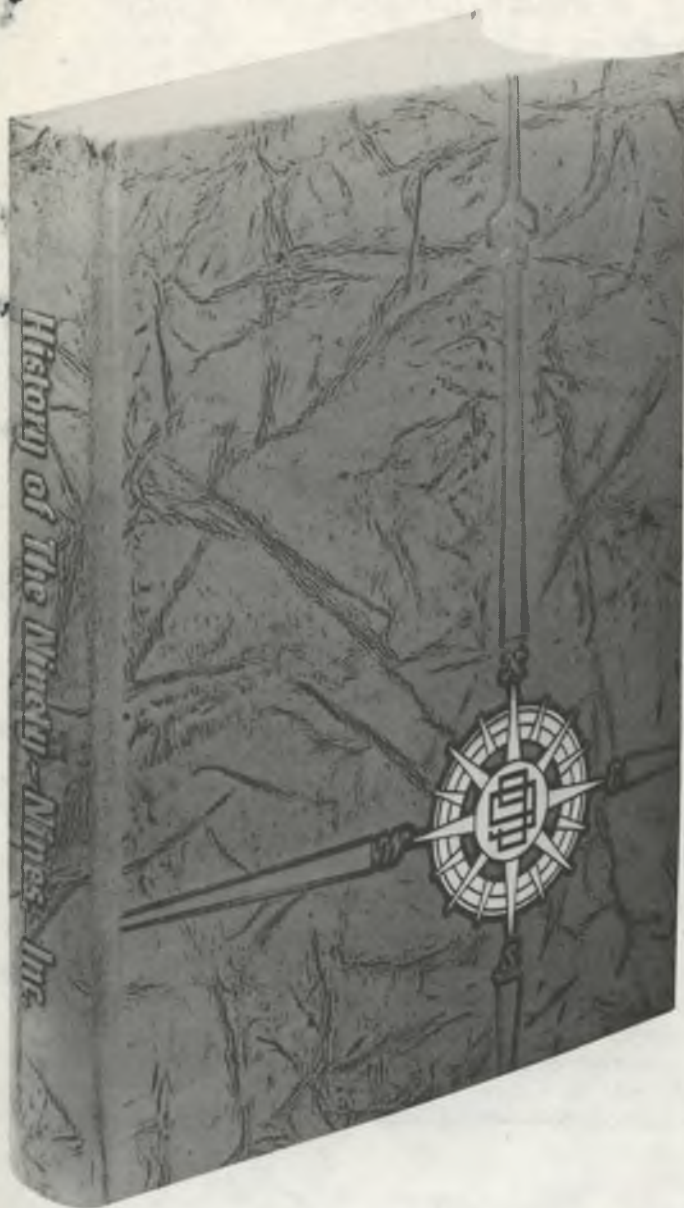
Jerrie Cobb and Ruth Lummis

the jungle in almost every regard, especially in the areas of time and money. It is almost incomprehensible to us, but many of these people look to Jerrie for their very survival. If there has ever been a time for friends and supporters to come through and be counted, this is it. I urge you to take a few minutes out of your schedule and show that you care. Even a small contribution will do more than you can ever imagine.

Jerrie plans to bring the plane back to Florida in August. Let's surprise her with a mailbox full of checks and well wishes. Make your check payable to: The Jerrie Cobb Foundation, send it to her at: R.R. #2, 2299 Riverside Dr., Moore Haven, FL 33471. Since this is a tax deductible contribution, be sure to note her IRS #237003507 on your check.

Let's show her we care!

— Marilyn Ratzlaff, Editor



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