

the 99news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

Volume 8

Number 6

July - August 1981



See you in **BOSTON**

to the Editor

Regarding Vision Survey In March Issue

We would like to take this opportunity to thank everyone who took the time, effort and postage (no small consideration these days) to answer our aviation vision survey. All of your comments are especially appreciated and informative. The information will be of great help in our goal of better informing optometrists of the needs and concerns of the pilot.

The data is still being tabulated since even with modern computers it takes a lot of programming and time to do it correctly. We are also contacting the AOPA PILOT to get more responses, but as soon as that is accomplished you will be informed of the results and our conclusions.

Again, thanks for your cooperation.

Sincerely,
William W. Somers
Assistant Professor of Optometry
Richard E. Meetz
Assistant Professor of Optometry
Indiana University

Comments From Members On The 99 NEWS

Congratulations on the May issue of *The 99 NEWS*. It is the best one I have ever read.

I have always felt detailed articles would be more meaningful than Chapter Chatter, and the section on places to fly to is great.

You are doing a great job; keep up the good work.

Sincerely,
Lorraine S. Reynolds
Chairman
Central Illinois Chapter

LETTERS

* * * * *

The May issue on Vacation Flying Fun is wonderful, informative. It arrived the day of our meeting, and at dinner before the meeting aroused considerable comment. The overall feeling — although I will accept full responsibility for saying it — was that the issue was “too much travel brochure and not enough about 99s.” We can get travel information from most any flying magazine. News about 99s and what the various chapters are doing appears only in our 99 NEWS. Exceptional trips, such as Gwen Haynes’ trek around South America, certainly qualify for inclusion; but a whole issue of travel tips, interesting as they may be but shutting out chapter activities, seems to me to present the wrong image of 99s.

One of the most important things the 99s can do these days, in the spirit of the “educational” activity, is to keep bringing general aviation into favorable light with the public. The Monterey Chapter is doing exceptional things, and I hope you have an article on their activities soon; we in the Santa Clara Valley Chapter are following their example, and maybe we’ll think up something of our own one of these days, in the field of aviation awareness. Accounts of chapter activities and projects have always been inspiring to me, and others too, I’m sure, stimulating and inspiring us by example. So many airports in so many areas are in trouble, and what a great deal of effort is needed to help them going. Ninety-Nines have saved airports before, and will again — but keep that inspiration coming! Keep those ideas in front of us! It really helps to know what others are doing.

Thanks so much for your lovely issue. Now if you just have an issue equally devoted to plans and projects, some of us will be very happy. And the rest, I suppose, will complain about “no travel tips!”

Sincerely,
Connie Gould
Sacramento Valley Chapter

* * * * *

Just received the May 99 NEWS — a terrific issue.

Val Johnson
North Central Section

* * * * *

As a “repeat” 99 NEWS reporter, I’m happy to serve my chapter in this capacity. I hope to see Palisades Chapter’s news in as frequently as before.

The 99 NEWS is looking great — the feedback I get is positive, and the most desired is still the Chapter News — the way most of us keep in touch with our flying friends and “doings.”

Clarice Bellino
Vice-Governor
NY-NJ Section

Editor’s Comments: Our goal is to make The 99 NEWS a reflection of the interests and goals of our organization and women in aviation. Please keep your letters and comments coming and bring your thoughts and ideas on the magazine to convention, too.

Subject for Future Issues

I read your appeal for guest editors in the April issue and have an idea for a theme. Right in my own chapter, Sacramento Valley, are many women with intriguing pasts that go way back to the pioneer days of aviation. I’m sure each chapter has their share of these amazing women and I feel their experiences should be shared with us all. While they are still with us, we could get their experiences down in print. At social gatherings, everyone sits around listening in awe to these women and when one of the listeners asks why these stories aren’t in print somewhere, the speaker shrugs and says she hasn’t thought of it, hasn’t the time, etc. I do believe there are a lot of people interested in their stories and they only need a little encouragement to tell about themselves if someone else would do the writing.

I’m sure that different members around the country would contribute the stories of their own chapter members (I’m hoping). I could cover much of the West Coast myself.

So you agree that the early history of our members would be an appropriate topic for *The 99 NEWS*?

Sincerely,
Elaine R. Levesque

Editor’s Comment: We think this is a terrific idea and tremendously important in the development of a complete history of women in aviation. We would be glad to share these stories through The 99 NEWS and invite the participation of members everywhere.

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

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ON THE COVER: See you in Boston! International Convention is July 15-19, Copley Plaza Hotel, Boston, MA. Convention Schedule appears on page 14 of June 99 NEWS.

See you in Boston!

Calendar

JULY

JULY 1 - NO 99 NEWS DEADLINE.

JULY 1 - CHAPTER CHAIRMEN LIST OF APPOINTED COMMITTEE CHAIRMEN due at Headquarters for publication in Roster.

JULY 4-5 - "WINGS OF THE WORLD" AIR SHOW, 5 p.m., Sea World, Orlando, Florida. The Canadian Red Devils aerobatic team, warbirds, skydivers, hot air balloons, powered hang gliders, experimental aircraft and military jet flybys. Fireworks end day at 10 p.m.

JULY 12-14 - INTERNATIONAL FOREST OF FRIENDSHIP. Eighth Reunion, Atchison, Kansas. Events to include unveiling of lifesize statue of Amelia Earhart; banquet; International Parade of Flags and Salute to the new honorees. Contact Fay Gillis Wells, 4200 Duvawn St., Alexandria, VA 22310, 703/960-4632 or Marie Christensen, 4801 W. 87th St., Prairie Village, KS 66207.

JULY 13-18 - NATIONAL AVIATION/SPACE EDUCATION CONVENTION at University of Washington, Seattle. Top aviation and space speakers, the latest in aviation and space education programs and publications, 200 aerospace education exhibits, air show, banquet. Registration fee: \$50 ASEA members, \$65 nonmembers. Rooms from \$16-\$49. Write: ASAE Convention '81, Bob Springer, 10063 Arrowsmith Ave. S., Seattle, WA 98178.

JULY 15-19 - INTERNATIONAL 99s CONVENTION, Boston, MA.

JULY 31-AUG. 1 - OKIE DERBY PROFICIENCY AIR RACE, Westheimer Field, Norman, Oklahoma. Open to male and female pilots.

AUGUST

AUG. 1 - 99 NEWS DEADLINE FOR SEPTEMBER ISSUE, Copy should reach 99 HQ by August 1.

AUG. 1-8 - 29TH ANNUAL EAA INTERNATIONAL CONVENTION AND SPORT AVIATION EXHIBITION, Oshkosh, Wisconsin.

AUG. 7-8 - 1981 SKYLADY DERBY, Wayne Hooks Airport, Houston, Texas. 200-275 mile proficiency air race. RON at Holiday Inn. Entry Fee \$30. Entry kit \$2 from: Charlie Redford, 10522 Beechnut, #1801, Houston, TX 77072.

AUG. 14-16 - MICHIGAN SMALL RACE, Battle Creek, Michigan, Kellogg Regional Airport, 200 nautical mile round-robin proficiency race now open to MEN and women. \$2000 prize money. Limit 60 planes. Contact Mary Gardanier, 1828 Miels Ave., Kalamazoo, MI 49001.

AUG. 15 - DENSITY ALTITUDE CLINIC at Wendover, Utah-Nevada. In cooperation with the SLC FSDO Accident Prevention Program. Contact Sidney Sandau, 801-394-1577, for information.

AUG. 23 - 6TH ANNUAL FLY-IN/PANCAKE BREAKFAST, La Porte Airport, Indiana.

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

AUG. 28-30 - 12TH ANNUAL ARLINGTON FLY-IN, Arlington, WA. Northwest's largest homebuilt, antique event. Camping, meals available. 206-747-2748.

AUG. 30-SEPT. 3 - AMERICAN BONANZA SOCIETY 13TH ANNUAL CONVENTION AND INDUSTRY EXHIBIT, MGM Grand Hotel, Las Vegas, Nevada. Contact ABS: 215-372-6967.

SEPTEMBER

SEPT. 1 - 99 NEWS DEADLINE FOR OCTOBER ISSUE. Copy should reach 99 HQ by September 1.

SEPT. 11-13 - NORTH CENTRAL SECTIONAL, Springfield Hilton, Springfield, IL. Celebrating 50 years in the Land of Lincoln.

SEPT. 18-20 - SOUTHWEST SECTION MEETING, Snowbird, Utah.

SEPT. 18-20 - F.A.I.R., Indiana Chapter's Fairladies Annual Indiana Rally, Richmond Muni, IN \$1000 to first place winner, \$900 to next 4 places. Male or female pilots,

co-pilots required. Kits \$3 from Theresa Brooks, 7405 Janna Dr., RR #11, Muncie, IN 47302. Entry deadline, Aug. 20.

SEPT. 24-26 - NATIONAL WW II GLIDER PILOTS ASSOCIATION Annual Reunion, Marriott Hotel, Tucson, AZ. For information, contact: Dr. J.J. DiPietro, 3855 E. Calle Cortez, Tucson, AZ 5716.

SEPT. 25-27 - LA CHAPTER FLIGHT INSTRUCTION REVALIDATION CLINIC, Northrop University Campus West. For further information, contact LA Chapter.

OCTOBER

OCT. 1 - 99 NEWS DEADLINE FOR NOVEMBER ISSUE. Copy should reach 99 HQ by October 1.

OCT. 3-4 - 14TH ANNUAL KACHINA DOLL AIR RALLY sponsored by Phoenix Chapter 99s. A 250 nm proficiency contest open to teams of any currently licensed pilots. Impound: Oct. 3. Race Kits, \$3 from: Polly Mumey, 6424 E. Desert Cove, Scottsdale, AZ 85254. (602) 948-2929.

OCT. 4-8 - "AIRCRAFT RESTORATION: HOW TO," hands-on workshops offered by the Smithsonian Institution, Washington, DC. Conducted at the Paul E. Garber Facility (former Silver Hill), the world famous preservation, restoration and storage facility with the highly skilled craftsmen who have restored the masterpieces in the National Air and Space Museum. Reservations necessary. Contact: Selected Studies, A&I 1190A, Smithsonian Institution, Washington, DC 20460 or call (202)357-2475.

OCT. 6-10 - AOPA 26TH ANNUAL CONVENTION AND INDUSTRY EXHIBIT, featuring the Plantation Party. Aviation seminars, training programs, exhibits, entertainment. Orlando, Florida. For information please call (301)951-3947.

OCT. 9-10 - MIDDLE EAST SECTIONAL, Ramada Inn, Wilmington, Delaware. Hostess: Delaware Chapter.

OCT. 9-11 - WIS-SKY RUN, Wisconsin Rapids, Wisconsin. Race Kits \$3 from: Lois Truchinski, 1010 East Griffith, Wisconsin Rapids, WI 54494.

OCT. 23-25 - SOUTH CENTRAL SECTION MEETING, Santa Fe, NM.

OCT. 24, 25 - MONTEREY COUNTY AIRSHOW at Salinas Airport featuring the Blue Angels. Co-sponsored by Monterey 99s.

OCT. 31 - SALINAS HIS 'N HERS GREAT PUMPKIN CLASSIC (Air Race), Salinas, California Airport.

OCT. 31 - FOURTH ANNUAL CENTRAL MISSOURI STATE UNIVERSITY ALPHA ETA RHO FALL FLY-IN. Warrensburg, Missouri. Breakfast and various other activities to be held throughout the day. Skyhaven Airport. Info: Tony Brewer, Rt. 6, Box 236, Warrensburg, MO 64093. (816)747-6398.

NOVEMBER

NOV. 1 - 99 NEWS DEADLINE FOR DECEMBER ISSUE. Copy due at 99 HQ by November 1.

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

NOV. 15-20 - "WORLD WAR II AVIATION: A CLOSER LOOK" being presented at the Smithsonian Institution, Washington, D.C. Features the outstanding aeronautical staff of the National Air and Space Museum along with guest experts who offer a different perspective on how the major air forces of the world came into being and how quantum jumps in aviation production and performance were achieved. For reservations, contact Selected Studies, A&I 1190A, Smithsonian Institution, Washington, D.C. 20560 or call (202) 357-2475.

DECEMBER

DEC. 12-13 - HIGH SKY SKIERS U.S.A., Steamboat Springs, Colorado. Downhill-Slalom and Cross Country Skiing. Reservations: Scandinavian Lodge, P.O. Box 5040, Steamboat Village, CO 80499. Entry Fee: \$25. Entries close Nov. 2. High Sky Skiers USA, P.O. Box 6393, Midland, TX 79701.

New Ratings

East Canada Section

Patricia Jones - First Canadian - Class #2 CFI

Middle East Section

Jan Churchill - Delaware - CFII, DC-3 rating
Robin Hages - Greater Pittsburgh - IFR, COMM

New York-New Jersey Section

Terri Pirrung - Western NY - ATP

North Central Section

Glenda Martlew - Michigan - CFII
Patricia Moorhatch - Michigan - IFR

Northwest Section

Michael Iwata - Columbia Cascade - IFR

South Central Section

LaNell Easley - Coastal Bend - IFR, FAA
Written Test Examiner
Mary McCoy - Colorado - ME
Gail Steger - Colorado - ME
Nancy Waylet - Colorado - ME
Janet Ducote - Shreveport - IFR

Southeast Section

Bonnie Quenzler - Florida Spaceport - CFII
Bonnie J. Carr - Florida Spaceport - ME

Southwest Section

Candy Burkett - Monterey - CFII, CFI-ME
Hallie McGonigal - Monterey - Learjet
Karen Masterson - Mt. Diablo - COMM, IFR, CFI
Stephanie Pound - Mt. Diablo - CFI
Lola Bartlett - Mt. Diablo - IFR
Leslie Jose - Mt. Diablo - IFR
Patti Mickey - Orange County - IFR

INTENT TO SEEK ELECTION

Would you like to become an officer or director in The Ninety-Nines, Inc.? Or does your chapter have someone in mind they would like to see serve in one of these capacities?

Now is the time to start thinking about the future leadership roles in the organization and possible candidates to fill them.

INTENT TO SEEK ELECTION FORMS will appear in the September issue of *The 99 NEWS*.

NOTAM

Convention schedule appears on page 14 of the June issue of *The 99 NEWS*.

ON THE WITH

JANET



by International President Janet Green

Recently I attended a meeting of GENAVAC (remember that is the aviation alphabet group) in Philadelphia. An interesting item that was discussed and has been previously at these meetings is the astoundingly rapid growth of various types of Hang Gliders and Ultra Lights. One manufacturer alone has produced over 7,000 units. These, and almost anything with wings other than commercial carriers, are lumped under the catch-all of General Aviation. This includes accident statistics. There have already been incidents such as a Cessna 206 landing on top of one, and all traffic on hold at LAX while an Ultra Light landed. This branch of aviation is endeavoring to police itself before it encounters a negative press and probable regulation. I hope they are successful for all of General Aviation will suffer if we experience an increasing accident rate.

Last year at Oshkosh I saw a myriad of Ultra Lights and found them fascinating. A few women were involved and I wondered the

extent of participation of our membership. Interestingly, there are discussions in the field about the when and how of licensing requirements — by horsepower, wing loading?? If this industry segment continues its rapid growth, and with the increasing costs of entry flying there is no reason to believe it won't, then the 99s may find no lessening of licensed women pilots interested in membership. It will be interesting to watch the developments.

History in the making is absolutely fascinating to observe. We are witnessing several significant developments in aviation such as (1) terrestrial and extra terrestrial flight at ever increasing speed, (2) a return to a slow type of flying not far removed from the Wright Brothers, (3) popularity of balloons whose origins go back even farther, and (4) the acceptance of women pilots in industry and the wide career opportunities now open and still opening to them.

Now that we have contemplated the old and new of flying, let's be off to enjoy the old and new of charming Boston. See you there!

HEADQUARTERS HOTLINE

A 99 WINS SPOT ON U.S. PRECISION FLIGHT TEAM.

Four pilots were selected as national winners in the precision flight competition in May and will represent the United States at the international competition to be held in England during August.

Marvin Ellis of San Jose, California, scored the highest in the final competition which is the culmination of the regional competitions held throughout the spring. The competition is conducted by the AOPA Air Safety Foundation.

Second place in the competition was earned by Joed Poerschke, Miami and third place was taken by Larry Graves, also of San Jose. Carolyn Pilaar, a 99 from Greenville, South Carolina, placed fourth and will be a member of the U.S. team.

Fifteen other nations will send competitors to England in August. The competition is not stunt flying or daredevil antics. These pilots use the same skills mastered by all aircraft pilots but conduct them with greater precision.

Three other 99s competing for a spot on the U.S. team were

Archie Trammel and Steve Brown from AOPA's Air Safety Foundation present Fourth Place Plaque to Carolyn Pilaar from Greenville, South Carolina. Carolyn will be one of four members on the U.S. Precision Flight Team competing with 15 other countries in England in August



Terri Trenary and Cyndy Otis, who have represented Oklahoma State University in NIFA competitions in the past, and Jean Wu-Fuhrmann. Hazel Jones, International 99s Vice-President, served as chief judge for the landing events.

NEW CARTOON FEATURED IN 99 NEWS. We are delighted to introduce in this issue the cartoon character, Auntie Ariel — so spelled and named after Shakespeare's character from "Midsummer Night's Dream." Created by Paula Fuller Bowman, a 99 from the Houston North Chapter in Texas, she and her cat, Tailsin, will provide witty reminders on safe flying and what's new in aviation.

99 ASTRONAUT MARRIES. Astronauts Margaret Rhea Seddon of Houston and Robert Lee Gibson of Westminster, California were recently wed in ceremonies at Murfreesboro, Tennessee.

The couple, who had been dating for about two years, were selected for astronaut training in 1978, while she was a resident in nutrition at City of Memphis Hospital and he was a Navy fighter pilot.

The new Mrs. Gibson, whose father lives in Murfreesboro, is a physician. Gibson is a Navy Lieutenant Commander.

OLIVE ANN BEECH TO AVIATION HALL. Olive Ann Beech, widely known as "the first lady of aviation," and three other aviation pioneers will be inducted into the Aviation Hall of Fame in Dayton, Ohio July 25th, 1981.

Mrs. Beech will be recognized for more than 57 years of contributions to the development and progress of general aviation and nearly a half a century of leadership of the Beech Aircraft Corporation, which she and her late husband, Walter H. Beech, founded in 1932.

Walter Beech was enshrined in the Hall in 1977. The Beeches join Charles and Anne Morrow Lindbergh as the second husband-wife team in the Hall.

Tower Hazards

Any structure which penetrates navigable airspace can pose serious problems to air navigation. Basically, the FAA considers all structures over 500 feet tall as obstructions to navigable airspace and these can usually be broken down into three primary categories: communications towers, chimneys and tall buildings.

Normally buildings and chimneys are quite conspicuous by their size alone that most pilots can avoid them with ease. That leaves the tall communication towers, which can be broken down into two sub-categories — self-standing and guyed.

Although both present a significant influence over airspace, the guyed towers are by far the most dangerous. Most pilots are awed by the vast area tall guyed towers consume.

Towers as high as 2,000 feet AGL (one in Wisconsin and several in Iowa) can have guy wires that are anchored as far as 2,000 feet from the base of the structure, itself. As such, the guy wires can be at over 500 feet AGL within 1,500 feet (¼ mile) from the tower.

The guy wires are not painted and normally are a flat grey color which makes them very difficult to see, especially on a hazy day.

Be watchful of what goes on in your normal flying area. It definitely has a bearing on you and your flight activities, and may have a bearing on pilots and balloonists visiting your area.

— Tom Thomas, Wisc DOT Bureau of Aeronautics

Airmarking

by Mary Jo Voss

Just attended South Central Section's spring meeting at Oklahoma City. They had arranged for a large room in the hotel for an "Information and Trade Fair." I was very pleased to see Dot Clum of Oklahoma manning a table of information on airmarking. She had numerous pieces of information there and had been receiving a lot of comments. Some of the 49½ers expressed an interest in going back to putting arrows pointing to the airport on rooftops. Remember when? Gosh, no!

I need to tell you airmarking chairmen that our Advisory Circular on Marking of Paved Areas on Airports, 150/5430 1D has been replaced with AC 150/5340 1E. Same name. Order free from US DOT, Publications Section, M-443.1, Washington, D.C. 20590.

I participated in an airmarking using the latex highway paint. Greatest thing since watermelon. I'm curious to know how it holds up in comparison to the oil base. For the ease in cleanup I'd rather repaint. Course the people buying the paint may not feel that way.

I only received an annual report from one section airmarking chairman, and that was Pauline Glasson of South Central. Received numerous reports from the chapters. You did a real good job this year. We had 25 airmarks reported and several beautification projects.

KEEP IT UP!

NIFA '81

by Hazel Jones

It was the "Monsoon" season in Monroe, Louisiana during the recent National Intercollegiate Flying Association (NIFA) SAFECON. In spite of almost unbelievable weather problems, the SAFECON was completed and everyone heaved a great sigh! The navigation event was curtailed to only one student per school due to severe thunderstorms, but at least one from each school did get to fly. Northeast Louisiana went to plan "B" for hours on Thursday while 70K winds howled, hail fell and rains lashed the airport. Two young men dashed out into the melee and captured a C150 that was slowly being blown into a King Air. They spent the rest of the storm hanging on for dear life. The teams from the West Coast who are not used to "our kind" of thunderstorms watched in awe as nature gave her best pyrotechnic display. That was Thursday.

On Friday, for the power off landings, it was "gypsy time." The landing runway was changed six times during the day as the wind kept changing directions. The only runway not marked was the

instrument runway and they just wouldn't let us use it or we would have marked it and used it. The judging staff got very proficient in picking up and moving to another runway while the Northeast Louisiana students were busy marking the runway for use. Saturday was dull by comparison as the events went off on schedule. It is a great mark of professionalism for the competitors and the workers as no one lost their cool and everyone pitched in to make the best of a very "hairy" situation.

North Central and South Central were having their sectionals while the SAFECON was in progress, but fortunately, Ninety-Nines came in from everywhere to help. We had Ann Lawton, Potomac Chapter; Bryant Hutchinson, Kathy Long, and Hazel Jones from the Dallas Redbirds; Chris Kurianowicz and Sue Staples from Cape Girardeau; Cyndy Otis, Oklahoma Chapter; Polly Gilkinson, Chicago; Mary Adams and Anita Hesson, Colorado; Lynn Pitts and Carol Nielson, Orange County; Ursula

OFFICIAL RESULTS

33rd Annual SAFECON,
National Intercollegiate Flying Association
Northeast Louisiana University, Monroe, Louisiana
April 30th to May 2nd, 1981

THE LOENING AWARD
The University of Illinois

THE NATIONAL CHAMPIONSHIP AWARD
Southern Illinois University - Carbondale

TOP MALE PILOT
Jerry Marti, Oklahoma State University

TOP WOMAN PILOT
Candi Chamberlain, Metropolitan State College -
Denver

BENDIX FLYING TEAM CHAMPIONSHIP AWARDS
1st - Southern Illinois University
2nd - St. Cloud State University

3rd - Western Michigan University
4th - Middle Tennessee State University
5th - United States Air Force Academy

CHAMPION SPARK PLUG COMPANY GROUND
EVENTS CHAMPIONSHIP AWARDS

1st - University of Illinois
2nd - Southern Illinois University
3rd - Metropolitan State College
4th - Nicholls State University
5th - University of Texas - Arlington

AMERICAN AIRLINES SAFETY AWARD
Southern Illinois University

TRANS WORLD AIRLINES JUDGES TROPHY
United States Air Force Academy

UNITED AIRLINES COLLEGIATE
PROGRESS AWARD

Mercer County Community College

FLYING MAGAZINE PRECISION EVENT AWARDS

1st - Larry Bell, Palomar College
2nd - Richard Decker, Mercer County
Community College
3rd - Chris Anderson, St. Cloud State University

KERSCHNER MEN'S ACHIEVEMENT AWARDS

1st - Mark McAndrew, Western Oklahoma State
College
2nd - Jerome Pester, Montana State University
3rd - David DuBois, Southern Illinois University

NINETY-NINES WOMEN'S
ACHIEVEMENT AWARDS

1st - Beth Kirby, Community College of
Beaver County
2nd - Janet Lash, Western Michigan University
3rd - Sandra Stastny, Louisiana Tech University



All smiles are the winners of the 1981 NIFA Ninety-Nines Women's Achievement Awards along with committee members who made the selections. Pictured standing are Hazel Jones, Associate Chief Judge, 33rd National SAFECON; second place winner Janet Lash, Western Michigan; first place winner Beth Kirby, Community College of Beaver County; Polly Gilkison, International NIFA Ways and Means Chairman; and third place winner Sandra Stastny, Louisiana Tech University. Kneeling are Sue Staples and Carol Nielson, committee members who selected the winners.



Hazel Jones, representing All-Ohio Chapter, presents the Arlene Davis award to Candi Chamberlain, Metropolitan State College. Candi was the Top Woman Pilot for the 33rd National SAFECON held in Monroe, Louisiana April 30th to May 2nd, 1981.

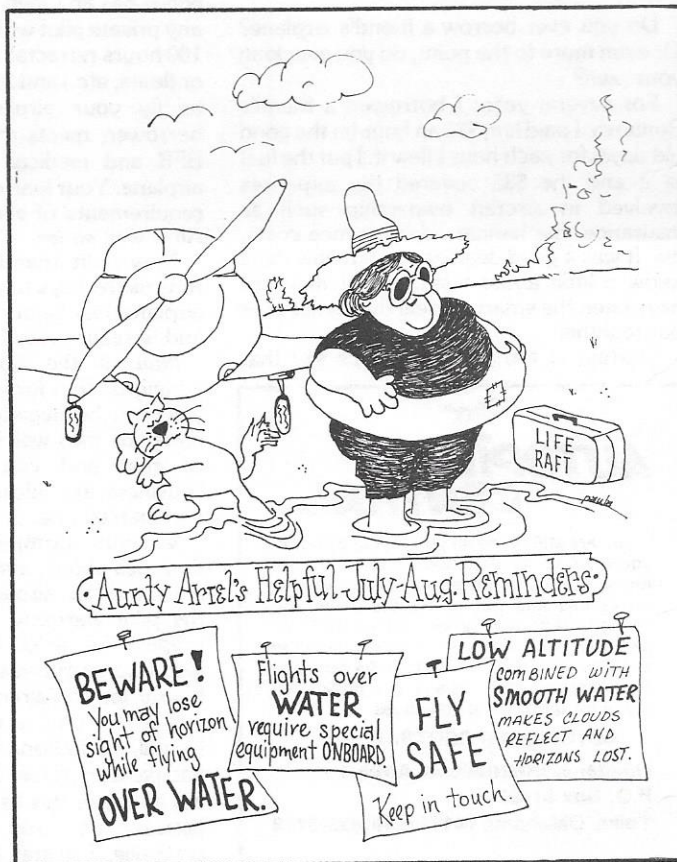
Davidson, Florida Goldcoast; Mary Phillips and Becky Netherton from Shreveport. Mary Phillips has a special interest in this year's SAFECON as her twin sons, James and Windell were the presidents this year. Dr. Phillips also came over to work for the event.

The winner of the Arlene Davis Top Woman Pilot award was Candi Chamberlain from Metropolitan State College in Denver. It was presented on behalf of the All-Ohio Chapter by our International Vice President, Hazel Jones.

The Ninety-Nines Women's Achievement Awards were presented by the members of the committee that made the selections. First place was awarded to Beth Kirby, Community College of Beaver County by Polly Gilkison. Sue Staples presented the second place award to Janet Lash, Western Michigan University. Third place went to Sandra Stastny, Louisiana Tech University, presented by Carol Nielson.

Special thanks also go to the 49½ers who came out to help. They were John Kurianowicz, Russ Lawton, John Gilkison, Jim Phillips, Conrad Nielson and Roys Jones.

This event is truly one of the most rewarding things that the Ninety-Nines are involved in. It fits the stated purpose of our organization. It is hard work, long hours, and sometimes a total frustration, but the rewards of working with these young men and women makes the tired feet, sunburned ears, and worn out bodies soon forgotten. Word has it that next year the SAFECON will be sponsored by Palomar and PCIFA and will be held in Bakersfield. More on this later. For now, we are all just glad that the 33rd Annual SAFECON is history and as usual the Ninety-Nines were there.



I learned from that . . . Night flight

by Sarah Pearl

I was a brand new flight instructor, eagerly anticipating a night familiarization flight in a Cherokee Arrow with one of my first students.

After thoroughly preflighting the airplane and checking the lights, we taxied out with plans to practice touch and goes at a nearby airport.

The Fixed Base Operator had warned me that the Arrow's electrical system was a bit weak, and couldn't handle a full load of electrical equipment without showing an ammeter discharge. So I advised my student to use the landing light only during touch-down and to keep the panel lights as low as possible. Although the flight and engine instruments could be read, little else in the cockpit was visible. I had a flashlight with me just in case.

After five or six touch and goes, the tower asked us to check our navigation lights, as they didn't appear to be on. I replied that from inside the cockpit they seemed to be operating normally, but he insisted that they were not visible, and asked my intentions.

I remembered a clause in Part 91 of the

Federal Aviation Regulations stating that in the event of a light failure at night, the pilot could proceed to the nearest airport where repairs could be made, so I advised the tower that we would depart the pattern and return to our base airport.

Upon reporting to our home tower and confessing our predicament, the controller cleared us to enter the Airport Traffic Area, then asked if we had been practicing landings at the airport from which we had just departed. When I replied in the affirmative, he advised that after landing and tying the airplane down, he would like me to telephone the tower.

With visions of having my hard-earned licenses revoked for having broken some unknown regulation, I was quite nervous by the time we arrived back at the flight school. I was also embarrassed to realize that there were two experienced instructors chatting in the school, who would witness my call.

Upon hearing my anxious voice, the controller only mildly reprimanded me, explaining that I had misinterpreted Part 91.33(c) (3) of the FAR's, which state that "... in the event of failure of any light of the anticollision light system, operations

with the aircraft may be continued to a stop where repairs or replacement can be made." This regulation did not apply to the navigation (or position) light system. He added that I should have landed at the neighboring airport instead of flying the airplane back to my base.

I was relieved to have received a mere scolding from the controller, and considered that I had learned a cheap lesson.

Later that evening, I returned to the airplane to pick up a Sectional chart I had forgotten in my anxiety and haste. Shining my flashlight around the cockpit, I noticed a popped circuit breaker in the corner of the panel. Sure enough, it was the navigation light circuit breaker, and I had completely overlooked it!

Reflecting back on that night flight, I realize that: (1) I should have reconsidered performing a night training flight in an airplane with a weak electrical system; (2) When the problem did occur, I should have told the tower to "stand by," collected my wits, and taken the time to troubleshoot the problem instead of allowing the controller to pressure me into an instant decision; (3) I should have been completely familiar with all regulations pertaining to the flight I intended to undertake.

Aircraft Insurance

by Gene Nora Jessen

Do you ever borrow a friend's airplane? Or even more to the point, do you ever loan your own?

For several years I borrowed a friend's Bonanza. I paid him \$35 an hour (in the good old days) for each hour I flew it. I put the fuel in it and the \$35 covered the expenses involved in aircraft ownership such as insurance, the hangar, maintenance costs, etc. It was a good deal for me, but now that I know a little about insurance, it may not have been the smartest deal the owner ever put together.

Starting at the beginning, let's say that

your business and pleasure use insurance policy has an Open Pilot Warranty allowing any private pilot with 1,000 hours total time, 100 hours retractable (or conventional gear, or floats, etc.) and 25 hours make and model to fly your airplane. Your friend, the borrower, meets the Open, has a current BFR and medical and is current in the airplane. Your loan of the airplane meets the requirements of your insurance company. All is well so far.

Now your friend flies the airplane and returns the keys to you and reports that the airplane has been refilled with fuel and oil and is secured for the night. Still okay.

Now if the borrower pays you an additional sum for indirect operating costs, you may be negating your coverage. The company may well interpret the hourly fee as rent and you have changed your "business and pleasure" operation into a commercial one.

Various companies have different attitudes about reimbursement. In general, if you loan the airplane to a pilot covered by the pilot warranty and he "pays" you by topping the tanks, that's okay. But, if you loan it to everyone in town, charge them an hourly fee for direct operating costs, plus maybe \$5, you've now got a commercial (rental) operation, but have paid business and pleasure rates. The insurance company will interpret this as a use not agreed upon between you and might well void your coverage. The grey area between these two

extremes really presents a problem.

If your policy is with Associated Aviation Underwriters, the policy uses the word "profit". You may charge your friend the direct operating costs so long as you do not make a profit. No one else is that liberal.

USAIG says one or two people or companies using the airplane for an agreed upon price is okay, but the policy should be so endorsed. Blanket usage becomes quasi-commercial. A London contract (Lloyds) handles the situation in a similar manner. Fess up and endorse.

Aviation Office of America excludes any operation for which a charge is made. "Charge" is anything beyond gas and oil. Their position: Let us say you fly your airplane 100 hours annually and you amortize your maintenance, landing fees, hangar and insurance over that 100 hours. If you loan your friends the airplane for another 100 hours, you are now amortizing over 200 hours and they are paying part of your costs. You are making a "charge" and have now become a commercial risk. AOA will not allow any payment over gas and oil. Craves, Dargan feels exactly the same.

What it all boils down to is to be aware of using your aircraft in compliance with the contract you have signed with the insurance company. Read the definition of use in your policy and be aware of the words "charge" and "profit". If you're confused, ask your agent to clarify the use. First of all, READ YOUR POLICY.

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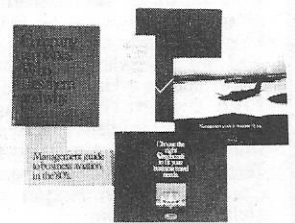
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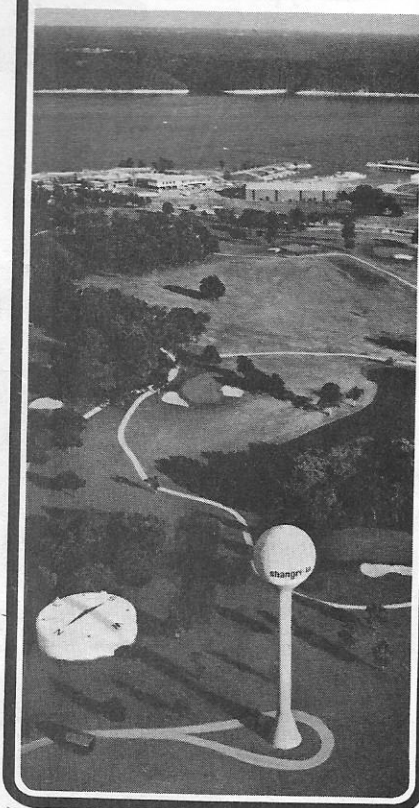
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Promenade showing the tram tracks and the Tower with its complex of buildings under it.

An English Seaside "fly-in"

by Gwen Haynes

BLACKPOOL, Lancashire: On the northwest coast of England is a popular summer, seaside holiday town for the English working class from the midlands and north. The "season" starts the middle of May with the opening of the Tower Circus and runs through the end of October, climaxing with the "Illuminations."

Obviously for those of us who live outside of England, this is not an overnight "fly-in." Once in England though, it is easily accessible by train (four hours from London) if you cannot afford to fly a private plane onto its beautiful large, paved and plentiful runways at Squires Gate Airport. It has a control tower. Not too many aircraft fly out of here so at times you have the control tower all to yourself. A few small commercial planes fly to such places as the Isle of Man just off Blackpool's coast, or sightseeing flights up for an aerial view of the town. There is flight instruction and aircraft rental available, C-150s and 172s and Cherokee 140s — unfortunately, plane rental in England is double what you would pay in the United States.

Take heart, though. Blackpool is one of the few places in England where aircraft rental is a "wee" bit cheaper and the accommodations are "affordable." Small guest hotels such as the Gresham are many and will cost you approximately £7 or \$16 per day — this includes your room and meals.

Blackpool has three piers, each appropriately named, North, Central and South Piers, each offering shows and concerts and each easily accessible from the "Promenade" which runs for over five miles alongside the shoreline — and so do the trams. There are one and two deckers and open topped tourers, the latter giving you the best ride for views of the beach. Blackpool was the first and is now the last town in Britain to operate the electric trams. Beware of crossing the road on the "Prom." Just when you think you are safe from cars, buses and horse-drawn carriages that use

the road — you step up onto the curb and get totaled by a tram (they run on what we would call a huge sidewalk).

There is sunbathing on the beach (you know the English sun is notorious for its shyness though) or donkey rides (not after a meal). The sands seem to stretch forever when the tide is out. There are lots of shops to spend money in (if spending is your thing), a Louis Tussards wax museum, a Pleasure Beach (a 40-acre Coney Island of rides and fun) and Coral Island's indoor amusement complex (in case it rains). If you get tired of all this, go into the Information Booth on the promenade and see Dan Hamer. He's a permanent fixture there and can tell you all about Blackpool — he also knows where every vacant room is and sometimes they are hard to find. He would know where to obtain tickets for the shows, too.

If you like night-life, there is plenty of it with many live theaters sporting top-name entertainers, an Ice Revue, 11 cinemas, six ballrooms, dozens of discos, three casinos, scores of restaurants and over 50 clubs and cabaret lounges.

The Blackpool Tower is a landmark standing on the shoreline at 520 feet tall. You can ride to the top or visit the Tower Circus nestled between the four legs of the tower and the ballroom where 2500 can dance. The circus is one-ring and hosts many international stars. Hold onto your hat ... at the end of the regular circus show you are treated to a fabulous water ballet. Yes, the circus floor drops about six feet and it becomes a sealed pool when water is pumped in.

Blackpool has a zoo, two first class golf courses, 77 tennis courts, 24 crown and two flat bowling greens and eight putting greens. At Stanley Park there is a 26-acre lake, fishing, ice skating, horse riding, swimming, boating and sailing can all be enjoyed. The town of approximately 150,000 (not counting tourists) also has a football (soccer) team ... and convention facilities.



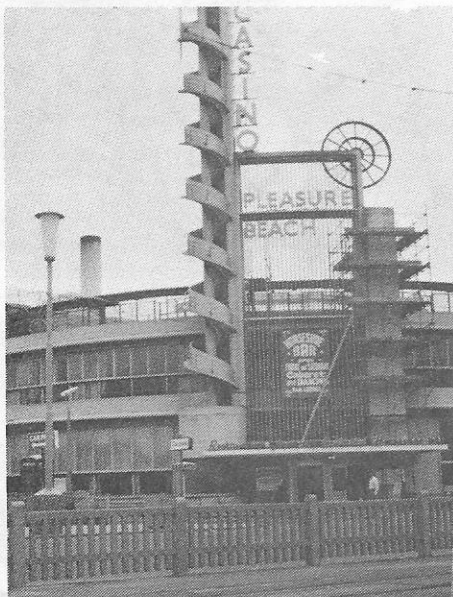
The "illuminations."

California 99 with second home in England encourages traveling pilots to consider a visit to Blackpool...

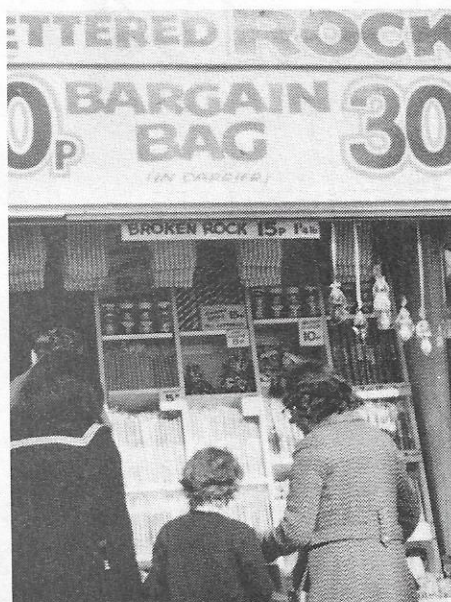


Salmesbury Old Hall.

Entrance to the Pleasure Beach and its 40 acres of fun and rides.



Stand selling the famous Blackpool "rock" candy.



Yours truly on the sands with the donkeys (donkeys in the background). Quite a climb up the steps to the Promenade because of the high tides.

If you want to get away from town and see countryside, take a tour of the beautiful lake district which is less than 60 miles to the north. The Scottish borders are also a day's coach tour away.

If you like to tour old historic homes, my favorite in Mid-Lancashire is Salmesbury Old Hall at the edge of the Preston-Blackburn highway ... a picturesque "magpie" structure built in the 1300s by the Southworths. It has some fascinating history plus reminders of an ill-fated romance in the gentle "visitations" of its resident ghost, THE WHITE LADY (she's friendly). In South-West Lancashire it's Rufford Old Hall, former home of the Hesketh family. Their half-timbered hall was built by the late 15th Century. In the Great Hall the Hesketh Players performed before the household ... one of them was young Will Shakespeare. Fighting and intrigue is involved in its history even during the time of Cromwell. A very sad lady ghost calls this Hall home ... another ill-fated romance. She makes her presence known as you look through a certain mirror over one of the fireplaces — I really got "vibes" here.

As the season winds down in October, the illuminations come on. All the promenade is made a fairyland with a blaze of colorful lights in magical shapes and a huge animated tableaux dominates Bispham Cliffs ... a different theme each year. Even the promenade trams are decorated to look like boats, trains, rocket ships, etc., and are also lit up. All this brings a monumental traffic jam as motorists drive the length of the promenade just "looking at the lights." It's a great free show and it's a great way to say farewell to a fun holiday town.

Anyone visiting England should check with a couple of really fine lady pilots over there: Barbara Cannon (past governor of the British Section of 99s) and Gwen Bellew (the present governor). If I am in England when you are there, call me: we have a house in Blackpool and we are listed in the phone book (under Charles Haynes).

What's new at Headquarters

A recent meeting of the Grants Planning Committee, chaired by International Board member Gene Nora Jessen, was held at Headquarters in Oklahoma City. Members of the committee included Loretta Gragg, 99 Executive Director; Luanne King, writer and film producer; Hazel Jones, International Vice President; Marilyn Copeland, 99 Board member; and Lu Hollander, 99 Archivist.

Serving with the committee as a consultant was Mr. Ed Rice, Curator of the History in Aviation Collection, University of

Texas — Dallas.

Discussions included ways in which present archives material could be better preserved and catalogued, and possible directions for future growth as a complete resource center for information on women in aviation.

After interim research is carried out by various committee members, recommendations for future actions will be presented at October's International Board meeting in Oklahoma City.



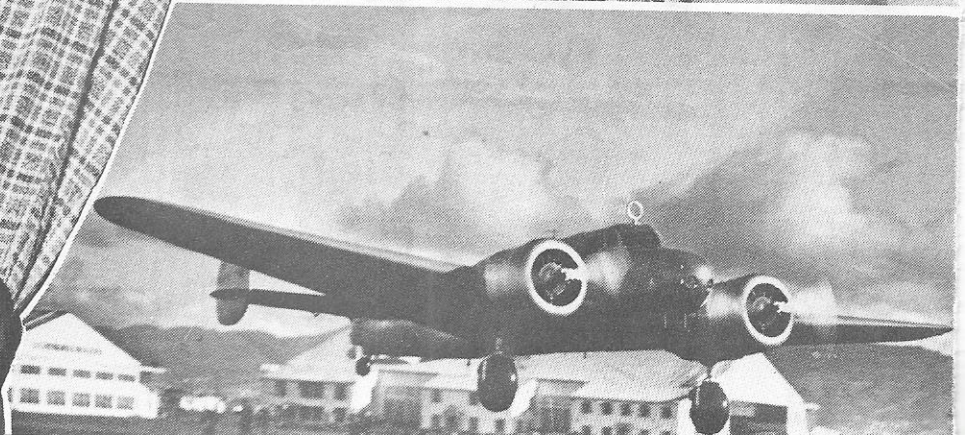
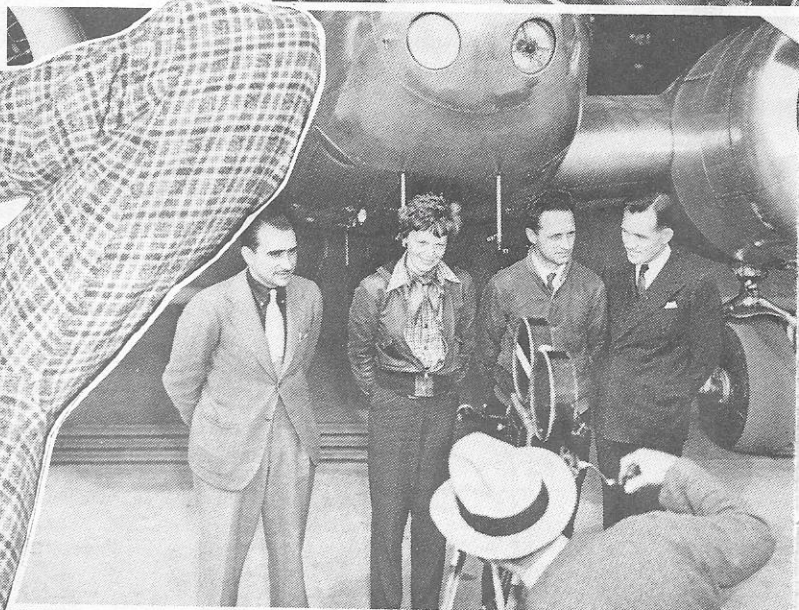
Meeting to study the directions our Archives/Resource Center on women in aviation might take are Grants Planning Committee members Luanne King, Loretta Gragg, Mr. Ed Rice, Hazel Jones, Lu Hollander, Marilyn Copeland and Gene Nora Jessen.

New AE photographs acquired

Adding to our collection of Amelia Earhart photographs are these four shots donated by Hawaiian 99 Betty Miller after a recent visit to Headquarters.

The photographs are identified only with the photographer's name — Carl Bigelow of the Oakland, California Tribune newspaper.

It would be most helpful to know more about the photographs (who, what, when, where and why) so, Oakland 99s, how about some help for Archives?



My Personal Art

by Norma Vandergriff

I must admit that I enjoy the emotional relaxation and/or the stimulation created by listening to good music. Likewise raising abundant greenery in my home and creating artistic effects definitely fulfills a need. But soul searching for the thing that helps me to transcend or has been the art in my life — I must go with flying.

Flying can be treated as a business, hobby, a lark, relaxation, a necessary business evil, solely a means of transportation, or occasionally a religion.

To me, flying has been a stimulant to keep going, a reason to live. It has been an involvement with technology mixed with romance — a means to soothe or a stimulant to the adrenals.

Flying is art that not everyone can do. Some people do not belong at the controls. They are not safe mentally to be in the air. It can be a dangerous method to rid frustrations. Fear must be basically set aside — yet CAUTION is the key word. This art, when done as an art, is meticulous and mind boggling. It can transcend all else and keep you wanting more. It is an art to me, in that I am doing it to (my) perfection.

Like music, painting or anything else, it can be rushed haphazardly (and you might live to do it again) or it can be done with perfection and care. The principal application of the rules of aerodynamics is basically the same but technique varies. Technique in this art, as in all art forms, makes a tremendous difference in the end result. A procedure can be a thing of grace and beauty or it can be spastic and rough. Conversely, ability to instantaneously respond to a new condition, technique be damned, is all important.

The type of courage that it takes to practice your "art" is, perhaps, different for each calling. It must have taken courage for Picasso to paint the unconventional. The "in control housewife" who closed the studio door and played her flute for two hours a day while the children raced and argued through the house, indeed had courage. The writer who dares to quit the job to write because his soul demands it, needs courage. Courage in an airplane means meeting life and death situations with care and caution, cool and calm, a sharp mind and a steady hand. There is very little choice, once you are committed.

The care of your flying machine can be done with an artistic touch. You can often observe an individual who opens the cowl, appears to check the huge complicated machine with a trained eye, touches the oil cap and closes it down. He or she has performed a function to salve the conscience. Proper maintenance of this powerful machine can be an art, a thing of beauty. Again we must realize that not all people are willing to participate in this form of art. Forced participation and willing participants in an art class are glaringly different. Whether expressed as "against my religion" or "not my thing" the results are the same. The individual neither gives anything nor gains anything from the experience.

I enjoy the studying of my aircraft engine, the attempt to understand what makes it run (or heaven forbid, not run). I care for it, pat it, talk to it and try to understand its idiosyncrasies. But the entire tearing apart process and working on the mechanics is just "not my thing" or my art. Seeing that other skilled hands do care for it properly is.

The feeling that comes from a graceful take-off, a neat efficient flight and a "greased in landing" is fulfilling. The accomplishment of a flight well made lifts my spirits, frees and feeds my soul and gives me strength to put up with some of the garbage that life can deal out. I am allowed to live for a period of time, not just exist.

Often enough, however, the end of a flight finds me not only fulfilled but utterly exhausted. I do wonder if this same type of

exhaustion happens when others pursue their art. Should "your art" ever leave you drained or does it then become work only?

To judge whether flying is for others I cannot do. The inner self must tell you after experiencing some flight. If exhilaration occurs, plus the feeling of a need to fly again, or if the experience makes your life different and better, then perhaps this art belongs to you. If the experience is outstanding and there is a new understanding of our world, life, beauty, the open space and the free air, then you are getting there. This art should give you additional perception of life, let you see a new meaning. In other words, you should hear a new tune to dance to. This should be a breakthrough of the daily routine and ritual, a means to pull out some quality. If flying makes your outlook on the future different from the past, then you could belong. However, if these expressions are hidden from you, do not pass it by.

Looking back over this discussion you can see some of my requirements for this art. Caution, meticulous care, alert response, technique and courage are musts. AMAZING! Aren't these all the same basic principles required to live a fulfilling life (not just survive)? To "fly" it with grace and beauty and artistic touch with readily observed technique, yet in a quiet unobtrusive manner? Is this a coincidence?

I stumbled upon a poem one day and thought, "amazing how this fits my creed, but said more more eloquently than I ever could." I quote —

"Courage is the price which life exacts for granting peace,

The soul that knows it not, knows no release
From little things;

Knows not the livid loneliness of fear
Nor mountain heights, where bitter joy can hear
The sound of wings

How can life grant us boon of living, compensate
For dull gray ugliness and pregnant hate
Unless we dare

The soul's dominion? Each time we make a choice we pay

With courage to behold resistless day
And count it fair."

And the author — I guess that I should not have been surprised — Amelia Earhart.

My personal art could not possibly be painting. I enjoy playing the piano and organ at an easy pace, but certainly am no artist at it. I would enjoy doing some writing, but I am not sure of any real writing capabilities.

So, I think that I have found the thing that makes my soul and spirit soar, that gives me life and meaning — my art of FLYING!

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Meet: Evelyn Waldren — lifetime fly-girl

by Dorothy Mercer

Who would have guessed this starry-eyed young woman of 19 would be soaring in the skies at 72? Little did they know she would be training fly-boys for action in WW II; or that she would set a women's national record in a T-Craft.

Evelyn Burleson Waldren, with over 22,000 hours "under her helmet," a former chairman of the old Oregon Chapter Ninety-Nines and now an active member of Columbia-Cascade Chapter, had that dream of flying an airplane and is still helping other new dreamers to earn their wings.

Her first lesson March 3, 1928, in Lincoln, Nebraska, started Evelyn on a career of flying for fun and business. The plane was a Standard J-1 with Curtis OX-5 engine — a WW I surplus airplane, ten years old but still brand new, just out of its crate, along with about 10 extra engines to go with it. This plane is similar to the well-known WW I "Jenny."

Evelyn's first instructor soloed her in 14 hour's time, then married her the following year, and from 1931 to 1937 they operated together an airport in Jamestown, North Dakota. Obtaining her transport license (now called commercial) in 1933 she feels was the turning point in her career — she could fly now and be paid for her fun and toils. Barn-storming, aerobatics, "hopping" passengers and charter work kept her busy and happy — anything for flying time! A pilot then had to fly 10 hours every six months to renew his transport rating.

In 1939 Evelyn achieved her instructor's rating, the second woman in U.S. to have this certification. She holds also a ticket from Federation Aeronautique Internationale, dated 1937, at which time she made an effort to better the women's world altitude record (third category).

In December of 1941 WW II shut down all private flying within 50 miles inland from the coastlines of the U.S., and Evelyn went to Alturas, California to be instructor in the military pilot-training program of the U.S. Army cadets. Another woman at the same base instructed U.S. Navy cadet pilots.

The next two decades embraced forestry reconnaissance for the state of California and U.S. Forest Service, fire patrol and spotting; public relations work for Oregon State Board of Aeronautics on their Air Age Education plan to bring the public into closer touch with aviation. Many hours were devoted to Civil Air Patrol (she was a charter member in 1941 of Washington CAP), Air Scouts, Girl Scout Wing Troops, Flying Farmers, Oregon Pilots' Association, and the Ninety-Nines, organizing fly-ins, races and rides to promote interest in aviation, and writing for "Flying Time," a public service program on aviation for radio station KOAC in Corvallis, Oregon and network stations. She operated B&W Flight



Evelyn Waldren with T-Craft "Miss Liberty" in which she set 1941 non-stop border to border flight, Vancouver, British Columbia to Tijuana, Mexico.

Service in Enterprise, California and later Shasta Aviation at Redding Sky Ranch.

Evelyn has been a member of the 99s since 1940 with the early Oregon Chapter. She was their vice-chairman in 1940-41 when Edith Foltz Stearns was chairman, Bessie Halliday the secretary, Leah Hing, treasurer, Dorothy Hester Stenzel a member — all aviatrixes of note. In 1948, after being away during her defense activities, she reinstated and was chairman of Oregon Chapter, 1948-50.

For three successive years she was chairman of the OX-5s Oregon Wing and in 1978 was named National OX-5 Pioneer Aviatrix of the Year.

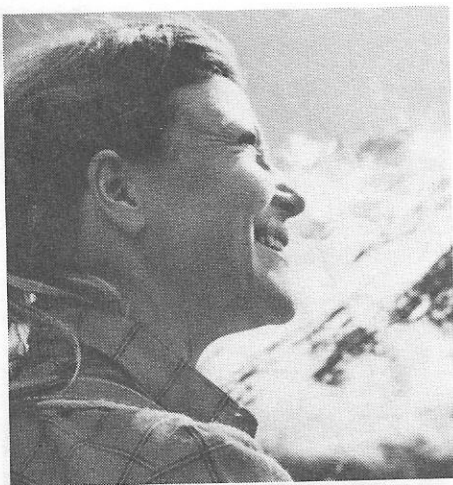
Among all her achievements, Evelyn is proudest of her record non-stop border-to-border flight in 1941, departing Vancouver, British Columbia, 2:30 P.M. on October 1, landing in Tijuana, Mexico 7 A.M. October 2. The Lycoming-powered Taylorcraft BL-65 was loaded with 80 gallons of gas — 19 gallons in a tank suspended from the frame in the baggage compartment behind her, gravity fed by petcock into a 49-gallon tank specially built to the shape of the seat beside her, from there wobble-pumped by hand every 15 minutes into the 12-gallon capacity main nose tank — all this in addition to navigating 12 hours in the dark of night by following beacons, maintaining oil level at intervals, and flying her ship 16 and a half hours, averaging 103 MPH, set for her two women's records for speed and distance in light single-engine plane.

At the present time, Evelyn is in Vancouver, Washington at Evergreen Field, still "doing her thing" teaching devoted

students how to "slip the surly bonds of earth." In January 1981 she received a special award at the FAA/AOPA Instructors Refresher Clinic at Portland, Oregon as oldest instructor to complete the course. She also now is research director and co-author of a comic strip entitled "The Barnstormers" syndicated with API, dedicated to the early "bedsheet and wire" fliers who helped make aviation what it is today. Fond remembrances are her own favorite J-6-5 Eagle Rock, the Fleet-2 with Kinner engine, the Waco with the Hisso. There was a Rearwin Sportster with 70 HP LeBlond engine, another with a 90 HP; two Waco UPF-7, a cabin Waco YKF-7 (which she says really needed three hands to fly), two Piper Cubs, two Aeronca Champs and one Chief, and two Taylorcrafts. Another early love was a Curtis Wright, Jr. with 45 HP three-cylinder pusher Szekeley engine. Quite a list for a petite helmet and goggle fly-girl.

Evelyn Waldren, today, with almost 50 continuous years as a flight instructor to her credit.





Aline Robard-Lesaffre, Swiss delegate for the Federation of European Women Pilots, is a glacier pilot. She plans to enter the TRANSAT race in her Cessna 310.



Dominique Verdier serves as co-pilot on a DC10 of the UTA international airlines.



French Women Pilots

by Marie-Joséphine de Beauregard

(Because of a post office error, the following article was returned to Paris to Madame de Beauregard, president of the Federation of European Women Pilots as well as the Association of French Women Pilots. Unfortunately, it was not received in time to be included in the Jan.-Feb. issue, whose theme was international women in aviation.

Our thanks to 99 Jeannie Ball and all her visiting French relatives for translating this material for *The 99 NEWS*.)

* * * * *

French women pilots, who were the first women to "take to the air," have proven themselves worthy heirs of a tradition dating back to 1784.

Dedicated to gaining equal rights and opportunities in a male-dominated area, their exploits and courage have made an indelible mark in the annals of aviation history.

Included in this illustrious roster are the achievements of Adrienne Bolland, Maryse Hilsz, Helene Boucher and Maryse Bastie.

There are approximately 4500 women pilots in France, although there are only about 100 professional pilots, including 12 airline pilots; almost 25 percent are primarily glider pilots.

A number of women rank as top executives in aviation related enterprises: Nicole LeCozannet (air transport, Air Antilles), Nicole Demarle (air communication) and Yvette Filskov (air contacts).

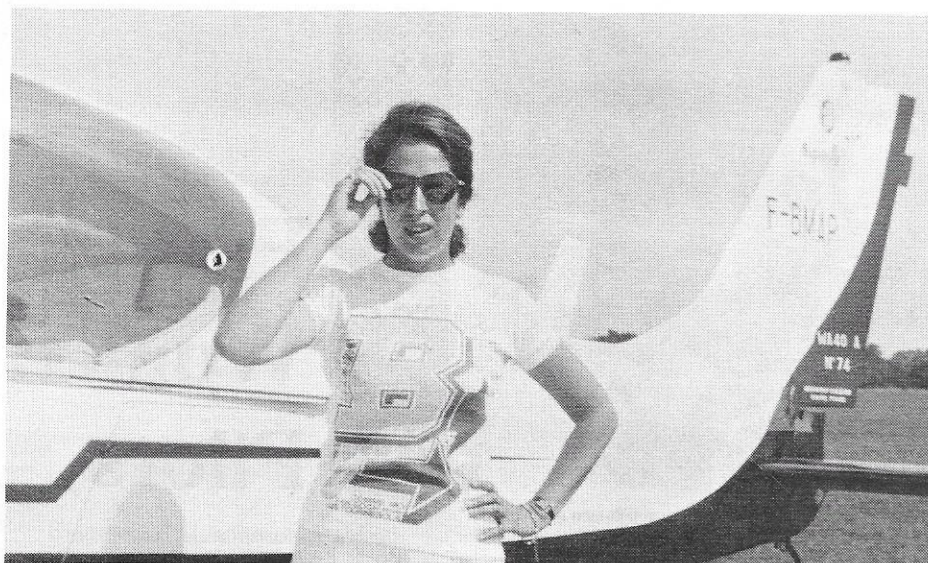
Claiming the distinction of being the first woman to serve as the personal pilot of a head of state is Odile Gander, captain of the Presidential F27 in the Congo Republic.

Gliding is extremely popular, especially among young women, as it introduces them to flying and is comparatively inexpensive. Eleven gliding champions have earned Gold Badges with Diamonds, the highest international award given, in international competition. Marcelle Choisnet-Gohard broke 28 records, including 14 world records, in 1953.

Brigitte Faure, recent recipient of an APF scholarship, is a doctor as well as a licensed airplane, helicopter and glider pilot. With the teams from the "Doctors without Frontiers" organization, she flies helicopters to help the victims of disasters, such as flood, earthquake and war refugees.



cont. on p. 16



Marie-Joséphine de Beauregard

On the other hand, the high cost of flying helicopters (800-900 FF an hour) has limited the number of participants. Valerie Andre, now General Andre, first gained world recognition as a woman helicopter pilot in 1950.

Aerobatics have continued to attract a growing number of French women. Madelyne Delcroix became world champion in 1968 at the age of 20. In 1978 the APR formed the first women's aerobatic team in the Western world. The team has five members and, of these, Francoise Geminel was French aerobatic champion in 1977 and Catherine Marion became champion in 1978.

In sporting events (races, rallies, etc.),

French women have been highly competitive. Jeanine Emanuel won the International Henry Boris Helicopter cup in 1978, and three women are preparing to race in the "Transat."

They are Helene Lacour and Nicole Duval, who will team on "Partenavia," and Hrisa Pelissier, who has already flown around the world and crossed the North and South Atlantic several times in her Wassmer.

All of these women are proud of the fact that the first women's flying association in the world was formed in France at the beginning of the 20th Century under the guidance of Marie Surcouf. Named "Stella," the group's goals included emphasis on the



Jeanine Emanuel, owner of a Jet Ranger, was the first woman pilot to win the Boris National Helicopter Cup in 1978. An international delegate to the AFP, she serves as the liaison with the Whirly-Girls, of which she is a member.

presence of women in aviation and served as a springboard for the modern Association of French Women Pilots.

Today's A&P has broadened its services greatly. In 1973 it succeeded in getting French women admitted to the Airline Pilot Section of ENAC (Ecole Nationale de L'Aviation Civile). This means that women who graduate from this school are automatically hired by one of the three national airline companies.

Other major accomplishments include establishing scholarships, organizing international meetings and expositions and perpetuating their pioneering role of the past through continued vitality in the present.

We have a winner!

Ninety-Nine Marianne Moyer of Columbia, Maryland, a member of the Potomac Chapter, is the ecstatic winner of the original oil painting of Amelia Earhart's red Lockheed Vega low over the ocean on her historic Atlantic solo flight. The winning donation, drawn at the banquet festivities during the South Central Sectional at Oklahoma City May 2, 1981 was a mail-in donation, thanks to the fine publicity given by *The 99 NEWS* through Jan Million to the Nebraska Chapter's project to raise money for the International Ninety-Nines Aerospace Education Fund.

The Nebraska Chapter project resulted in \$1229.00 for the fund. Since the Nebraska Chapter donated the price of the painting and its framing, and the recipient will pay the shipping costs, the entire amount goes to the fund. The project was carried out in honor of Evelyn Sedivy, International Aerospace Education Chairman, a member of the Nebraska Chapter until accepting the

position of Safety and Education Supervisor for the Montana Division of Aeronautics last year.

William J. Reynolds, internationally known aviation artist, had carefully researched the incident of the painting with Dr. Paul Garber, Historian Emeritus of the Smithsonian Air and Space Museum. A copy of Mr. Reynolds' letter detailing this research accompanies the painting. The project would not have been possible without the generosity of the artist.

When Marianne had recovered somewhat from the excitement of the telephoned news that hers was the name that had been drawn, she said that she is a relatively new Ninety-Nine, having joined only about 18 months ago. She and her husband John both work for the C&P (Chesapeake and Potomac) Telephone Company in Washington, D.C. but live in Columbia, a suburb of Baltimore. Marianne is on the marketing staff.

Asked what prompted her to learn to fly, Marianne related that she had changed jobs in the telephone company about four and a half years ago and had found herself seated beside "a guy who talked flying all the time." She thought she wasn't one bit interested; but, when she finally let him take her and her husband up for a ride, they were both fully hooked. Now they both have their instrument ratings and Marianne has her own little Cessna 140 (flyable) which she is restoring. Marianne had just attended her first Sectional, the Middle East, at the Marriott Hotel and Dulles Airport and was thoroughly excited about it.

Many, many thanks from the Nebraska Chapter to each of you who made donations to the International Ninety-Nines Aerospace Education Fund. It is great to know that the magnificent one-of-a-kind Reynolds painting has gone to an enthusiastic Ninety-Nine.

Florence Boring

Journey to the Colombian jungle with Jerrie Cobb

by Jeannie Ball

The South American jungle ... an endless green ocean where even the rivers are barely visible from the plane, where Indian villages are so isolated that sometimes, after landing on a primitive "pista," the missionaries must still travel six hours in a dug-out canoe to reach them.

Last October, two Florida Spaceport Chapter Ninety-Nines were embarking on one of those expeditions that we often dream about, but in which very few of us get a chance to take part. Jerrie Cobb and her friend Ruth Lummis had invited Alis Rivera and Margaret Stannah to accompany them on one of their regular missionary expeditions in the heart of the Amazonas jungle.

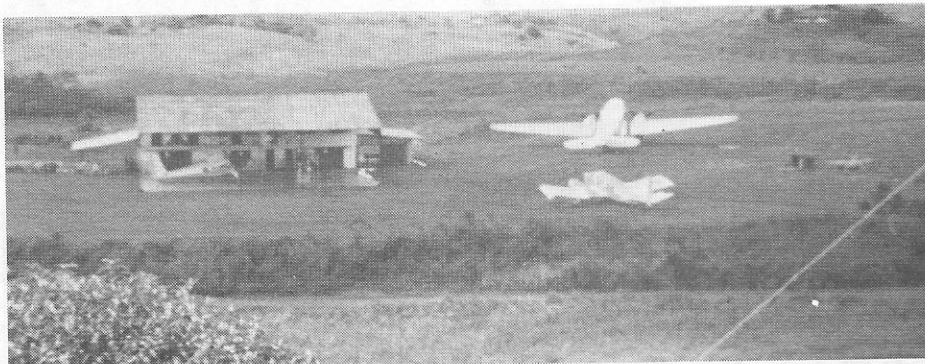
Since 1964, Jerrie Cobb, former test pilot, astronaut candidate and member of the Oklahoma Aviation Hall of Fame, has been flying her airplane to bring help, medicine, supplies and spiritual comfort to the Indians who live in the jungle of the Amazonas. When nominating her for her the Nobel Peace Prize, Congressman Mickey Edwards said about her work: "In an area so large and inaccessible, an airplane is the only way possible to bring help to millions of Indians being decimated by disease, starvation, floods, tribal wars and just plain hopelessness, wild animals and by the unknowing white man — adventurers, rubber, oil and gold hunters — who often shoot the Indians and will kill more by spreading their diseases to which the Indians have no resistance ... Rather than change the Indians' way of life, Jerrie Cobb believes the real need in Amazonas is to preserve their time-honored culture while providing the necessary medicines, vaccines, seeds and other aids that will allow them to continue in this 20th Century."

Margaret had met Jerrie Cobb in 1953 during an air race. Their friendship grew during the past three years since both belonged to the Ninety-Nines and to the Grasshoppers, a Florida group of women pilots. Margaret, who is also very much interested and active in church work, had always wanted to accompany Jerrie on one of her missionary trips and this was finally her chance. She did not know the jungle and she did not speak Spanish, but she was going!

Alis was there because of an idea about honey bees. A problem which has concerned Jerrie is the malnutrition which directly or indirectly kills so many Indians.



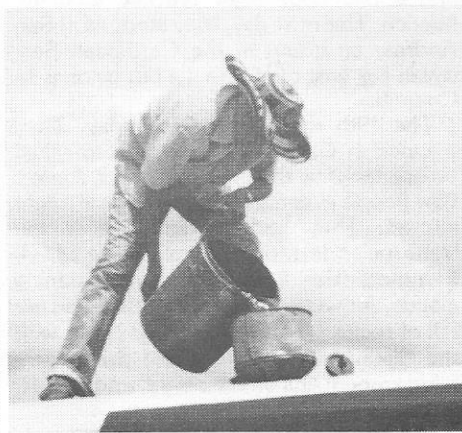
Ruth, on the wing, supervises refueling while Alis and Jerrie see to the loading.



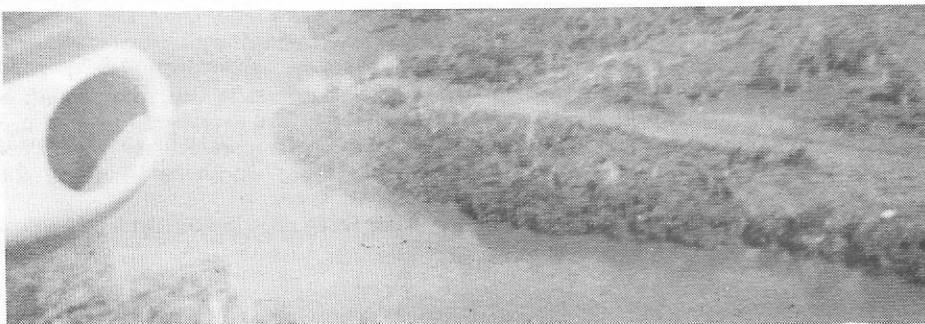
The airport at Lomalinda.



Fueling.



A "pista" seen from the air.

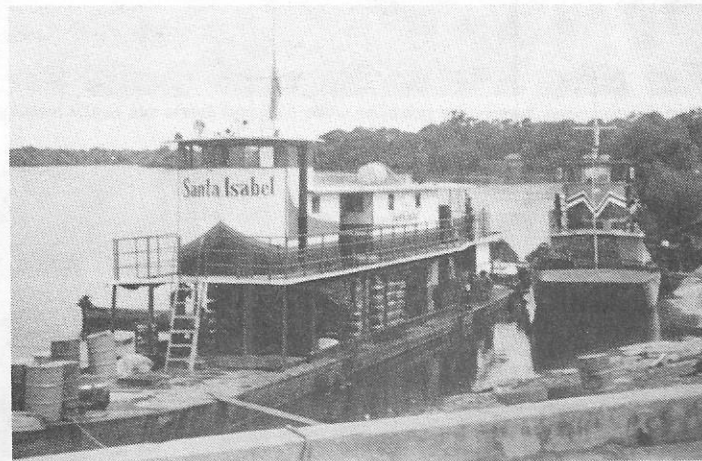


Jerrie with a rancher friend.



Jerrie working on her plane — with an audience.

Orinoco River at Puerto Inirida.



She has done what she could to improve their diet "down on her knees and grubbing around in flood plains ... or teaching Indians how to plant and harvest rice" as Congressman Edwards vividly describes it. Although we imagine nature as generous and at her most bountiful in the jungle, the Amazonas are in reality a very poor place to grow food. The yucca flour which is the basis of the Indian diet and which takes so much effort for the women to prepare is nutritionally very inadequate. The lack of protein leaves the Indians weak and with little resistance to disease. Alis, who was brought up in a remote corner of Venezuela, thought that bees could be raised in the jungle and mentioned to Jerrie that honey could be an important addition to the Indians' diet. Jerrie invited her to accompany them to find out on the spot how well the idea could be carried out.

From the moment Alis and Margaret took off from the Clewiston Airport in Florida until their return from Villavicencio, Columbia aboard a seatless DC3 a month later, they had the opportunity to step out into a different country, a different clime, a different culture.

On the 17th of October, Jerrie, Ruth, Alis and Margaret boarded Jerrie's Islander BN-2A-8 on the first leg of their trip. They flew

over the ocean, often within sight of the Central American coast, and after a four and a half hour flight reached Cancun, Mexico. The next day, they stopped at San Andres, an island in the Caribbean Sea, which lies east of Nicaragua but belongs to Columbia.

The 19th was a long flying day. They stopped in Cargatena, Columbia to refuel before tackling the crossing of the Andes. Few people ever dare to cross them in a light aircraft. They had to detour over the Venezuelan territory to avoid some 18,000 foot mountains. Looking at the threatening clouds, Jerrie said, "Those clouds ahead are full of rocks." They traveled for hours with the "llanos" on their left and the breath-taking mountains on their right, and made it to Lomalinda with the sunset.

In Lomalinda, Columbia, their missionary base, the women did some necessary shopping. They went to the next village, bumping along on the uneven gravel roads, Alis hanging for dear life behind Ruth on one Honda, Margaret and Jerrie on the other. They bought supplies and jungle equipment, in particular the hammocks which they would need during their stay in the Indian villages.

When they were not shopping, Alis and Margaret helped with the work on the

airplane. They were to do a great deal of that during their stay in Columbia. There is a flavor of the pioneering days of aviation in the tales they tell. Filling the tanks and putting the oil in the plane involves laborious transfers from drum to bucket to plane.

Because of the flying conditions in the jungle there are always repairs to be made. The landings take place on barely improved strips or "pistas," often a spot hacked out of the tropical vegetation according to Jerrie's recommendations. After all the exhausting labor in which the whole village participates gladly since the airplane is their only convenient link to food supplies and health resources, the pista still is rough. Before each take-off, the pilot must walk the strip to uncover potential hidden hazards. Even so, there always seems to be new nicks on the leading edges and props and new cracks on the windshields. The cracks must be sanded and smoothed out and the leading edges taped with black tape. Then, too, there are other repairs which might seem unorthodox to us with our reliance on well-equipped hangars, but results are what count: a twisted safety wire to replace a lost clamp, a broken hose temporarily taped leakproof and the flying workhorse is ready for another mission.

After three days in Lomalinda, they flew

Stolter house at Cano Colorado. Doctor's waiting room on porch.



Jerrie and her Tucan which the DeLeons keep for her between trips.



on, stopping for a brief visit with friends of Jerrie who run cattle ranch on the headwaters of the Orinoco, at the limit of the llanos and the jungle, and finally arrived at Mitu in the afternoon. Mitu can only be reached by air or by canoes when the water level of the Vaupes River is high enough.

Here Alis and Margaret said "goodbye" to modern comfort, "hello" to the simple life: rainwater to drink, bathwater pumped to the roof and trickling down by gravity for their shower, a generator which provided electricity only from 6 to 9 o'clock every night.

But the inn was run by Colombian friends of Ruth and Jerrie, Ligia and Ernesto DeLeon and the place is attractive with its outdoor dining room. It soon became home for Alis and Margaret as it has been for years for Ruth and Jerrie.

Mitu is the base from which the two missionaries take-off on a variety of missions: to transport the sick to and from the hospital; to bring the local priests to their flocks since hundreds of miles sometimes separate the parishes; to carry much needed seeds and food to the people suffering from malnutrition... There were as many as 10 trips in one day. Often Jerrie and Ruth had no time and no thought for food as they multiplied the mercy flights, and

Senora De Leon would run after them urging them to please eat something.

Alis and Margaret did not go on all of those trips. In those missions, the payload comes first. For the short and rough pistas where Jerrie had to land, it is sometimes necessary to remove some of the fuel from the tanks and to put it back later by bucketfuls. Even in the plane's lightened condition the wheels might barely clear the high tree-tops and there is a breathtaking moment on take-off. One day Jerrie had a chance to pick up 8000 pounds of dried fish for the Indian children of the mission school. Because the pista was so short, it took her several trips to bring the whole lot. And even then, her day was not done...

On the 26th of October, Alis and Margaret flew to Acaricuara, a chief village of the Tucano Indians, where they stayed for two days enjoying the marvelous setting with numerous waterfalls rushing down from the top of the mountains. They lived in the half of the chief's house which is the home of the Acaricuara missionaries. The walls of the house are made of mud-covered reeds, the floor dirt which had been tamped down until it is quite hard. Alis and Margaret slept in hammocks, cooked their food on a homemade wood stove and bathed and washed their clothes in the river. The chief

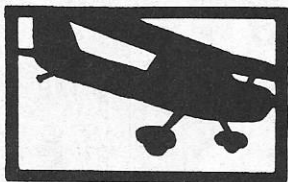
himself had instructed one of the village women to take them to a place in the river "where they would not drown."

In Acaricuara, Alis and Margaret came to know and enjoy the Indians. Some of the missionaries have been there for 15 years and have excellent rapport with the "Indigenous." The Indians wander in and out of the missionaries' house and express their affection in many ways. On this visit a woman came to greet Jerrie and her group carrying a plate of hors d'oeuvres: roasted and dried caterpillars. A friendly gesture, but Margaret who had taken everything new in stride so far, could not face this new challenge. Alis thought that the caterpillars tasted quite good, rather like beef jerky.

A few days later, Alis and Margaret were visiting Cano Colorado, a village of the North Barasano indigenous, to attend a party in honor of the first graduating class of the missionary school. They were lodged for the night in the "maloca," a large communal house where 12 families lived, about 70 persons altogether. Each household has its own separate corner for sleeping, but not even a blanket separates the various areas. Another part of the building is reserved for cooking, and there the four women

cont. on p. 21

Survey for Owned & Non-Owned Aircraft Liability & Physical Damage



Group Insurance



We Need Your Help

To enable an aviation underwriter to determine a group rate on insurance for 99 members and their pilot spouses and children, please answer the questions below and send the completed form to Jeanne Kautter or Dodie Billig at Cunningham, Jeffrey & Co.

Thanks for your cooperation.

Age
Ratings
Home Base (city, state)
Number of logged hours
Number of years flying
Type of aircraft normally flown
Do you own your own aircraft?
Type and year of owned aircraft

99 Member	Husband's (Pilot Info)	Children of 99's (Pilot Info)
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
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Detach and Return To:

Jeanne Kautter

Cunningham, Jeffrey & Co.
"The Insurance Office"

7101 Mercy Road, Insurance Exchange Building, Suite 106,
Omaha, Nebraska 68106 / 402 393-9800

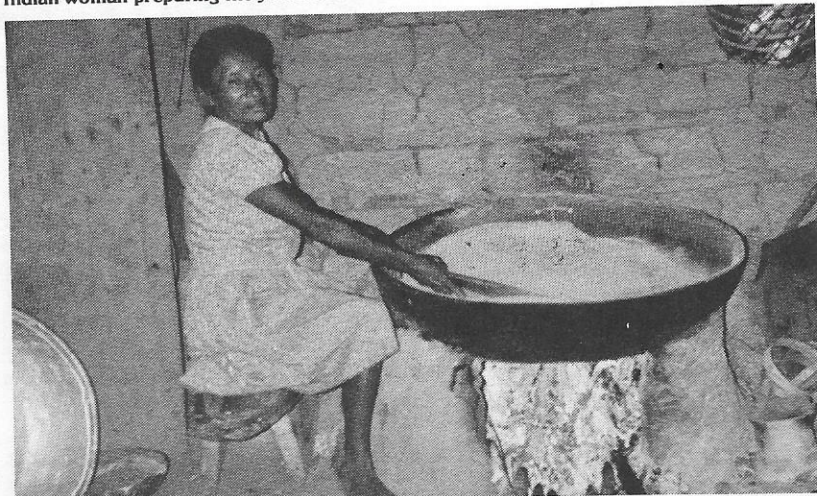


Taxis in Puerto Lleras.



Alis tries her hand at cutting wood in Acaricuara.

Indian woman preparing the yucca flour. Barranca Minas, South of Ecuador.



Margaret doing maintenance work.



Journey cont. from p. 19

prepared their food in pans lent to them for the occasion. They ate their meal in their own corner sitting in their hammocks and digging with their spoon in the common pot. They shared their surplus with the Indians. Then they joined the party. The Indians played flutes, sang and danced in their stunning regalia: "brightly colored feathers, painted faces and bodies, loin cloths and headdresses, bones around the ankles and jaguar teeth around the waist," as Margaret describes them. The party lasted until morning and was not even marred by Margaret tripping and falling in a bag of bones and tiger teeth. After calling it a day, the four friends could hear from the hammocks the sound of the night-long rejoicing, but it was a well-run party and it did not disturb their sleep.

In the weeks that followed there were many other trips and parties, maintenance work sessions and chats with the Indians. Margaret was going from one discovery to another. The very simple life style, the rough buildings and furnishings, the different food, the strange languages, everything was new. Sleeping in a hammock, dining on "mate lapa," a sort of beaver which Margaret found very good, washing her clothes in a rushing stream, standing on an airplane wing to fill the tanks with a bucket — she enjoyed everything.

For Alis who had been brought up in the jungle and as a child could hear the roar of the tigers from her little bed at night, things seemed familiar, like a return to her growing years. She only recalls being afraid once. They were going one day from Monfort to Piracuarpa on the Papuri River in a dug-out canoe. Along the banks of the river they could see the little shacks of alienated Indians who had left their village to live alone in the jungle. There were beached canoes on the shores, "the dead men's canoes." In the ritual of some Indian tribes, after death the corpse is placed on a skiff and pushed out on the river where it floats away until it overturns in the rapids. The waters are fast and treacherous and have claimed many lives. These dugouts only have about three inches of freeboard and Alis admits to having been scared stiff during the two hour round trip.

Since their return Alis and Margaret have spoken warmly of their Amazonian experience. Margaret has been asked by various groups to talk about their trip and to show the many pictures they brought back from South America.

For Alis, the whole journey was exciting. She was glad for a chance to go back to her roots and she was delighted by the wonderful scenery. She was fascinated by the work of the missionaries and the almost superhuman efforts of Jerrie and Ruth to improve the life of the Indians. "It was

good," she says, "to see that someone cares." She was glad to have numerous contacts with the Indians and she was moved by the rapport which exists between Jerrie and her group and the people of the jungle: a love freely given and reciprocated. Her dream is to go back someday and to do also what she can for the Indians. Her plans for introducing bees in the jungle could not be carried out immediately. The mild Italian bees which could provide the honey were nowhere to be found in the area: the ferocious, Africanized black bees have eradicated them. But she still thinks that the idea is a valid one and she has not given up on the project.

Margaret learned so much on the trip. The diary which she kept daily with notes on the new world surrounding her shows her eager to understand and enjoy the people, the scenery, the plants, the animals — she liked everything. In a situation where more than three languages were spoken, English, Spanish and various Indian dialects, she had to depend on her friends to do the translating, but that did not stop her from living the experience to the fullest. In spite of the language barriers, she also could feel the affection flowing between the Indians and the missionaries. She says, "Jerrie and Ruth are even more self-giving than I realized." The love that the Indians give them naturally extended to Alis and Margaret. Would she go back? "Of course!"

North Hollywood Amelia Earhart Regional Library Dedication

by Cecelia Stratford

The San Fernando Valley 99s were instrumental in changing the name of the North Hollywood Library to the Amelia Earhart Library. The name change, suggested by a patron, is most appropriate since Amelia lived in the area and a statue stands in her honor on the same corner.

The 99s worked with other community groups planning the events to celebrate the new name. In addition to the San Fernando Valley Chapter, Orange County, Long Beach, Palms, Inland California and San Gabriel Valley 99s donated a hand-crafted sign for the main entryway to the library. Amelia's signature in gold-colored metal set on redwood is part of the sign.

The library has an "Amelia Earhart" corner with various pictures and articles donated by Lockheed, 99s, Zontas, Ann Pellegrino, Neta Snook Southern and others. Of particular interest is one of A.E.'s scarves, generously donated by her sister, Muriel Earhart Morrissey. A large portrait of A.E. hangs over the fireplace.

Several hundred onlookers attended the afternoon dedication ceremony on April 21. At the proceedings, San Fernando Valley 99 Chairman Vesta Malby proudly received a plaque given to the 99s for their help in the project. San Fernando Valley 99 Ceci Stratford also participated in the program,

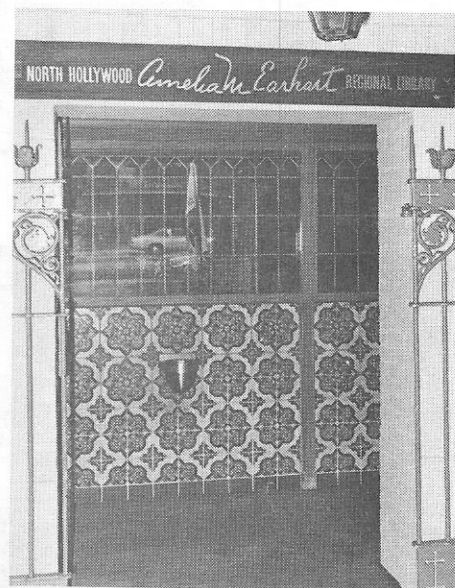
reading a beautiful letter from Neta Snook Southern. Neta wrote the letter specifically for the event and related stories about Amelia, books and libraries.

The keynote speaker was Abby Haddaway, a San Fernando Valley 99. Abby shared some of her experiences in flying, with air racing, 99s, the OX-5 Club, and most exciting of all, told of the times she met Amelia.

Attendees included Congresswoman Bobbi Fiedler, WASPs, Zontans, 99s from various chapters, aviation historians, sculptor Ernest Shelton, and the North Hollywood High School Band! Afterwards, all enjoyed refreshments in the library while viewing the Children's A.E. poster contest entries, pictures and memorabilia.

The library will start a special book collection on aviation and is accepting donations for the collection. Already United California Bank (Ceci's employer) and the Vintage Aeroplane Association have made generous contributions. Earmark your donation for the *Aviation Book Collection*. Make your checks payable to the "North Hollywood Amelia Earhart Regional Library" and send them to:

North Hollywood Amelia Earhart
Regional Library
5211 Tujunga Avenue
North Hollywood, CA 91601



Sign donated by local 99 chapters, designed and crafted by pilot-artist John P. Innes.

Ninety-Nines attending the North Hollywood Amelia Earhart Regional Library dedication were: Bernie Stevenson (LA); Vesta Malby, Sylvia Sanderson, Ceci Stratford, Barbara Michaels (SFC); Virginia Showers (LA); Abby Haddaway (SFV); Claire Gould (Palms); Marge Morong (SFV); Harriet Zimney (LA); Eddy White (SFV); Margo de Carie (A.E.'s Secretary); and Shirley Clark (SFV).



Vesta Malby receiving 99 plaque from Chamber of Commerce president. On left, Ceci Stratford; on right, sculptor Ernest Sheldon.

NOTAM

For last-minute convention registration, contact
HARRIET FULLER
617-842-4261
or see Convention Registration
Forms on page 9, March
issue of *The 99 NEWS*.



News, Activities and Projects

News from Japan

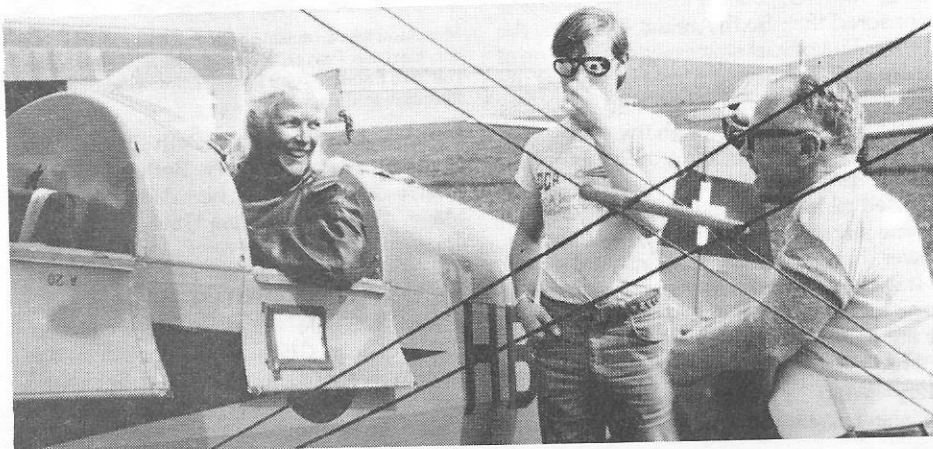
Yae Nozoki, chief director of the Japanese Women's Association of Aeronautics writes that there are about 100 women pilots in Japan, most of whom are owners of their own companies. It is very expensive to get a license in Japan, costing approximately \$7,500 to \$10,000 in United States money. At the present time, she reports, there are no women flying as airline, charter or instructor pilots, although they hope to be able to remedy this situation in the near future.

Recent activities of the Japanese association include a goodwill flight to Tokyo, Kagoshima, Okinawa and Hong Kong performed in March; the eighth goodwill convention and reception between Japan and the Republic of Korea in April; and also a visit by former 99s President, Lois Feigenbaum, also in April.



The eighth goodwill convention and reception between Japan and the Republic of Korea took place in April, 1981.

Japanese women pilots performed a goodwill flight from Tokyo to Kagoshima to Okinawa to Hong Kong in March.



Madeleine Schneeberger, East African Section, recently spent five weeks in her native Switzerland for some Ski and Bucker-Flying and reports having lots of fun.



Former 99 President Lois Feigenbaum (second from left) traveled to Tokyo in April where she was warmly greeted by Hesato Sasaki, President of Japanese Owners and Flying Club; Yae Nozoki, Chief Director of Japanese Women's Association of Aeronautics; and Emiko Aoyama, Director, Japanese Women's Association of Aeronautics.

weekend (which we ordered specially, of course).

We were delighted to have had the opportunity to entertain our International President, Janet Green for the duration. Janet accompanied one of the girls for a flight over Niagara Falls and area in her twin. I'm sure she enjoyed the spectacle.

Saturday's meeting with Rosella Bjornson and Virginia Cunningham in the chairs proved to be very informative, especially for new members. By the way, congratulations to Rosella for achieving her 737 rating in January. Topics included: numerous reports; our government cutting tax benefits to only the first 35 hours of training; liaison appointed for government business; and pregnancy while flying. Dr. June Mills from Saskatchewan arrived with much correspondence in tow concerning the latter issue.

Saturday afternoon offered an Art Gallery tour featuring Walter Trier's Children's Books illustrations and European toy collection. This sufficed in place of a Festival tour which was not available at this time due to rehearsals for the summer productions.

Our banquet Saturday evening was in the form of a Medieval Feast (Look Ma! no cutlery!) in a 16th Century setting complete with jester, chorale singers, wassail bowl punch, special bibs and speaker Joffre Woolfenden, who has flown them all from day one, often by the proverbial "seat of his pants."

General consensus was that all enjoyed themselves immensely. Absentee members

EASTERN CANADA SECTION

Maple Leaf Chapter

East met West once again as the Maple Leaf Chapter hosted the All-Canada Section conference in the beautiful Stratford-on-Avon, May 1, 2 and 3rd. It all began with registration and a wine and cheese party on the Friday evening.

Many girls flew themselves in from Montreal, Toronto and Saskatchewan which kept our transportation committee on their toes. As an added bonus, the weather was clear and sunny the entire

were sadly missed and missed a great chapter in their aviation experiences.

by Sylvia Hutton

MIDDLE EAST SECTION

Greater Pittsburgh Chapter

On Saturday, May 2, 1981, at Westmoreland County Airport, Latrobe, Pennsylvania, the Greater Pittsburgh Chapter sponsored their Sixth Annual Allegheny Air Derby. The official starter was Paul Long of Channel 4, TV newscaster. He started the derby at 12:30 p.m. and by 4:30 all results were in and posted through the courtesy of Control Data Corporation of Pittsburgh.

This proficiency race, opened to all licensed pilots flying any stock model single engine aircraft of not more than 420 horsepower, had 30 planes finish in the derby.

It was a nice and partly sunny day, with a large turnout. Both family and friends were at the airport to see the air derby.

Three 99s, Robin Hages, Mary Petitto and Mary Waite participated in the race. Finishing in the top ten were:

PILOT COPILOT	RACE SCORE
1 Paul Kuhn Preston D. Lytle	99.246842
2 John R. Locke Kenneth Locke	98.810328
3 Debra Ann Calvin Charles A. Eaves	98.598514
4 Jon H. Speer Carole Pendleton	98.199264
5 Marie Eaves Shelly Schellberg	97.893627
6 Norm Bartko Charles Powell	97.140675
7 Scott Dooley Beverly Greb	96.730588
8 Bob Rieth Larry Rohl	96.730583
9 Diane Wall John Edwards	96.522795
10 Kenneth Fry Jack Scott	96.041418

by M.Y. Markiewicz

Maryland Chapter

The members of the Maryland Chapter completed the airmarking of Carroll County Airport. The airmarking was weathered out last October as well as April of this year. The lettering crew, composed of Roy and Sally Williams, Ginny Vogel, Bruno and Donna Suwall and her sister Janice worked on Friday, May 8, to prepare for the painters on Saturday, May 9. Those wielding brushes on Saturday were Joan Bates, Doris Jacobson, Kay Bays, June Hanson, Janice Colvin,



Maryland 99s airmarking Carroll County. Pictured are Barbara Porter, Betty McSorley, Tish Maye, Barbara Feader, Joan Bates, Zelma Gavitt, Sherry Marshall and daughter.

Barbara Feader, Mary Beth Autry, Bev Mentzer, Barbara Porter, Betty McSorley, Sherry Marshall and her daughter, Tish Maye, 49½er Jim, Zelma Gavitt and 49½er Jerry.

Janice Colvin, Section NIFA Chairman, was chief judge for the U.S. Precision Flight Team Regional Meet in New Haven, Connecticut. Competition included two landing events (short field and power-off) and a navigation event. Emphasis was placed on technique, skills and accuracy plus good common sense safety-wise. Top five winners were eligible to go to the National Meet at Kansas City, Missouri. Janice recommends long underwear be included as standard equipment for all judges for these events from September to June.

by Joan M. Kosek

NEW YORK- NEW JERSEY SECTION

Long Island Chapter

Four members of the Long Island Chapter have received their FAA Stage I Safety Wings — Pat Bizzoso, Roberta Pistorious, Mae Smith and Ruby Bostic.

Nicole Radecki, Long Island Chapter member and governor of the NY-NJ Section has recently obtained a position as Chief Pilot with Cosmopolitan Sky Center, Republic Airport, Farmingdale, New York. Nicole has over 3200 TT with more than 250 hours of multi-engine time since 1976 when she received her multi-engine rating on an Amelia Earhart Career Scholarship. She certainly has put the training from the scholarship to good use. Besides teaching and flying and being responsible for putting new input into the departmental system, she hopes to fly Cosmos' twin engine Convair 440 on commuter flights to Boston in the near future.

Long Island Chapter member and International Board Member Ruth Dobrescu has been jumping all over the United States in the last six weeks. She attended the Board Meeting in Oklahoma City; the Women in Aviation seminar in Wichita; the Middle East Section Meeting in Washington, D.C.; the South Central Section Meeting in Oklahoma City; the NY-NJ Section Meeting in Toms River, New

Jersey and after all that — took her mom to Florida for a quiet weekend.

Fourteen girls showed up for a special meeting to "mark cards" for the annual Long Island Chapter Poker Run. Unfortunately, all the hard work done by Joan Scarpinato and Jill Hopfenmueller will have to be partly redone in the fall of 1981 as we were blown out and IFR'd out of both the original and the rain date this spring. We had



Assisting with the Palisades Chapter Poker Run on May 16th are (front row) Poker Run Chairman Clarice Bellino, Sue Palmer and Valerie Dempsey; (back row) Blossom Friedman, Linda Bock and Micki Thomas.

a preregistration of 79 hands without even making it to the airport. We should have quite a turnout in October.

Many of the Long Island Chapter girls have been attending an abundance of FAA Safety Seminars throughout Long Island and New York. Seems if you want to go "safe" there is always a meeting or two or three to attend around here.

by Patricia Rockwell.

Garden State Chapter

"The 99 Swing Into Spring" was the theme of the New York-New Jersey Section Meeting held in Toms River, New Jersey May 8th weekend at the Howard Johnson's Motor Inn. The Garden State Chapter hosted this fun-filled and educational weekend. We had a terrific turnout and a full program which held everyone's interest.

Dick Washburn of the North Philadelphia GADO gave a slide presentation entitled "Hard Facts About Soft Landings." We also saw a video tape on the new experimental runway marking system being developed by the New Jersey Division of Aeronautics and the FAA Technical Center. Ruby Rosenthal, former WASP, spoke to us about "the good old days" and showed an exciting film about the WASPs.

During the business meeting that followed, we nominated section officers, Nicole Radecki, governor, Clarice Bellino, vice governor; Mary Helfrick, treasurer; Doris Abbate, recording secretary; Betty Pifer, corresponding secretary. We also amended our section's Constitution and By-Laws. (We even made the papers!)

The Garden State 99s' airmarking at Millville Airport mid-May drew the attention of the local press, too, due to the celebrity

status of our own Alice Hammond ... a veteran pilot of 50 years (and an artist with a roller!) The airmarking was held in preparation for the Ninth Annual Garden State 300 to be held at Millville June 13th. We are dedicating the competition to Alice who has been an active 99 since 1932. She and her husband John, a pilot, aviation historian, and perfect 49½er, are an inspiration. They fly their Mooney, "Susy

another year with her being PIC.

Nelda Ewald has left us for longer runways in Illinois and the Chicago 99s. Nelda, husband Bill and son Jim will be living every pilot's dream. They have a runway and their own hangar at their doorstep now! We're happy for you Nelda, but you will be missed.

by Betty Pifer

NORTH CENTRAL SECTION

All-Ohio Chapter

The All-Ohio 99s take this opportunity to congratulate NIFA Top Woman Pilot of 1981, Candi Chamberlin, a student at Metropolitan State College, Denver. She is the recipient of the Arlene Davis Trophy and Silver Tray, awarded by the All-Ohio

CHAPTER NEWS, ETC.

Palisades Chapter

In spite of threatening IFR conditions to dampen the area, the start of the Fifth Annual Palisades Chapter Poker Run was delayed only two hours with brightening skies and all airports VFR.

Chairing the Poker Run at Essex County Airport was Clarice Bellino, vice governor, NY-NJ Section, who was ably assisted by chapter members Linda Bock, Sue Palmer, Micki Thomas; outgoing chairman, Blossom Friedman; and incoming chairman, Valerie Kempsey.

Fifty-two hands of poker were played by participants in 40 aircraft flying to Somerset Airport manned by Connie Moser and Pam Sheeler, to Flanders Valley manned by Helen Levy and Barbara Buehler, and to Greenwood Lake Airport manned by Alice Cutrone, Rae Pettig and Karen Hickman.

Prizes were awarded at Mustang Aviation at Essex County Airport, the terminus.

Happy hour and fun food followed at the Ground Round Restaurant across the street from Essex County Airport.

by Clarice Bellino

Chapter.

Jeane Wolcott, chairman, has been asked to serve as navigational judge for the NIFA Region 10 meet to be held at Kellogg field, Battle Creek, Michigan on October 10. The event is sponsored by Western Michigan University.

The chapter is one of three sponsors of the Ohio Small Race, scheduled for Ohio State University's Don Scott Field, Columbus, October 31. Ninety-Nines are contributing the third place trophy and \$75 in prize money. More details will be announced when final plans have been completed.

by Mirjana Gearhart

Chicago Area Chapter

May was a very busy month for the Chicago Area Chapter. Early in the month we attended the North Central Sectional meeting in Waukegan, hosted by the Aux Plaines Chapter, where we won the traveling attendance trophy. This was a first for our chapter.

On May 9th we flew to Valparaiso to join the Indiana Dunes Chapter in a celebration of five years since their chapter was chartered. We feel especially close to the Indiana Dunes Chapter and are delighted with the way it has grown in just five years.

Our chapter meeting this month was held at the Belvidere Airport. Deanne Brown and Tina Thomas were our hostesses and Burrill Coppennoll, GADO Accident Prevention Counselor, was our speaker.

May 22nd through 24th found a number of our members at the Illi-Nines Air Derby, some as contestants and some as workers. Three of our members were able to bring home trophies. Jerry Conners and Pat Keefer placed second in the speed category, with Kenneth Keefer and Marion Jayne coming in third. Ruth Frantz and Bob Frantz captured the first place trophy in proficiency.

by Marjorie Sundmacher

Greater St. Louis Chapter

Mary Cornu, one of our 66s, received her Private License and will shortly become a 99!

Chapter News cont. on p.27



Garden State member Alice Hammond at Millville airmarking; "She's an artist with a roller."

New York-New Jersey section officers nominated for a second term are Mary Helfrick, Nicole Radecki and Clarice Bellino.



Q," coast to coast to coast continuously ... seldom missing any aviation event. (I'm told they have so many flying hours between them, they need a suitcase with wheels to carry around their log books!) We are all looking forward to the 300 with great anticipation. Hope to see you there.

Following the airmarking, we reviewed plans for the 300 and conducted a business meeting wherein officers for the coming year were announced: chairman, Mary Helfrick; vice chairman, Betty Pifer; recording secretary, Diana DeLange; corresponding secretary, Racquel McNeil; treasurer, Betty Lehman. Our chapter has had a busy and interesting year under the leadership of Mary Helfrick and we look forward to



Palisades Poker Run Chairman, Clarice Bellino, who is also vice-governor of the NY-NJ Section, conducted an FAA Safety Seminar at the West Essex Junior High School in New Jersey the Thursday evening preceeding the Poker Run. She introduced chapter members who were participating in the activity and explained the safety rules of the event as well as informing the pilots of the pertinent facts regarding the airports in the poker run circuit.

New Horizons

Janet E. Cole

The untimely death of Janet E. Cole has left us saddened. She will be missed.

In tribute to Jan, her family, friends, and sister Ninety-Nines joined in a beautiful memorial service held in St. John's Episcopal Church, Clayton, California on May 14, 1981.

A very active member of Mount Diablo Chapter since early 1974, she had served as chapter secretary, APT chairman, aerospace education chairman and safety education chairman. Her keen interest in flying prompted her to pursue and earn her CFI rating. From this evolved her promotion of aviation safety seminars, educational programs and the successful completion of several White Knuckles Seminars, all Ninety-Nine sponsored.



Jan had participated in several air races. She also involved herself in numerous local general aviation activities.

Her contribution of time and effort was always generous and her sense of humor and good cheer throughout a recent illness were an inspiration.

THANKS, JAN! You have been a credit to the Ninety-Nines and to all women interested in aviation.

by Sharon Ketchum

Memories of Our Beloved

Curley Kirby

by Bobbi Trout

We OX-5ers and the 99s wind up the cat, throw out the clock — Whoops — look at the digital clock, and often wonder just when we will make our last flight as our beautiful beloved Curley Kirby of Costa Mesa, California did on May 19, 1981 after a short illness. Curley arrived on August 27, 1897 smiling and happy from the very start and always loving everyone with a sweetness she exuded throughout her entire life which we shall all remember and miss.

Curley was a very ambitious woman from an early age. She became the telegraph operator for a large R.R. during WW I until heroes returned from the war and she had to give way and wait for fill-in jobs, which were not too many. So she decided to sell

appliances door to door for awhile, until she changed her mind and thought being a nurse would fulfill her desires to help people. After nursing for some time, she was lying in bed from a short illness and heard planes flying overhead which, with reading about the girls making so many flying records in California, gave her the great desire to learn to fly and do things, too.

As soon as she was well, out to the flying fields she "flew" only to be told that they did not teach women to fly as it was too dangerous for women. She immediately threw her belongings into her car and "took off" for California and landed in Santa Monica. She soon found Clover Field and Jim Granger's and Clema's flying school where she met Jim and in no time at all he grabbed her \$250 check and promised her a flying license. She studied most of the time with Burdett Fuller, then working for Jim (who had been my teacher over a year before along with Al Hobard his partner). 1929 was the year she became a pilot.

Curley married a pilot and had much fun flying together. She married twice and leaves a daughter, Mary Bouchard, and friends galore.

Phyllis N. Haupt

Phyllis N. Haupt, former 99, flight instructor and chief pilot for the Aeronautics Commission of Indiana during the past eight years, passed on to new horizons in Indianapolis on Saturday, May 9, 1981, after a long battle with cancer.

Throughout her lifetime she was totally dedicated to aviation and flying, serving her country as a WASP during WW II, and serving the aviation community as a flight instructor in the years following the war. Among her students who became successful pilots were her husband, Jack, and her mother, Mrs. Nellie Evans, both of whom survive.

She became a member of the Indiana Chapter of 99s in the late 1940s, and for many years she was active as Amelia Earhart Chairman of the Indianapolis Chapter of Zonta International. Even after becoming inactive as a 99, she assisted the Indiana Chapter for a number of years as Chief Inspector of the Fairladies Annual Indiana Rally (FAIR), now in its 21st year of operation.

We mourn her passing, for we know we have lost a truly wonderful friend and staunch supporter of aviation in all its aspects.

Freda Mary Thompson, O.B.E.

On December 11, 1980, Freda Thompson, one of Australia's pioneer aviators died. She was 74 and died of lung cancer after a short illness.

Freda held a private pilot license for 50

years; this she gained on September 16, 1930, and in 1933, became the first woman in the British Empire to hold an instructor's rating. She flew light planes until May 1980, totaling an amazing 3,330 private flying hours.

In 1934, Freda set out from Great Britain, and flew solo to Australia in a Gypsy Moth Major. The journey took 39 days of flying time, and made Freda the first Australian woman to fly solo from England to Australia, a distance of 20,000 kilometers. This made world headlines at the time. The flight was made four years after Amy Johnson had completed the distance for the first time. On completion of her flight from England to Australia, Freda was lost over Central Australia on her way to Sydney, but was found safe and well near Tennant Creek on November 8, 1934.

Freda believed "the fun" went out of flying when radio was invented. She said those were the days, when you could land in someone's paddock for a cup of tea and a chat with the locals.

Freda, regarded as the "Mother of Australian Aviation", was a foundation member and former president of the Royal Victorian Aero Club. She was a foundation member of the Australian Women Pilots' Association and was also a charter member of the Australian Section of the Ninety-Nines.

Freda was an active competitor over the years, winning the John Haig Cup in 1934, eight Aero Club Trophies in 1938, and participating in most major Australian races. A woman's race was named for her in 1974. Recently, Freda donated one of her most beautiful silver cups as a permanent trophy for the Ninety-Nines "Aussie-Yankee" Challenge held in May 1980.

She was an inspiration and source of encouragement to all pilots, and will be sadly missed by all in Australia.

Shirley Lamphere

Shirley Lamphere was a very active member of the Lake Michigan Chapter, always there whenever anything needed to be done. Her husband, Linc, was also very supportive of the 99s.

Shirley was on the Ways and Means Committee and was in charge of the chapter scrapbook. She participated in the 1980 Michigan SMALL Race and was planning to compete in the 1981 Race. She and Linc were appointed awards co-chairmen of the 1981 Race.

Shirley earned her private pilot license a year ago after years of flying with her husband.

Both Shirley and Linc were very special people and they are greatly missed by all those who had the opportunity to know them.

by Sandy Miller



Minnesota's Clara Johanson and her 172 loaded with boxes of daffodils.



Minnesota's Rita Orr and her loaded Bonanza ready for a delivery to Duluth.

volunteered to fly. Nine cancelled because of weather. Twenty-four did fly to all four corners of the state of Minnesota (literally). And because the flowers were delivered by air, the response of the participating units was much greater than last year resulting in many more flowers being sold and many more dollars being raised to help in the fight against cancer.

The Minnesota Ninety-Nines went to 37 different airports. The image of women pilots and general aviation was greatly enhanced. In all, we flew 65.5 hours, a total of 6,505 miles at a cost of \$3,422. But best of all, we were flying for something very worthwhile.

by Clara Johnson

Wisconsin Chapter

The February dinner meeting of the Wisconsin 99s was held at the Pioneer Inn at Oshkosh. Steve Wittman, guest speaker, told of his racing experiences and technique of flying, and also about perfecting his little racer. He designed the Tailwind and Chief Oshkosh, also the landing gear on the Cub. One of the Wright Brothers signed his pilot license. He is also known for testing planes.

The March meeting was held at Linda Carpenter's home in Milwaukee. Gert Heintskill told about her involvement in the CAP and what the requirements are for starting a chapter. Gert and her husband have been very active in CAP for many

years.

The April meeting was held at the Green Bay Airport. Sue Matthews arranged for us to go through the Radar Room and up in the Tower. The view is quite different from the Tower.

by Lois Truchinski

CHAPTER NEWS, ETC.

NORTHWEST SECTION

Columbia Cascade Chapter

As the "Flying Companion Course" given in March had more persons interested than we could accommodate, the April 11th meeting was devoted to again teaching the mini-course.

The "blood runs" for the American Red Cross have resumed. Most of the members are anxious for the opportunity to fly as well as help their fellow man.

Airmarking is a popular project with the members of the chapter. The May business meeting was held during our picnic, with a satisfying feeling of completing the airmarking of the McMinnville taxiway.

by Madelyn Heesacker

North Dakota Chapter

The North Dakota Chapter of the Ninety-Nines held the May meeting at the home of Lorraine Boehler, chapter chairwoman. In addition to the members present, two prospective members, Marian Hertz of Mandan and Diana Dwelle of Bismark attended the meeting. Also present as a guest was Cindy Axt of Mandan, a student pilot.

Wynola Thornton presented a program on aerospace education.

by Kay Vogel

SOUTH CENTRAL SECTION

Coastal Bend Chapter

The Coastal Bend Chapter wants to announce that they are very happy and proud to welcome two members to their chapter. The first is a completely new

member to the Ninety-Nines. She is Nancy Pearson of Yoakum, Texas. She has two Bachelors Degrees, one in Chemistry and one in Agriculture, and she works for DuPont in Victoria, Texas. She has her own airstrip on their farm with a nice new hangar. It is directly north of the 13 end of the Yoakum Airport. She has already taken over the job of secretary of the chapter for the next two years. The other member we are welcoming is a transferee from the Texas Dogwood Chapter, Duane Perry, and she has taken the job of treasurer for the next two years. That is what this reporter calls getting in there and going to work. This chapter is thankful and very happy to welcome these two to the Coastal Bend Chapter.

by LaNell Easley

Colorado Chapter

Candi Chamberlin, a member of the Colorado 99s and a student at Metropolitan State College in Denver, was selected as the Top Female Pilot at the NIFA Intercollegiate flight competition held at Monroe, Louisiana. Candi is a junior in the aerospace/science program. She has accumulated 470 flight hours and holds a commercial-instrument rating.

There were 24 colleges in the competition with a total of 100 students competing in each of the five events.

Colorado 99s and United Airlines just completed a very successful class called Flight Without Fear. Twenty-two people participated in the class. Plans are now being made for a second class to begin in September.

by Barb Hobson



NORTHWEST SECTIONAL CONVENTION

August 27-30, 1981

Hear banquet speaker, Ernest K. Gann, author of "Band of Brothers," "The Aviator" and "The Antagonists." Tour Boeing and the Ste. Michelle Winery, sail away to an Indian longhouse for alder smoked salmon dinner, fly into the crater of an active volcano. FOR FUN IN '81, SEE SEATTLE! Write: Mary L. Kirk, NW 99s Registration Chairman, 4401 72nd Ave. W., Tacoma, WA 98466.

We no sooner returned from a fantastic time in Waukegan, Illinois for Spring Section Meeting, than it was off again to Jefferson City, Missouri on May 6th. After a great deal of promo work on the part of our chairman, Elizabeth Jordan, the state of Missouri finally decided its women pilots should be honored, so 15 of our gals flew several planes to Jefferson City to witness Governor Kit Bond of Missouri sign and present the "Women in Aviation Week" proclamation to Governor Val Johnson of the 99s. St. Louis members were joined by Pauline Clendening and Velma Mynster of Greater Kansas City, as well as Peggy Quigg, chairman, of Show Me Chapter and Janet Caldwell, chairman of Central Missouri Chapter. Upon receiving the proclamation, Val mentioned that, in effect, it was about time, inasmuch as women in Missouri had been flying for over 50 years! Fun time had by all, including lunch at Phil E. Buster's Restaurant!

Looks like we have some lively prospects for our next Flying Companion Seminar, thanks to Amy Laws, Nelda Lee, Rosemary Zander and Val Johnson who gave talks to about 27 wives of the Shrine Moolah Temple Air Patrol Unit. Some of the ladies were really afraid of flying, but greatly encouraged by the talks our gals gave. Needless to say, the husbands were very appreciative!

Rosemary and Trev Zander delivered their brand new converted-to-Pacer Piper to its new owner in April. Big deal? You bet! The couple who bought it live in Anchorage! Rosemary reports that what was planned as a three day flight to Alaska turned into nine days! WX was the culprit — snow, mostly. They spent three days in St. Johns and another two days in Ft. Nelson before being able to fly on to Anchorage. Everywhere they went, the people were just delightful and what could have been very frustrating turned out to be a fantastic experience. She says it's the best vacation they've had in years!

Lots of 99s have been promoting airport tours, but you'll have to feel Val Johnson gets the award for the largest undertaking of this sort! With the able assistance of St. Clair Airport Manager, "Fred," she conducted a tour for 130 St. Clair area school children! That's a lot of kids to herd around an airport!

May 19th found our members surrounding an immaculate Cessna 140 for a hands-on demonstration of aircraft maintenance. Rosemary Zander has only been trying to coordinate time and incentive for this very special "Black Thumb" clinic for over a year, and finally pulled it off! We appreciate the hospitality of Executive Beechcraft at Spirit Airport, thanks to Rosemary Boyd, but especially the expertise of one Bob Hammond, Area FAA Maintenance Examiner and Norm Beachum who gave a wonderful slide presentation. We are all just a bit more knowledgeable about the care and feeding of our birds, an ounce of prevention being worth considerably more these days! Val



Missouri 99s from Greater St. Louis, Greater Kansas City, Show Me and Central Missouri chapters gather around Missouri Governor Bond for signing of "Women in Aviation Week" proclamation.

Johnson and Nelda Lee had a lot of fun flying the Illi-Nines Air Derby, May 23rd! No trophies, just fun! Chicago's hospitality was outstanding.

by Jan Pocock

CHAPTER NEWS, ETC.

Michigan Chapter

The "Keep-Em-Flying" Grant was established this year by and for Michigan Chapter 99 members. As the title denotes, the purpose of the grant is to assist members in pursuing flight activities considering the continually escalating costs of fuel, airplane rental, instruction and check rides. Each year it is intended that three \$100 grants will be awarded to members selected by the chapter board of directors.

Applications for the grant are available on January 1st, must be submitted to the board of directors by April 30, selection is made in May, and the grants are awarded in June. Any monies not used on December 31st of the year awarded are to be returned for reinstatement back into the "Keep-Em-Flying" fund. Recipients are asked to provide the board with a short written report describing how monies were utilized and benefit derived. One hundred dollars may not go too far toward a rating, but certainly lends considerable assistance in helping members keep current through FAA Pilot Proficiency Phases, Biennial Flight Reviews, and other methods.

On May 6th, Michigan Chapter Board members Mary Anglin, June Pailthorps, Pat Morhatch, Grace Shearer, and June Beers assembled to review the 1981 applications and select recipients. It was a difficult assignment due to the quality, ambition, and chapter participation of each 99 that applied. In addition, the board felt the proposed utilization of monies, as expressed by each applicant, was certainly worthwhile.

The three very deserving and ambitious chapter members to receive grants were Leah Higgins, Adele Binsfield and Glenda Martlew. Leah and Adele are both long-time pilots desiring to stay current and Glenda is our newest CFII and full-time instructor.

Michigan Chapter is most fortunate to have an active and devoted membership and the funds available to assist its members in the interest of safety and improvement of skills. In addition, we are happy to add the "Keep-Em-Flying" Grant to other programs including the Mary E. Von Mach Scholarship awarded annually to CAP Cadets, AE

Scholarship to which we contribute, and NIFA.

by June L. Beers



Leah Higgins, Adele Binsfield and Glenda Martlew are each happy recipients of the Michigan Chapter \$100 "KEEP-EM-FLYING" Grants presented by Board Members Mary Anglin and June Beers at the May Meeting held at Rochester Golf and Country Club.

Minnesota Chapter

The Minnesota Ninety-Nines have just been involved in a tremendously successful service project, the first of its kind anywhere in the United States.

The Special Events Chairman of the Minnesota Division of the American Cancer Society had heard that we flew blood for the Red Cross and asked us to fly daffodils to all parts of the state for their Daffodil Days.

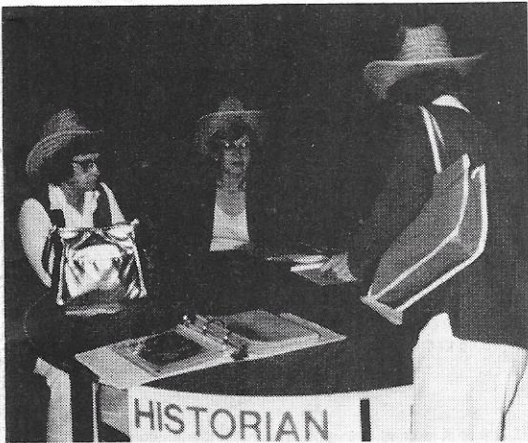
It took a lot of organizing to have the right number of pilots whose planes could carry the right number of boxes of daffodils to the various units. By April 1st we were all set, but the weather wasn't!! Everything was reshuffled, and by noon on April 2nd the last of the 635 boxes had been loaded into planes and 318,500 flowers were on their way.

The response from our chapter members were terrific. Thirty-five of our members had

Oklahoma Chapter

The Oklahoma Chapter "Run of '81" Spring Sectional has come and gone. Never mind the WX, just hop an airline if it's clobbered your way, though your luggage may wind up in Amarillo. The FAA tour was well received; it was a different aspect of the Academy than most of us has visited. Gwen's and Dana's hospitality room did an ebb and flowing business.

The Sheraton did itself proud on the hors d'oeuvres, so elegant looking and quite tasty. Next morning it was Dot Clum's Flea Market, which was a hopping success. Money, belt buckles, stationery, T-shirts

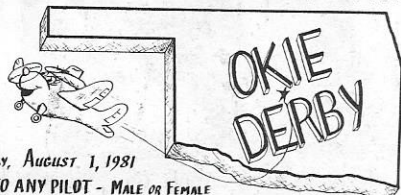


Sporting western hats given as favors to participants, 99s exchange ideas at Saturday morning's Information Fair/Flea Market.



Popcorn for throwing at the ready, former International President Broneta Evans reacts to Melodrama action at May's South Central Section meeting.

Oklahoma Chapter - Ninety-Nines THIRD ANNUAL - PROFICIENCY AIR RACE



SATURDAY, AUGUST 1, 1981

OPEN TO ANY PILOT - MALE OR FEMALE

SANCTIONED BY NATIONAL RACE PILOTS OF AMERICA

NRP RACE FORMULA

TROPHIES - SECRET COURSE - ROUND ROBIN

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and what-have-yous exchanged hands at a fast pace, as well as info and camaraderie.

As for the Cowboy Hall of Fame, the original End of the Trail is well worth the price of admission. Did you miss the graves of Midnight and Five Minutes to Midnight, famous bucking horses and Tornado, famous bucking bull? Didn't you drool over the Russells, Remingtons and works of other Western artists, famous and near-famous? The evening concluded with a sharp Barber Shop Quartet, the MELLER-DRAMMER and door prizes garnered by Dru Jones, Marge Hudson and the chapter. The AE painting from the Nebraska Chapter was won by a Maryland 99, Marianne Moyer. Betty Jo Hammer's lovely airplane quilt (handmade) was won by our own Noreen Lapsley. Colleen King's cute apron, too. What can you say about the 99 headquarters? Doesn't it make you proud to be a 99?

Also, Governor Nancy Smith told us that the South Central Section has passed the 900 barrier in membership. We have two new chapters since directory time — Lone Star and Aspen, making 37 now.

To those of you 99s doing your thing elsewhere — the NIFA in Monroe, the Angel Derby and the Nationals of the U.S. Precision Flight meet in Kansas City, we missed you. For those of you new to this 99ing business, we enjoyed your coming. Tally-ho, Biggin Hill.

While we were sectionalizing, Terri Trenary (10th) and Cyndy Otis (13th) were place finishers at the AOPA Nationals in Kansas City.

Read about the trials and tribulations of Jan, Nancy, Gwen and 99NJ, elsewhere in *The 99 NEWS* concerning the Angel Derby. Sounds like 99NJ finally got her act together, but for the rest, it was all downhill.

On May 16th, it was off to the second Westheimer fly-in and safety seminar at Norman. Delores Pasierb was chairman, ably assisted by Dana Jones, Dru Jones, Gladys McCaslin and Poochie Rotzinger, selling drinking and eating goodies.

Look out Arkansas Derby, you are about to be invaded by a bunch of Oklahoma 99s and their 49½ers, minus one. 99NJ, Jan and Nancy have regrouped; Phyl and Bob Howard, FAA Club Mooney; Betty Jo Hammer and Robin Smith. Robin was or still is John Travolta's Executive Pilot. He was also formerly executive pilot for the state of Oklahoma. He and Betty Jo are a hard pair to beat, as she has flown the PPD and Angel Derby several times.

by Nema Masonhall

Waco-Centex Chapter

Chapter members, under the direction of Chairman Eula Heath, operated the race stop at Connally Airport at Texas State Technical Institute for the Shangri-La Grand Prix Air Race. Both the 99s working the stop and the competitors who landed at Connally received good publicity in the

Waco *Tribune-Herald* which ran multiple articles centered around the event.

Waco-Centex Chapter members have been working with a University High School class and assisted them in flying hot-air tissue paper balloons. Since the students had made their own balloons, they were very excited when the balloons rose above their heads.

by Helen Jessup

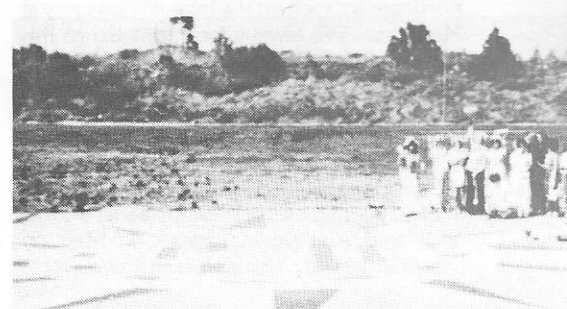


Waco-Centex Chapter assists high school students in launching their tissue paper hot-air balloons.

SOUTHEAST SECTION

Florida Spaceport Chapter

On March 11, the Florida Spaceport



Florida Spaceport members admiring their handiwork.

Chapter completed painting a beautiful 99 compass rose for the Leesburg Municipal Airport in Leesburg, Florida. Many of the members turned out to help with this special project. In May, the chapter will be returning to Leesburg to take part in the Leesburg Air Force Day. The members will be contributing to the day's events by offering five-cent-a-pound rides.

by Bonnie J. Carr

Kitty Hawk Chapter

Armed with paint rollers, brushes, paint,

wide-brimmed hats for sun shade and plenty of vim, vigor and determination the 99s of the Kitty Hawk Chapter met in Beaufort, North Carolina for another day of airmarking. It is not an easy chore to paint all the letters in BEAUFORT-MOREHEAD in one day! Students from the Wayne Community College in Goldsboro drew off the letters and when things got tough and the sun was sinking faster than we could paint, they helped us complete the job.

Even though Shirley Fifer could not be with us she prepared a picnic lunch and refreshments for the entire crew. Those gals showing up for work included Jean Burrows, Esther Fordham, Sandy Hollingsworth, Betty Kossman, Sue Moneypenny, Hazel Monroe, June Rodd and June Liverman.

At our business meeting Diana Tunnell was elected chairman and her sister, Lori Tunnell, vice-chairman for the ensuing year.

Thanks to outgoing chairman June Rodd



Janet Green, president, received a T-shirt from Gloria Burlette of New Orleans to advertise the "Laissez les bon temps rouler" theme for the 1983 International Convention.

were bright, white and warm. Brown pelicans flew overhead and seemed a little reluctant at first to share the Gulf with some of the swimmers. It all worked out well, though.

CHAPTER NEWS, ETC.

things are in order for a job well done as our leader this past year, and particularly for setting up the airmarking sessions. We're sure she will continue her excellence this coming year as airmarking chairman.

In June we travel eastward to Hyde for our final airmarking of this year. Again the fine young students from Wayne Community College will be drawing the letters for us and giving us a much appreciated helping hand.

Plans are in the making for our annual cook-out picnic at Esther and Ace Fordham's ranch on the Inland Waterway at Merriman. We always look forward to this outing with the Fordhams.

by June Liverman

New Orleans Chapter

Evie Hopkins, of the Alabama 99s, hosted a joint meeting of the New Orleans, Mississippi and Alabama Chapters in May on Dauphin Island. The sun, sand and water

Evie Hopkins (bottom left) hosted the New Orleans, Mississippi and Alabama 99s on Dauphin Island in May.



Guests of the 99s and 49½ers shared the day on the beach. The facilities were lovely and the hospitality of Mr. and Mrs. Hopkins was a delight. If you're ever in the area, give Evie a call.

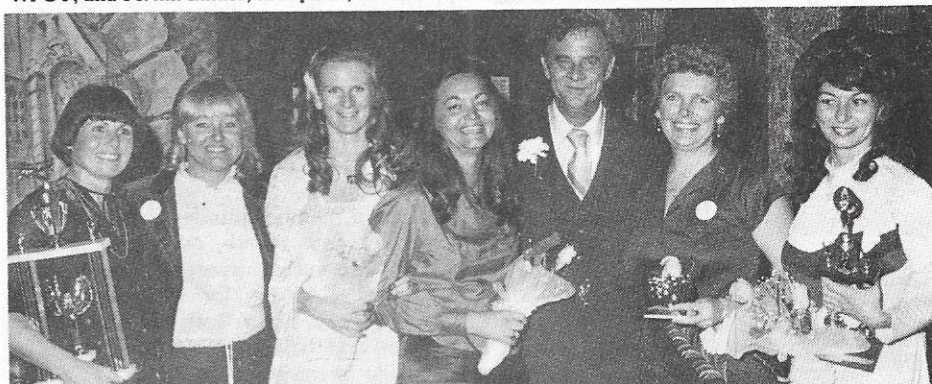
by Patsy Zeringue

SOUTHWEST SECTION

Monterey Chapter

Candy Burkett, a member of the Monterey Bay 99s and a Salinas Flight Service Station attendant, recently won a \$100 award from the FAA for a suggestion submitted to the Pilot Safety Program. The suggestion was for the FAA to print the pilot weather briefing format in the *Airman's Information Manual* in order to increase pilot understanding and expectation of the briefing. Washington thought the suggestion was a good one and will print the format in the July issue of the AIM.

San Fernando Valley Chapter award winners are Sue Jablonski, first place, WPOY; Misti Vreeland, fifth place, WPOY; Louise Martin-Vegue, second place, Schubert Memorial Award; Barbara Persons, second place WPOY and third place Schubert Award; Al Tucker, 49½er of the Year; Ceci Stratford, fourth place, WPOY; and JoAnn Linder, first place, Schubert Service award and third place, WPOY.



Chairwoman Sandy Pratt, we are proud to report, made the finals of the Amelia Earhart Scholarship competition.

The chapter sponsored an air tour for Monterey County officials in which members flew approximately 55 elected leaders, county administrators, and civic leaders the length and breadth of Monterey County (approximately 250 miles). The planes took off from Monterey, Salinas and King City Airports and returned to Salinas for an enormous barbecue. Assemblywoman Carol Hallett (R-Monterey County and Minority Leader in the California Assembly), who is a member of the San Luis Obispo 99s, spoke to the gathering regarding the benefits of general aviation to the community. Television and newspaper coverage were excellent.

by Lynne Kastel

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 Send request for entry kit to: Entry Chairman
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 Scottsdale, Arizona 85254
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San Fernando Valley Chapter

There were plenty of smiles the night of the Annual Awards Banquet held by the San Fernando Valley 99s, Saturday, March 21 at Maison Gerard Restaurant. This banquet is held to honor those in our chapter who have flown a great deal, given much time to the

chapter for its various activities, and promoted women in aviation. The awards are based on a point system, with judging done by past recipients. The awards given are for the Woman Pilot of the Year (first through fifth place); Trixie Ann Schubert Service Award which is in honor of a past member (first through third place); 49½er of the Year for the husband who has done the most for the chapter, and Man of the Year to a member of the community who has been the most helpful to our chapter and to aviation in general.

The banquet is a time when we reflect on all the accomplishments our members have made and all the activities we were a part of. Not pictured is Doug Burgess, owner of Skytrails Restaurant, who has provided us with a meeting place at no charge for the past two years.

Poker Flight! April 8th was warm and clear as 40 airplanes took to the sky to try their luck at poker. This annual fund raiser held by the San Fernando Valley Chapter 99s is also great for our proficiency, as the seven different airports to which we fly gives us experience on all types of landings and take-offs. At each airport, we were able to buy one or two cards which were submitted to a panel of judges at the end of the day to make a best-of-five card hand. Will and Diana Flinders graciously opened their house for the after-flight festivities, which included cash awards, door prizes, dancing, and a scrumptious spaghetti dinner. Coordinator of this event, Tina Holms, worked long and hard to organize everything at the seven airports as well as

the terminus, and she even did a few dances to ensure good weather for us.

by Misti Vreeland

Santa Barbara Chapter

In the fall, Santa Barbara Chapter celebrated their 20th anniversary with a great Italian repast at a Santa Barbara landmark, Mom's Italian Village. In October, we flew to Taft to join their pancake breakfast fly-in — alas, someone had goofed in advertising and the breakfast was scheduled for the following day. But Taft was still in a flurry of preparations, parades and art shows which offered us a different variety of activities. A small, but surprised restaurant fed our ravenous appetites.

After the first of the year, 10 of us joined the Channel City Airmen and flew to South County Airport (some took bicycles) to eat at the celebrated Flying Lady Restaurant and explored the aircraft museum.

Our own Joanie Steinberger has been warming airspace this year — first with the PAR, where she and Pat Rowe came in eighth; and in the Shirts 'n Skirts race with Jenny Wright where they came in fifth overall and first of the "Skirts." She also coordinated the Southwest Section Chairman Meeting in March.

Also in March, Lynn Searle demonstrated great 99 foresight by video-taping the new TV documentary on the WASPs called "Silver Wings and Santiago Blue" which we viewed with two of our own, Connie Howarton and Mary Lewis. Since a video tape can be stopped, Connie and

Mary were able to relate many of their memories regarding the individual girls featured and many facets of that special time they shared.

Airmarking Harris Ranch (northeast of Coalinga) was another hit of the year. Mrs. Harris, a gracious and delightful hostess, saw to our every need. Hats off to our new record accomplishment — activity completed in one day's time especially remarkable when you consider that we had adverse weather for departure and better than a two-hour flight proceeding the air-marking. We took to the skies again for a short hop back to California Valley, the scene of one of last year's airmarkings. Hosted by George Spacek for a camp-over, we barbecued, hiked and some did a little horseback riding. Rachel Cowin enjoyed the planning of this successful project so much that she's thinking of volunteering for airmarking chairman. She was ably assisted in the planning by Lynn Searle and all the line snappers, brush and roller wielders mustered into service.

by Lynn Barber

Santa Paula Chapter

What is green and white and has flaps where most of them don't? Give up? Betty and Al Cuney have a new Citabria they picked up in South Dakota over the Easter holidays. Betty flew IT and Al flew the 182 Cessna back to rendezvous with their Ninety-Nine friends who were spending a few days at the Grand Canyon. Those who enjoyed the sunshine, the snow, yes, SNOW! the rain and the thunderstorms on the ever changing, awesome, inspiring canyon were Pam and Wally Potter, Norma and Vic Williams and Ruth and Marlyn Buirge. Norma said she had never seen such gorgeous rainbows.

This week a storage shed was purchased and installed between two hangars at the Santa Paula Airport. Norma Emery was in charge of this project and it was purchased to have a place to put all the goodies that have been acquired during the eight years as Ninety-Nines. Memos from our Charter Hangar Party way back in June 1973, along with trophies, and a hot dog stand, some books and sign-boards, coffee pots and canned lemonade have found a home.

Norma Emery is showing a movie, High Flight, to our members and friends as this month's activity. Admission is a bottle of your favorite wine and Norma will serve her super nachos.

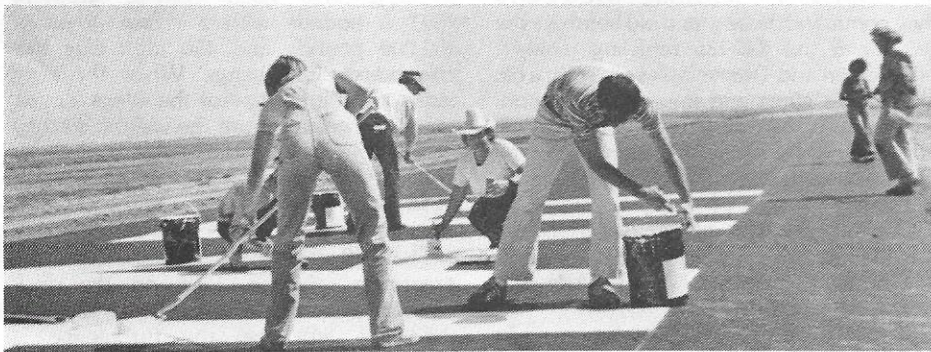
Completion of Jim and Gwen Dewey's Boeing F4B4 (P-12) is almost a reality. Jim has been building it for three years and now, but for the paper work for the FAA and a tachometer that goes double what it should, it is FINISHED! We have been practicing landings in a Stearman — which is similar (but not really) except for the blind landings because of the huge engine. So it won't be long now before the first flight of the Boeing F4B4 with the Marine colors and insignia.

The most exciting event of all was a trip to



Conferences and measurements: Shirley Roby and Kim Sullivan outline and fill-in while Lynn Barber, Erma Christian, Lynn Searle, Shirley Sendrak, Rachel Cowin, and her mother, Alice, measure, mark and snap lines.

Kim and her father, Mike Sullivan, and Ted Sendrak pour and spread paint while Shirley Roby and Joannie Steinberger tidy up the lines.



Edwards Air Force Base to see the Space Shuttle land. My family and I were fortunate to be the guest of my nephew, Jim Phelps, who has been with the project since the beginning. We were guests of NASA and appreciated the wonderful hospitality they extended to us. What a privilege to see the Space Ship Columbia land right in front of us!!

JoNell Kocisko, an ardent supporter of the Ninety-Nines has been a "member" of our Santa Paula Chapter for some two years, is taking her Private check ride tomorrow. I know she will pass it and we will really welcome her to our great group!

by Gwen Dewey

Tucson Chapter

Tucson Chapter was elated to return from the Spring Southwest Sectional meeting with the mid-size chapter APT Trophy for the second time in a row. The chapter won handily with a 75 percent average.

Eight members in three aircraft flew to El Centro, California for the sectional and enjoyed the fellowship and the hospitality of the Imperial So-Lo Chapter. Barbara Harper made the chapter report at the section meeting.

Last month, Tucson welcomed new members, Meg Weiss, Karen McCullough, Sally Rover, and transferee Dottie Blair Powell, recently from Topeka Chapter.

APT Chairman Lee Unger awarded five-year APT cards to Marie Forte, Marjorie Cary, Barbara Harper, Joan MacDonald, Lynn McGrew, Pat Kucinski, Jayne Hunter, Wyn Hayward and also earned one herself.

Unanimously elected, the Tucson Chapter's officers for '81-82 will be installed in June at a party at the home of Virginia Edwards. They are Terry Robertson (Ch), Marjorie Cary (V-C), Athene Paulos (S), Lee Averman (T), and Norma Wilcox (M-a-L). The party will also observe the 30th Anniversary of the chapter's charter on June 16, 1951.

by Jayne Hunter



Tucson's delegation to the "Imperial Fiesta" gather at the Southwest Section banquet to celebrate winning the APT Trophy for the second consecutive year. Seated are Edie Greenberg, Barbara Harper and Norma Wilcox. Standing are Lorraine Newhouse, Terry Robertson, Athene Paulos, Jean Servass and Jayne Hunter.

Invitation to March AFB

by Gwen Haynes

At 2:30 p.m. on May 13th, 24 members and friends of the Orange County Chapter boarded a military bus at the gates of March AFB and began a most enlightening guided tour of this sprawling base near Riverside, California.

March is a Strategic Air Command base, home of the 15th Air Force and 22nd Bombardment Wing. In the SAC system, the Eighth Air Force at several bases protects the eastern half of the U.S. with headquarters at Barksdale AFB in Shreveport, Louisiana, while the 15th Air Force with several bases, protects the western half of the U.S. and Alaska with headquarters being March. The 15th has 35 percent of all SAC aircraft. Overseeing this

Major Mike Merrill explained which important person sat where and their jobs. He also operated the four huge information screens. The status board on top of the screens had too many things to remember; I have visions of digital clocks, local and zulu time, defense readiness conditions and posture...

The line of Command was flashed on one of the screens ... the first being the President (the Commander-in-Chief). There was NCA (National Command of Authority); Joint Chiefs of Staff — the list seemed endless and confusing to the laymen.

It was comforting to know that three times a day a B-52 takes to the air with a fully equipped Command Post able to do almost everything that the one on the ground can



Orange County Chapter members being briefed on the B-52 bomber.

vast network is SAC headquarters at Offutt AFB in Nebraska.

Those of us who live so close to March and never realized its tremendous significance to our nation's defense now understood why our social security numbers had to be checked in advance.

Our bus driver was A1C Carol Belyea and first stop was the Combat Operations Center — the Command Post (no cameras allowed). Here is where they really keep up to date on all the potentially dangerous situations in the world that could affect the U.S. Here is where the lines are "hot" to every SAC base. Just pick up the phone and a base several states away answers IMMEDIATELY ... no dialing. Here is where they command those grand old bombers the B-52s and the KC-135 refueling tankers. Minutemen and Titan missiles also play a big part in this effort and the constant reconnaissance flights that photograph and seek out alien missile sites using such aircraft as the SR-71 (supersonic) and the notorious U-2.

The nuclear arm of the Air Force is provided by SAC. Its objective is a modest but impressive one ... MAINTAIN AN HONORABLE PEACE.

We sat in the briefing control room while

do. The Command Post stays airborne — in case of an enemy strike on the Ground Command it will be able to take over operations.

In case of enemy attack, the President and entourage would take to the air in "Neacap" the E-4 (the military name for the B-747) fully equipped for him to handle his operations from there.

When our bus pulled up to "our" B-52, everyone scrambled out with cameras clicking. Staff Sergeant Kathy Luna, our guide, said, "No cameras inside the B-52." Darn! The six-man crew of the B-52 were waiting to brief us (two pilots, two navigators, one electric works officer, one gunner). This huge bomber grossing 450,000 pounds with a cruise gross of 350,000 pounds and 450 mph true has enormously long wings. When the wing tanks are full the tips of the wings almost touch the ground from the weight, so they have a wing wheel. Don't panic at all those wrinkles, they're not from age ... the wings raise when they gain "lift" and the wrinkles all get ironed out.

The B-52 stays up for nine hours at a time practicing refueling, then on the deck bombing runs at 200 feet. At this altitude, the pilot tells me, the turbulence is



Inside the KC-135 looking forward ... big and roomy.

tremendous and it's like riding a bucking bronco. In a take-off emergency, the two pilots can eject even while still on the runway because their ejection seats propel them upwards; however, the tail gunner who has no ejection seat has to have at least 500 feet altitude before he can "jump out" and since the pilots are the last to leave the plane — any emergency below 500 feet and they all ride down with the plane.

That huge plane, believe it or not, is very

cramped inside. Only three of us at a time could "climb" and "crawl" around inside with the crew, pulling ourselves up with hand holds and ducking to avoid hitting our heads ... Yes, we all took turns sitting at the controls.

Next stop the KC-135 refueling tanker, room for everyone inside there. Gross weight 301,000 pounds, cruise gross 297,000 pounds at 600 mph with a range of 10,000 miles. This tanker can unload 10,000



Marie Bassett descending stairway crawl space from B-52 cockpit while Mary Ann Jamison, Beverley Allen and Carol Nielsen await their turn.

pounds of fuel a minute during refueling. In order to refuel one has to crawl down a "pit" at the rear of the plane to operate the refueling "boom." The operator FLIES the boom with a stick (like a plane) to guide it to the plane that flies in behind it hungry to be refueled.

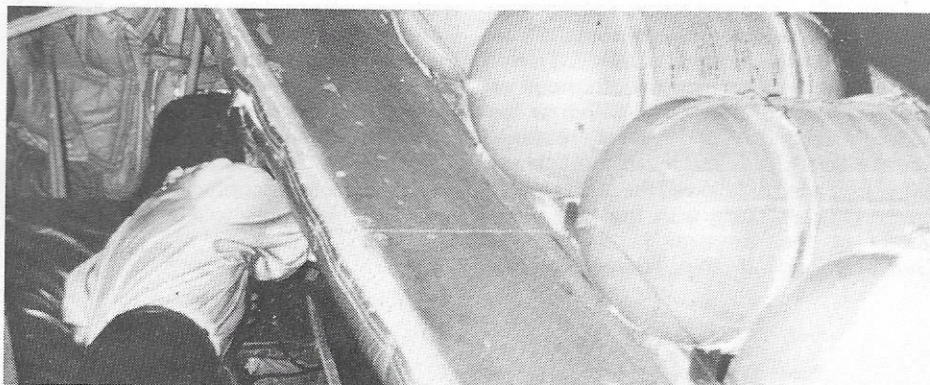
The process is quite tricky. The "hungry" plane has to navigate wing tip vortices that emanate from the tanker as it comes in behind. Then as it gets "spitting" close, the "hungry" plane sends out a "bow wave" in front of it that pushes the tanker ahead as much as 10 knots. The boom operator says the trickiest part of flying the boom is to get it past that bow wave of the waiting plane.

Sitting further down the line of KC-135s is number 10300 ... General Mullins' private KC-135. We hear it's very plush inside — just like home. (He can't take it home, though!).

We were way late getting to the base museum (we asked too many questions) and the museum had closed, which made it just that much quicker to get to the next stop — the Officers Club for drinks and later for dinner. Here we enjoyed a delicious meal in the company of host officers still willing to answer our never-ending questions.

Our thanks to Mr. Bruce Allsen and Lt. Col. Dick Heil of the 15th Air Force Public Services for arranging this great tour along with our chapter chairman, Bev Allen.

Those 99s attending were ... Bev Allen with friends Lee and Jim; Joan Hill and husband Hank; Lynn Newton and friend Ed; Mary Ann Jamison; Barbara Ward; Eleanor Todd; Carol Nielsen; Margo Weiss; Bobbie Reiter; Marie Bassett; Carol Hauver; Kathy Boyer; Thelma Mickelson and friend Grace; Geri Conser; Janice Wallace; Lois Scura; Judee Kerbel and yours truly with husband Charles.

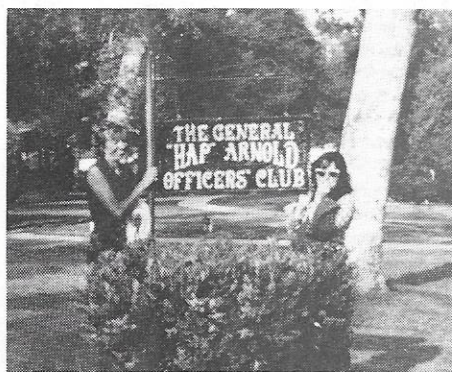


Lynn Newton in "pit" at rear of KC-135 learning the workings of the refueling boom.

At the controls of the KC-135 ... Barbara Ward seems quite happy in the co-pilot's position.



Joan Hill and author happily arriving at the Officers Club.



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NOTAM

"For the Fun of It"

"For the Fun of It" slide presentation is in the process of being updated. However, the old version is still available if anyone desires it in the meantime. For rental or purchase information contact Charlene Falkenberg at 219-942-8887 only — anytime, day or night. Do not call the office number listed in the membership directory. It will only result in two calls having to be made.



California's Judy Wagner, veteran air racer with many past honors to her credit, captured first place for the sixth time in the 1981 Angel Derby. Photo by Glenn Buffington.



Proud second place winners in the 1981 Angel Derby are mother-daughter teammates from Florida, Shirley Zillig and Bonnie Quenzler. Photo by Peggy Sanders.

Angel Derby News

Ft. Lauderdale, Florida — Old Man Weather cooperated! The weeks-old overcast lifted and a fair weather trend began in Los Angeles the morning of Angel Derby Impound Deadline. Inspections, the downtown Los Angeles Cinco de Mayo celebration, and the race takeoff proceeded under sunny California skies, which extended all the way to Acapulco.

Thirty-five brightly shining race planes lined up for a stunning takeoff from the Van Nuys Airport the morning of May 7. Thirty-one finished in Acapulco the afternoon of May 9. Four were forced to withdraw for minor mechanical or medical reasons. Seven official planes and seven guest planes either preceded or followed the racers to the finish. Officials flying with the race were guests at the Governor's reception in Guaymas and at the Tourist Council

reception in Puerto Vallarta along with the contestants. Two husbands, in one of the guest planes, happened along at the two overnight stops and were invaluable translators for those needing maintenance assistance.

Following a dramatic fireworks display during pre-banquet cocktails under the stars, pleasure was climaxed by a gourmet winners banquet in the elegant Conquistador Ballroom. Judy Wagner knew her race territory and led the winners list. She was followed by Shirley Zillig and Bonnie Quenzler in second place and Evelyn Kropp and Jerry Gardner in third.

This was a truly fun race and all with whom it came in contact with were truly gracious. Highlights will be seen on PM Magazine.

OFFICIAL FINAL RESULTS

Place	Contestant	Aircraft	Net over Handicap			
1	Judy G. Wagner	Beech E33C Bonanza	+28.61	11	JoAnn Linder	Piper Dakota
2	Shirley Zillig	Piper Cherokee	+18.25		Barbara Michaels	
	Bonnie Quenzler	235HP		12	Edna Gardner Whyte	Piper Comanche 400
3	Evelyn Kropp	Piper Cherokee	+17.44		Patricia Hyde	
	Esther Gardiner	160HP		13	Shirley Winn	Cessna 206
4	Fran Bera	Beechcraft Duchess	+16.77		Jean Turner	
	Dodie Gann			14	Tookie Hensley	Cessna 172
5	Michelle Miller	Beechcraft Duchess	+16.34		Janice Hoffman	
	Marilyn Cragin			15	Sonia Scheimberg	G/C Tiger AA-5B
6	Marion Jayne	Piper Twin Comanche	+16.00		Virginia Rainwater	
7	Esther Krauth	Beech A36 Bonanza	+15.81	16	Louise Martin-Vegue	Cessna 172
	Ellen Appel				Elynore Richabaugh	
8	Patricia Judges	Cessna 310F	+15.35	17	Barbara MacDonald	Cessna 172
9	Pat Forbes	Cessna 182	+14.24		Maureen Motola	
	Jeanne Rumm			18	Lorrie Blech (#34)	Beech A36 Bonanza
10	Pam Marley	Cessna 182 RG	+13.71		Joan Steinberger	
	JoAnn Bowles			19	Coralee Tucker (#16)	Cessna 182
					Joan Taylor	
				20	Barbara Goetz (#33)	Piper Comanche 260HP



Piloting a Piper Cherokee 160 to third place honors were pilot Evelyn Kropp and co-pilot Jerry Gardiner.



Fran Bera, pilot and Dodie Gann, co-pilot were fourth place winners in a Beech Duchess.



An El Paso team, Marilyn Cragin and Michelle Miller, also flying a Duchess, ended up in fifth place in the 1981 Angel Derby.

To Mexico, according to Murphy's Law

by Jan Million

So you want to know about our participation in the Angel Derby. The race route down the western coast of Mexico to Acapulco sounded super, right? We thought so, too! We were so eager to go that we overlooked signs that this might just not be our year.

We had some difficulty getting the airplane transmitters squared away prior to departure. We were fixin' and test-flying right up to departure. Looked OK on Saturday afternoon. So how come after departure on Sunday we ended up on good old IFR radio-out procedures in the soup? A great way to begin a trip, huh?

By the time we got to Texas, transmitters were working again, and by Los Angeles, so was transponder and even our Mode C. We elected not to tamper with 99NJ anymore; she had obviously finally decided to get into the spirit of the event. We gave her a pat and polish and went off to do our thing at the race start.

Our "thing" was mostly sleeping. After a couple of days in the sack, however, we pulled ourselves together enough to be wined and dined at a big charity luncheon-style show at the Beverly Hills Hilton as guests of Norma Futterman (to show you what a posh event this was, Norma won a raffle prize ... a \$500 gold bracelet); to accompany Jan's brother (up from San Diego to see us) to dinner for his weekly "Mexican fix"; and join Virginia Showers another day for some great Japanese food.

NJ behaved at takeoff and Nancy lived through the part where we went under the LA TCA. Jan got off course, flew over (instead of through/between mountains) so score was kind of shabby. Waited in line three hours for fuel in Mexicali.

Motel in Guaymas was picturesque. We stocked up on cool beer and went on to a Marguerita party and Mexican buffet.

Retired early — Nancy with tummy problems, and Jan with headache.

Next morning, Nancy looks like I beat her up during the night (we had separate beds, I promise) ... big puffy upper lip, hands swollen up like boxing gloves, hives on face, waist and in mouth as well. We go to airport anyway, bound for Puerto Vallarta.

Refuel at Culiacan; almost don't see Mazatlan, have to dive for fly-by. Last leg of day 75 miles over water. Jointly chicken out — go high (competitors flew 100 feet above water). Nancy leans over and motions that she can't talk. I think, "How inconvenient." Later learn she is thinking throat was closing up with hives! At PV, low mountains meeting also low clouds ... have already botched leg by flying high, so play safe and fly around.

Check into brand new Bouganvillea Sheraton Hotel — neat, super view, and free rooms. Nancy red and lumpy and itchy all over. We go to Farmacia for medicine, then Nancy to bed, me to cocktails.

Six a.m. Call hotel doctor. Says he'll be there in an hour — arrives in three. Ah, Mexico! Says Nancy having allergic reaction to drug (used to prevent Montezuma's revenge — next time we'll settle for the tailwinds) plus photosensitivity to sun and more. Can't fly today, maybe can go airline to Acapulco tomorrow.

Debate Jan going on, decides to stay. Nancy to bed, Jan goes to Farmacia for new medication; checks airlines (four-hour stopover en route to Acapulco — N99NJ could do it faster, but there would still be problem of Nancy and the sun); calls race officials.

Next problem: Jan ready to grab book and head for pool. Swimsuit, coverup, shorts, beach shoes, hat, extra slacks, tops, etc. were all shipped ahead to Acapulco. We have one pair each white slacks (how many days can you wear those?), knit dress. Looks at hotel shops. Lots of size three swimsuits. Buys shorts, rolls up sleeves of knit shirt and heads for sun.

Nancy feels much better by evening. Gets dressed, down to patio for lobster feast,

music, etc. with Mary Jane Laws and daughter from Florida (only race people still here — they worked the PV tower). We talk about seeing them in Acapulco mañana.

Next morning, Nancy getting worse. New welts all over legs and EVERYWHERE above waist. Dr. arrives 11 a.m. — says no go. Nancy stays in bed all day. Jan goes to Farmacia. Rolls up sleeves and goes back outside to finish book.

Monday a.m. Nancy still breaking out ... now all over back end. Gwen Crawford calls, coming to PV today. Dr. comes. Looks at Nancy, says "Oh, s--t." His English was great. Says send home airline ASAP. Gwen gets off American. Nancy gets on (last seat, only flight to Dallas).

All's well that ends well, right? Now we don't have to worry about how Nancy will react to heat and sun in 99NJ, and Jan has somebody to fly home with. Except ... N99NJ blew out nosewheel tire upon landing Nogales (USA side, thank goodness) and Gwen got heatstroke while we were pushing it out of the way of traffic. Put her in a motel bed and by morning a cool front had made everything tolerable and we proceeded uneventfully for the last bit into Oklahoma City.

CONFUCIOUS SAYS: MURPHY WAS AN OPTIMIST!



Look Ma! No spots. But that was before Murphy's Law was applied to the flight of Angel #15, Jan Million and Nancy Smith.



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