

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

March, 1979



LJ Aviation



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Yes, the 50th Anniversary History of the Ninety-Nines, Inc. is being printed now.

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Membership Count 4,908 as of February 21, 1979

Postmaster: Please send form 3579 to The Ninety-Nines, Inc., P.O. Box 59965, Will Rogers World Airport, Oklahoma City, Okla. 73159.

The Membership Problem! How do we get to the roots of it? I would like to lay the problem before you forthrightly and ask you to share your view with me with equal candor. This is not a new subject for the President's column, just the first time this President has discussed it. Our Bylaws make it clear that one cannot join Ninety-Nines simply by mailing a check to Headquarters, - although there are some who advocate that procedure. She must be "... recommended by vote of the Chapter membership or, if no Chapter exists, by vote of the Section Membership Committee ...". See Article IV, Section 2 on Page 383 of your Membership Directory.

The approach taken by our Chapters vary considerably. Some are unwilling to vote on a prospective member until she has attended many, many meetings. Some require many consecutive meetings. Other Chapters interview the prospective member, introduce her at their meeting, write a thumbnail sketch about her for the Chapter bulletin and vote at the following meeting! Still others (and this seems to be the most common procedure) follow a policy of having the prospective member attend three functions within six months. Meetings, painting runways, social get-togethers all count as functions. The question I ask you is - Do you think we should consider standardizing our requirements?

Some Chapters have the admirable goal of becoming strong, active and involved which results in growth. Phoenix is a good recent example. Other Chapters appear to have little interest in growth for reasons which have never been clear to me.

Now let's review a related problem. Each year Ninety-Nines lose about 600 members! Here's an additional shocker, most of those non-renewals are members who fail to renew at the end of the first or second year. Are we failing to involve and stimulate the interest of our newer members? Do we talk in riddles at Chapter meetings using such words and abbreviations as APT, Section Meetings, POY, PPD, ARC, AE and AAE then not take the time to explain what it's all about? There is so much to cover during regular meetings, but do new members understand what we are covering? Furthermore, do we take the time to make them completely welcome and part of the organization? The number of women in aviation is increasing, but our membership is static. We would be a much more effective organization if we could retain the women who show enough interest in Ninety-Nines to join. We have a broad range of programs. Surely there is something there for everyone. We need to help them feel and become part of our organization by getting them active in the area(s) of their interest.

Join me in watching the Membership Count which is printed each month at the bottom of Page 3 in The 99 NEWS. Come to the Annual Convention next July with ideas and suggestions - or send your Delegate with your thoughts ... or write to me, I'll take your ideas to Albany. Round Table discussions have become increasingly popular - we'll have one for "Membership" this year at our Golden Jubilee.

Let's be sure that those who join us stay with us!

On The Cover
LJ Aviation—See Story Pg. 14

99Calendar

March

- 1 March 99 Renewals Due
April 99 NEWS Deadline
- 24 *Air Age Education Seminar
Saskatchewan Chapter
- 30-31 *IFR-VFR Seminar, Illinois
Dept. Transportation
Middle East Section Meeting
Hilton Inn, North Philadelphia
- 31 *Shirts 'N' Skirts Air Race

April

- 1 April 99 Renewals Due
May 99 NEWS Deadline
- 20-22 Middle East Section Meeting,
Asheville, NC
- 20-28 *Louisiana Air Tour
- 21 *Jim Hicklin Memorial Air Race
- 27-28 *Okie Derby

May

- 1 May 99 Renewals Due
June 99 NEWS Deadline
- 4-6 South Central Section Meeting,
Arlington, TX
Southwest Section Meeting,
Wonder Valley Dude Ranch,
Fresno, CA
*Tucson Treasure Hunt
- 5 *Allegheny Air Derby IV
- 5-6 *2nd Annual Pinch Hitter
Course
- 18-20 North Central Section Meeting,
Midland, MI
*Fresno 400 Air Race
- 19-28 *San Diego National Air
Festival
- 25-27 *Illini-Nines Air Derby,
Mattoon, IL

June

- 1 June 99 Renewals Due
July-August 99 NEWS Deadline

- 2 *Garden State 300 Proficiency
Race, Monmouth County Air-
port, NJ
- 8-9 *Hayward Mini-Derby
- 16-19 *Hughes Airwest Air Race
Classic

July

- 1 July 99 Renewals Due
No Deadline 99 NEWS
- 13-14 *Buckeye Air Rally
*11th Annual World's Biggest
Little Fly-In
- 18-22 Ninety-Nines International Con-
vention, Albany, NY

August

- 1 August 99 Renewals Due
September 99 NEWS Deadline
- 10-12 *Palms to Pines Air Race
- 18 *10th Annual Apuepuelele

*More Information

Air Age Education Seminar

The Saskatchewan Chapter's Air Age Education Seminar will be held Saturday and Sunday the weekend of March 24th. It will also be held at the Travel-Lodge in Saskatoon. The lecturer will be Nancy Rand. Call (306) 242-8881 for information.

IFR-VFR Seminar

An IFR-VFR Seminar will be held at the Sheraton Inn-Springfield, IL, March 30-31. It will feature simultaneous sessions for the IFR pilot, VFR pilot, and "Pinch-Hitter" pilots. There will also be presentations by Jeppesen, Narco Radio, Foster Air Data, the National Weather Service and the Illinois Ninety-Nines. For further details, contact the Division of Aeronautics, Capital Airport, Springfield, IL 62704, (217) 782-2884.

Shirts 'N' Skirts

A round robin safety, skill and efficiency race from Fullerton Airport, 300 miles with fly-bys at Borrego Valley and Giant Rock. Entry deadline is March 24th. Race kits are \$2.00 payable to Fullerton 99s. The entry fee is

\$45 which includes lunch for two at Holiday Inn. Eligible aircraft must have horsepower between 145-600. No turbos will be allowed. For further information write: Esther Grupenhagen, 1776 A Cedar Glenn, Anaheim, CA 92807.

Louisiana Air Tour

For information or reservations for the 1979 Louisiana Air Tour write: Fran Salles, Tour Coordinator, 235 So. Acadian Thruway, Baton Rouge, LA 70806 (504) 344-0737.

Jim Hicklin Memorial Air Race

The Sixth Annual Jim Hicklin Memorial All Men's Air Race sponsored by the San Fernando Valley 99s will be held April 21, 1979. This is a handicap air race for stock aircraft from 80 to 450 hp and it is limited to the first 50 entries. The race start and finish will be at Bullhead City, AZ on the banks of the Colorado River. Race kits are \$2.50 and are available from this address: Jim Hicklin Air Race, P.O. Box 7260, Van Nuys, CA

91409. Both trophies and cash prizes will be awarded. Entry fee is \$55.00 and includes two banquet tickets and free tiedown.

Okie Derby

The Okie Derby is a proficiency race sponsored by the Oklahoma 99s and will be held at Westheimer Field, Norman, OK. The race is open to all pilots. Any stock aircraft, single or twin, manufactured after January 1946 is eligible. The entry fee for the cross-country race is \$25 and it is sanctioned by the National Race Pilots Association of America. Race kits are \$2.00 and may be obtained from Race Chairman Phyllis Howard, 8108 NW 7th, Oklahoma City, OK 73127.

Tucson Annual Flying Treasure Hunt

Sponsored by the Tucson 99s, the Tucson Flying Treasure Hunt will be held May 4-6 at the GAC Rio Rico Airport, AZ. Cash and trophies will be awarded to the top five teams plus several other awards. For an entry kit, send \$2.00 to: Tucson Treasure Hunt, 3525 N. Camino de Vista, Tucson, AZ 85705.

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NOW'S THE TIME

By Pat Mlady

Now is the time to get all your summer meetings, fly-ins, and get togethers carefully planned and arranged. This past winter has been a tedious one for most of us. It's also clipped a lot of our feathers—at least temporarily.

You might want to have a "quicky" ground school refresher at one of your meetings early this spring. You might even have an instructor (probably there are several in your chapter) who would be willing to give biennial flight reviews for those who need them.

Spring is also a good time for one of those spot landing contests. It'll help everyone get sharp again.

This spring or summer might be a good time to tour Center—perhaps arrange an "Operations Raincheck." Check with your local FAA GADO office. They can help you make arrangements.

Now's also the time of the year to think about entering a race. Racing is fun and a very good experience. There are all kinds of races. You can race cross-country as in the Air Race Classic, or fly one of the small

speed or proficiency races held in local areas. Your chapter might want to work up a treasure hunt, a photo race, or something similar.

Sometime ago I mentioned the films available through the FAA for use at meetings, seminars, etc. The FAA film library has been moved. The library is being handled by a private operator. If you are interested in obtaining a list of the films available or the films you should contact: FAA Film Service, 2323 New Hyde Park Road, New Hyde Park, New York 11042.

Remember the "Ninety-Nine How-To Book." I still need help. If you feel a book of activities will be helpful, you must help. Please send me all available information you have on various activities. Share your good ideas with all Ninety-Nines. Many of you may receive letters from me requesting specific information. I had hoped to get these letters out earlier, but my time has been pretty well taken up this winter. Don't wait to hear from me—just keep the information coming. Without your help, there can be no "How-To Book."

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New Horizons

By Elizabeth Lane

On November 2, 1978, the First Canadian Chapter was saddened to learn that Dorothy Renwick had lost her battle with cancer at the age of 67.

Dorothy's flying activities began in the mid-sixties when her husband, Doug, joined a gliding club. In order to forestall any lonely weekends, Dorothy also joined and in due course attained her Glider Pilot's License and later moved on to power flight and a Private Pilot License.

In 1972 she became a Ninety-Nine and the next year was appointed East Canada Section Museum Chairman with terms of reference calling for the research, contact, and recording of the history of early Canadian women pilots, with the ultimate goal of forming a permanent exhibit of memorabilia and pictures to be housed in the Western Canadian Aviation Museum in Winnipeg, Manitoba. This display, the culmination of three years intensive research, was formally opened in 1976 by the Lieutenant-Governor of Manitoba and will form the nucleus of an on-going exhibition to be known as the "Ninety-Nine Collection."

Dorothy was also instrumental in assist-



Dorothy Renwick

ing the Ontario Heritage Foundation in erecting a bronze historical plaque to the memory of Eileen Vollick, who on March 22, 1928, became the first Canadian woman to be issued a Private Pilot License.

Those of us who were her friends will remember her lively personality and deep interest in all Ninety-Nine activities. She will be greatly missed.

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New Ratings

East Canada

Suzanne Frogley—Eastern Ontario-IFR

Middle East

Harryette Decklebaum—Maryland-Comm.
Marilyn Don Carlos—Maryland-IFR, Comm.
Carol Roberts—Maryland-IFR

North Central

Gigi Green—Central Illinois-Comm
Ellen Herring—Indiana Dunes-IFR
Sue Mohnssen—Indiana Dunes-IFR
Carol Zander—Indiana Dunes-IFR
Marie Eaves—Lake Erie-CFI
Marcia Klein—Lake Erie-IFR
Kay Nagel—Minnesota-IFR
Gayle J. Vail—Minnesota-CFI, ATP
Terry Zeldler—Minnesota-AGI, FE
Tanya Cunningham—Wisconsin-IFR, Comm.

Northwest

Karen Anderson—Greater Seattle-Comm., ME
Janna Imlay—Rainier-ME, CFI
Nita Loftus—Rainier-IFR
Elise Smith—Rainier-ME, Comm.
Debra Thompson—AGI, IGI, ME, FE

South Central

Mildred Harkey—Chaparral-IFR, BGI
Patricia Martin—Chaparral-IFR
Ann Robinson—Chaparral-IFR, Comm.
Mary Adams—Colorado-Balloon
Mary McCoy—Colorado-IFR
Fair Bridges—Dallas Redbird-Comm.
Cathy Jones—Dallas Redbird-DC-3 Type
Carolyn Sanders—Wichita Falls-CFI
Sue Stillel—Wichita Falls-CFI
Corty Sutton—Wichita Falls-CFI
Reba Tolbert—San Antonio-CFI

Southeast

Merry Robertson—Blue Ridge-IFR, BGI
Gary Wheeler—Blue Ridge-SES

Southwest

Lois Weatherwax—Aloha-Glider
Geri Wiecks—Golden West-IFR
Tracey Rice—Los Angeles-Comm., IFR
Dianne Winn—Los Angeles-Comm., IFR
Judy Colwell—Santa Clara Valley-CFI
Kathy Wilde—Santa Clara Valley-Comm.
Susan Windus—Santa Clara Valley-IFR
Carol Clarke—Utah-ME

Official Notice

Board Meeting

The Ninety-Nines Officers and Board of Directors will meet at the Corporate Headquarters in Oklahoma City, Oklahoma, on April 22-25, 1979.

Any items to be considered for the agenda should be forwarded to President Thon Griffith on or before April 1, 1979.

Here's Your Chance!

Questions - Ideas - Suggestions

Dear 99,

Have you wished you could talk to an International Committee Chairman face to face? **Here is your chance!** Come to our International Convention in Albany, New York next July, 1979, and you will have the opportunity on Thursday, July 21, 1979 at the Round Table Discussions.

To give the Committee Chairman a chance to come better prepared to serve you please write down some of your questions, suggestions, and ideas and mail them to Charlene Falkenberg, 618 South Washington Street, Hobart, IN, 46342. She will forward them to the appropriate chairman.

Thanks!

NIFA . . . Mid-Year Report . . . More 99s Support Needed

By Pauline Gilkison

The first half of the year shows that the Ninety-Nines are down in the number of donations to NIFA. For the period ending December 1978, we have received only fifteen chapter and section gifts. Last year at this same time, the number of contributors totalled thirty-one. Ninety-Nines showed an

increased interest in serving as judges at Regional SAFECONS this fall. We did reach our mid-year goal in dollars only because of an outstanding and dramatic gift from a western chapter.

The number of donors and amounts are both important. To support excellence in the

National Intercollegiate Flying Association's aviation education program SAFECON, sixty-nine chapters and sections as well as the International Ninety-Nines were involved in last year's successful NIFA activities. We had also raised our annual giving significantly. Your important gifts and continued support are needed now to help us reach our 1979 goal of \$2,800. NIFA has 501(c)(3) status now.

Please make check payable to NIFA and mail to:

Polly Gilkison
131 Walker
Clarendon Hills, IL 60514

Thank you

Remaining Two Regional SAFECONS

April 7-8, 1979, Pacific Coast SAFECON
Host: Arizona State University at Phoenix Deer Valley Airport
Contact: Dr. Mike Wood, (602) 965-3578

March 30-31, 1979, Region X SAFECON
Host: Ohio University at Ohio University Airport, Athens, Ohio
Contact: Prof. Francis Fuller, (614) 698-4114

We encourage Ninety-Nines capable participation at these two final Regionals of the year. Please contact the host school for details.

National Intercollegiate Flying Association

I want to be a part of the Ninety-Nines Support Group for NIFA. Please enroll me as an ASSOCIATE MEMBER.

Enclosed is my \$10.00 tax deductible professional dues.

Name _____

Chapter _____

Section _____

Address where I wish
CONTACT to be sent _____

Street and Number

City

State

Zip

Mail to:

NIFA Hqtrs.
Parks College
Cahokia, IL 62206

Safety is Never Having to Say You're Sorry

By Barbara Goetz

My brilliant scheme has failed. I thought I was extremely clever by asking other people to write safety education columns so that I would only have to produce a column for every other deadline. Well, so much for that, I am down to the wire and find that I must write this one all by myself; so, in the great tradition of those of us that really hate to write, I took a poll. The question is "What does safety mean to you?". These are some of the answers:

Safety Is:

Knowing how to make a forced landing, but never having to.
Always knowing how much gas you have on board.
Using a check list even though you know it by heart.
Actually looking at the aileron hinges when you do your walk-around.
Knowing the difference between red and green gasoline.
Having up-to-date approach plates; preferably, in the aircraft with you.
Knowing the conditions under which the carburetor ice will occur.
Knowing the difference between a cold

front and a warm front.
Knowing where the extra fuses are kept in your aircraft.
Making sure that everyone's seat belt is fastened.
Knowing whether to ask for a lower or a higher altitude when you encounter icing conditions.
Not getting into icing conditions at all.
Making sure the door is locked.
Clearing your own traffic no matter what approach control says.
Knowing the limitations of both yourself and your aircraft.
Not flying when you're tired, or sick, or hung over.
Being aware of what you did ten minutes ago.
Anticipating what will happen next.

Safety is never having to say you're sorry for any of these things and a whole lot more. Safety is always following procedures, always using a checklist, always doing a thorough pre-flight. Safety is demanding, safety is elusive, but most of all, safety can save your life.

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The Jerrie Cobb/99 Fund Drive

We are most happy to report that a total of \$907.36 has been received to date from the 99 membership in response to the above captioned article on Jerrie Cobb in the December issue of The 99 NEWS. Our sincere thanks to all of you who sent checks and letters. A special thanks to the two children, ages 6 and 8, of a fellow 99 who sent in \$1.36 from their piggy banks—how can you miss with enthusiasm such as this!

For those of you who missed the article, please take the time to pick up the December issue once again and read the story on pages 16 and 17. It is worthwhile reading—something you shouldn't miss.

Jerrie has been living this dedicated life for over fourteen years, but, as you all know, her work has been interrupted due to overwhelming expenses with the engine failure in October. This fund drive is an effort to help her overcome these

expenses and return to her work in the Amazon Jungle with the Indians. It is our hope that more Ninety Nines will join those of us who already support Jerrie with a monthly check. Just think what a dollar a month from every 99 would do for Jerrie.

We will continue to receive money for this fund drive from those who care to get involved. Make your check payable to the "Jerrie Cobb Foundation" and mail to either address listed below. Jerrie's IRS number is 237003507.

Thank you for caring!

Barbara Jenison
711 Shaw Avenue
Paris, IL 61944

Mary Waters
438 W. Wilmot
Chillicothe, IL 61523

*More Information (Cont.)

Allegheny Air Derby IV

The Allegheny Air Derby IV is a 250-mile round-robin proficiency contest, which will be held at Westmoreland County Airport, Latrobe, PA. The event is sponsored by the Greater Pittsburgh Chapter 99s. Send \$2.00 for race information and a kit to: Sue Simler, Coordinator, 354 Homewood Ave., Trafford, PA 15085.

2nd Annual Pinch Hitter Course

The Second Annual Pinch Hitter Course sponsored by the Greater Detroit Area Chapter will be held May 5-6 at the Ann Arbor Municipal Airport, Ann Arbor, MI. For registration or information contact: Kay Bidwell, 4985 Valley Vista Road, Troy, MI 48098 (313) 646-7143.

Fresno 400 Air Race

The Fresno 400 Air Race is held Saturday, May 20, with impound of the planes on Friday. It covers a figure 8 course of approximately 400+ miles with the start, a refuel stop (optional) and finish at Fresno Downtown Chandler Field.

This is a speed race with planes handicapped according to the type of plane. The limitations are stock aircraft of not less than 90 horsepower nor more than 450 horsepower. Modified planes will be individually handicapped by making special arrangements with the Race Committee. Credentials and documents will be checked.

Cash prizes and trophies will be given the first five places, trophies only for the next five places. Special awards and trophies are also given.

This race is sponsored by the Fresno Chapter of 99s. The first race was held in 1972 and was called the Fresno 400 Men's Air Race. The name was changed to the Fresno 400 Air Race in 1978 as it was opened to both men and women. For information contact: Kathryn M. McNamara, Publicity Chairman, Fresno 400 Air Race, 675 E. Escalon, Fresno, CA 93710.

San Diego National Air Festival

The San Diego Aerospace Museum and International Aerospace Hall of Fame Recovery Fund, Inc. and the Combat Pilots Association, San Diego Chapter #1 is sponsoring the week-long aviation event May 19-29. The Air Festival is a new concept for the area and will incorporate soaring, hang gliding, sky diving and hot air ballooning with a broad variety of other aviation and flying activities. There will also be some of the top stunt and exhibition flight attractions plus midget racers including the Formula One or IXL prop racers. For more details, contact: Jack Broward, (714) 280-2986.

Illini-Nines Air Derby

The 10th Annual Illini-Nines Air Derby returns to the site of the first race which was held in Mattoon, Illinois. An exciting weekend is planned for May 25, 26, 27, 1979 at Coles County Memorial Airport. This unique race is sponsored by the three Chapters of the Ninety-Nines, Inc. in Illinois; Chicago Area Chapter, Quad City Chapter, and the Central Illinois Chapter. The race is sanctioned by the International Ninety-Nines, Inc.

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Gotcha

By Joan Kerwin

The FAA has been trying for quite a while to restrict General Aviation. The lowering of the positive control area has been on the back burner for at least a year. Expansion of the number of TCAs has been in the back of their minds since the first TCAs were proposed. They even included Group IIIs in the FARs, although they didn't have any in operation.

In their spare time, they must have found a few extra moments to read *Games People Play*. All these brewing restrictions came to a boil after the San Diego accident.—A General Aviation aircraft was involved! NIGYYSOB! This was the opportunity they were looking for. Certainly the media was all set to back them up and back them up they did. It was all the General Aviation plane's fault for just being there. So the FAA will see to it that the General Aviation airplanes won't be any where near. (Has anyone ever explained how the two airliners collided at Tenerife, or the two at O'Hare a few years back?)

Despite the fact that both aircraft at San Diego were under ATC control at the time of the collision, (as were the airliners in both incidents above) the FAA's cure is more control. In typical government bureaucratise, if a program isn't working the panacea is to apply more of the same. Whether it's money, regulations or controls,—more is better.

The FAA had what they thought was the solution to the problem of congested terminal areas. Now, when they see it isn't working, instead of coming up with a viable solution such as the climb/descent corridor, which had been suggested since before the institution of the first TCA, their minds keep running in the same well-worn rut.

One test used by psychologists to determine intelligence involves giving the subject a problem to see how many good solutions the subject can come up with. The more solutions, the greater the intelligence. FAA's IQ???

Meanwhile back at DOT/FAA, they show no lack of imagination in inventing new ways to extract our "fair share" from General Aviation. The latest, included in the FAA's 1980 budget, is a proposed six percent tax on the sale of all new General Aviation aircraft and avionics, (Doesn't that fit in perfectly with their new regulations which would require the purchase of new or additional avionics?) and an increase in the current 7 cents per gallon fuel tax to a 10 percent fuel tax. (That fits in too. We'll have to use more fuel to comply with these new regs.) Whatever happened to the Administration's war on inflation and the energy crisis?

Although DOT wants to increase taxes, they also want to reduce the funds for the Airport Development Aid Program, for which the Airport and Airways Trust was set up originally. They would divert the Trust Fund revenues to pay FAA maintenance and operations. "DOT is proposing to boost that (FAA's M&O expenses) contribution to \$1.6 Billion per year from fiscal 1981 through fiscal 1985 and would divert \$8 Billion in trust fund money . . . during the five year period—exactly double the amount it plans to spend for airport improvements." (*Business Aviation Weekly* 1/19/79) Comment: They call it our "fair share". A few quotes from the NPRM:

"The goal is the greatest possible increase in safety at the lowest achievable cost to all airspace users and, particularly, the highest feasible level of safety for passengers in public air transportation."

" . . . to assure an accurate assessment of the critical elements essential to the safe and efficient flow of air traffic. This is particularly true where the safety of passengers carried by air carrier is concerned."

"Congressional concern for air transportation, . . . amended section 102 of the Federal Aviation Act of 1958 to emphasize the 'dedication of the Congress to the furtherance of the highest degree of safety in air transportation and air commerce, and the maintenance of the safety vigilance that has evolved within air transportation and air commerce and has come to be expected by the traveling and shipping public.'"

Every one of the quotes stresses the concern for the passengers on airliners.

Rightly so. To paraphrase Billy Carter, there are a heckuva lot more passengers on an airliner than there are in a General Aviation aircraft. However, General Aviation aircraft comprises 98.7% of the total number of aircraft in the U.S. civil aircraft fleet. You can play around with numbers and percentages all you want. The fact is, the air carrier airports and their attendant equipment get the lion's share of the ADAP funds and therefore should and do pay the lion's share of the Trust Fund monies.

If the FAA stops mixing numbers and percentages like the proverbial oranges and apples, perhaps they can come up with a true fair share. For instance, how about the number of airline passengers per year against the number of General Aviation passengers per year; The number of airline ATC contacts per year versus General Aviation; The number of facilities at air carrier airports vis-a-vis those at strictly General Aviation airports; The percentage of FAA monies spent for air carrier facilities and airports against that spent on General Aviation airports. Let's stop twisting the statistics.

Those interested in being placed on a mailing list for future NPRMs should request a copy of Advisory Circular No. 11-2 which describes the application procedure. Address: Federal Aviation Administration, Office of Public Affairs, Attention: Public Information Center, APA-430 800 Independence Avenue, SW, Washington, D.C. 20591.

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99 Sets Two New World Records

Kathleen Snaper captured two new endurance records January 16, 1979. One was for low altitude flying and the other for covering the longest distance in a closed course at low altitudes.

The flight lasted for four hours and twenty minutes and covered some 525 statute miles at an average speed of 120 miles per hour. Although she was flying between 25 to 30 feet above the floor of Death Valley, the flight was actually below sea level.

This type of flying is extremely hazardous because of the unpredictable air currents which could send the pilot crashing to the ground. These conditions cost the life of another pilot in 1977 while striving for a low altitude speed record.

Kathleen, who is a flight instructor at the North Las Vegas Aero Club, was in a Cessna 172. Was she concerned about

crashing? No, "I was more concerned with flying too high."



Kathleen Snaper

New Scholarship Announced

By Dr. Dora Strother

The Amelia Earhart Memorial Scholarship Trustees take extreme pleasure in notifying the membership of the 99's that this year, in addition to the scholarships available through customary procedures, one full scholarship will be added. This will be an ongoing scholarship for enough money has been given to the fund, as a special gift, so the interest will provide the scholarship on a continuing basis. This has been made possible by memorial gifts from relatives and friends of a 99 in the Aloha Chapter who flew on to new horizons last year. She was Jane Zieber Kelley.

A much loved and respected person and pilot, Jane Zieber Kelley was an active 99. Our organization was one of her special interests. In fact, she became ill while judging a flying event near Tucson, Arizona on March 1, 1978. In the Tucson Hospital emergency room, she suffered a cardiac arrest and died April 20, 1978. Because of the great respect, honor and love of many persons for Jane Zieber Kelley, the Amelia Earhart Memorial Scholarship Fund has

received over \$13,000. From this large sum invested in the fund, the interest will provide a complete scholarship each year. Jane's husband, Mr. Richard R. Kelley, has requested that this scholarship be known as the "*Jane Zieber Kelley Memorial Account of the Aeons.*" The Trustees of the Scholarship Fund are delighted to accept this gift and feel that it is in total keeping with the intent of the fund and something of which Amelia Earhart herself would be exceedingly proud.

The photo (right) shows Mr. Kelley holding the letter informing him of the decision of the Trustees to comply with his request that the scholarship be named in honor of his wife. The Trustees know that all 99s who knew Jane Zieber Kelley feel a tremendous loss with her death. But because of the great outpouring of love for her, a continuing memorial now will help innumerable other women pilots. It is a fitting memory of the life that came to such an untimely end.



Vivian Fagan, Chairman of the Aloha Chapter, presents a letter from the Trustees of the Amelia Earhart Memorial Scholarship Fund to Richard R. Kelley. The letter informs him of the special scholarship in the name of his late wife, Jane Zieber Kelley.

No Commemorative Stamp for the 50th Anniversary of The Ninety-Nines

By Ruth Dobrescu

It's not that we didn't try—we did. Carolyn Sullivan (Memphis) wrote an excellent letter to The Citizens Stamp Advisory Committee and I went to Washington to see the Stamps Division Manager of the U.S. Postal Service to request a commemorative stamp for the 50th Anniversary of our organization. He acknowledged receiving some letters on this over the years. He told me—

1. They do not commemorate charitable, fraternal, political or sectarian organizations—the list would be endless and to whom do you say 'yes' and to whom do you say 'no'.

2. The Stamp Program for 1979 is finished/closed. No more suggestions are acceptable.

He did, however, say they now have an Aviation Pioneer Series—the first of which was the 31¢ Airmail issued Dec. 18, 1978 for the 75th Anniversary of Powered Flight (Wright Brothers). The series will also include Wiley Post. He was delighted when I asked about including a woman on one of these stamps and asked that I submit some

names of women in aviation (not necessarily pilots) for consideration. The honoree must be dead at least 10 years—a rule they will not violate. He would like the list by March 31 with a capsulized paragraph of why she is being recommended, in other words—her accomplishments. Off the top of my head, I plan to submit the names of Harriet Quimby (first American woman pilot) and Amelia Earhart.

Let's get a woman on a stamp for the Aviation Pioneer Series. Submit your recommendation to me as soon as possible (along with a capsule of her accomplishments) or mail them directly to—

Mr. Donald McDowell, Manager
Stamp Development Branch—
Stamps Division

U.S. Postal Service—Room 5522
Washington, D.C. 20260

before March 31st. **REPEAT:** She must be dead at least 10 years and she does not necessarily have to be a pilot, but a significant woman in the field of aviation.

*More Information (Cont.)

Both men or women may participate as pilot-in-command and they have the option of entering either the speed or proficiency category.

This fun-filled, interesting, and educational weekend is the fulfillment of a year of work and planning by Mary Waters, Chairman, Chillicothe, IL; Joan Boyd, Vice-Chairman, Lincolnshire, IL; Shirley Bonomo, Secretary, Chicago, IL; and Marge Huges, Treasurer, Sparland, IL; along with many other pilots from the State of Illinois and Indiana.

Arrival for impound on Friday, May 25 is just the beginning. A briefing on Friday night, and early Saturday morning is held for the sixty excited crews who will be waiting for the dropping of the flag by this year's honorary starter, Thon Griffith, International President of the Ninety-Nines, Inc., who will be here from Costa Mesa, CA. The entrants are limited to 60 crews and the quota has been filled with standbys for the past few years. The course is approximately 250 statute miles with two pylons. The airman's proficiency in fuel consumption, power setting, navigation, pilotage and piloting will be tested to determine the winners. First prize—\$350 each category; total prizes—\$1,500 plus trophies, will be awarded to the lucky at the Awards Banquet on Saturday night. Wouldn't you like to be among the lucky? Just send \$3.00 to Norma Freier, 225 Kelsey Road, Rt. #1, Barrington, IL 60010 (312-381-1384). Entry Chairman, for all the details and kit. Entries open February 1—deadline April 30, 1979. Surprises are in store during this weekend of "FUN" + "FELLOWSHIP" + "FRIENDSHIP". Come join us!

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Policy Upheld

By Sylvia Paoli

When pilot William T. King, Jr. attempted to make an instrument landing in January of 1972, without an instrument rating and crashed killing himself and two passengers during the attempt, the insurer of the plane denied coverage. The appellate court, however, held the insurer liable under the policy.

The pertinent statements in the policy required that Mr. King hold an FAA pilot certificate "at least equal to the Private type and while properly rated for the flight and aircraft, and when having not less than 550 total pilot flying hours." Evidence indicated that Mr. King had departed from Panama City bound for Mobile, Alabama, in VFR conditions, and had been told by FAA authorities that the weather in Mobile was VFR, both at the time of take off and several times during the trip. However, upon reaching Mobile, he encountered bad weather, had obtained clearance for an IFR landing, and was attempting to complete that landing when the accident occurred. Using the policy's definition of "in flight" as meaning "the period from the time the aircraft moves forward in taking off, . . . while in the air, and until the aircraft completes its landing and landing run after contact with land", the court refused to break up "flight" into segments that would consider the landing phase as a separate flight, for which King was not rated. Since King had undertaken the flight in VFR conditions and indeed was apparently VFR almost until the last few minutes, he was considered "properly rated for the flight". In addition, in checking other policies from the same insurer, the court found that the insurer had employed as an additional clause of exclusion the words "(this policy does not apply) under Instrument Flight Rules conditions unless the pilot possesses a valid Instrument Rating . . ." Therefore, the court stated, if the insurer had wanted to state such an exclusion, it knew how to do so, and could have in this policy, since it was shown that King had only 484.3 rather than the 550 stated in the policy, and sought to hold the policy void for that reason. The court noted, however, that the same company had issued identical policies to King in the past with fewer hours; in 1969 the policy indicated King had a student pilot's certificate and a total of 40 hours; in 1970, the policy showed him to have 220 hours; later in 1970 a binder was issued on the very plane involved in this accident, showing King to have 275 hours. Each of these policies had the same premium charge for liability coverage as the one in question in this case.

Therefore the court held that any misrepresentation as to total flying hours of the named pilot was a matter of absolutely no importance in the issuance of the policy and could not be the source for the insurer's avoiding its obligations under that policy. Additionally, it was the court's opinion that the hours listed in the application for insurance were not a matter of "words of coverage" on which issuance was based, but was information, or at most, a warranty which did not void the policy under Alabama law, (which required that the matter misrepresented must increase the risk of loss or be made with actual intent to deceive)

As can be seen from the holdings of the various courts in these insurance coverage cases, the precise language used in the policy is the controlling factor. In most instances, the courts will use the entire policy to attempt to interpret one particular word or clause, and, unless clearly unreasonable to do so, will uphold the interpretation that is against the insurance carrier.

99

*More Information (Cont.)

Garden State 300

If you'd like rules and regulations for the Garden State 300, contact Chairman Mary Helfrick, 15 Colonial Drive, Matawan, NY 07747.

Hayward Mini-Derby

Once again those "beautiful birds" will take to the skies for the Annual Hayward Mini-Derby. The cruise and proficiency race will be held June 8-9 and will cover about 400-500 nm. Registration kits are available from: Jackie Freeburg, 715 Regal, Menlo Park, CA 94025.

Hughes Airwest Air Race Classic

Date Change

Due to the fact that 25,000 square dancers were due to arrive in Milwaukee on June 25th, the A.R.C. board decided to change the take-off date of the Hughes Air Race Classic to June 16, finishing June 19th at 1700 CDT, in order to have adequate accommodations for all participants.

Hughes Airwest is giving \$20,000 prize money with \$5,000 to the first place winners. The Beech Corp. is giving \$1,500 if the winning airplane is a Beechcraft, or \$1,000 to the first finishing Beech airplane. Leg prizes will be awarded to those who have the fastest leg time and did not finish in the top ten. There will also be a prize given to the best scoring team who have not raced before in a major race (Powder Puff, Angel Derby, Air Race Classic). An

award will be given to the team whose combined time is under 1,000 hours with the best score.

The Air Race Classic is an invitational race open to members only, both pilot and co-pilot must be members. The fee is \$10.00 and \$4.00 per year dues which includes the race kit.

Entries close on April 23rd, the race route is: Santa Monica, CA; Sacramento, CA; Klamath Falls, OR; Walla Walla, WA; Great Falls, MT; Sheridan, WY; Bismarck, ND; Minneapolis, MN; Milwaukee, WI.

Come celebrate 50 years of women's transcontinental air racing, fly the Hughes Airwest Air Race Classic!

For more information, contact Hughes Airwest A.R.C. at 2188 Palomar Airport Road, Carlsbad, CA 92008 (714-438-5179).

Buckeye Air Rally

The Buckeye Air Rally will be held July 13-14 at Toledo Metcalf, Toledo, OH. Rain date for the event is July 15th. Race kits will be available April 1st. To get one, send \$3.00 to: BAR, Inc., 1633 LivMoor Ct., Columbus, OH 43227.

11th Annual World's Biggest Little Fly-In

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

Palms to Pines Air Race

Entries for the race open June 1st and close July 31st for the 10th Annual Palms to Pines Air Race. The race from Santa Monica to Independence, OR, will be 816 statute miles with fly-bys at Merced and Klamath Falls. RON at Red Bluff. Entry fee is \$55 and the race kit is \$2.50, which is available from Claire Walters Flight Academy, 3200 Airport Ave., Santa Monica, CA 90405.

10th Annual Apuepuelele

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

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"Aeronautical Cultural Center"

Report by: Doris C. Scott, President and Chief Executive Officer, International Women's Air & Space Museum, Inc., P.O. Box 1387, Dayton, Ohio, 513-223-8141

There is a great need for this Aeronautical Cultural Center. Communities, States, Countries and Nations throughout the world are progressing as seen in Aeronautical and Astronautical achievements.

The universities, the members of industry, the schools and the general public, everyone can benefit from the knowledge awaiting them in this Cultural Center. This project should be supported by every industrial concern and by individuals concerned about their own well being.

This Museum will inform the public, inspire more young women and men to become active participants in the field of aeronautics. It will become a home to display and preserve aviation artifacts, documents, books, pictures, memorabilia and a few famous aviatrix's airplanes.

Research studies reveal it is apparent that women have been involved for years and the world knows little about their contributions. Women have achieved and will continue to achieve places of honor in the recorded history of flight and there will be built, a museum, like none other, to express the world's admiration and respect for those women, as well as future women, and to insure the inspiration of their lives and deeds so it will always be available for coming generations, so men and women, boys and girls, can discover and achieve even greater things to give to the world.

Since Dayton has more aviation heritage than any other city in the world, the Dayton Area Chamber of Commerce officials welcomed the opportunity to help find a site for the museum so it could be built in Dayton and leave to posterity, "A Tribute To All Women in Aeronautics." Dayton boasts of the home of Katharine, Orville and Wilbur Wright; the first American airplane factory, the first airport which is now a part of Wright-Patterson Air Force Base; McCook Field where the first organized aeronautical research in the United States took place, the United States Air Force Museum which is one of the largest tourist attractions in the country, one-of-a-kind mosaic tile masterpiece depicting the Wright Brothers famous first flight and the Aviation Hall of Fame in Dayton has enshrined many famous aviation pioneers including Amelia Earhart and Jacqueline Cochran.

The International Women's Air and Space Museum is envisioned as being unique, appealing, and sufficiently different to arouse the interest and excitement of people of all ages. The museum will be a beautiful building, not only an area for the displaying of artifacts, but a building to house a library where research, education and scientific aeronautical interests can be pursued. The main features of the museum will be the Educational and Research Library Centers together with the newest type of theater where the historical events will be portrayed and it could also be used for hospitality gatherings, meetings, award programs, seminars, lectures, etc. The Multi-purpose theater with the Omnimax projection is being thoroughly investigated at the present time and would be similar to the one at the Detroit Science Center. Movies would be researched, staged, filmed and produced similar to the National Air and Space Museum movie entitled "TO FLY", however the movie would be entitled "WOMEN IN FLIGHT" and would be projected on the inside of a dome instead of a flat screen. A person could recline in the theater seats and actually feel the experience of flight. One could sense what it is like to fly, to gain altitude, or the feeling of entering space. Planetarium equipment could be added at a later date when funds become available.

The Museum Board has received word that the restored Amelia Earhart's Vega aircraft and Jerrie Mock's airplane will be available for display in this museum. Three foreign museums are already working on material for future exhibits to send to Dayton. The museum office has received numerous inquiries requesting permission to donate their memorabilia direct to the International Women's Air & Space Museum at the time of death by means of Wills, Codicils and legal papers.

The President and Chief Executive Office of the International Women's Air and Space Museum was instrumental in making an "APPEAL" to officials in Washington, D.C. for a "TRIBUTE" to Katharine Wright, sister of Orville and Wilbur Wright for the part she played in helping to pave the way for other women in the field of aviation. On April 19, 1978, 'seventy-five years late', a

tribute was entered into the Congressional Record of the 95th Congress of the United States. There is already an area designated in the museum gallery plans for a Katharine Wright exhibit that will show what she contributed to the cause of aviation.

Donor acknowledgment letters are mailed when monies or memorabilia are sent to the Dayton Office. All donation monies are being immediately deposited in the bank for interest benefits. It is noteworthy that no funds have been used for any operating expenses. All Board Members, Officers, Trustees and members of the Advisory Council are working as volunteers and personally pay all their own expenses. Royalties from a book soon to be published have been designated to come to the International Women's Air and Space Museum.

The Museum will be a center where people in all walks of life can come to see, to sense, to touch, and to enjoy the past, the present and the dream of the future.

The success of this project will be judged by the resultant building which will in turn, be judged by the satisfaction and well being of those who come to enjoy it.

This update seems neither excessive, nor overly ambitious, nor does it appear to be deficient or under-estimated, considering the needs and potential of the services which can be performed for the visitor.

This facility will be truly meaningful and relevant, it will have appear on a broad basis, in particular, the library, the theater, the exhibits and the center as a whole will provide, portray and fulfill the needs of the people who will traverse its halls. The conspicuous absence of such a facility has been unfortunate but we are now ready to establish an appropriate Cultural Center to dedicate to the world.

99

Think Convention '79

A First for Troop 350 . . . and Me!

By Susan Pal

"Do you think any of the girls would be interested in aviation?" was my query when scout Badge Group leader Julie Morrison phoned to ask if I would help four or five girls with a project in November. Were they! Twenty 9-11 year olds signed up for the special program which I had volunteered to organize with the help of scout mothers Nancy Wentzel and Ms. Morrison. Members of the troop, one of whom is my daughter, Anna, attend Brookside Elementary School in North Seattle's Shoreline district.

This promised to be as educational for me, a relatively "green" pilot, as for the girls. Where was I to begin? For a start, I wrote letters to the education and public relations departments of aviation corporations and telephoned Government aviation agencies for information and free literature. The local FAA office sent material on everything from careers to why an airplane flies and included their catalogue of free loan films. Brochures, photographs and flight school information arrived from the aircraft manufacturers and Seattle's Museum of Flight sent background information and old newspaper clippings on the Boeing Company, aviation celebrities and local women in aviation. The State Division of Aeronautics offered cloud identification posters and more free loan films. My desk was piling up with research books and information and the problem now was to organize it into sessions that would hold the interest of young scouts. My notes evolved into four different categories and I decided that the first two sessions, to be held after class in the school cafeteria, would cover History of Aviation/General Aviation and Careers in Aviation/Principles of Flight.

"What am I doing here?" was my first reaction standing in front of the expectant group at that first session. However, the butterflies in my stomach subsided as we talked about aviation milestones listed on the large bulletin board (constructed from an appliance carton) with the accompanying pictures of lighter-than-air craft and flying machines. The girls were amused to find out that the earliest heroes to venture into the rarified atmosphere above treetop level were a duck, a rooster and a sheep in the gondola of the Montgolfier Brothers' balloon before the royal court of King Louis XVI in Paris. For this age group it was important to remind them of some of the primitive aspects of early flying such as the lack of charts, navigation equipment and airports that today we take for granted. From here we progressed to the many uses of aviation in addition to the airlines and military aircraft. This was well illustrated by the film,

"Making the Difference" which showed everything from cropdusting and survey work to medical emergency aircraft. General aviation was an aspect that even the scout mothers present had hardly realized existed.

Aviation careers and the opportunities open to women was an area that I would have liked to make more effective. We had reprints of an article on women as pilots with the airlines and we talked about the many people employed in manufacturing, maintenance and avionics and also in airport operation and education. However, the film that would have illustrated these occupations was unavailable and we proceeded on to Principles of Flight. A plastic model of a single engine trainer, hurriedly assembled the night before, was very helpful in pointing out the different control surfaces of the airplane and their effects. The girls had a great time constructing simple gliders although Wilbur and Orville must have used a far superior glue to attach the tail components of their machines. Our experiments proved that flying contraptions were at best, unreliable and that the Wright Brothers might have done better to confine their talents to inventing the supersonic bicycle. After much cheerful chaos, we got back to such serious considerations as pilot

preflight planning including routes, altitudes, weather and simple navigation. Once again we finished up with a short film, "Kites to Capsules" which compared comical (in retrospect) early inventions, many of which failed to leave the ground, with today's smoothly operating big birds and efficient personnel.

The third session was planned for Friday, a school holiday. The morning was spent at the Seattle Museum of Flight where we were taken on an informative and entertaining tour of the many full scale aircraft. The girls took turns sitting in the cockpit of the military jet "Freedom Fighter" and then relaxed in the Museum's 747 cabin theater to see a film about flying from the days of the Flappers and the heroics of the first airmail pilots to present day jets.

This day had dawned bright and clear with a brisk northerly breeze, a perfect day for flying. On leaving the Museum, we took our sack lunches to King County International Airport, also known as Boeing Field, to sit on the grass and watch planes of all sizes departing while we dined on tuna fish sandwiches. The mothers dawdled although the girls had long since finished the last cupcake and I pronounced the time had come to proceed a block south to the flying

Insert - Susan Pal



Girl Scout Troop 350, Seattle Washington

Girl Scouts visited Boeing Field in November for an introduction to flight in small aircraft as part of their Aviation Badge. From left to right, back row: Karen Farrar, Jennifer Frazier, Brandy Bresnan, Joni Morrison, Melissa Cox, Tamara Nichols, Joeli Nelson, Betty Pan, Frederika Pfingst, Julie Zentner, Mara Lankow, Jean Toppingrud, Kris Knutson. Front row: Kristin Bates, Beth Ilgen, Jane Wentzel, Stacy Hesseltin, Sarah Riecks.

Photo: Nancy Wentzel

club. This was the moment the girls had been waiting for and the air was filled with their excitement and anticipation at what, for most of them, was to be a new adventure. Sally Bell, of the Mt. Tahoma Chapter of the Ninety-Nines, on hearing of the project from the Museum, had volunteered to help take the scouts for a short flight. After demonstrating the usual preflight check, Sally, her husband and I, flying Cessna 172's, took eighteen girls and three apprehensive mothers for a breathtaking ten minute ride to view the Seattle skyline, Lake Washington and the surrounding freshly snowcapped mountains under blue skies. By the time we had completed the seventh flight, our most timid passengers had become enthusiastic and we didn't lose one single lunch.

For our final meeting on a Saturday, we were scheduled to take a guided tour of Seattle-Tacoma International Airport. The tour started with a slide presentation about the airport, its development and some of the people who work there. The newly completed facility features many contemporary works of art and sculpture in its passageways and waiting areas. In the Airport's Security Department the scouts were intrigued by a fascinating display of potentially dangerous

items that had been confiscated such as weapons, drugs and related equipment, some of which had been detected by highly trained dogs. We also saw how the various systems in the airport were monitored from a central control room, from parking garages to the completely automatic transportation subways and baggage moving systems. Our guide then accompanied us to one of the airport's satellites where passengers were embarking and we could watch the airliners arriving and departing. Before the hour and a half tour was over, we also saw the customs inspection and baggage carousel areas and many other parts of this huge "people port".

The Seattle Scouting headquarters informs us that except for Explorer Scouts, this is the first time Aviation has been made available to girls in our area, especially to Juniors. From our experience, it is obvious that this age group approaches the subject with unabashed eagerness not always found in older girls. There are some aspects of our program that could be improved and, perhaps, we would pick an airport tour in the future that would put more emphasis on involvement with aircraft, their benefit to the public, the people who work in and

around the planes and air traffic control in the airport area.

At the Scouts' Awards Dinner the following month, I began to realize how much the program had done to promote a positive attitude towards aviation. The girl's enthusiasm hadn't only spread to me but had gained the support of their parents for aviation as a field of interest. So many people volunteered time and energy to make it a success, from the mothers who assisted at the sessions, Nancy Wentzel and Julie Morrison, to Georgia Franklin at the Museum of Flight and especially, fellow Ninety-Nine, Sally Bell and her husband, whose help made flying "come alive" for our young prospective aviators. My hope is that, in addition to what they learned, in a few years some of the girls may wish to learn more about aviation and possibly discover the joy and confidence that comes with learning to fly.

By next year there will have been more time to accumulate material and possibly get ideas from other people who have been similarly involved. I'm almost looking forward to it!

99

More Cockpit Cool

The wives of 25 Lubbock and area pilots were transformed from white-knuckled passengers to cool copilots during a Sky Pals seminar September 16-17.

The Lubbock Chapter of 99s sponsored the seminar, and the response was overwhelming. Due to limited space, and an effort to keep instruction more individualized, attendance was limited to 25 women. Calls were still being received from interested women after the maximum enrollment was reached. Last year 30 women attended the chapter's first seminar.

Last year's seminar was taught by Betty Wharton, Diane Stocklin, and Ava Carmichael all of the San Diego Chapter who originated the seminar. Ava and David, her husband, wrote the book, "From White Knuckles to Cockpit Cool," and David taught Medical Facts at the seminar. This year local members each taught a different topic to introduce the basics of flying to the women.

The two-day seminar began Friday night when Wanda Buck of the Lubbock FSS spoke about "Flight Plans." Then Instrument-rated Angela Boren got the program off the ground as she explained "How the Airplane Flies." Instrument-rated Dorothy Nagy who received her commercial ticket in July discussed interpretation of "Basic Instruments", Rhylene Stoker, a private



Susie Evans demonstrates preflight procedures to Sky Pals participants.

pilot, spoke on the "Tools and Terminology", and Susie Evans, CFII, explained problems of "Weight and Balance" to the women. Susie is also a helicopter and multi-engine instructor. After an FSS film on "Weather and Turbulence", the women and their families attended a "get acquainted" party in the home of Angela Boren.

Saturday morning the seminar resumed with the "Sectional" taught by Delores Key and "Plotting the Course" taught by Angela Boren. Each woman plotted a course on a sectional that was among the items included

in the \$20 enrollment fee.

Pat Cantrell spoke on "Survival and First Aid", and Dorothy Nagy on "Medical Facts." Candy Christmas, CFI, spoke on the aviation computer. The seminar ended with each woman actually preflighting the airplane and establishing radio contact with ground control.

The Lubbock Chapter has been invited by the El Paso Chapter to hold a seminar in El Paso in February, and are now in the process of organizing and planning for this seminar.

99

LJ AVIATION

By Marilyn Ratzlaff

For all practical purposes, it was the impossible dream. Linda Hooker and Jo McCarrell wanted to manage an airport. Not only that, but if they could also arrange an FBO, a few charter flights now and then, and maybe a little instruction on the side, it would be even better. Of course, the only obstacles that stood in their way was the locale and the fact that they were women. Either could have easily been insurmountable. However, with a little luck and years of hard work behind them, Linda and Jo put it all together and LJ Aviation was born in DeQueen, Arkansas, April 1, 1978.

LJ Aviation not only manages the airport, it is the only FBO on the field. In addition, it holds two National Forest Service contracts in two states, Oklahoma and Arkansas, and two private industry contracts to fly fire and bug patrols, it offers charter service and all phases of flight instruction. All of its instructors are CFII's. LJ Aviation employs four full-time pilots, all women, and one part-time male pilot. "We need more pilots desperately," Jo McCarrell explained. "All of our pilots are averaging five to six hours of flying time a day, and that's a lot. We really need another pilot or two, but the qualifications are so high that it disqualifies most of the local pilots." The Forest Service contracts require pilots with a Commercial-Instrument Rating and at least 1,000 hours of pilot-in-command time.

Nine months ago, there were five aircraft based at Sevier County Airport. Now, there are over twenty. Seven of the planes are operated by LJ Aviation including three Cessna 182s, two Cessna 152s, one Cessna 206 and a Beech Baron. In addition, one of their pilots, Donna Long, owns a Cessna 310 and does some of the charter work in it when she's not flying forest patrol. One of the other pilots, Amy Pilkinton, also owns a Beech Bonanza which has been pressed into service on occasion.

The groundwork for LJ Aviation actually



In the beginning, there were two partners and one airplane. The original staff and management of LJ Aviation included Wayne and Jo McCarrell (left) and Linda Hooker. Today, LJ operates seven aircraft and has added four other employees to the payroll in less than a year.

started in Dallas years before it became a reality. Jo and her husband, E. W. "Wayne" McCarrell, owned and operated a large boat dealership in Arlington, Texas. Wayne thought it might be fun to learn to fly, so he bought a 1948 Luscombe and proceeded to take flying lessons. It wasn't long before Jo found her way into the left seat. At the same time, Linda Hooker had also been bitten by the flying bug. It wasn't long before both were deeply involved in flying activities and they began to focus on their ultimate objective—airport managership.

In the beginning, both flew as often as possible and began to amass ratings that would enable them to instruct to offset the expenses of flying. Linda, who was a secretary for a Dallas-based oil company,

found it especially taxing financially to continue with advanced ratings. So, it came as a welcome surprise in 1975 when the International Organization of Women Pilots, the Ninety-Nines, awarded her a \$1,000 Amelia Earhart Scholarship which would allow her to complete her Commercial, Instrument and CFI Ratings. She turned in such a commendable performance that she was also awarded Woman of the Year honors in 1978. Since then, Linda has added a CFII, BGI, AGI and IGI Ratings. Jo, on the other hand, holds Commercial, ASMEI, CFII and Designated Part 135 Check Ride Pilot Ratings.

Once the learning phase was over, their aviation careers could begin in earnest. The

Cont. Pg. 15

first step was to instruct. Both began free-lance instruction at several airports in the Dallas area. Instructing had its rewards, but by this time, their sights were fixed on an airport managership—somehow. Of course, these opportunities were few and far between, not to mention the fact that it was two women who wanted the post. However, until that could be accomplished, they continued to teach student pilots to fly.

In 1973, the obstacles increased. Wayne McCarrell, whose objective was to retire at 40, did just that. He sold the boat dealership and bought a farm in Arkansas, a beautiful, but not-too-conducive place for two women to continue a fledgling aviation career. Since Linda and Jo had become somewhat firmly entrenched in teaching Texans to fly, a transition to Arkansas was no easy matter, especially for Jo, who was instructing for Edna Gardner Whyte at Aero Valley. As a result, she ended up commuting between Dallas and DeQueen every week, which is roughly 500 miles round trip. This she continued to do for over a year. Finally, she moved to DeQueen for good.

Then it became Linda's turn to commute. Neither had any intentions of letting a little thing like several hundred miles stand in the way of their partnership, so Linda worked at the oil company during the week, gave flying lessons in her spare time and commuted to DeQueen on weekends to establish her career there.

During this time, LJ acquired its first aircraft, a 1962 Cessna 182. They began to move toward their goal seriously, so Linda quit the oil company, bought some land near DeQueen and moved to Arkansas.

Since things were not progressing as rapidly as hoped for, Linda took a job with Lane Poultry, a large chicken processing plant nearby. Being the Office Manager was a far cry from running an airport, but then there wasn't an airport to manage.

Then the breaks started to come. Jo picked up a large charter contract which resulted in acquiring the Baron and was soon flying charter trips nearly every day.

Then within a few months, the opportunity they had been waiting for appeared. The managership of Sevier County Airport at DeQueen opened and LJ was the first in line to apply for the job. The Airport Commission accepted their application and they were in business. Things were beginning to snowball. Wayne was called out of retirement to man the operation while the girls were away. He did everything. He refueled airplanes, he answered the phones, he did paperwork, and then, he put in the bids for the National Forest Service contracts. The game plan was to bid on both contracts with the hopes of winning one of them. The strategy succeeded. In fact, it worked too well and LJ was awarded both contracts! Now, all of a sudden, LJ Aviation was no longer a dream—it was a super-dream and it was growing beyond everyone's wildest imagination. In order to fulfill the contracts,



Wayne McCarrell and Linda Hooker take care of some of the administrative details.

they had to have more planes and pilots to fly them, and they had to have them immediately. The scramble began.

The first full-time pilot to join the fold was Amy Pilkinton, a native of Bossier City, Louisiana. Amy, who is a Ninety-Nine as are both Linda and Jo, learned to fly in college and had won recognition as one of the finest collegiate flyers in the country. She, too, was an Amelia Earhart Scholarship winner. When she graduated from Louisiana Tech with a degree in Aviation and a string of ratings behind her name, she was immediately hired by Nichols State University in Thibodaux, Louisiana, as a flight and ground instructor. After awhile, she began to miss Shreveport, so she signed on as a flight instructor for a local FBO. Jo, who was in a desperate search for pilots, called Amy during one of her charter trips into Shreveport. Much to Jo's surprise, Amy, who had tired of years of right seat flying and the bumps associated with teaching



Charting the status of company airplanes is one of the tasks which normally falls to Jo McCarrell.

beginners to fly, accepted her offer. Within days, Amy, too, was in DeQueen.

The next recruit came from Las Cruces, New Mexico. Donna Long had decided that a career in aviation was exactly what she wanted. So, she learned to fly, raced through Commercial, Instrument, Multi-Engine, CFI and CFII Ratings, bought a Cessna 310 and accumulated more than 1500 pilot-in-command hours—all in the space of one year! However, local lack of confidence in a new pilot, who was female at that, proved difficult to overcome, so when the greener pastures of DeQueen beckoned, Donna went East.

Besides the ladies, LJ Aviation also employs a male pilot on a part-time basis. Bill Montgomery, who is a crop-duster in the summer, has been taking up the slack flying forest patrols during the winter months for LJ.

Cont Pg 16



'Line boy' Wayne McCarrell refuels a plane between Forest Patrol runs. Maintaining planes is only one of Wayne's responsibilities.



Donna Long oversees the progress of one of her student's preflight inspections.

Flying the forest patrol is no easy matter. First of all, both the National Forest Service contracts and the private contracts are flown at relatively low levels, about 1000 feet. That means the pilot usually has a rough ride—not too pleasant for long periods of time. The National Forest Service contracts are not too demanding as the pilot is joined by two or three Forest Rangers, who are responsible for reading the grid maps and calling forest fires or locating areas of insect damage. The pilot's responsibility is mainly to stay on course and fly the route accurately. However, flying the private contracts is an entirely different matter. The pilot works alone and must not only fly the route, but also read the grid maps and plot areas of trouble. The average route covers approximately 400,000 acres of timber and the pilot must be able to pinpoint the spot to within 40 acres when calling reports to firefighters on the ground. This is no easy task since much of the area looks the same from the air.

Although LJ Aviation is well on its way now, it didn't arrive without its share of setbacks and adversity. Two of the most

damaging events took place within just a few months of LJ's inception. Linda and Jo had decided to sell their original 182, which was a beautiful customized, but older plane, and replace it with a newer model. The prospective buyer took it on a cross-country trip to try it out. On the return trip, the airplane was crashed. It was a total loss and resulted in one fatality and one injury. Within two weeks after that, another airplane was lost when it stalled on takeoff killing both the pilot and his passenger. Neither accident involved LJ personnel, but this unfortunate set of circumstances took its toll emotionally on everyone involved with LJ Aviation.

The underlying philosophy Linda and Jo have adhered to since the beginning is professionalism and it has served them well. As was expected, there was a great deal of negativity originally. Women pilots were not accepted in this rural area and there was a certain amount of reluctance on the part of prospective passengers which had to be overcome. However, perseverance and professionalism won out and now charter customers and Forest Rangers alike actually



Finding a small fire in a 400,000 acre tract is no easy matter. Harder still is pinpointing the exact location on a map so that it can be found by firefighters on the ground.



Oklahoma Forest Service Rangers, Jim Burnett, "Connie" Mullen and Jim Langdon review their patrol route with LJ pilot Amy Pilkinton prior to takeoff.



Forest Patrol pilot Bill Montgomery



In her spare time, Amy Pilkinton finds time for a little flight instruction with her favorite student—her younger sister Lisa (right) who is also employed by LJ Aviation as the Office Manager.

prefer to fly with the ladies of LJ Aviation. As one of their marketing executive charter passengers put it, "It doesn't bother me at all to fly with them. I think they know what they're doing. They are well qualified and they really do a good job. I'd just as soon fly with them as anyone else." The respect was not easily won, but it was carefully developed until today Jo's best charter customers refuse to fly with anyone but her. If she can't take them, they won't go until she can.

It wasn't easy. The climb from the bottom was hard and very frustrating. And, it's not easy now considering the hours and hours of forest patrol flying, the charter flights which leave in the middle of the night and the countless other things that make up LJ Aviation. But they did it. Linda Hooker and Jo McCarrell created LJ Aviation, an incredible, impossible dream, and transformed it into a prospering reality. ⁹⁹

On The Cover

Jo McCarrell (far right) delivers another group of charter passengers. Although normally she flies alone, on this trip she had a co-pilot—partner Linda Hooker (second from right).

Wild Blue Yonder

By Barbara Bagwell

With the coming of spring, most 99s will eagerly ascend into the "wild blue yonder". Some may be making extended flights into areas with unfamiliar regional hazards. By doing your homework and remembering rules of good common sense, not to mention the FARs, you can help ensure that your flight will be a pleasant one.

Mountain flying presents probably the greatest hazard, particularly if you're a flatlander. Even without an emergency situation, many aspects of mountain flying can create an unsuspected life and death situation.

Turbulence can be expected in these areas. Mountain air generally starts to get bad around 10 A.M. and grows steadily worse until 4 P.M. then gradually improves until dark. Mountain flying at night is a risky ride, especially if you're VFR only.

Keep in mind, especially if you're the only pilot aboard, that your attention to flying can be interrupted by having to deal with a sick passenger. My husband, while still a low-time pilot, had this fact etched in his memory on an early afternoon flight to a little grass strip in the North Carolina mountains. His right seat passenger, a hefty fellow, consumed a hamburger and "the works" at the airport coffee shop prior to takeoff.

Arriving at their destination, alas, my husband could not spot the little airstrip anywhere. He proceeded to circle and lose some altitude for a closer look, whereby his passenger proceeded to become airsick. In his attempt to turn toward the back seat, the sick passenger pushed the control wheel full forward with his knee. Spiraling toward the little mountain town—and eternity—my husband somehow managed to wrestle the guy off the controls, stabilize the aircraft, and to some extent, his passenger. Still unable to locate the strip, they regained altitude and returned home.

While my husband gathered his cleaning rags, soap, pail, etc. for the task ahead, his undaunted passenger headed back to the coffee shop.

It is probably best not to mention airsickness before flight with a passenger who has little or no flying experience. The thought itself may provoke the feeling in some people. Turn an eye to your passengers frequently. If one becomes uncommunicative, rigid, stares straight ahead, or takes on

a strange greenish hue, then it is time to bring up the subject and pass out the sick sacks. You might avoid some such unpleasantness by flying in the early morning.

Most of us are probably familiar with the logistics of safe mountain flying, but it's a good idea to review the do's and don'ts contained in the AIM or the AOPA handbook or other source before flying in these regions. By all means, file a flight plan. Flight Following Service is available for all types of hazardous terrain flying.

Pilots using their low altitude enroute charts who choose to fly direct between omnis should remember that the MEAs and MOCAs are only guaranteed for the eight nautical mile width of the airway. Check a sectional chart for intervening terrain if the area is unfamiliar.

Picturesque mountain passes that look so quiet and innocent can be deadly. Blundering into an unfamiliar pass can really ruin your day, unless you're proficient in vertical reverses. If you can't see room enough to turn around, don't go in. Never try to "scud-run" anywhere, but especially here. Also, the venturi effect of the airflow through the passes causes a pressure drop. We all remember, of course, that this causes our true altitude to be less than that indicated on the altimeter. If visibility worsens, as it often does in these valleys where fog forms quickly, this could be fatal.

Well, you made it through the pass with flying colors and there ahead is that skinny little thing called your destination. These little mountain strips can be very interesting. Some have sloped runways and others have only one access direction which can mean a downwind takeoff or landing. Usually, it is better to land downwind and upslope. In the thinner air your true airspeed will be much faster resulting in higher than normal ground speed and a longer landing distance.

Density altitude information is usually available for any field upon request from your friendly Flight Service Station. However, make friends with your computer. Make it part of your *preflight* to check your aircraft performance charts in the Owner's Manual. Remember, density altitude is the *performance* altitude of your plane under *today's* conditions, and may be thousands of feet higher than what your altimeter is telling you. FAR 91.5 informs us that it is illegal to run out of runway whether it be at Denver or

in your own little cow pasture.

Departing, take off downhill and down a valley, if possible. Circle for altitude in the vicinity of the airport. Don't head for the ridge and pray you can top it. God helps those who help themselves!

Swamplands of the South contrive a very uninviting place to land an airplane and an even worse place to get rescued from. 'Tis better to skirt these areas, but if you must fly over them, have an added measure of altitude and try to stay near a highway. If a forced landing is imminent and a highway or grassy area is not within gliding distance, look for the lightest green—the dark green is water.

Flying the **Great Lakes**, many pilots in summer months have experienced the frightening, and often fatal, "gray-outs" when overcast sky and water merge. Before flying in this area, get a thorough briefing, noting the location of Highs and Lows and the relative temperature between the land and the water. Lake Reporting Service is available in this area.

Florida, our "sunshine state" has its own unique brand of weather due to its location between two large bodies of water. But do your flying here in the early morning or you may not see very much sunshine. Thunderstorms are frequent in the afternoons and evenings, but seldom form lines.

The warm water of the **Gulf Stream** produces a deadly phenomenon—the waterspout. Without warning, they may drop from a thunderstorm or simply rise up from the water, even in fair weather. They can rotate in either direction with speeds up to 200 knots. The visible funnel itself is surrounded by an *invisible* ring of high winds and turbulence. Avoid at all costs! However, should you be caught in the vortex (Heaven forbid!) a higher source than I says to turn in the direction of the rotation with full power, work to the outside of the ring—and be ready to recover from an unusual attitude!

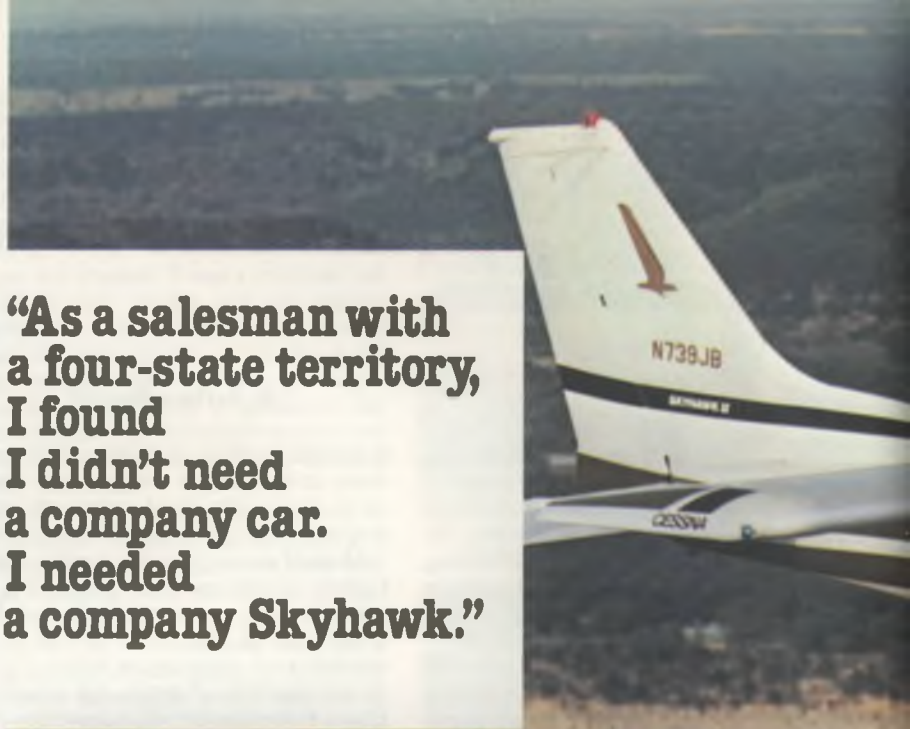
Waterspouts do not show a radar echo due to their small size. Needless to say, flight over the warm waters of the Gulf is less hazardous to your health during daylight hours.

The Midwest and Southern Plains area has some of the most violent weather found anywhere in the U.S. Spring is the worst in

Cont. Pg 34



"As a salesman with a four-state territory, I found I didn't need a company car. I needed a company Skyhawk."



SKYHAWK Today more than ever — a company car just means transportation. A Cessna means business.

The most popular airplane ever built.

What makes Skyhawk the best-selling airplane in the world? Look at it through a pilot's eyes: It takes off in 805 feet, clears a 50-foot obstacle in 1440 feet, climbs at 770 feet per minute, cruises at 122 knots (140 miles per hour), has a useful load of 910 pounds and a maximum range of 750 nautical (863 statute) miles (with optional long-range tanks).

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Not all clients are perched at the end of a runway. Many are found next to private dirt roads, pastures,



grass strips and short fields. That's why so many businessmen fly a Skyhawk. Because it's one thing to land on a short field. It's a whole new problem taking off from it. It takes off 75 feet shorter than the next best plane, clears a 50-foot obstacle 160 feet shorter, climbs 60 feet per minute faster and has a maximum altitude of 14,200 feet — 1200 feet higher. The higher the density altitude, the more important these differences become.

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Mexico on 220 Pesos a Day

By Jeane Wolcott

For those of you who can look out the window and see blowing white stuff or just white stuff and are sick and tired of winter even though it has just barely begun, I am going to take this opportunity to reveal my secrets on how to fly to sunny Mexico, spend a week enroute, a week absorbing sun and only spend 220 pesos a day (or to you, gringos, \$2.00 in American green backs.)

Each morning, the week of 24 December, I was glued to the TV watching AM Weather, John Coleman on Good Morning, America and of course, calling FSS in Columbus. A storm was building in the west and it appeared that I would have to start for Oklahoma City earlier than predicted. The plan was to spend New Years Eve and New Years Day with OK Nancy Smith and then (after much arm twisting) she would accompany me to Alamos, Mexico to visit with Maryland 99 Kay Bays.

So, the morning of the 29th, I called Greater St. Louis 99 Tex Wickenhauser and explained that if I spend that night with her due to the storm coming in, the 30th looked good for going on to OKC. The usual response to this request was a delightful, "Of course!". My packing was in haste, but who was going to need a lot of clothes for sunny Mexico? The Beech perked right along and the head wind wasn't too bad and I arrived in Alton at the agreed time. Tex was thoughtful enough to procure an empty T-hanger for the Beech and after snuggling her in, off we went to Tex's home.

Five days later, Tex's husband, Joe, told me he really hated to see me go; it was like another member of the family leaving home. During those five days, Tex and I papered the bathroom in her son's new home. This was after a couple of Bloody Mary's to keep our radiators from freezing. As the papering progressed, remarks such as: "If they put the waste basket here no one will notice" or "Please put dirty books in the bathroom for reading material so no one will realize we screwed up the pattern". The daughter-in-law, Jan, is really a great gal and she was just happy that we finally finished it. Three days is a long time to paper such a small room, but it all depends on what and who you are working with!

There were too many exciting incidents to relate at this time, but suffice to say, Tex's Place is one heck of a place to visit. Her accommodations are highly recommended.

On Tuesday, 2 January, I ice skated the Beech on runways and taxiways covered

with 2 inches of ice to continue my sojourn to OKC. No problem, so Nancy and I departed the next day for Tucson. We decided to spend the night at the Sheraton Pueblo. It is close to the airport and they sent a car. The chef there is fantastic and both of us definitely ate to put on weight (more weight).

The next morning we departed Tucson for Hermosillo, Mexico. (Navigator to Jan Million) super navigator Nancy missed Nogales, Arizona and Mexico airports! Let me quickly say, though, Nanc is a good navigator and from then on we had our you-know-what together.

We found Hermosillo, no problem, and started through Immigration and Customs. My impression of Nancy Smith is that she has her head on straight or, if you will, wound pretty tight. The lady brought nothing to prove she was a U.S. citizen! The only item she had was her pilot's license which states her nationality. Well, the immigration man and I started to communicate "You help me and I'll help you!" Although Nancy Smith is a friend, I am not certain she is worth \$5.00! Other than this small, expensive problem, the officials were helpful and did not expect any remuneration for their services. If anyone else had hit me up for money I would have sold them Nancy. How else could I write a "\$2.00 a day story"?

We taxied for gas and filled up. Eighty octane is available and gas is very inexpensive in comparison to the states; however, either cash or Master/Visa are good. No oil credit cards are accepted.

From Hermosillo, we filed VFR to Alamos via Ciudad Obregon. All the controller and/or tower operators speak good English and were very courteous. If there was any misunderstanding, they would repeat their request.

Finally, we found Alamos, which is located in some foot hills not far from Obregon and Navojoa. The Commandant, a man in his 70's or 80's, directed us to a tie-down. The Commandant had on an ordinance dress blues hat and an Air Force jacket, but we didn't recognize the pants. It seems that the Americans who visit there take him hats, etc. so he is really dressed well. There are no buildings or gas at the airport. The Commandant or one of his aides sleep under the wings of the aircraft parked on the field. We had buzzed the town (not too low) on our way in, which was the cue for Jim and Kay Bays to collect us.

Their home is right in town and delightful. We ate up the history, sightseeing and interesting features of this quaint little town and its people. The Bays' hacienda was shaped in an "L". The bedrooms and kitchen are located in the long part and the living room is in the short part of the L. The patio had a pool, surrounded by fresh spinach, lettuce, lemons, onions and tomatoes in bloom. All the rooms have fireplaces including bedrooms and baths. The weather during the days is warm but cool at night. So, a fireplace roaring at night as the body climbs into bed is really ideal.

A trip to Mexico last year was a disaster for me, because an unknown passenger named Montezuma climbed on board and you-know-who had nothing to take for it. This year, I had Kay and Nancy to care for me and never had a hint of a problem... well, one problem, overeating. Jim is an excellent cook, as is Kay, and then the restaurants we visited were outstanding.

On Monday or Tuesday, Jim left with the kids for Maryland and Uncle Larry, who was also there, headed for Utah as did two of the children, Jimmy and Jody. They are students at BYU.

Now, the gals had the house. We sat by the pool, went shopping, ate delicious fish in Obregon, walked to the hotel to hear friends of Kay's sing and went to the Bishop's for drinks and dinner. It was a vacation of do-whatever-strikes-you-at-the-moment.

On the 12th of January, we helped close up the house and headed out for Hermosillo. Kay had to pay \$2.50 to get Nancy out of the country (her value is going down). We gassed and then went on to Tucson. There is really a delay in Tucson and, if given the opportunity again, I would suggest Nogales, Arizona for Airport of Entry. Customs, gas and food would have been much simpler.

Our next stop was Lubbock and then on into OKC. Weather caught us for another day in OKC, but then Kay and I flew on into CMH. One other place I would by-pass is Lambert Field, St. Louis. Approach was surly, a runway stated by ATIS as good was nil and FSS should be ashamed to call their message a briefing.

By now, it is evident how I can fly to Mexico on \$2.00 a day. All that is needed are friends who will put you up or put up with you. Also be certain to take your birth certificate or passport or be prepared to spend a couple of unnecessary dollars. 99

Kansas 99 to Fly for National Airlines

By Pat Mlady

Susan Horstman, a member of the Kansas Chapter of the Ninety-Nines, has some exciting news. On February 5th, she started classes which will enable her to become National Airlines' first woman co-pilot.

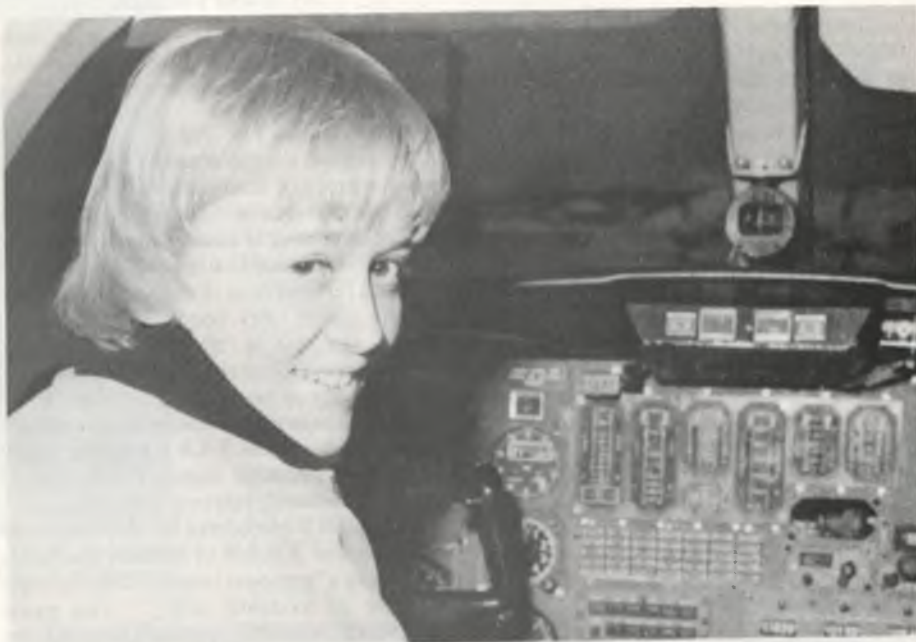
Susan's flying career has been rapid and varied. In 1973 she obtained her Private Pilot's license while working as an operating room technician at a hospital in Honolulu, Hawaii. As many are, by this time she was hooked on flying and was eager to learn as much as possible. She left Hawaii to enroll at Embry-Riddle Aeronautical University in Daytona Beach, Florida. By 1975 she had a Bachelor of Science degree in Aeronautical Studies as well as her Commercial, Instrument, Multi-Engine and CFI. While at Embry-Riddle she got involved in NIFA and competed in 1975 at Santa Fe, New Mexico where she won the 99's Achievement Award. (Also, it was here she met her husband, Chriss.)

After her graduation Susan did free lance instructing for awhile before going to Tennessee to become involved in full-time flight instruction. Both Susan and Chriss went to Salina, Kansas where Susan was a flight instructor first at Aircraft Services and then at Nelson Aviation. While at Aircraft Services, Susan obtained her CFII and Part 135 charter certification. At Nelson Aviation, she set up a Part 141 flight school, organized and ran the FAA and VA approved school, was the school's chief flight instructor and also continued to fly charter.

In September, 1977, Susan went to Florida to attend ground school for her ATP. Upon returning to Kansas she took a job as manager and chief flight instructor of the Fort Riley Flying Club. The first week on that job she obtained her multi-engine flight instructor rating.

At about this time Chriss was hired as a test pilot for Gates Learjet in Wichita. Susan immediately found employment with Flight Safety International in Wichita as a Systems Instructor for the Cessna Citation. While employed at FSI she got her ATP on the Citation along with her type rating. After eight months with Flight Safety she was offered a position as a flight test engineer at Cessna Wallace Division working on the Citation II and the early stages of the Citation III.

Somewhere along the line she had an interview with National Airlines. She was interviewed by the personnel manager and



Susan Horstman

the chief pilot, had a DC-10 simulator check ride, had a very thorough physical plus stress tests. She must have done very well because she was called to enter a five-week class beginning February 5. Immediately after her class is completed she will go directly on standby line status.

Susan's family will remain in Wichita—Chriss is a test pilot for Cessna now. Susan will now become a commuter.

Susan Horstman is an example of what desire and dedication can do. However, she is quick to give a great deal of credit to her husband who has been her biggest booster.

The Ninety-Nines can be very proud of Susan Horstman. Not only is she a very fine young lady, but she is also a terrific pilot. She is also a Ninety-Nine who contributes a great deal to the Kansas Chapter.

Congratulations, Susan!

99

Scholarship

The Sacramento Valley Chapter of Ninety-Nines, Inc. is sponsoring a scholarship in the amount of \$300.00 to be awarded in June 1979.

1. Applicant must apply the scholarship toward continuing education in an aviation oriented field. (i.e. career pilot, flight instructor, mechanic)
2. Male or female applicant must be between the ages of 17 and 25 years.
3. A financial need will be considered by the scholarship committee.
4. Members of Ninety-Nines, Inc. and their immediate families are not eligible.
5. Final selection of the recipient will be made by the scholarship committee.
6. Each application should be accompanied by two letters of recommendation.
7. Applications must be received by April 1, 1979.

Send to:

Mrs. William L. McClave
5317 Diablo Drive
Sacramento, CA 95842

For further information call: Mrs. McClave 331-1158, Mrs. Alair 383-1222, or Mrs. Warmoth 925-0564.

What Can You Do If Your Medical Certificate Is Denied?

By Arlene Feldman

Although the thought of an unsuccessful flight physical can cause apprehension among even the healthiest of pilots, it is somewhat comforting to know that there are alternatives to accepting a denial of medical certification. The first alternative, relinquishing that important license, is not as desirable to most of us as pursuing the avenues of appeal to the FAA and the NTSB; therefore it is hoped that this capsulized overview of the process of appeal will provide some guidance in selecting the option best suited to the pilot's individual case.

The pilot must first understand that she can do nothing until the Federal Air Surgeon reconsiders and affirms the decision of the Aviation Medical Examiner. Therefore within sixty days of the date of a denial letter, the pilot must take the first step in the process by requesting a reconsideration. If she does not, it will be assumed that she has accepted the denial.

The outcome of the reconsideration depends upon the category of disqualifying condition(s) within which the pilot's case falls. Since many of us have the tendency to ignore Part 67 of the Federal Air Regulations, this is the time for a review. Part 67 explains that there are conditions of the eyes, ears, nose, throat and equilibrium which could improve and warrant certification at a later date. Then there are those conditions for which denial is mandatory even if there is subsequent improvement.

The conditions are easy to list, but more difficult to explain in terms of what each condition encompasses. Therefore the FAR must be consulted for definitions etc. as you read the following:

(a) A personality disorder that is severe enough to have repeatedly manifested itself by overt acts.

(b) A psychosis.

(c) Alcoholism.

(d) Drug dependence.

(e) Epilepsy.

(f) A disturbance of consciousness without satisfactory medical explanation of the cause.

(g) Myocardial infarction.

(h) Diabetes mellitus that requires insulin or any other hypoglycemic drug for control.

If the condition does not fall within those listed, the Federal Air Surgeon may, during reconsideration, issue a special medical certificate where it is determined that a pilot can perform her duties "in a manner that will not endanger safety in air commerce." Each

case receives individual consideration, with decisions based upon medical evaluation, flight tests, considerations of flying experience etc.

For example, the Federal Air Surgeon may impose a requirement that the pilot wear corrective lenses while flying and/or may require that certification expire at an earlier date than is customary.

If she is unsuccessful in obtaining a special medical certificate or if the condition is one of the listed ones requiring mandatory denial, the case is "ripe for review" after reconsideration and the pilot may pursue the appeal route of her choice.

One of the several avenues of appeal leads to a petition to the FAA for an exception from the applicable standards of Part 67 (often erroneously referred to as a "waiver"). This request is considered by the Federal Air Surgeon and a board of medical specialists who have a "personal interest in the medical aspects of aviation safety." The panel evaluates recorded medical information without an examination of the pilot. It should be provided with the most current and complete data available to substantiate the pilot's belief that a grant of her request would not adversely affect aviation safety. Although it is not cause for apprehension, the pilot should be alert to the reality that FAA staff physicians tend to be conservative and skeptical in their considerations.

Since only the FAA may grant or deny an exemption request, there is no right to appeal the Administrator's final judgment. When an exemption petition is denied, the pilot is compelled to wait until her condition has improved significantly (usually at least two years) before petitioning the FAA again.

There is a second alternative, however, for a pilot who believes that she is qualified for and entitled to a medical certificate. She may instead request that the National Transportation Board grant her relief from denial.

The NTSB is by law the overseer of U.S. transportation safety, with the authority to review on appeal the order of the FAA to deny medical certification. The end toward which its efforts are directed is the prevention of aviation accidents.

The NTSB provides a formal proceeding at a federal facility near the pilot's home for the convenience of all the parties. An Administrative Law Judge presides at the hearing and prepares and issues an initial decision based on his analysis of the evidence. He is not bound by any of the findings of fact of the Administrator.

The Administrative Law Judge's decision is final unless an appeal is filed by either party to the proceeding. If an appeal is taken, the full Board (five members, appointed by the President) issues an opinion affirming, reserving or modifying the Law Judge's decision.

Although it is not required, it is advisable that the pilot be represented at an NTSB hearing by an attorney who is familiar with the categories of disqualifying conditions and the accompanying evidence required for each type of condition.

For example, if there is a specifically disqualifying condition, the pilot has the obligation of presenting evidence to support the contention that the condition in question never existed, does not now exist or that the diagnosis of the condition was erroneous in the first place (it is not sufficient that the pilot has merely recovered from the condition). Knowing that if she fails to support her contention she loses, the pilot will want to offer expert medical testimony and any other medical evidence available to substantiate her position.

If there is no specifically disqualifying condition but the FAA has denied certification because the pilot's condition is alleged to make her an unacceptable risk to air safety, the pilot has the obligation of proving that despite the condition she is not a "general risk." The presentation at this type of hearing will, of necessity, take a different form from the former.

A third alternative to denial is to seek review through the FAA and the NTSB simultaneously. As one appeal is pursued, the other avenue is kept open and may be subsequently followed. Recognition of the categories and the accompanying "burden of proof" requirements will provide a fair and speedy adjudication.

In summary, the pilot may choose to seek review either through the FAA or the NTSB or to both simultaneously. She may, as well, seek further review from the decision of the NTSB by the Court of Appeals of the United States. No matter what route she chooses, however, the pilot must not lose sight of the fact that by law she must be physically able to perform the duties required of her. The risks she takes, if she is not qualified medically are obvious. Therefore, when a denial letter is received, the pilot must ask herself if an appeal is justified. While none of us like to think of it, an honest answer may mean that it's time to move out of the left seat.

23rd Commemorative Brunch in honor of Amelia Earhart

Sunday, January 14, 1979

Held by the Ninety-Nines of Michigan at the
historic Dearborn Inn (world's first airport hotel)
Dearborn, Michigan

Winning poem in the Amelia Earhart middle school competition.

Born to Fly

*By Maria Christian**

She was born to fly.
Low and high.
Over the lonely sea and plains.
Through the air and back again
Through the clouds, deep thick, and white
Happy in her soar in a flight.
The hum of engines was her song
Sometimes short, sometimes long
The Electra, her pride and joy
Was her life-long love.
Her toy.
Although she is lost.
She's not totally gone.
For the planes in the sky,
Are singing her song.

**(Maria is a student at Amelia Earhart Middle School in Detroit)*



Full House! Neither wind nor freezing rain and snow could keep the "clan" from gathering to honor Amelia Earhart.



It takes hand demonstrations by speaker, Bill Flener, Associate Administrator for Air Traffic and Airway Facilities, FAA, to get the new rules through to Loma May and Lil Snyder.



Edith Ann Disler, CAP cadet receives a scholarship through solo from June Pailthorpe as Lt. Col. Sandoff, Bill Flener, and Lt. Col. Graham look on.



Wheel!! A new 66! Mary Hoontoon, student pilot, being initiated into the "Goonie" squad by Sammy McKay.



Ox-5er Michael Errard shows toastmistress his French pilot license autographed by Amelia Earhart.



Bonnie Krentler introduces speaker with upcoming original hit song, "What a helluva way to fly up in Bill Flener's skies".

Once upon a time, a young, tall, slim, blond 99 with windblown hair flew to Traverse City, Michigan. Little did she know Amelia Earhart was expected. Suddenly she was surrounded by VIPs, the red carpet rolled out and she was given red roses. Lo and behold, the roses and carpet were taken away when the mistaken identity was discovered. Years later, the Ninety-Nines of Michigan returned the roses and the red carpet to toastmistress, Loma May, along with a plaque honoring her for her contributions for the past 23 years to this annual event commemorating Amelia Earhart's flight from Hawaii to the Mainland on January 11, 1935. L. to R. Loma May, Lil Snyder.

Activities & Projects

East Canada

Operation Skywatch may be coming to Eastern Ontario and Ottawa. A meeting was held December 6 at the Skyline Hotel, Ottawa to explore the possibility of forming a Skywatch operation based in Ottawa. Ron Johnson, Toronto, of the Ontario Ministry of the Environment and Monty Monteith of the Ottawa office of the Ministry, explained



Operation Skywatch—(L-R) Monty Monteith, Betty Jane Schermerhorn, Suzanne Frogley and Ontario Ministry of Environment's chief photographer Ron Johnson



Operation Skywatchers—(Front L-R) Betty Jane Schermerhorn, Elizabeth Barnes, Carol Thomas, Wita Schlewien, Felicity McKendry, Terry Stokes and Mary MacMillan. (Back L-R) Suzanne Frogley, Hildegard Henderson, Virginia Cunningham, Dorothy Drew and Sue Chapman.

the setup to the 12 gals in attendance. This is a proposed expansion of the Operation Skywatch that was started with the **First Canadian Chapter** last summer. (See page 15 of the Jan./Feb., 1979 issue.) A briefing session for those who wish to participate as either pilot or observer is planned for March 26-27 at the Skyline Hotel, Ottawa.

Western Canadian

Alberta Chapter's main winter project has been to develop a "Flying Companion Seminar." This is a day-long program for people who ride regularly as passengers on light aircraft, particularly those whose spouses or friends are pilots. Topics to be covered include basic theory of flight, basic instruments, radio work, map reading and plotting. Also to be covered are the tools a pilot uses, fear of flying and the medical aspects of aviation. All teaching is done in lay terms, for these non-pilots. The seminar is scheduled to be presented for the Flying Farmers organization and the Alberta Aviation Council.

Alberta Chapter is encouraging its members to train as pilots and navigators to serve in CARES, the civil air rescue emergency service, which assists the Canadian Armed Forces on search and rescue missions.

B.C. Chapter is approaching the Ministry of Transport about airmarking procedures in B.C. and they also plan to organize and AWARE conference in the spring. the B.C. chapter has tentative plans to co-sponsor an air rally or precision navigation contest with a local flying club.

The chapter is pleased to have had one of their members, **Barb Robinson**, elected to a three year term as a trustee on the Pacific Aviation Museum.

Greater Winnipeg Chapter has been teaching basic groundschool to 4th year air cadets. They are members of Squadron 191 who will be starting flying lessons in the spring. Classes were held at the Winnipeg Air Force base, with eight 99s serving as instructors.

Chapter members are also busy preparing a room dedicated to women in aviation for the new Canadian Western Aviation Museum in Winnipeg. 99s are engaged in filing, re-copying, verification of documents, and lay-outs.

Greater Winnipeg chapter is hosting the **East-West spring Canadian** sectional conference in Winnipeg on the weekend of April 28. Governor for **Western Canada**, **Helga Valousek** has announced that International President of the 99s, **Thon Griffith** will attend. Plans call for discussion on the Ministry of Transport regulations pertaining to medical standards, and

pregnancy as it affects a commercial pilot's license. The effect of conversion to the metric system as it affect aviation will also be discussed.

Saskatchewan Chapter is proud of a friend they have in the British Section of the 99s. Their chairman, **Dr. June Mills**, corresponds with **Connie Fricker**, whose flying activities last year have amazed her friends in Saskatchewan. **Connie** won the Isle of Man trophy for the third time. To earn it she flew to Biggin Hill, on to Leauville, France, and then to just north of Paris. She continued to Cape Griz Nez, and across the channel to Southend, then to Birmingham, and the Irish Sea to Isle of Man. It was a journey of 650 miles in eight hours with only two brief stops for customs clearance. **Connie** says there was no time to stop for food, and the weather was horrible! She departed after breakfast at 4:30 a.m., and did not get a chance to sit down and rest and eat again until 8 p.m. This same lady won two trophies when she came 6th overall out of 51 competitors in a competition run to Malta, and also took the ladies trophy in that event. The 99s have honoured **Connie** by awarding her the Sir Alan Cobham trophy for achievement, which previously has been won by **Sheila Scott**. The Saskatchewan chapter salutes **Connie Fricker**, of Britain who is amazing active as a pilot, for a lady who is supposedly retired!

Middle East

The **Greater Pittsburgh Area Chapter's** membership drive meeting was a big success with 30 prospective members attending. **Sue Simler** presented a short lecture about the 99s and **Georgia Dix** provided the girls with a film about aerobatic flying. After the meeting, everyone enjoyed coffee, donuts and conversation.

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(L-R) Helen Davison, Section Secretary and Marge Bartko, Greater Pittsburgh Chapter Chairman with (Back Row L-R) Evelyn Hankey and Mary Lou Waite.



Greater Pittsburgh Chapter's Sue Simler (second from right) shares a cup of coffee with prospective chapter members.

Doris Jacobson and **June Hanson** are continuing **Maryland Chapter's** active participation in Air Age Education. Doris recently spoke to a group of students at **Harford County Day School** about the 99s, General Aviation, and the safety of flying. June Hanson presented a slide-talk called, "Around the World with the 99s" at her local library and introduced a troop of Brownies and Girl Scout Cadettes to General Aviation at **Fallston Airport**, complete with a tour of her Piper Colt. Also, several 99s are involved in the formation of the new **Maryland Aerospace Transportation Education Association**.

New York - New Jersey

Besides the chapter Christmas party in December, the **Long Island Chapter 99s** held their annual flour bombing and spot landing contest on December 2. The weather dawned bright and clear with just enough wind to make the drops and landings interesting. **Ronnie Minnig** flew off with two first place prizes in her Piper Comanche. She landed just 25 feet from the line in the spot landing contest and her bombardier, **Ron Klepper**, came the closest to the tarpaulin with his bomb. **Carol Rudman**, working on her CFI, came within 45 feet of the line to win the second place trophy in the spot landing contest. **Mae Smith** was the 99 judge keeping the CAP cadets on their toes. She also provided delicious homemade Portuguese soup for all the frosty entrants.

As an added attraction this year, **Elaine Devino** and her 49½er Vinny, provided the ingredients for a "pre-flight contest". Vinny taped over various outlets on a Beech Sundowner, unscrewed screws and stuffed paper into the exhaust stack. **Pat Bizzoso** was the winner finding six out of the ten pre-flight problems on the plane which was unfamiliar to most of the contestants. By the end of the contest, there was a new problem, one not previously arranged. Apparently in checking the gas caps, someone didn't know how to put one back on and left it loose. Eventually the contest papers came back with this as one of the things wrong during pre-flight. It was soon replaced and the contest continued with only legal irregularities.

Long Island 99 Alice Borodkin addressed an assembly of 100 ten-year-olds in a Rego Park, NY elementary school in December. There was great discussion on all phases of aviation and questions that really had her digging into her background to answer. In return for her patience and information, she received 100 letters and drawings of all sizes and shapes to say thank you. As editor of "The Airport Press", the newspaper serving the JFK International and LaGuardia Airports, she has recently had the distinction of receiving a much sought after New York City Working Press Identification Card—more commonly known as a 'Press Card.' Congratulations and thank you, Alice, for all your efforts on behalf of General Aviation.

The **Long Island Chapter** also held their second meeting with the new 66 group. The program included a film presentation and a mini-ground school. There are approximately twelve 66s interested in the program and as a result, at the next monthly meeting, the chapter will vote on whether or not to include the 66s at all of the chapter meetings, since they seem to be very interested.

The **New York Capital District Chapter** and the **Albany General Aviation District Office Accident Prevention Program** sponsored an aviation safety seminar and dinner to commemorate the 75th Anniversary of the Wright Brothers First Flight on December 6, 1903. The dinner and seminar was held at the Polish Community Center in Albany, NY on December 6. After dinner, **Peg Weiss**, Membership Chairman, spoke on what it means to be a Ninety-Nine. Convention Chairman **Betty Elliott** was also introduced and talked for a few moments about the Golden Jubilee coming up in Albany in July. Betty chose this time to present a Certificate of Appreciation to **Ward Shandoff**, FAA Accident Prevention Specialist, for his continuing support of 99 activities and projects. A film entitled, "In



Convention Chairman and NYCD member Betty Elliott presents a Certificate of Appreciation to Ward Shandoff, FAA Accident Prevention Specialist, for his enthusiastic and continuing support of the 99s.

"Celebration of Flight" was shown following the FAA slide presentation on aviation safety. Approximately 150 people attended.

The January meeting found the **New York**



Ken LaPenta of the National Weather Service Bureau at Albany County Airport demonstrates new equipment to the NYCD Chapter (l-r) Virginia Ryan (66), Elizabeth Collins (66), Ruth Green, Sue Polsinello, Harriet Bregman, Betty Lindhe (66), & Florence Dooley.

Capital District 99s at **Albany County Airport** for a tour of the Flight Service Station, the National Weather Service Bureau, the IFR room and the control tower. A warm welcome was received from the personnel giving the tour. The evening was very informative with demonstrations of equipment just installed. It was interesting to see what it's like on the other side of the radio conversation. A special note about the Golden Jubilee in July: Albany County Airport the oldest municipal airport in the country, celebrated its 50th Anniversary in June of 1978. It's conveniently located within one mile of the Convention! See you at our 50th!

Ninety-Nines from the Western New York Chapter were invited to speak at the 75th Anniversary of Flight Ceremonies at both Buffalo and Niagara Falls International Airports.

Ninety-Nines of the Western New York Chapter attended an Amelia Earhart Luncheon given by the Amherst Zonta Club. The speaker was Capt. Jean Bogart, Co-pilot, stationed at Griffiss Air Force Base, Rome, New York. Jean was in the first group of women chosen to become Air Force Pilots and spoke of her experiences in training for the Air Force.

North Central

Pilots from the Columbus area attended the FAA Safety Seminar sponsored by the **All-Ohio 99s** and hosted by **Yolanda Yourell**. GADO representative, Tink Cully's main topics were the touch and go accident and cold weather flying, plus some facts on aircraft maintenance. Three hundred and fifty pilots were in attendance and were

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treated to coffee and cookies during the breaks which were donated by the All-Ohio members. In addition, eight door prizes were awarded during the seminar.

All-Ohio Jeane Wolcott, as a member of the Civil Aviation of Ohio Emergency Plan Committee, announced that the State of Ohio and the committee had reached an agreement to work together to support the State's Disaster Services Agency. Those pilots from all over Ohio who volunteered and joined CAO will have a meeting in February to review the plan and dry-run a number of scenarios.



Pilots que-up for coffee and cookies prepared by the All-Ohio 99s at the FAA Safety Seminar held in Columbus, OH. The seminar attracted 350 pilots.



All-Ohio Dee Barrows holds pilot statue which is being raffled to obtain funds for the Buckeye Air Rally. Similar statues are available for sale.

July will be a busy month for the **All-Ohio 99s**. Port Columbus International Airport, Columbus, Ohio, will celebrate their 50th anniversary. **All-Ohio Dee Burrows** is a member of the committee and will chair the hangar dance the chapter is sponsoring.

The **Indiana Dunes** is well into the planning of their spring Aviation Clinic. It will be held at Porter County Airport, Valparaiso, IN, on April 28. This is an all day clinic with seminars aimed at both pilots and non-pilots. The co-chairmen of the clinic are **Carol Zander** and **Charlene Falkenberg**. A new class they are planning for this clinic is a search and rescue seminar.

Sally Sawicki was the course instructor for a federally and state funded program



Members of Rainier Chapter flew to Diamond Point for a lovely day in the sun to meet with members of Far West, Stillaguamish and Puget Sound Chapters to discuss plans for the Northwest 1979 Sectional Meeting, which will be held at Ocean Shores, Washington August 16-19, 1979

through which six members of Rochelle, Illinois Junior High School's seventh grade were able to receive flight instruction.

Indiana Dunes Chapter members met January 27 to start plans for another Aviation Clinic to be held in April. The chapter will also be working on hospitality for the Illi-Nines Air Derby to be held in May.

Northwest

The **Alaska** Chapter 99s have decided to bid for the 1984 International Convention. **Joy Craig** has been nominated as convention chairman and will attend the Board of Directors/Site Selection Committee's meeting in Seattle on February 3 to present a proposal to the Board.

Far West's Elene Duncan and her husband, William who is an orthopedic surgeon, will be serving as volunteers for the Care-Medico program in the Dominican Republic during the month of February.

Rainier Chapter held their first annual "Aerosafe" at Puyallup Industrial Airport. It was a fun filled day open to 99s and the public. Thanks to Professor Harold Wood and NIFA, the air events consisted of power on and power off spot landings and a precision air drop. The ground events were computer accuracy and an FAR test. There were also many other activities to keep everyone busy. Powered hang-glider demonstrations, continuous FAA films, ATC 610J simulator by Avemco and the FAA's Vertigon were also available. The temporary tower furnished by the FAA reported over 500 operations.

Rainier Chapter's **Debra Thompson** was chairman with **Liz Lundin** as mistress of ceremonies presiding at a lovely banquet

held at the Hangar Inn. The FAA's General Aviation Operations Inspector, Jack Weaver, gave a wonderful presentation and prizes donated by local aviation companies and trophies were awarded. **Rainier** Chapter did manage to hang on to a few of the trophies with the help and skills of **Janna Imlay** and **Elsie Smith**.

All women pilots residing in the State of Wyoming were invited to participate in a Hands-On Mechanics session in Casper January 14. **Wyoming 99s** and prospective members equipped with Phillips screwdrivers set about removing inspection plates on a new Cardinal, the first two registration numbers of which appropriately were "99". Harold, the mechanic at Casper Air Service, volunteered to answer questions and demonstrate some of the functions of a grease monkey. One observant guest noticed what appeared to be a "chore girl" positioned in the air intake. Harold informed us that indeed "chore girls" are used at the Cessna factory because of their excellent screening properties. Dr. Maggie Murdock spoke briefly to the group on the revision of the Equal Rights Amendment measure currently being debated in the Wyoming Legislature.

South Central

The **Chaparral** Chapter sponsored an "Airman's Educational Review" on December 12th in cooperation with the FAA Accident Prevention Program. Pete Campbell, Flight Standards Branch Chief at the FAA Regional Office in Fort Worth, Tom Campbell and G.C. Johnson, Accident Prevention Specialists from El Paso and Albuquerque, presented the topics: "The Pilot and the Airspace," "The Anatomy of a Landing," and "An IFR Approach." The program was termed "one of the best" by he one hundred plus who attended.

The **Chaparral** Chapter also took part in

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Las Cruces Vaquero Days by entering a boat in the parade.

Members of the Colorado Chapter spent the first weekend of February skiing at Aspen thanks to Jan Sauvage.

Mary Wheelock and Helen Hill of the Golden Triangle presented a program to our classes of third graders during the month of December and told the students it was in commemoration of the Wright brothers' Kitty Hawk flight of 75 years earlier.

A Safety Seminar was held January 30th sponsored by the FAA, Golden Triangle and



99 and Civil Air Patrol Aerospace Education Officer Gloria Burlette, (far left rear) with the 926th Composite Squadron before a flight in "Lucille".



Ann Lowell on the wing of the Stearman, which is hangared at Stinson Airport. She and 49½'er, George, make people sight-seeing and do banner-touring, etc. The number on the aircraft—N99AN, of course.

Bothron Aviation. Most of the chapter's activities have been work sessions preparing for Spring Sectional. Make your plans now to attend.

The San Antonio Chapter 99s had a joint meeting with the Zonta Club January 5th in the Ft. Sam Houston Officer's Club, Ft. Sam Houston, TX. Alice Foeh, Chairman of the San Antonio 99s, presented the "Life Membership" certificate to Ann Ash, a long-time member of the San Antonio Chapter and a new member of the Zonta Club. 99s in attendance were: Alice Foeh, Jane King, Virginia Spikes, Ann Lowell, Barbara Faulk, Sally Stalley, Ann-Marie Benham, Ruth Nichols, Ann Ash, Mary Schwendenman and prospective member, Peggy Plummer.

It took approximately fifteen San Antonion members, 49½'ers and guests to airmark the Burnet, TX Airport (name and numbers) in November. Jack King, Manager of the FBO at Burnet, treated everyone to a luncheon in town.

The Wichita Falls Chapter held a Safety Seminar on Family Flying in the Texas Electric Company's Ready Room. FAA slides were shown of actual flying accidents. An explanation of the slides was given by James L. Harris, who was introduced and assisted by John Jarchow, the GADO representative from Oklahoma City. The program dealt with causes of accidents and was extremely informative. Around forty people were in attendance and all were fitted with complimentary ear plugs.

Southeast

New Orleans' 99s have been involved in Aerospace Education in many different areas. Frances Bozeman, Chapter Safety Chairman and General Manager of a Cessna Pilot Training Center in New Orleans, arranged a pilot seminar program on December 8th, which was sponsored by New Orleans 99s in conjunction with the FAA Accident Prevention Program. The subject was topical for southern Louisiana—"Over the Water Flying". Evelyn Studlick was designated Accident Prevention Counselor by the FAA at the Seminar. Evelyn is a natural for the position, as she's an active flight instructor at Lakefront Airport and safety is her daily by-word. She's working on her PhD specializing in Climatology and currently holds SMEL, CFI, CFII and IGI.

Chapter Secretary Pat Besselman is the Aviation Counselor for Boy Scout Troup 263 and helped seven scouts earn their Aviation Badges. Each scout had a demonstration ride with CFI Evelyn Studlick and logged the time in a brand new log book.

Two other New Orleans Chapter members have also been busy. Chairman Judith Maggiore leads an Aviation Club at St.

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Evelyn Studlick proudly displays her FAA Accident Prevention Counselor Certificate.

Charles High School and demonstration flights are on the agenda for the enthusiastic teens. News Reporter, **Gloria Burlette**, is the Aerospace Education Officer for the Civil Air Patrol, 926th Composite Squadron. The 926th is very active and has been able to provide thirty orientation flights in the past year and hopes to have a ground school next year. These 99s are working on a day to day basis to promote Aerospace Education in the New Orleans area and to encourage young people to consider a challenging career in aviation.



Charline Mackessy, Bakersfield Chapter Chairman, and Loretta Grant hold the chapter's 36th Anniversary cake.



Loretta Grant (with back to the camera), Pat Church, Achsa Donnels (a Charter Member) and Janice Brown paint the runway at Bakersfield Airpark.

The Los Angeles Chapter held a successful instructor validation clinic with Aviation Training Enterprises of Santa Monica. **Georgia Lambert** was the chairman of this project. This proved to be a valuable way to maintain the chapter treasury.

On the 18th of October, the Monterey Bay Chapter 99s delivered 430 pounds of medical supplies to the Direct Relief Foundation in Santa Barbara, California.

Sandy Pratt flew her Cessna 182 accompanied by Chapter Chairman **Harriette Brin**. **Kay Harmon** flew her Hawk K-P and



Chart depicts the routes of women pilots flying in supplies for the Direct Relief Foundation.

Dell Hinn flew a Cherokee Six accompanied by Dr. and Mrs. Stan Paine. Joy Paine is the International Health Activities Chairman for the Monterey Women's Medical Auxiliary.

The Sacramento Valley 99s are very proud of their Scholarship Program that has been under consideration and now is implemented. The amount of the award is \$300.00 and will be awarded for the first time in June of 1979. The purpose of the scholarship is toward an education in an aviation oriented field (i.e. career pilot, flight instructor, mechanic, etc.) Scholarship details can be found in the Air Age Education section.

Not one, but two "Flying Companion" Seminars have been held by the Santa Clara Valley Chapter orienting over one hundred and ten persons who fly, but are not pilots, to the pleasures, problems and challenges of flying. The feedback has been most favorable and enthusiastic. One previously petrified "companion" is now taking flying lessons as a result. The SCV's treasury also benefited greatly from the efforts of nearly every member of the chapter.

After thirteen members of the Air Marking Committee and other chapter members turned out to mark South County Airport (near San Jose), the Committee thought repainting the compass rose at Reid Hillview Airport (San Jose) would be a snap. Not so; thinking they weren't needed, volunteers stayed away in droves. The 20-foot radius rose was painted entirely by hand by Chairman **Gloria Hovde** and **Evelyn Lundstrom** plus their 49½ers.

Gloria Hovde is also teaching a short course at Foothill College dealing with preventive maintenance for aircraft owners and operators. Gloria is the only member of the SCV Chapter with an A & P rating.

Picture yourself sitting in the left hand seat of a 747 . . . (am I really that high off the ground and we haven't even started the engine?) . . . You begin rolling down the runway at San Francisco International and five minutes later you set her down in Tokyo. That's the experience you can get in a 747 simulator at the Pan Am San Francisco Training Center, as several members of the Santa Rosa Chapter did last month. Just marvelling at the fantastic engineering knowhow responsible for all those cables, wires, pipes, tubes, etc. leading into the 747 cabin and watching it careening about on those eerie legs made the trip worthwhile in itself. But then, when you stepped into the cockpit and saw all the gauges, gadgets, buttons and lights, it was even more impressive, not to mention the thrill of actually getting your hands on the controls of that baby. Another trip is planned soon.

Southwest

Aloha Chapter 99s manned the food booth at the General Aviation Council of Hawaii's Aviation Day at Dillingham Field the end of November. This event provides us with our major fund raising project of the year. This year, the goal of the event was to introduce the non-general aviation oriented public to just what General Aviation was all about. By all reports, it was a success!

October was a busy month for the Bakersfield Chapter. Painting the runway at Bakersfield Airpark was one of their major projects. At its completion, all hands were treated to lunch at the Airpark Restaurant, followed by a meeting of the chapter celebrating its 36th anniversary.

A current chapter project is taking school children on guided tours around the airport.

GENERAL INFORMATION

East Canada

In January, the Eastern Ontario Chapter made good use of the spacious tables at their War Museum site when the program for the evening was a flight planning session for a trip from Ottawa via Kingston to Toronto and back in a Cessna 172. **Suzanne Frogley**, Chapter Chairman and a new CFI, guided the exercise. All pertinent weather, weight & balance, performance charts, flight logs & flight plan forms were provided. Members were asked, among other things, to figure fuel consumption in Imperial and U.S. gallons as well as in litres! It was agreed that this should be an annual occurrence, since it was such a good review of so many facts.

What You See Is What We Got!

Is your chapter represented?
If not, we'd like
to hear from you!
The 99 NEWS deadline is
the first of each month.
Send your chapter news now.

Middle East

Dr. Carol Roberts, Maryland Chapter and NTSB Digital Flight Recorder Specialist, recently returned from Rome, where she had been requested to serve as a technical expert to supervise the readout of the recorder from an Alitalia DA-9 that crashed near Palermo, Sicily on December 23, 1978. Carol, who was afforded full newspaper and TV coverage, was impressed with Alitalia's large and modern EDP center. "The hectic work schedule afforded little time for sightseeing," but she made many new friends among her Italian counterparts.

Rosalie McNish, another Maryland Chapter member, was an official observer at NTSB's week-long public hearing, looking into the facts of the tragic mid-air collision on September 25th at Lindbergh Field in San Diego. Rosalie is confidential assistant to Safety Board Member Francis H. McAdams, who was Chairman of the Board of Inquiry.

Two other chapter members were busy with new airplanes. **BeBe Owen** and her 49½'er are restoring their recently-purchased 1956 Cessna 170B, while **Mary Felk** took the easier route when she purchased an original-condition 1952 Piper Pacer that she fell in love with last summer in Oshkosh.

New York - New Jersey

Long Island Chapter member Diane Fisher and her 49½'er, Bill, have their own club, Mid-County Flyers, Inc., located at L.I. MacArthur Airport. An interesting item to note is the staff. There are four 99 flight instructors including Diane. The office staff consists of a 99 and a 66. To keep status as an equal opportunity employer, Diane has hired one male flight instructor to fill in on busy days.

Another **Long Island Chapter member, Nicole Radecki**, Assistant Chief Pilot for McIntyre Aviation at L.I. MacArthur Airport has been asked to fly a Cessna 340 to Wichita, KS in mid-February to attend the Cessna 340 Series Workshop in conjunction with her position at McIntyre. Nicole was also asked to speak at the annual meeting of Zonta, the organization of all business and professional women, on January 24th.

The 99s are indeed a friendly group, always welcoming other 99s to their cities. In November, L.I. member **Mae Smith** traveled commercially to Laguna Beach, CA and El Paso, TX. In both areas, she contracted other 99s through the roster. As a result, **El Paso Chairman Margaret Thompson** invited her to their meeting which was being held the afternoon she was in town. Another chapter member, **Marilyn Cragin** and her 49½'er, George, escorted her to a lovely lunch. So, when you're a 99, you have friends all over the world.

New members in the **New York Capital District Chapter** are **Barbara Cheles** and **Patience Huttly**. Barbara is a New York

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Florence Dooley, a New York Capital District 99, chooses her grab bag gift at the chapter's Christmas party.

State Insurance Examiner. She holds a private pilots license with over 200 flying hours. Patience transferred from the Hudson Valley Chapter. She is a commercial pilot with an instrument rating and she is currently working on her flight instructor ticket. She is a pilot and writer by vocation. Both girls are single and fly out of Albany County Airport.



All-Ohio Christmas. Chapter members gathered to celebrate Christmas and share it with all 99s.

North Central

All-Ohio 99 and North Central Governor, **Marilynn Miller**, played hostess for the chapter at their annual Christmas bash. Marilynn has been the hostess of this particular event for quite a few years. The party was well attended and everyone exchanged gifts, ate a delicious buffet and cheered each other with champagne. (Those not flying, that is!)

Braving icy roads and chilling winds for their next meeting, the All-Ohio Chapter traveled to Mansfield where **Marge Gorman** and daughter, **Gayle**, out-did themselves as hostesses. The meeting was held at the Gorman-Rupp Pump co. and while the gals conducted business, the guys toured the plant with guides Jim and Jeff Gorman. An excellent buffet of ham and beef with hot German potato salad was topped off with a pumpkin pie that Air Activities Chairman **Kay John** baked as one of her prizes for the



Hostesses Marge and Gayle Gorman invite All-Ohio 99s, 49½ers and guests to chow down at January's meeting in Mansfield, OH.

2nd plane to arrive. Since everyone drove, everyone got to partake of the great pie.

President Thon Griffith and **Secretary Hazel Jones** were in Columbus at the end of January to attend a seminar. The All-Ohio 99s from Columbus met with the international dignitaries and enjoyed a get-together over dinner.

Charlene Falkenberg, Indiana Dunes,

represented the 99s and Northwest Indiana on a panel for Aviation Forecast for the years 1980-90. It was sponsored by the Federal Aviation Agency at Northwestern University in Evanston, IL. Charlene represented General Aviation as a provider of transportation. Others on the panel represented the airlines and business aviation.

Charlene is now teaching her third weekly ground school. She teaches private ground school at the local Hobart Junior High School, nearby Merrillville High School and at the Purdue Calumet Continuing Education Campus.

Each month, the **Indiana Dunes** features a member. This month, it is **Anne Abbott**, who is recovering from a back injury. She has been unable to attend meetings or fly much lately, but hopefully she will be able to again soon. Everyone in the chapter misses Anne and sends wishes for a speedy recovery.

The cold, but sunny weather did not prevent thirteen **Lake Erie** Chapter members from attending the December meeting at Portage Airport. An excellent film entitled, "More Thoughts on Winter Flying" was shown by **Margaret Juhasz** while chapter members munched on her delicious cookies and coffee. The group presented **Bernice Barris** with a specially designed stained glass airplane as a token of appreciation since Bernice has been our very able 'leader' for the successful proficiency and speed races at the September Cleveland Air Races. The group then adjourned to a near-by restaurant for more 'flight-talk'.

Lake Erie's January dinner-dance was

again held at the beautiful home of **Annett** and **John Fedor** of Pepper Pike. A delicious sit-down dinner was served to thirty-four members and husbands. After dinner **Secretary Margaret Wellington** was surprised with a birthday cake. Then there was dancing into the wee hours of the morning. Another chapter member, **Pat Stark** attended the WASP Conference at Colorado Springs in September. A record-setting 586 attended the Conference. As an additional highlight, Pat rented a Cessna 182 and flew over Pike's Peak and vicinity. She reports that it was a wonderful experience.



Lake Erie's **Marcia Klein** poses with her newly acquired 33F Bonanza. It was just a thoughtful little gift from her hubby.

Lake Erie Chapter's Pilot of the Year is **Dodie Jewett**, who was coaxed into flying by her pilot husband in 1957. She received her Private license in 1972; Ground Instructor in 1977, and Commercial in 1978.

She has been a member of the 99s since 1973, and received a 'fun trophy' this year for never missed a monthly meeting. She joined the Organization of Private Women's Pilots International, and is Advisor for the Painesville "Aviation Explorers' Post." PIC Michigan SMALL race—won the 'Tail-end Tony' Trophy.

At present she is an Attendance Officer, and Advisor for the Aviation Club at the Geneva Secondary Schools.

Unusual Incidents: Landing her air-

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Dodie Jewett

ane, unaware that a wheel was missing. On cross-country, using a reservoir for a landmark, the second time around, the reservoir was drained, became disoriented and called Oberlin Control. Escorts were sent out, but she even lost track of them.

Lake Erie Chapter is proud of their Pilot of the Year, **Dodie Jewett**. The trophy is being placed in her school for all to see and help her celebrate her year.



Photo: Susan Pal

based at busy King County International Airport in the heart of Seattle, this Cessna 152 takes my seven year old daughter, Anna, and me on jaunts to airstrips like this one, Ranger Creek State, at the foot of Mt. Rainier. Anna has already had her first flying lesson in N714TD which Mom purchased and carried from Monroe, Michigan to Seattle in April, 1978, one year after obtaining my private license. The solo trip, with a few detours to stay VFR, took three and one half days. Now instrument rated, I am working on my Commercial and Instructors ratings.

Northwest

The Alaska Chapter 99s held their Christmas party at the Elmendorf Officer's Club. The surprise attraction for the event was the mysterious Chante, the hypnotist. It was discovered that several of the chapter members are easily hypnotized and the resulting performances were entertaining to say the least. Although none of the hypnotized subjects actually crash landed, several did indeed have difficulty maintaining straight and level postures. The Anchorage community was extremely supportive of the 99s event, so the chapter was able to give away over ten door prizes, including three hours of helicopter time and dinner for two at Stuckagain Heights (an elegant restaurant in the Chugach Foothills) via helicopter.

A new member was sworn into the ranks of the Alaska Chapter. **Kathleen Bostwick**, who received her license in 1978 and has a total of 80 hours, is a census worker and flies to nine different bush villages each month. She was also the winner of the spot landing contest during the 99s recent fly-in to Eielson, AK.

Congratulations to **Betsy Nobmann** who submitted the winning entry for the Alaska

99s monthly newsletter. The paper will now be officially entitled the "Fly Paper".

Kent Olson, chief pilot for Pearson Aircraft in Port Angeles and also an FAA Accident Prevention Counselor, was the guest speaker at the January meeting of the Far West Chapter. He discussed pre-flight procedures and cold weather operation of aircraft as well as recent changes in Part 91 of FAA regulations.

of one of its worst winters, had been closed due to two to four inches of ice on the runways, plus having no electrical power, which had been knocked out by the storm. Eastern Washington was involved in a heavy snowstorm, which left Seattle as the only open (?) area, and it was strictly IFR with fog. Even so, it was a most informative three hours and gave a new perspective on Air Traffic Control.

South Central

The Arkansas Chapter reports that the advice of local pilots is being sought to develop procedures for the Fort Smith Municipal Airport's new radar service according to Ed Stacy, FAA Control Tower Chief at Fort Smith, AR.

Stacy said the service will be implemented within the next year using the airport's current manpower and equipment. He said the service will involve positive radar separation for aircraft flying under visual flight rules in the terminal's radar area. Stacy defined the terminal separation area as a 15 to 20 mile horizontal radius and up to 7,000 feet vertical space from the airport. The service, he emphasized, will be voluntary. But, he added, 90 percent of the pilots at airports where the service is offered have accepted it. This service is currently available at Tulsa. The tower chief said that the new procedure will decrease the possibility of mid-air collisions by requiring pilots under VFR to maintain a 500 foot vertical separation and a 1½ mile horizontal separation from other aircraft. Currently, VFR aircraft have no separation minimums.

Colorado's Sharon Bigelow is now flying left seat for Trans Mountain Airlines, a Denver-based commuter line. Meanwhile, **Babette Andre** has announced the opening of CAVU, a full service aviation public relations and advertising company. She and her partner, Dave Scherer, were recently featured in a Denver Post article. Another Colorado gal, **Beverly Miles**, was spotlighted by the Post. Bev was seriously injured in a crash of a Falcon in April, 1977. She has returned to flying with the use of hand controls on a Cessna Skyhawk.

It didn't quite fit under the Christmas tree, but **Ellen** and **Kevan Corder**, also Colorado, are the proud owners of a Brantley B2B helicopter.

The December meeting of the Dallas Redbirds was a Christmas party. Guests were husbands and boyfriends; **Marie Genaro**, a WASP; **Wildflower's Jo McCarrell**; and prospective member **Linda Wackwitz**. The January meeting was a combined business meeting/puppy shower for **Hazel Jones'** new Cocker Spaniel, "Deefer Dog". All chapter members agreed to write letters in opposition to the first Notice of Proposed Rule Making.

The Golden Triangle Chapter plans to fly

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Elsie MacDougall explained the structure, purpose and goals of the Ninety-Nines organization for the benefit of both members and guests. Chairman **Mary Cole** announced plans for another Pinch-Hitter course to be offered in the spring with **Mary Kochanek**, CFI, conducting the course.

Eighteen Greater Seattle Chapter members combined their January meeting with an indepth tour of the Auburn Air Route Traffic Control Center, learning about the entire air traffic control environment and as a result are looking forward to becoming even better pilots. It wasn't one of the Center's busier days. Portland, in the throes



Edy Miller, Alaska Chapter Vice Chairman, watches as **Anita Benson**, Chairman, receives and reads the door prize at the annual Christmas party. The prize was three hours of helicopter instruction time!

to Oklahoma City February 24th for a tour of 99 Headquarters and the Cowboy Hall of Fame. In the meantime, two chapter members, **Judy Bruce** and **Pat Evans** have gone skiing.

If **Oklahoma Chapter Air Marking Chairman Dot Clum** had a motto it would be: 'Have 206 will Airmark'.



Oklahoma Chapter members Phyllis Howard, Jan Million, Nancy Smith and Marilyn Ratzlaff perform Christmas carols aviation style. 49½ers Dick Smith and Bob Howard (back) also helped out on one of the numbers.

Oklahoma Chapter's Christmas party had its usual fun and games, but it also featured some very unusual carols. **Jan Million**, **Nancy Smith** and **Phyllis Howard** teamed up with the chapter's resident guitar picker, **Marilyn Ratzlaff** to write and perform Christmas carols aviation style. The program included, "The 12 Days of Christmas (My True Gave to Me a Used Piper Cherokee, Two Dented Wings, Three Blemished Tires...)", "Away in a Hangar", "We Four Queens of Air Space Galore" and "Dashing Through the Sky". The gift exchange had some very popular items, which passed from hand to hand. Included in this group were some "genuine, non-imitation" cow chips, a ceramic early day pilot made by **Betty Hammer**, an airplane planter and airplane mobiles. **Skip Carter** and **Jane Sparogowski** modeled their T-shirts ("No Hand Propping"?!), need more be said? 47 Ninety-Nines, husbands and guests didn't miss the fun.

On the second hitch at it, the **Oklahoma Membership** meeting almost got weathered out again. However, despite 30 to 45 knot winds that day, there was a nice turn-out.

The **San Antonio Chapter** reports that CFI **Jane King** has moved to Lampassas, TX, bought a Cessna 150 and opened her own flight school. She has several students and has even soloed one student already. **Jane** and two other chapter CFI's, **Ann Lowell** and **Sally Stalley**, also attended the Flight Instructor Revalidation Clinic held in San Antonio January 4-6.

For their January 13th meeting, the **San Antonio Chapter** members were treated to a film entitled, "T-Birds", (The Thunderbirds,

past and present). The meeting took place in their new meeting place, Flight Center, Inc., Gen-Aero, at International Airport.

At the **Wichita Falls Chapter's** January meeting, which was held in Chairman **Lou Ellen Foster's** home, members wrote letters to the FAA and sent copies to their Senators, Representatives and President

Carter concerning the newly proposed rulings brought about by the San Diego tragedy. The members do not feel the proposals will be of any benefit in stopping mid-air collisions and may cause more problems, possibly even more collisions. The members also took copies of their Action Sheets to distribute to interested persons.

The Chapter also reports that one of their members has received a special honor. **Dr. Eleanor Irvine**, a pathologist whose flying has enabled her to serve many hospitals in the area, has recently been named as the first female President of the Wichita County Medical Society.

Southeast

Blue Ridge 99s had another very successful Poker Run in spite of all the yellow-jackets who tried to eliminate the judges in the spot landing contest in Spartanburg, SC. If you want to try your luck, come on down; the powder on the finish-line was hardly touched! After flying all over the Piedmont Area of SC, trophies were awarded to **Merry Robertson**, **Mary Ellen Castelloe** and a bunch of visitors from Johns Island, SC.

Carolyn Pillar, **Blue Ridge**, is really setting records these days. In September, she, as co-pilot and **C.L. Chandler**, pilot, won 1st place in the 1978 Flying Rebels 600 Precision Race down in Atlanta, GA. Then last month, Carolyn won First Place in the U.S. Precision Flight Team Regional in Terre Haute, IN. She will be a contestant in

the National Contest in January. Carolyn recently ferried a Stinson from South Carolina to Alaska, dead-reckoning all the way. She is working toward a job with the airlines. She passed her ATR written with 96 and Flight Engineer's test with a 98. She holds eleven different ratings which are ASEL, AMEL, SES, IFR, BGI, AGI, CF, CFII, A & P, Helicopter and Glider.

Hilda Goley, another **Blue Ridge 99**, was elected Career Woman of the Year by her Business and Professional Women's Club. She will compete for the SC State Title in January.

The **Blue Ridge Chapter** will host the Southeast Spring Sectional in Asheville, NC. Those Cloggers of NC really know how to put on a show, so don't miss it!

New Orleans 99s are off to a good start for the new year. The January meeting fell right at the start of the Mardi Gras season, so they enjoyed "King Cake" at the Bogalusa airport while CFI Evelyn Studlick started her mini refresher courses. Her first was a review of the recent FAR changes and additions and a discussion of the same.

Gloria Burlette, **Ede Brandon** and **Glorice Wills**, all **New Orleans 99** and Civil Air Patrol members, attended a CAP school in Lafayette, LA on Search and Rescue for pilots and observers. Belonging to CAP and spending many an hour in a search pattern on missions has made them all aware of carrying flares, mirrors, etc. on all flights. At the end of the weekend seminar, Glorice flew her sister 99s back to New Orleans in her Cessna 185 and demonstrated her fine piloting skills by a very sm-o-o-th landing on a small strip in strong x-wind conditions.

Florida Suncoast Chapter members joined **Goldcoast**, **Gulfstream** and **Spaceport 99s** and a group from the Women Pilots' Club of Florida at the lovely waterfront home of **Gulfstream Chapter** member, **Shirley Zillig** in Fort Lauderdale during December.

A traditional Christmas buffet luncheon had been prepared by willing and hospitable hands, and guests tried to keep the "Christmas spirit" in the warm temperatures which prevailed over sunny Florida. About thirty-five persons attended.

Southwest

The **Aloha Chapter's** first fly-in of the new year will take place the week-end of February 17-18 at the Wai'anapanapa State Park cabins at Hana, Maui. Visiting 99s are invited. Our 10th annual Apuepuelele (translation—"Female Pilot Contest in the Air") will be held the weekend of August 18-19. Any 99s planning to visit Hawaii that time are invited to participate, either as contestants or passengers.

Coral Hansen, **Aloha Chapter**, has been named an FAA designated examiner for Private and Commercial licenses. Coral teaches at Hawaii Country Club of the Air.

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other chapter member, **Pat Davis**, has a new job—teaching instrument flying to the many helicopter pilots at Wheeler Field. She will use the helicopter simulator, but she also likes to log helicopter time.

In November, **Bakersfield Chapter** members met at the home of **Priscilla Spencer** for a meeting and a Christmas party workshop. The Christmas party was held early in December and was well attended by local pilots, airport officials and friends of aviation.

Golden West Chapter Chairman **Pat Palmer** and husband, David, picked up their new Mooney Turbocharged 231 from San Antonio, TX in December. The trip back to Carlos Airport was a nightmare and very scary. Not only did they encounter icing of El Paso, all their instruments went dead in actual IFR conditions. The good old turn and bank and compass helped them get home safely, but shaken.

Frank Grant and husband, Norm, had a much more pleasant trip. They toured the country for seven weeks by camper and flew the Outback by plane after the Australian International Convention. Their great adventure was climaxed by a 28-day trip by fighter from Brisbane to New Orleans. She said, "Thanksgiving was great on board." They especially enjoyed the warm hospitality of the Australian 99s.

Jim Allen, Pan Am 747 Senior Flight Captain, spoke at the Golden West Chapter meeting about women in aviation. He heads the rigorous 747 testing program. Not only do the Pan Am pilots go through a high four hour test yearly, they also must complete proficiency training every six months. Most of the testing is done in a



Norma Futterman (1) presents special Service Award to Dorothy Limbach for years of editing the chapter newsletter "Flypaper".



Service Awards: Georgia Lambert (1), Rachel Bonzon (c), and Virginia Showers with awards for outstanding service to the chapter in 1978.

computer controlled simulator at San Francisco Airport. About women, he said, "The airlines are not willing to test public reaction to women pilots." Also, he mentioned that Pan Am is not hiring due to a huge backlog of furloughed pilots. "Advancement is very slow with the airlines. All the pilots receive numbers and must wait for attrition to move ahead."

Carolyn Zapata, Karla Straube, Geri Wiecks and Donna Vasko, all Golden West skiers, have discovered that snow skis really do fit inside a Cessna 172. They have also discovered some really interesting new experiences including flying with 43K headwinds, cold weather engine starts, how long it takes to scrape frost and snow, night flying over snowy mountains, freezing fog and constantly changing mountain winter weather.

The **Monterey Bay Chapter 99s** joined the **Santa Clara Valley Chapter** for lunch and girl-type hangar flying at Harris Ranch. It is a neat place where they grow all their own food, bake their own bread and features a nice San Joaquin Valley atmosphere.

Members attending from **Monterey Bay**—were **Tine Svendsen, Geneva Cranford, Kay Harmon, Dell Hinn, Liz Smith, Sandy Pratt, Shirley Ramsey, Charles and Judy Dake and June Knapp. Santa Clara Valley** members were **Pat Rowe, Pat Roberts, Nancy Rodgers, Phyllis Pierce,**

Jackie Petty, Ginny Collins and her mother, Olive Dyer. This took place on a beautiful fogless day, November 9, 1978.

Tahiti, New Zealand, Australia. Everyone dreams of making a trip to these foreign lands. The **Palms Chapter 99s** made that trip while settled snugly in huge, comfortable, overstuffed chairs at the chapter's January meeting held at the home of Chapter Chairman **Claire Walters.**

A large turnout of 99s and their guests enjoyed the slide show presented and narrated by **Elizabeth and Don Dinan**, who actually made the trip. "Every year we try to check out a different part of the world and look around," said Don, Liz nodding agreement.

Liz, a **San Fernando Chapter 99** and instructor at **Claire Walters Flight Academy** in Santa Monica, and her 49½er **Don**, were featured speakers and guests of the **Palms Chapter 99s.**

Warmed by **Cara Lund's** Irish coffee, and munching on tempting snacks provided by **Claire**, the group sat back and viewed palm tree-lined beaches of Tahiti, the **Paul Gauguin Museum**, the oldest French Cathedral in Papeete and a French policeman staring wide-eyed at **Liz and Don** as they rode on Papeete buses reserved only for natives.

We all chuckled when **Don** told us that when flying to Morea in a Twin Otter, he mentioned to the pilot that **Liz** was also a pilot. She was honored by being allowed to sit in the co-pilot's seat. As they landed, the pilot asked **Liz**, "How many hours do you have?" "2500," she answered. Then, according to husband **Don**, "he bounced the landing. **Liz** had more hours than he had."



Elizabeth Dinan, San Fernando Valley Chapter member and Palms Chapter guest, who shared her experiences touring Tahiti, New Zealand and Australia with other chapter members.

It was a balmy day when the **Dinans** flew to Mt. Cook. "At the airport, the pilot pumps his own gas," said **Liz**, "and the bus driver who lives near the airport waits for

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8 Pilot of the Year: Wally Funk accepting Pilot of the Year award from Virginia Showers.

this "Tornado Alley" when temperature contrasts are greatest. Thunderstorms here may reach the 60,000 foot mark. Hail is to be expected in or near them and can be thrown out as far as 40 miles. Naturally, we can't always keep 40 miles between us and the nearest bumper, usually 20 miles is a safe distance for a severe storm.

If when flying near cells, an area appears bluish, green or yellow, avoid it. The color is caused by light refraction from hail or ice crystals.

Dust in this area can also be a problem at times, not only to you, the pilot, but to your engine as well. Best advice here is get on top, or get on the ground.

And never take off or land if a dust devil is visible near your flight path. These little monsters are tornadoes, and can easily give you a tumble.

In spite of its wild side, this area in better days, can be a joy to fly in. The gently rolling terrain abounds with emergency landing fields and promotes good radio reception. Visibility is usually good, often breathtaking, with fewer industrial areas.

Wherever you fly, always get a thorough weather briefing and believe your forecaster. Don't expect a written guarantee, however. Weather changes constantly. Keep abreast of changes by getting weather updates along each leg of your flight.

Don't expect controllers to inform you without your asking if anything is out there. They are not required to and usually have plenty of other things to do, unless you make it a point to ask.

Above all, remember that the system and the humans who make it possible, are not infallible. Some pilots I know seem to think of air traffic controllers as God-like creatures—knowing all and seeing all that goes on in the Heavens! But you could be having a skirmish with a thunderstorm that is just beginning to show on the scope.

This was brought home to me on a flight to South Carolina from Minneapolis, Minn. several years ago. The worst part of the flight, I thought in the beginning, was my having to take a back seat. My husband and the owner-pilot of the Piper Aztec occupied the divine sanctum of the front.

each plane to take off before driving away to make sure everyone has left."

There were many pictures including the Opera House in Sydney, the home of Capt. Bligh, etc., the female kangaroos with their little ones ("we didn't get too close to the males—they love to box!").

The trip was over too soon for the Dinans and for the Palms Chapter 99s. However, as an added bonus, all were treated to the Dinan's trip made the year before to India and the Holy City, Nepal, the Himalayas and Katmandu, where there was no TV, no papers and no pollution. A real vacation.

Fifteen members and friends of the San

We made it "no sweat" (well, maybe a little) through two cold fronts, an IFR emergency letdown from 10,000 feet to the Rockford, Illinois airport because of a generator failure, then a "bare-minimums" approach to Nashville the next day. Over Chattanooga we broke out into scattered clouds and had it made, I thought! About 50 miles from home the clouds became solid again, but no problem. We were on an IFR flight plan, anyway. Then 30 miles from home at 6000 feet we encountered the abominable embedded cell.

I sincerely hope that this was the last thunderstorm I ever tangle with—left seat, back seat, wherever.

VFR or IFR, be wise enough to judge your own limits, as well as those of your aircraft, and stay well within the envelope of safety.

Your attitude could save your life.

Happy flying!

Luis Obispo County 99s gathered at Joshua's Restaurant in Paso Robles for their annual Christmas luncheon. One plane and four members flew from San Luis Obispo to Paso Robles for the occasion. After a delicious luncheon, a short business meeting was held and an exchange of gifts was the perfect climax.

Carol Rayburn, Utah Chapter, is attending an air carrier indoctrination course at the FAA Academy in Oklahoma City. Meanwhile, another chapter member, June Welling has returned to Utah after several years at the University of the Philippines.

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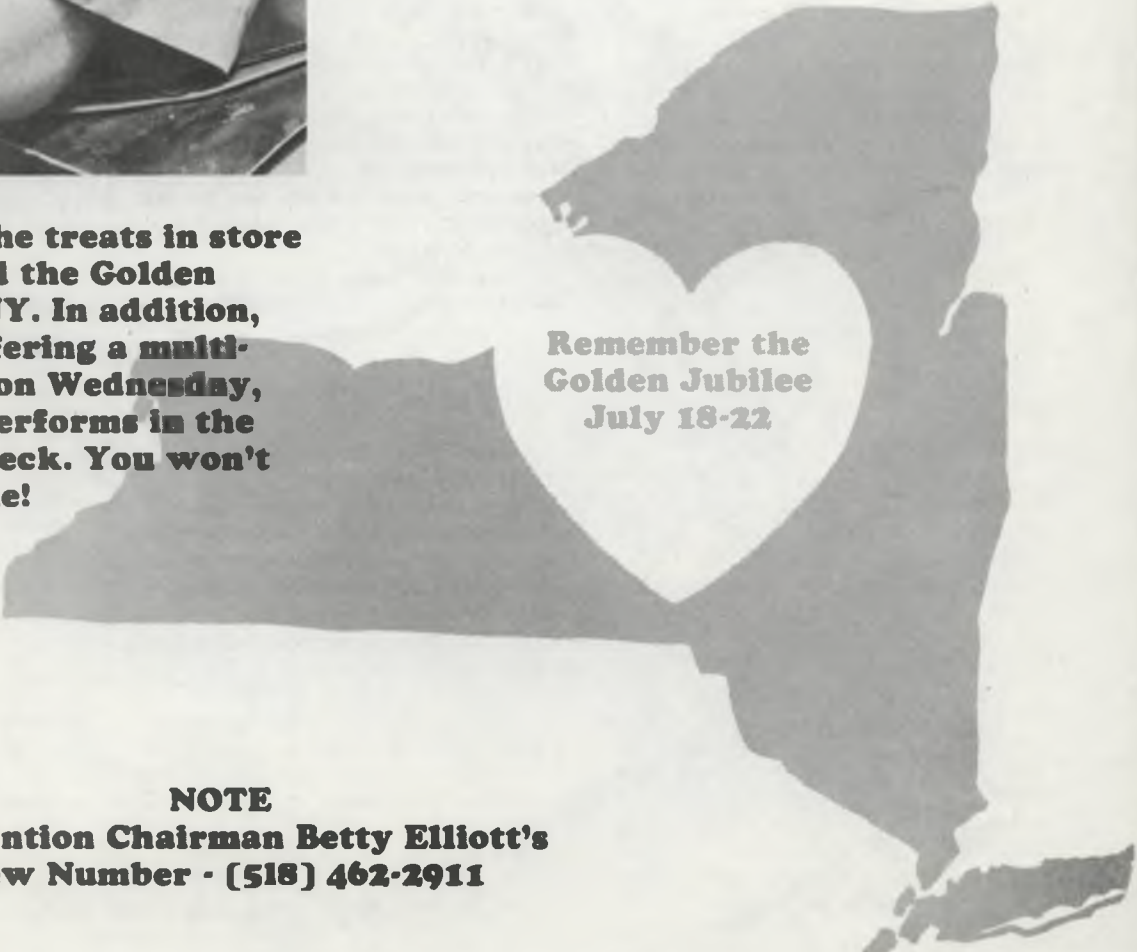
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