

the 99news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

Volume 8

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Jan. - Feb. 1981



LETTERS to the EDITOR

On International Membership

After the FAI conference in New Zealand in November, I had the opportunity to meet many women pilots in Australia who were not 99s. I asked what their reasons were for not joining. In each case, the foremost reason was that of expense! They all belong to the Australian Women Pilots Association (whose dues have also increased in the past year) and felt that was all they could afford.

When I read Gwen Bellew's letter in the December 1980 99 NEWS I was most impressed with her suggestions that the 99 Board consider letting some overseas sections become "associate sections" with a resulting very small administrative cost to HQ. They would pay a group subscription which they could afford, would only receive one Membership Directory for their section, etc., etc.

I want to state that I am completely in agreement with the points she has raised, and with her proposed solution to the problem. It occurred to me that many of the same reasons exist for many Australian women pilots not joining the 99s as exist in the British Section.

I would like to make it clear that I am not speaking for any of the Australian women pilots — (and I noticed there were 18 Ninety-Nines in the British Section, as opposed to 61 Ninety-Nines in the Australian Section who represent a much larger country) — but we certainly want and need to grow internationally.

Gwen Bellew's letter makes good sense!

Betty Pfister
Colorado

No Article on Flight Instructors

After reading the November issue of the 99 NEWS and as a former editor in 1942-43, thought I'd pass this info on to you. This is an excellent issue of women making it in aviation, but not a single article on a woman making it as a flight instructor only. The article on flight instructor/charter pilot combined the two, though.

Another article said "of course, we have our flight instructors also. Without them we might not be flying." Better believe it!

For years I've maintained that the flight instructor is the key person in aviation, not the charter pilot, airline pilot, duster, corporate pilot, etc. The late Phoebe Omlie agreed with me on this. But the flight instructor is the lowest paid person and does not see himself or herself as a professional. Until the poor flight instructor changes his/her attitude, they will always be the low person on the totem pole.

I've been in aviation since 1934; a 99 since 1937; Private Pilot, 1937; Commercial, 1941; Flight Instructor, 1944; Simulator (Link) Instructor, 1943; Accident Prevention Counselor, 1972; and

have always been a "poor" flight instructor. My only job has been flight instructing, no charter or freight flights. There are a few of us that only flight instruct for a living. Maybe we as 99s can improve the flight instructor image.

Thanks so much for reading this ad and congrats on new publication.

Babe Weyant Ruth
Michigan Chapter

Editor's Comment: We would be happy to feature some articles on flight instructors and/or flight instructing if someone will write the material and take the pictures. We're waiting for your input.

Member comments on organization, magazine

I'm renewing one more time. I resent the constant increase in dues and the seemingly decrease in services.

I have always felt that the reasons for having 99s were to promote the truth that women are competent pilots, gain publicity for the achievements of women pilots (not only among ourselves but with the non-flying public), and educate future and current pilots.

I feel that we should guard against this becoming a Professional Women Pilots association. It is important that those achievements be recognized, but the efforts for our organization by teachers, bookkeepers, and homemakers should also be recognized. Often these are the persons who keep the 99s running smoothly.

I just received the November 99 NEWS and I must say that it is a gem. It is beautifully done and an excellent piece of publicity. How can we get some of it into major newspapers and magazines?

*I did not see an article specifically updating our flying knowledge and really would like to see one in each NEWS. It could be "little known regulations", "mistakes I could have avoided" or a quiz to be answered at our next meeting.**

The 99s have meant a lot to me since I joined in 1967. I would hate to see them change to something that does not relate to me anymore. I am not adverse to change, since I have changed in the last 13 years, but feel that the original concept is still of value for the 99s.

Sincerely,
Lois S. Bauer
Eastern Idaho Chapter

** Emphasis ours. We, too, would like to see material of this nature in the magazine. We now have a volunteer to write a column around "I learned about flying from..." type of experiences, and we hope to be able to include the first article in the March issue. We surely have a myriad of "experiences" among 99 members, and we urge you to help others learn from yours by sharing them with us through this new column.*

Reader proposes book on Women Greats in Aviation.

The 99 NEWS has had some wonderful stories about women pioneers in aviation. The photos have been really great, and the articles are the kind of thing I'd like to keep. But I have a montage of assorted pages I've torn out, with no organization. Has the 99s ever considered publishing a booklet that would take the best of these histories, like Jackie Cochran and others? Everyone knows about Amelia Earhart, but there have been so many others who never made the average history book. I'd like to see the 99s make up their own Women Greats book. I know we had the recent 99 directory, but it had a lot of current pilots who may or may not rank with the greats. This book was more a personal thing that a 99 member would treasure. If we published a History of Women Greats in Aviation, it would have more of a mass appeal that we could sell at airshows, safety seminars, etc. It wouldn't even have to be hardbound ... I'd help out ...

Sue Hartung
Wisconsin Chapter

If you think this is an idea the 99s should pursue, let your Directors know of your interest and support.

Readers comment on November 99 NEWS

A beautiful 99 NEWS! Congratulations to you all on turning out such a fine magazine. It is being read and re-read by friends and relatives, all of whom devour it from cover to cover. Am very proud to have it on my coffee table!

Thank you for all the time and thought that went into it. Can hardly wait for the next one!

Sincerely,
Betty Gillies

Just a note to say "thanks" and congratulate you for the fine job you are doing! I think The 99 NEWS is one of the finest ever — it is a real tribute to the "99s".

Sincerely,
Vera Arnold

Just a note to tell you how delighted I was to see the September and November issues of The 99 NEWS and how pleased with the format.

We returned from a driving trip (see America first) on 19 November to find a large collection of mail, and now have been catching up on the reading.

I was totally charmed with Gay Dalby Maher and was on the point of writing to thank her for the article, only to learn that writing was not the way to let her know. She must have been a neat lady. I, too, learned to fly in 1957 in a J-3 Cub — no radio, etc. I don't do well in tail draggers today to my shame, but I can still find my way in unfamiliar territory with map and compass.

Thanks again for a lovely Sunday afternoon spent reading two issues of the 99 NEWS.

Most Sincerely,
Evelyn Lundstrom
Santa Clara Valley Chapter

the 99 news

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ON THE COVER: New Zealand's Pam Collings and her Pitts Special play an important role in world aerobatics competition.

ON THE WITH

JANET



by International President Janet Green

At the end of World War II there was a great expansion of civil aviation, and the various nations of the world joined to establish the International Civil Aviation Organization (ICAO) in 1945. The objective was to facilitate international operation of civil aircraft between countries by standardizing such procedures as licensing, rules of the air, aeronautical meteorology, charts, aircraft registration marks, airworthiness, telecommunications, airports, air traffic services, search and rescue, and safety of flight. After some 10 years of operation it became apparent that the work of ICAO was oriented almost exclusively to the operation of large transports, and general aviation was beginning to suffer by having no spokesman in the ICAO deliberations.

The international definition of general aviation is "All civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire."

The voice of general aviation became heard when in February 1962 the US AOPA spearheaded the formation of the International Aircraft Owners and Pilots Association (IAOPA). Briefly, its objectives are to facilitate the movement of general aviation aircraft internationally; integrate requirements for international standards, practices, facilities and services; represent general aviation at ICAO meetings; develop and promote practical standardization for regulation and safety; and to coordinate other national organizations to promote better understanding of general aviation's requirements.

The IAOPA is a nonprofit federation of autonomous, nongovernmental, national general aviation organizations. The roster of current members includes associations in 23 countries and the combined total of individuals represented by these constituent member groups is over 300,000 pilots. IAOPA maintains a headquarters secretariat in Washington, D.C. and a European Regional secretariat in Amsterdam, Netherlands.

The governing authority is the Executive Board, consisting of the chief executives of all accredited member organizations. They

meet regularly every two years and further meetings of the European Region groups normally are held every three months.

IAOPA disseminates information to its member groups on contemporary matters under consideration by ICAO. It provides representation for general aviation at meetings of international organizations such as Federation of Air Traffic Controllers Assn., International Air Transport Assn., the International Federation of Air Line Pilots, the European Organization for Civil Aviation Electronics, the World Meteorological Organization, the International Civil Airport Assn. and more. In the 18 years since it was founded, IAOPA has provided representation for general aviation at more than 60 major international meetings and has become well established as the international representative for general aviation worldwide.

Through the efforts of IAOPA-Sweden, certain restrictions on night VFR operations were removed. In the USA, customs hours have been extended and overtime charges for inspection outside regular hours have been reduced. Two areas of contemporary concern are opposition to imposing of permanent IFR requirements on certain airspace and modifying the proposal by an ICAO Secretariat Study Group which, if adopted, would result in relicensing of more than 1,000 general aviation pilots worldwide.

From time to time our members in Australia, New Zealand and the United Kingdom have written me of licensing requirements which discriminate against women pilots, usually involving loss of flight status due to pregnancy. The 99s have recently provided our Australian Section a contact in Washington and Sydney for assistance with their problems. Should other sections desire to contact IAOPA they may write to 99 Headquarters for the address of their national representative if their country is an associate member, or write to Victor J. Kayne, secretary, IAOPA International Headquarters, 7315 Wisconsin Avenue, Washington, D.C. 20014. The telex number is 89-8468 and telephone (202)654-0500.

HEADQUARTERS HOTLINE

FIRST MOTHER-DAUGHTER AIRLINE PILOTS. Claudia Jones, one of four women flying for Continental and her daughter, Cathy, a pilot for Western, are the first mother-daughter pair in airline cockpits. Cathy is known to Western co-workers as "Stretch-8" because she was the eighth female pilot to be hired by Western and had to stretch (with the help of a chiropractor) to meet the height requirements.

THE GREAT RACE IS BACK by popular demand. The membership in attendance at the International meeting held last July at Vail was so enthusiastic about the Great Race membership drive that it was decided to continue it. The second heat of the race will be run from June 1, 1980 through May 31, 1981.

Categories for competition and rules will follow in the March 99 NEWS. Meanwhile, let's encourage all lady pilots to join our organization.

JEAN PYATT, LOS ANGELES 99, BECOMES 3RD NTSB AIR SAFETY investigator. Wally Funk will be training Jean for her new position. Audrey Schutte is the other 99 NTSB investigator.

NEW AIRMAIL STAMP HONORS BLANCHE STUART SCOTT. A 28¢ Airmail stamp issued December 30th honors Blanche Stuart Scott, first woman to solo in the United States. Ruth Dobrescu requested a woman on an aviation series stamp in 1979.

Among the names she submitted was this one suggested by Finger Lakes 99, Marcia Gittelman. First day issue site was Hammondsport, New York where Blanche made her solo flight.



Be there. And stay a step ahead.

Business takes place wherever there's a decision to be made, wherever currency changes hands. And that can be in some pretty out-of-the-way places. But no matter where or when business happens, staying ahead of the competition requires immediate, face-to-face contact.

To do that, you have to be there.

For many companies and individuals, owning an airplane is the most practical way to do it.

Is a company airplane right for you?

The best way to find out is to step into the twin engine

Beechcraft Duchess.

It flies faster, higher, and carries more than any other airplane in its class. And its price and operating costs are comparable to those of many singles.

Add to all that a roomy, comfortable interior and traditional Beechcraft quality and you've got a sensible way to stay a step ahead.

Fly a Beechcraft Duchess soon. And be there.

**Send for your free
aviation kit.**

It's packed with valuable information, including a Capital Recovery Guide to help you determine the remarkably low

net capital cost of acquiring a Beechcraft Duchess.



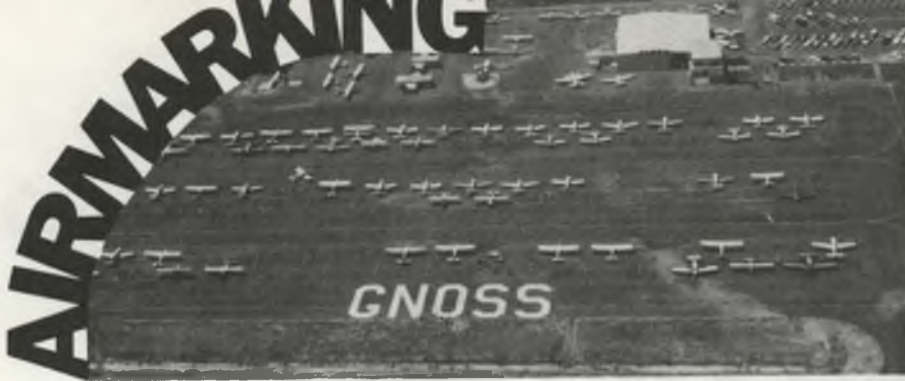
Simply write on your company letterhead to: Beech Aircraft Corporation, Dept. J-16, Wichita, Kansas 67201. And please mention if you're a pilot, an aircraft owner, and what type of aircraft you fly.



Member of General Aviation
Manufacturers Association



A Raytheon Company



by Mary Jo Voss

That's enough of the derrieres in the air painting runways. Agreed?

Your chairman joined Shreveport Chapter for an airmarking at Panola County Airport in Carthage, Texas last month. We were treated to a Mexican lunch by one of the general aviation pilots in the area. When we finished painting, those of us who drove over had a wine and cheese party under a shade tree near the parking ramp. Shreveport really knows how to have an airmarking. Every active pilot in Carthage showed up to help during the day.

The New Orleans Chapter completed a compass rose on Lakefront Airport that I understand is beautiful. They used Shreveport Chapter's compass rose plans and experienced no difficulties. Hudson Valley has painted one on Wurtsboro-Sullivan in Wurtsboro, New York.

Before Sandy Peterson gave up her chairmanship, she was completing a chapter for the International Guide on "Wire Marking." She had written an article on the subject for the magazine while it was in its throes, and did not get published. I think this is a very important safety item, and one that needs continuing. So with her permission I give you her article.

WIRE MARKING

"One of the items I wanted to provide in my term as chairman was a supplement to the International Air Marking Guide on obstruction markings. Before I put the data I have acquired together, what input can you provide? Here is a portion of the information I have.

NOTAM

Now is the time to submit bylaws revisions for consideration by the Bylaws Committee. Please send your revision suggestions to Jerry Witbeck, 14911 Lacehaven Drive, Dallas, Tx. 75248, as soon as possible. Deadline for material to be considered is March 1, 1981.

Where wires are marked in Switzerland, France, Germany and Italy, there has never been an accident with a marked wire.

The location of a wire, not just its height or length of span, should be considered in determining a hazard.

On an international basis, wire strikes by helicopters have accounted for an average 10.5% of all helicopter accidents.

Both Plastigage and Tana Wire Markers manufacture orange markers that fit .1 to one inch diameter wires and meet FAA Bulletin specifications in Advisory Circular 70/7460-1D.

The following wire marking methods are currently being used:

Alaska — On a cooperative basis, airport wire hazards are marked by the utility when requested by the airport owner with the owner paying for the material.

Arkansas — On a cooperative basis, all new construction where wire hazards are identified at airports as well as in other locations, the utility installs the markers while the material costs are covered by taxes.

Idaho — Has a law that all existing or new wire hazards around airports or in other locations shall be marked with the utility company doing the installation as well as providing the materials.

Minnesota — On a cooperative basis, both new and existing wire hazards in the vicinity of airports and elsewhere will be marked by the government with all expenses for installation and material paid by taxes. If an airport owner requests a utility to mark a hazard, the utility will do so if the airport owner foots the bill.

Nebraska — By law, all new wire hazards around airports are marked with utility companies responsible for both material and installation.

New Hampshire — Has a law requiring all new wire hazards in the immediate area of an airport or elsewhere be marked and paid for by the utility companies.

South Dakota — By law, requires all new wire hazards to be marked and paid for by the utility companies when the hazard is in the vicinity of an airport or elsewhere. This law has not had to be invoked since the work is being done on a cooperative basis.

Washington — Has a law with the same requirement as Minnesota.

Two Board Members To Be Elected

**Deadline for Application:
March 15, 1981**

Now is the time to make our nominations for two International Board Members to be elected by the delegates to the Annual Convention in July in Boston, Massachusetts. The two Board members elected at the convention each year serve for a term of two years each. Gene Nora Jessen and Marilyn Copeland were elected in 1980 at Vail, Colorado. They will serve for another year, but the terms of Ruth Dobrescu and Betty Jane Schermerhorn will expire in 1981.

In keeping with our new nominating procedures, Form #N-81-1, "Intent to Seek Election" appears with this article. We strongly urge qualified members to seek office. This is your only opportunity to let your intentions be known. Please carefully check Article X, Section 1 (page 102) in your 1980-81 Membership Directory for qualifications for this office. Then follow these steps:

1. Complete Form #N-81-1, Intent to Seek Election.
2. Make six photocopies (keep one for your files).
3. Send the original plus four copies to me at the address below.
4. Also send me a background resume (see note below).
5. Send one copy of #N-81-1 to Ninety-Nine Headquarters.
6. Send to Ninety-Nine Headquarters one recent black and white photo (passport type) with their copy of In-

Wisconsin — Utility companies mark, and for all new hazards outside of airport areas on a voluntary basis.

What is your country or state doing?"

Thanks, Sandy. Very informative. I would like to add that Louisiana's State Aviation Office provides the marker balls on request from an airport (and following an investigation by that office as to legitimate need) and the involved utility company installs them.

Any input you have on your state's wire marking program will be appreciated and will be included in the guide. I will try to finish this chapter for Sandy with your help. A phone call to your APS or State Aviation Office if you have one, will provide you with this information. Let me hear from you.

An interesting side note to the Arkansas Chapter on the wire marking program is that your own APS at Little Rock GADO, Tommy Hancock, originated, designed and developed this wire marker program using the orange balls. This program has saved countless lives all over the world. If he hasn't been recognized for this effort, I think it is high time he was.

tent to Seek Election form.

Intent To Seek Election

When Headquarters confirms to the Nominating Committee that you are eligible to run, your name, photo and brief resume' will appear on the list of candidates in the May issue of *The 99 NEWS*.

NOTE: Each candidate is to compile her own background, not to exceed 100 words, as she wishes it to appear in the *NEWS*. Send one copy to the Nominating Committee Chairman, address below, along with the #N-81-1 forms. Also, please note that endorsement verification by the candidate's own chapter chairman or that of two other chapters in the candidate's own section is required on Form #N-81-1.

Don't delay! Time is short, since our convention is in July this year. The deadline for Form #N-81-1 is March 15, 1981.

By publishing the names and resumes of all those qualifying and desiring to run for election to the International Board of Directors, all members are given a voice in the election through her chapter's delegate to the convention. Chapters can read, discuss, and instruct their delegates for which candidates to vote.

We hope that you will take an active part in this election by either seeking election yourself (if qualified) or by urging qualified members to file this form. Then, discuss those seeking election at your chapter meetings prior to convention so that you have a part in this important election.

Judy Hall, Chairman
International Nominating Committee
P.O. Box 193
Lizella, GA 31052
(912) 935-8244 (home)
or 477-7058 (office)

MOVING?

Let the 99s know you are moving. One report of address change takes care of all mailings from International Headquarters, including *The 99 NEWS*. Let us know 6 weeks in advance to avoid delays and forwarding.

Send to: The 99s
P.O. Box 59965
Oklahoma City, OK 73159

Affix old Label here

NAME

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CITY & STATE

New Address

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Office Sought: **International Board of Directors**

Name _____ Phone No. _____

Address _____

Chapter _____ Section _____

99 Member since _____ Classification _____

Date and Class of last medical _____

Date of last Biennial Flight Review _____

Ratings _____ Total Hours _____ Last 2 yrs. _____

Service to Ninety-Nines, Chapter Level:

Committees:

Offices:

Service to Ninety Nines Section Level:

Committees:

Offices:

Service to Ninety Nines, International Level:

Committees:

Offices:

No. of International Conventions Attended _____ Sectionals _____

Special aviation-related awards _____

Membership in aviation-oriented organizations and offices held: _____

Specific training and/or experience related to office sought: _____

Occupation _____

Endorsement by own Chapter **OR** two other chapters from own Section:

Chairman Signature(s): _____

I desire to be considered for nomination to the **International Board of Directors**.
This notice constitutes authority to so advise Ninety-Nine Chapters and Sections.
I understand I must meet all eligibility requirements at the time of my election.

Date _____ Candidate Signature _____

Send: Original plus four copies to:

Judy Hall
P.O. Box 193
Lizella, GA 31052

Send: One photocopy to Headquarters. Attach one recent photo (black and white passport type preferred) to Headquarters copy.

(Attach additional sheet as necessary)

#N-81-1

DEADLINE: March 15, 1981

Ninety-Nine pioneers solar flight

by Valerie Kauffman

The Ninety-Nines count many members as pioneers in the development of flight.

Janice L. Brown, chairman of the Bakersfield Chapter, is a modern-day pioneer and record-setting pilot.

New Horizons

Vivian Harshbarger-Gay

The fear of flying ... she said that was the only phobia she hadn't conquered. She was tired of the white knuckles and sore muscles she got from carrying the airliner on her back all the way to Texas. So, the only thing to do was learn to fly. Imagine how small that 150 looked after being afraid of a 747.

With burning curiosity and great enthusiasm she earned her ticket on her 47th birthday. She went on to study for and pass the Instrument written test. She then acquired her Commercial and CFI. She joined the Golden West Chapter of the 99s in 1970 and entered her first Palms to Pines Air Race in 1971. Placing 18th in the race caused her to become "hooked on racing" and she went on to fly 14 more races, as well as to be inspired to organize the Mini-Derby which was planned as a learning race for potential racers. Vivian then made the decision to change chapters, becoming a member of Bay Cities.

From the first fund-raising event through the well-planned chairmanship of the 1977 International Convention held in San Francisco, Vivian was a tireless, demanding, efficient coordinator.

She also coordinated the dedication of the Amelia Earhart School on Bay Farm Island in the East Bay, worked with the Fear-of-Flying Clinic, served on the committee presenting Bay Cities Flying Companion Clinics, and was a willing and knowledgeable speaker at many functions.

Having accomplished so much as a single lady over the years, for the past 14 months she had the joy of loving companionship and deep devotion of her new hubby, Hobart Gay. She had also instilled a love of flying in her son-in-law, whom she was teaching to fly, and her grandchildren. Although her daughter, Glory, never aspired to learn to fly, she was greatly proud of her "flying mom."

Vivian lost the biggest fight of all to

In a series of flights in the Arizona desert near Tucson, Brown piloted a sun-powered aircraft, the Solar Challenger, setting records for solar flight in altitude, distance flown and time airborne.

On December 2, test flights were plagued by an engine heating problem. Overnight modifications by crew members eliminated the difficulty.

Brown took off from Marana Air Park, northwest of Tucson, on December 3. Her

cancer on December 7th. She had had the pleasure of the skies and the joys of working with the 99s, which she loved, for about 11 years — from that first flight in the little 150 till her last flight into New Horizons ... Vivian, you will always be TERRIFIC to us.

Helen Kolazyk

It saddens us to know that Helen Kolazyk passed on to New Horizons on October 24, 1980. Helen, a member of the Eastern New England Chapter, joined the 99s in 1969. She was very active in the chapter and served as chapter secretary in 1977-79. She was also treasurer for the 1978 NEAR, as well as enthusiastically participating as ground crew in several AWNEARS. Helen was always willing to give cheerfully of herself for all types of 99 activities and efforts. This is further evidenced by her service as Aerospace Education Chairman, Airmarking Chairman, and Safety Education Chairman. Helen and her husband, Steve, lived in Fitchburg, Maine and owned a Cherokee 180. Steve has also been an active 49 $\frac{1}{2}$ er. Helen will be dearly missed by her fellow 99s of Eastern New England.

Deborah Grimes

Al Hall

Fort Worth's Al Hall, Auleen's 49 $\frac{1}{2}$ er, filed his last Flight Plan early in December. Al always enjoyed helping the San Fernando Valley, Los Angeles and Fort Worth 99s, and was a busy worker on the start of the 1968 Powder Puff Derby in Van Nuys, California. At the convention that year in LAX, Becky Thatcher personally swore Al in as a 49 $\frac{1}{2}$ er, an honor he greatly cherished. Al was host for the tour of the American Airlines Academy of Flight during the Dallas stop of the Commemorative Race. He will be greatly missed by all whose lives he touched.

destination was Chandler, 25 miles south-east of Phoenix — a 63-mile flight.

Eight miles from Marana, a propeller pitch control malfunction forced Brown to abort the flight. She landed safely a half-mile west of Interstate 10 after 22 minutes of flight.

"Power regulation is different in a solar-powered plane," explained Brown. "The prop pitch lever controls the watt meter, and a certain angle of prop pitch is most effective to maximize power."

In essence, the prop pitch lever is the throttle. In the Solar Challenger, it was positioned above Brown's head.

"We're going to change that," she said. "It's too difficult an angle."

On December 4, Brown took the Solar Challenger to an altitude of 3500 feet AGL — a record for solar flight. Three days later, she set a new record for time in the air — two hours. Both flights were hindered by cloud cover, causing a gradual reduction in power.

The Solar Challenger is 29 feet long, with an 11-foot propeller. The craft weighs only 175 pounds. Cruising at 20 to 30 mph, the plane has a 2.47 horsepower electric engine powered by 15,000 photovoltaic solar cells located on its 47-foot wings and tail section.

As pilot of a solar-powered aircraft, Janice Brown encountered new experiences.

"It's very, very light," she said, "so it's very light on the controls compared to other airplanes. It also has a lot of adverse yaw, which I'm not used to."

Brown experienced her first of a series of off-field landings in the Solar Challenger.

It's critical that you have an emergency landing field under you at all times," she said.

These test flights in the Tucson area are a prelude to a Paris-to-London flight designer Paul MacCready plans for June, 1981. While no contracts are in force, Janice Brown may be the pilot for that flight as well.

According to Brown, her affiliation with the Ninety-Nines paved the way for her selection as pilot of the Solar Challenger.

Paul MacCready of Pasadena, California, designed the Solar Challenger and an earlier man-powered craft, the Gossamer Albatross. Builder of the Albatross was Vernon Oldershaw of Bakersfield. His wife, Maude Oldershaw, is a Ninety-Nine of the Bakersfield Chapter and was the first pilot to fly the Gossamer Albatross.

"When Paul MacCready asked Maude if she knew a 100-pound pilot to fly the Solar Challenger, she recommended me," said Brown, who considers herself fortunate to have been chosen.

"More than any other organization I've belonged to, membership in the Ninety-Nines has enriched my life."

It's a clambake in **JULY!**

Boston is the home of many historical sites including Paul Revere's statue and the Old North Church.



Cobblestoned streets and picturesque homes in Boston's Beacon Hill area beckon 99s to the 1981 International Convention.

by Mona Budding

Boston welcomes the Ninety-Nines and their 1981 International Convention, July 15 through the 19th at the Copley Plaza Hotel. Lobsters are the piece de resistance in your clambake — and chicken, too. For those of you who have promised to eat your way through Boston, it's great! Fresh seafood abounds and you can indulge in New England favorites of beef or Italian, Chinese, French or Greek. We promise a long list of gourmet foods and restaurants.

Your hotel has a continental flair and is

located in the heart of the city so that you can take advantage of the "sights and sounds" of an interesting place. The subways or walking can quickly transport you to all parts of the city. You can sneak a few minutes to follow the Freedom Trail loaded with all the places you have read about, Paul Revere's house, Mother Goose, the Old North Church, Bunker Hill, the "Cradle of Liberty" and on and on. Or follow the streets that follow the old cowpaths that lead to shopping, a wealth of architecture or just plain fun.

REGISTRATION FORMS will be found

in the MARCH issue. Take a good look! Early registration will save you money and get you first selection on your room. Important 99 business will have the added advantages of seminars and industry exhibits, all right in your hotel in a most convenient location.

Just because you will be in Boston, you can see Rex Harrison in "My Fair Lady," hear the Boston Pops or see the Red Sox play. Plan your vacation in July. COME EARLY! STAY LATE!

Love from New England.

Pilot Anne Carter and navigator Senja Robey prepare for Australia's biggest air race, the Southern Cross.



Olga Tarling, an Australian 99, was the first woman Air Traffic Controller in her country.

June Perry flies Christian literature to country areas of New South Wales.



Around the world women pilots invade the sky

To pay tribute to the achievements of women pilots throughout the world and to share the pride and inspiration gleaned from their experiences, the content of this issue focuses on international women in aviation.

Around the world, we find women engaged in aviation pursuits, and their similarities are perhaps more noticeable than their differences. True, in some parts of the world their numbers and their progress seems more advanced than others, but in most places we find that women have long been involved in aviation. Today they are flying for fun and recreation, for personal transportation, and commercially as flight instructors, charter pilots, and airline pilots as well as topdressers and aerial musterers.

The desire to share their interest in aviation with other kindred souls seems to prevail everywhere. An association exists in almost every country where there are enough women pilots to warrant the formality of an organization. In Europe, we find separate national organizations in England, France, Belgium, Italy and Germany. In 1980, these groups united under the Federation of European Women

Pilots which also has representatives in Denmark, Finland, Greece, Ireland, and Switzerland. There is an Indian Women Pilots Association, one in Japan, South Africa, Australia, and a New Zealand Airwomen's Association, to mention a few.

The requirements for membership are fairly similar, although a few differences can be noted. In New Zealand, for instance, parachutists as well as glider and powered aircraft pilots are welcome. Australia has from the beginning allowed anyone who ever held a license to belong regardless of present currency. Speaking of currency, in some places, like New Zealand, a woman still has her license revoked during periods of pregnancy, and in the Netherlands if you're over 40, you have to have your medical twice as often as younger pilots.

The size of many of these groups is notable. In Great Britain, practically every woman pilot belongs to the BWPA. Japan boasts around 100 members, and New Zealand has 300 out of a total of 600 women pilots. As the total population of New Zealand is only three million, they have a large representative number of women who fly. The Australian WPA has over 500 members, and like the 99s, consider themselves international with members in seven

different countries. International members, incidentally, pay only half dues in "recognition of their obvious membership disadvantage." The expense of joining most of these organizations is kept to a minimum; for instance, in New Zealand we're talking about \$4 per year.

The cost of flying everywhere has been increasing drastically over the last few years. In England, a Cessna 172 costs around \$60 an hour plus tax. The price of fuel has been a big factor in some of the recent hikes in aviation costs, with 100LL going for \$3.20 a gallon in Johannesburg; \$3.76 in Zurich; and \$5.32 in Scotland. To accumulate the 40 hours needed for a private pilot's license in Australia costs around \$3500.

At the Federation Aeronautique Internationale Conference held in November, a significant surge of interest was noted in gliding as a replacement for powered flight among sporting enthusiasts, especially in Europe. Comments from Lucie Wymans, a 99 from the Netherlands, seem to support this. She writes that over there, most women are glider pilots because it is so much less expensive. Liny Bregg says essentially the same regarding Swiss women.



Merv Moroney, Victorian State Manager for Caltex Oil (Australia) Pty Ltd., presents Margaret Lyon and Shirley Smith, Vice Governor and Governor of the 99's Australian Section, with a first prize check for \$500 in the Golden Anniversary Rally Bendigo-Bendigo.



Pam Collings after an aerobatic display at Wigram Air Base, Christ Church, New Zealand.

Photo courtesy New Zealand Newspapers LTD

Most women pilots organizations provide a directory of members and a magazine or newsletter. Many, such as the British WPA, are actively involved in programs of events such as simulated flying, instructional weekends, and sharing information and advice on careers in aviation. Many also sponsor or participate in air races and other types of competitive events for fun and to stimulate proficiency.

In New Zealand the Annual General Meeting is combined with an Annual Rally which includes competition for flying, gliding and parachuting. The contest covers all stages of flying with sections for students who have yet to solo right through professional commercial pilots. Participation is very good with about 100 entries each year from their membership of 300.

Germany has a biennial Amazon Air Rallye which includes a navigation as well as a spot landing contest in addition to fun events on the ground and lots of good food and camaraderie.

The biggest air race in Australia is the Southern Cross which had nearly 200 aircraft entered last year. This event combines precise navigation planning and time estimations with pages of observation questions to

be completed along the way involving everything from air regulations to the number of tennis courts in town below. Open to both men and women pilots, last year's event was won by Anne Carter and Senja Robey. Senja, a 7000 hours flight instructor, is a 99 and was formerly the president of AWPA. She also participated in the 1977 AWTAR.

Australia has numerous other annual events from small to large, some open to all pilots and a few reserved for women only. They have also had several special commemorative races of particular interest. The Hare & Tortoise was a race around Australia between the "Hare," a C182 flown by two women pilots in daylight hours only, and the "Tortoise," a Morris 1100c with two male drivers who stopped only when necessary. The "Hare" won by nine hours and five minutes!

And what of professional opportunities for women? Progress may be slower than desired, but inroads seem to be occurring worldwide. In the Netherlands, Lucie Wyman writes that possibilities seem to be opening up now that the Royal Navy gives the opportunity to women to join their Air Force. In New Zealand, the probability of equal pay has greatly improved now that Air New Zealand has taken three women pilots.

Airline Pilots

The struggle is not over, but women in many different countries are finding their way into the cockpits of airliners. You will read elsewhere in this issue about a feminine airline pilot from India, Italy, and Belgium. In France, Dominique Verdier is flying as copilot on a DC-10 for the French Airline, UTA. A glider pilot originally, she established two glider records by the time she was 18. Receiving her "Professional Qualifications" in 1971, she was turned down many times before landing a position with Air Aples flying a Beech 99 in 1973. She was finally hired by UTA in 1976.

Christine Davey MBE is the only Australian woman with an airline captain's rank. With over 15,000 hours, she is carrying thousands of passengers in the Northern Territory and Queensland for the commuter airline "Connair" in F27 Fokker Friendships and DC3's. She is the company's most senior captain after some 16 years.

Christine's obvious safety and success record over the years apparently did little to convince the major carriers in Australia that women belonged in the cockpit. Debbie Wardley had to wage a 15 month court battle with Ansett Airlines before she was hired in late 1979. Thus, the first flight

involving a woman as pilot for a major domestic carrier occurred only last January. A second woman, Felicity Bush, is now in training.

Air New Zealand hired their first two women, Jan Everst and Sue Truman, in January of 1980. Jan previously flew for a commuter airline for 18 months and spent six years as an ANZ stewardess. Sue Truman holds a doctorate in engineering and worked in technical research as an ANZ engineer before being accepted as a pilot. Also a glider pilot, this 99 recently became one of four New Zealand women to qualify for their Diamond Height Gain Award. A third woman, Barbara Thompson, is also in training.

In the Corporate/Charter Pilots sphere, Australian Wendy Hare is Assistant Marketing Manager of Stillwells Lear Jet Air Charter Company. She flies as first officer throughout Eastern Australia and the Pacific Islands. Another jet corporate pilot, Lorraine Cooper, flies a Citation.

Kenya reportedly has many active women pilots, several in the charter business.

Appointed by Queensland State Government as its official government pilot in 1971, Beryl Young flies a Super King Air,

having ferried it solo to Australia. Another King Air pilot is Aminta Hennessy, flying as first officer for Navair. Aminta, also a flight instructor, was instrumental in starting the "Fear of Flying" clinics in Australia. Others involved in this project today are Jean McPhee and Glenda Philpott.

Instructors

Most countries have women operating successfully as flight instructors. In Switzerland, a woman may become an instructor or an air traffic controller, but the national airline does not take any women. There are no Air Force pilots and most charter and taxi flights are still in the hands of men. There are a few commercial pilots. Among them is the daughter of the late Dr. Buhler, president and founder of the Swiss Air Rescue organization. She is flying the Ambulance jet among other aircraft.

In New Zealand, Mrs. Jennifer Frame, with 24 years experience, is Chief Flight Instructor for a major aero club with commercial operations. In Auckland, Miss Elizabeth Needham, who is only 23 years old, operates her own flying school quite successfully.

There are also women involved in the management end of aviation, such as

Australian Governor Shirley Smith who is currently establishing a new branch of the company she manages, Moorabbin Aircraft Spares, in Brisbane.

Other careers are more individual. June Perry uses her plane to operate "Bookaire," transporting religious materials to the sparsely populated Outback regions of Australia. Two Australian women have been endorsed for the exacting work of aerial mustering of stock (see related story). And the lone female top-dressing pilot (cropduster) in New Zealand at the moment is 22-year-old Lisa Patterson.

In the control tower, Australia's Olga Tarling has recently been joined by two other women. Olga herself is now training both civilian and Air Force controllers. Japan has also recently accepted five women into ATC Training.

This is, of course, only a sample of the many women who are engaged in one kind of aviation pursuit or another. As we look around, we find that women worldwide have long been accepted as instructors and more recently as pilots in sophisticated aircraft for charter and corporate operations. They are still struggling for openings to the door of the airline cockpit, but once there soon earn the admiration and respect of their peers.



Beryl Young with the Super King Air she flies as Official Pilot to the Queensland State Government.

Air New Zealand's first women co-pilot trainees Jan Everst and Sue Truman in the cockpit of the Fokker Friendship.





Fiorenza de Bernardi, in the cockpit of Aeral's DC 8, flies cargo and charter between Italy and the western hemisphere.



Maria Concetta Micheli, Italy's first female helicopter pilot.

Vivian Zonchello, Italy's first female flight instructor.

Fiorenza deBernardi and Italy's women pilots

by Ruth A. Brown

Most little girls play house. They play hide-and-seek behind bushes. Their most precious toys are their dolls; their joys pretty mundane. Not so, Fiorenza deBernardi. Daughter of Mario deBernardi, aviation ace, pioneer jet test pilot, and pace-setter in Italian instrument flying, Fiorenza's earliest memories are of airplanes and flying. Her "playhouse" was a hangar; her hide-and-seek behind wings; her precious toys were the airplanes that her Air Force pilot father flew. Her joys were anything but mundane — moments of separation from the earthly that scribed forever the poetry of flight into the soul of the child.

Some of us also have been exposed to flight from childhood. But, in Italy, even today, it is rare for a girl child to have this opportunity ... it was unheard of when Fiorenza was growing up.

Mario deBernardi began teaching his daughter to fly in 1953. This brought alive the poetry dormant in her heart and started her on an unswerving route toward a career in flight. After Mario's untimely death in

1959, Fiorenza's flight path was marked by one barrier after another. Just to begin with, there's no such thing in Italy as an FBO.* You don't just walk in, plunk down your money, put a CFI in a 150, and go. No way. Flight instruction is given by the Air Force. And if you're a woman, you can't join the Air Force. Now that seems like a STOP, but for Fiorenza it was just a slowdown. Putting pride aside, she begged spare time instruction from aeroclub members. At her own expense, she worked her way through the rating ranks to the third grade license (the

Just to begin with, there's no such thing in Italy as an FBO.

equivalent of our ATP).

It seems ironic that the daughter of the man who introduced instrument flight to Italy would have to beg for the right to study for her own instrument rating. But Fiorenza met this challenge, obtained permission to take instruction at a military airport, and, in

1966, received her commercial license.

Fighting male prejudices, Fiorenza finally managed to put her third grade to use as co-pilot of a Twin Otter for Aeralpi airlines, making her the first female airline pilot in Italy. With Aeralpi, she flew charter flights as well as scheduled flights into mountain airports. Interesting to note, the very men who fought tooth and nail against Fiorenza's employment soon, impressed by her skill and cool, became her close friends.

After Aeralpi closed down because of the death of the owner, Fiorenza after a long search found employment flying a Queen Air for Aertirrena. After many hours flying right seat there, she finally got the title of Captain.

When Aertirrena purchased a 27-passenger YAK-40 — a three-engine jet capable of grass-field landing, Fiorenza spent about a month in Moscow in the process of becoming familiar with the plane. She has since traveled widely in Europe and North Africa demonstrating the plane's unusual capabilities (such as making take-

Italian women pilots (cont.)

Adele Orsi, glider pilot recordsetter.



Maria Rosa Vanetti (left) is co-pilot on a Citation II Fabocart, a private industry.

Sandra Marri, Italian aerobatic specialist.

offs and landings on sand dunes and ice-covered runways!!!). She also flew the YAK-40 on a 22-stop flight to Australia to demonstrate the plane.

In 1980, Fiorenza convinced Alitalia to allow her to go through their DC-8 course — another first for a woman in Italy. She then went to work for Aeral, flying the DC-8 on

“Flying is in fact poetry. Even a short flight in the countryside is poetry.”

cargo and charter flights between Italy and the western hemisphere.

And what's happened to the poetry of flight in this tedious climb to the top? It's there alive and well. Fiorenza's a glider pilot and a lover of aerobatics. To quote her, “Flying is in fact poetry. Even a short flight in the countryside is poetry. And aerobatics, if this isn't poetry, I don't know what is. To fly through the clouds (and in a thunderstorm),

maybe in the fog or over the mountains and maybe the fear which is a part, all make up this poetry. You understand me, don't you? When you feel and understand this poetry, you can no longer give it up.”

And for excitement, Fiorenza?

“I am the first glacier pilot in Italy and I think it is a very exciting sport. Once, because of bad weather, I had to build an igloo and sleep all night over 9000 feet and minus-20 degrees Celsius (in February).”

Now that's a chilling experience!

You might wonder if Fiorenza's achievements have opened any doors to other Italian women who yearn to fly. Well, her friend and copilot in competition, Graziella Sartori, the second Italian woman to earn the third grade license, has also flown commercially. Maria Rosa Vanetti and Carla Buzzi have also obtained the rating and fly Citations for private industry. And a helicopter pilot has been added to the ranks — Maria Concetta Micheli, who works for Augusta. The first and only (at least for now) female flight instructor is Vivian Zonchello.

Italy also has a female aerobatics specialist Sandra Marri. And last but not least is glider recordsetter, Adele Orsi. These women have banded together to form the AIP (Association of Italian Women Pilots), a group dedicated to the growth of women in Italian aviation. Fiorenza is currently the president of this group.

And what does the future hold for this remarkable woman and pilot? Her goal for this time is to fly for Alitalia. But they stand hold out against the hiring of women. However, even in this challenge she managed to make some inroads. While working for Aeritirrena, she did manage to do some right-seat flying on a standby basis for Alitalia. And they did let her into the DC-8 school. Can she achieve the impossible — fly left-seat for Alitalia? Well, Fiorenza's already achieved the improbable many times over. As the old saying goes, “the impossible just takes a little longer.”

*Alitalia has recently opened a flying school for civilians, but it is presently limited to men only.

The 'magic' of Beautiful Golden Tree Castle

by Marcia Sullivan

The Republic of Korea, once known as Haeinsa, or the Land of the Morning Calm, is a nation of hospitable and gentle people who harbor fierce loyalty for each individual and his freedom. Among these people is a determined lady named Kyung O. Kim, or as her name translates, "Beautiful Golden Tree Castle." As a high school senior, Kyung O. Kim, listening to a retired woman pilot talk to her class, gazed out the window and she had a wish ... to become a pilot.

Richard Bach, in his book *Illusions* said, "You are never given a wish without also being given the power to make it true. You may have to work for it, however." And what Kyung O. Kim did, with an indefatigable determination that has produced many accomplishments in Korean and International Aviation for the past 30 years.

Her uphill struggle began in 1949 when she faced a tradition-bound father with her desire to join the Air Force. In a land of patriarchal descent where women have been relegated to positions of inferiority by both law and custom, Kyung O. Kim's father found his daughter's wish difficult to understand. But Kim persevered and joined the ROK, where she learned to fly in 1950.

There were 35,000 members of the ROK Air Force in the Korean War, 34,999 males and "Beautiful Golden Tree Castle." She was promoted to Captain in 1955, after five years of carrying classified documents to and from military airports in L-19s. Kim returned from the Air Force in 1956, with honors and decorations and with a burning desire to encourage her Korean sisters to participate in and foster civil aviation in Korea. To enable her to accomplish these goals, Kim

came to the United States in 1957 to attend Guilford College in Greensboro, North Carolina, graduating in 1961. It was during this time that she became a member-at-large of the Ninety-Nines.

Kim's enthusiasm and ambitions for Korean women in civil aviation inspired the immediate support and empathy of 99 members here in the States. As Kim explained, "Every country has women pilots. In mine there is only me, and if I die... It takes so long to become a pilot." And so the New Jersey-New York Section of the 99s began an endeavor that became a national and international project ... collecting enough S&H trading stamps to purchase a "Colt for Kim" — a Piper Colt trainer to use for teaching Korean women to fly. The 99s, aided by various aviation organizations and friendly individuals, completed the monumental task of collecting trading stamps to purchase the airplane.

On January 31, 1962, the then 99 President, Louise Smith, presented Kim with the keys to the Colt and a blue leather-bound log book inscribed with all the names of the donors. Kyung O. Kim had arrived in the United States with no knowledge of English and no material means with which to teach her compatriots to fly; she returned to Korea with an American college degree, an airplane, and the loyal support of all her fellow 99s.

"Every country has women pilots. In mine there is only me, and if I die... It takes so long to become a pilot."

She has since rewarded that support many times over with her accomplishments at home and abroad. She established, and is currently president of the Korean Women's Aeronautic Association, which has over 1400 members.*

She is also president of the Korean Aeronautic Association.

Abroad, Kim does her utmost to encourage friendly relations among nations regarding aviation interchange. She has participated in Goodwill-Exchange visits between Korean and Japanese aviatrixes and has been honored by the Federation Aeronautique Internationale. She attends the FAI yearly conferences as Korea's representative.

At home, Kim expends boundless energy on increasing the public's knowledge about aviation. Many of the Korean people still regard the "magic" of flying with fear and suspicion. Touring the country, Kim lectures students and women's groups on the importance of civil aviation. She makes

use of all available types of media to get her message across. Kim's devotion has been rewarded by a surge of interest in various areas, in particular, the increased enrollment at Korea's National Aviation College, including 20 women.

Kim remembers how her father resisted her ambitions when she was 17 (although later gave his proud blessings), and how her mother supported her purpose. Armed with this memory, she sharpens her weapons of increased aviation knowledge and aims them at the mothers of the nation, knowing that when she has won them over, so has she won the interest and support of their youngsters.

As for Kim's Colt, it was donated to the Aviation University in 1969, after years of Kim's sometimes futile battle to obtain parts and buy fuel. There, it will accomplish her cherished dream of teaching Korean women to fly.

Green stamps contributed by 99s purchased the plane for Kyung O. Kim (center). With her are Kay Brick (left) and Doris Renninger.



Kyung O. Kim has not missed many of the Annual 99 Conventions, and many of our members have had the opportunity to meet her and share her experiences. We have been inspired by her impressive accomplishments and offer her our continued faith and support in her future goals for civil aviation in her country. We also wish to tell the Korean people that the "magic" of flying lies in the heart of the pilot and his love of aviation.

***Editor's Note:** This organization for women interested in aviation furthers their education by providing knowledge and aviation observation twice a month.

At this time, Kim reports that there is only one other woman pilot in Korea, Mrs. Kwant Pan Ham, who graduated at the top of her class from the Korean National Aviation College in 1972.

Book Ja Chung and Dr. Kyung O. Kim Lee recently enjoyed International Night at Vail's 1980 Convention.

Photo by Velma Lee Copeland Burnett



A tribute to Hanna Reitsch

by Sigrid Scholtz Novak
McNeese State University

Fearlessness of height at an early age characterizes many a future pilot. As a four-year-old, Hanna Reitsch tried to fly with outstretched arms from the balcony of her home in Silesia, Germany — her mother fortunately rescued her in the nick of time. Hanna soon learned to climb the highest trees in the neighborhood. In her autobiographical book *Indestructible Values in My Life* (my translation of her German title) she gives a glowing account of the exhilaration and awe which she experienced as a youngster whenever gaining the eagle's perspective, especially at sunrise. After climbing with her parents to the highest mountain tops before dawn she had an almost mystical experience of joy and oneness with the universe when watching the beginning of day from on high, following the sun's first rays as they tinted the sky and then gently spread over fields and hills below.

Hanna Reitsch was a German-Austrian research and test pilot who died in the summer of 1979 of a heart attack at the age of 67. She was a great pilot and an amazing human being. Her list of accomplishments is both impressive and inspiring; and she can serve as an example to all of us who love flying. Due in large measure to her pioneering achievements, women's access to careers in aviation has become easier over the years.

Despite publicity and world-wide acclaim she remained a rather private, modest person. Having lost the one man in her life in action during World War II, she remained unmarried and devoted her life and energies to her other great love, aviation. Her many contributions span nearly half a century, from 1932 to 1979. She established records in such diverse categories as gliders, commercial and military planes, helicopters, and even rockets.

In 1932 Miss Reitsch started flying at age 18. Her parents gave their permission only reluctantly when she wanted to participate in a glider course. She was a delicate, tiny woman who initially encountered considerable resistance from the other pilots and students in the glider school in Grunau, Silesia. She accepted this struggle with good humor, determination, and a clear focus on her goal, namely to learn to fly at all costs.

In her book *Flying is My Life* Miss Reitsch recounts how she moved from one level of accomplishment to the next with great ease. Her accounts also show that she was so absorbed by the idea of flying that she spared no effort in acquiring the necessary skills and knowledge. After her first day of flying lessons she was so excited she could not fall asleep. To overcome her tension she



Hanna made a 9 hour flight crossing the Austrian Alps in her glider. The photo was made by another glider pilot at an altitude of 8110 feet.

designed a method of practicing gliding commands and maneuvers by sitting up in bed and using a piece of wood for the control stick. This method worked so well that she adapted it to other situations.

From the beginning, mental exercises and visualization thus became important aspects in her training. She determined that it would be essential for her to be able to respond instantaneously and without reflection to all flight situations. She therefore took every opportunity and free moment to rehearse mentally the flying maneuvers until the responses became automatic.

For example, when preparing herself for instrument flight, she made flash cards showing all the possible instrument configurations. Before going up for the first actual instrument flight she drilled herself to make instantaneous corrective adjustments mentally. This mental disciplining accounts in large measure for Miss Reitsch's success as a pilot. It is probably also responsible for saving her life time and again as test pilot, when split second reactions make the difference between survival and disaster.

She set her first world record inadvertently...

Miss Reitsch excelled from the very beginning. She set her first world record inadvertently in 1932, soon after passing her initial (C) gliding test. While on her first unrestricted gliding excursion she managed to stay aloft for over five hours, unwittingly setting a world record for women. Many of Miss Reitsch's flying records were set in gliders, but she loved and excelled in flying all kinds of planes.

After two semesters of medical school she had to admit to herself that she could not go through with her medical studies. She found herself so absorbed by aviation that she now determined to dedicate herself fully to it. When Wolf Hirth, her mentor and gliding instructor, made her an offer to join his teaching staff, she was overjoyed and accepted promptly.

Her competence, determination, and

resourcefulness helped her time and again to overcome the obstacles facing her in an all-male profession. It had long been her great wish to learn to fly larger planes, but this seemed to be out of the question. After participating in a highly successful and well-publicized teaching expedition to Finland, she saw her opportunity. When the participants were to be given decorations for their services by the German Ministry of Aviation, she asked instead to be given a scholarship award to attend the Commercial Pilot Training School in Rechlin, an ultra-conservative, militaristic establishment. Needless to say, her request

Instead of a decoration for her service, she requested a scholarship to attend Commercial Pilot Training School.

caused great embarrassment; but the authorities could not refuse under the circumstances.

Miss Reitsch had wanted to become a doctor in order to help others. Now she applied the same desire for service to her flying career. Researching and testing airplanes gave her that opportunity because she felt that she could make flying safer for everyone. While working for the German Glider Research Institute in Darmstadt, she undertook many risky flights, among them the testing of an air brake for gliders. This experiment required special dedication and concentration and was very demanding. She had to dive from an altitude of some 18,000 feet, take all kinds of measurements while diving, and then pull out at the last

moment only some 600 feet above the ground. Later on she was asked to repeat these experiments with military aircraft, primarily the Stuka divebomber.

During World War II she accepted even more dangerous tasks out of a deep sense of duty and patriotism. She became a civilian test pilot for military planes and even rockets. Usually she was called in when everyone else had failed. In 1942, she received near fatal head injuries in an experiment with the ME 163, a rocket-powered Messerschmitt designed by Lippisch.

Miss Reitsch recounts that the testing was extremely dangerous and difficult from the very beginning. Her actions and reactions in the fateful incident demonstrate dramatically Miss Reitsch's true test pilot's spirit, which demands steel nerves to push machine and man to the limits of performance and endurance. On one flight the two-wheeled trolley, which had to be jettisoned immediately after take-off, remained stuck to the aircraft. Instead of parachuting out, Miss Reitsch opted to save the valuable aircraft. Consequently, she had to attempt an especially tricky landing maneuver which included bleeding off height and speed rapidly. While side slipping, her aircraft got caught in air turbulence created by its own dangling trolley, went out of control split seconds before landing, and crashed.

The pilot's reactions after realizing that the craft was safe but she herself was badly injured are hard for us to believe. They are so idealistic that they can be appreciated only within the framework of the time and personality of this extraordinary test pilot. Fully aware of the seriousness of her own injuries, Miss Reitsch nevertheless proceeded to pull out her notepad and to jot

down the course of events of the accident for the testing team. Then she remembered her comrades and the horrible sight she would be to them with her mauled face and cleft nose, and profuse bleeding. She tied her handkerchief around her head to soften the shock; only then did she "allow herself" to black out.

She tied her handkerchief around her head to soften the shock; only then did she "allow herself" to black out.

When hearing such stories we are tempted to deduce that this pilot must have been a daredevilish, foolhardy, insensitive or competitive person. She was not. To the contrary, she was a reflective, selfless woman who also happened to be exceptionally brave, self-disciplined, and inquisitive; and she was definitely "hooked" on flying. These characteristics, coupled with sensitivity and a spirit of adventure, gave her life purpose, direction, and meaning. Everything she undertook was done joyfully and wholeheartedly. She felt privileged to have had opportunities, successes and experiences of which others only dreamed.

Miss Reitsch lived by her own idealistic principles to the very end of her life. Her numerous contributions throughout the last decade of her life bear this out. In 1971, she won the women's world championship in a helicopter contest. Almost every year she established new records as a glider pilot, including a world record in Pennsylvania in 1979 shortly before her death.

During that last year of her life she almost completed a fifth book, this one dealing with German test pilots. Her four other published works are a blend of autobiography and memoirs. They are excellent to read, informative, and attest to her high degree of moral, personal, and professional integrity. Only the first one, *Flying is My Life*, has appeared in English translation (New York, Putnam, 1954). It has also appeared under the title *Sky My Kingdom* in 1955. In English the titles of her other works would be *I Flew in Africa for Nkrumah's Ghana* (1968), *Indestructible Values in My Life* (1975), and *Highpoints and Lows; 1945 to the Present* (1978).

Their German publisher, the F.A. Herbig Verlagsbuchhandlung, Munich, has kindly given permission to reprint photos from the books for this article: "Mit freundlicher Genehmigung der F.A. Herbig Verlagsbuchhandlung aus den Werken FLIEGEN MEIN LEBEN and DAS UNZERSTORBARE IN MEINEM LEBEN von Hanna Reitsch."

Thanks also go to C.D. Scott, librarian at the National Air and Space Museum, Washington, D.C. and to my student, Claire Cruze at McNeese State University, for their bibliographical contributions.

Hanna Reitsch in 1971 with her glider.



Sketch / Pamela Lock Collings

by Andee Rappazzo

If the folk legend is true that luck is a woman, Pamela Lock Collings might be the first to suggest that Lady Luck is also a 99. But it was not her fortuitous female friend who is responsible for Collings' status as premier New Zealand aerobatic pilot and governor of the New Zealand 99s Section; rather it is the incredible determination and perseverance of Collings herself against equally incredible odds.

Just to aspire to become a pilot in New Zealand takes determination.

Just to aspire to become a pilot in New Zealand takes determination. Costs are unbelievably prohibitive and competition on a world class level for sharpening skills is scarce. Collings achieved her private license in 1965 under the auspices of her local Aero Club, which in association with the local Piper dealer sponsored a Powder Puff Scholarship. Collings soloed after only six and a half hours in a Piper Cub — an enviable level of skill later supplemented by a Commercial rating in 1974 and an Instructor's rating later in the year.

The aerobatics bug that bit Collings came in the form of a ride in a Tiger Moth in 1967. She was in college at the time and could not devote herself full-time to her new passion, but was single-minded enough to enter a local aerobatic competition in 1969 and walk away with the first and third prizes in two different classes to the admiration of her all-male competition.

In 1972, Collings attended the World Aerobatic Championships in France as a spectator and made up her mind that New Zealand needed a female representative in

future competitions. This led her to Miami and instruction from Bill Thomas, an accomplished aerobat in his own right.

In March 1975, Collings returned to Miami to take delivery of her custom-built Pitts S1-S, "N76NZ." After some advanced tutelage by Thomas, Collings ventured forth into the world of American competitive aerobatics, a journey that took her through 26 states in a totally unfamiliar terrain.

Determination did not seem enough at the end of that year, however. Another folk legend is that bad things come in threes: in quick succession, N76NZ was damaged in a landing accident while practicing for the International Aerobatic Club Championships in Wisconsin; Collings' father suffered a serious heart attack; and the Americans opted out of holding the 1976 World Championships. The latter had been changed to Kiev, Russia. It looked like the only prize that would be earned by Collings' ambition was to be a reputation for excellence in the United States.

First things first — Collings' father passed his crisis and Collings set about ministering to her sick airplane. After the Wisconsin competition (for which a generous competitor loaned her a Pitts), Collings hired a U-Haul truck, and drove her damaged S1-S 1500 miles to the Pitts factory in Wyoming. "Quite an experience," says Collings' husband Ces, "for a lone New Zealand girl driving on the other side of the road!" Prospects for a "flying Kiwi" in the World Championships must have made for a very bleak trip.

In November 1975, Collings was ready to fly to Los Angeles to take her repaired airplane home. With no help from blowing snow and with fuel stops a scant hour and a half apart, N76NZ finally arrived to be crated and shipped to New Zealand. Collings let the captain of a DC-10 worry about her own passage, as she sat and pondered the possibility of getting her airplane to Russia.

Collings had underestimated her fellow pilots. As soon as her plight was known, airshows were organized in various parts of New Zealand to raise money to send her to Kiev. Castrol Ltd., a national corporation, became her major sponsor, and soon the question of financing was answered.

Entry into Russia, however, was not that easy. In June of 1976, N76NZ was disassembled and flown via 747 to Vienna, where it was reassembled and flying one day after landing. Three weeks were spent practicing as Collings awaited visa clearance. Once cleared, however, sour weather prevented Collings from flying into Hungary to meet the Hungarian team and continue to Kiev with them. It seemed such a long way to come to again be disappointed.



At long last, Collings achieved her ambition of being the first New Zealander to compete in the World Championships.

Finally, Collings was able to fly into Czechoslovakia to join the British team and continue on with them.

At this point, the competition itself must have seemed anticlimactic. Collings amazed all except those who knew her by placing 12th in the women's section and 47th overall in a field of 68. At long last, Collings achieved her ambition of being the first New Zealander to compete in the World Championships.

"Special skills required by an aerobat? Coordination, precision and a desire for perfection," says Collings. Later to finish eighth in the women's division at the 1980 International Championships, the talented and self-effacing 99 would add, "And a little bit of luck." That — and a determination fueled by a large amount of Pluck.

Pam Collings was presented to the Queen of England in 1977.





Pam in her Pitts Special.

EDITOR'S UPDATE: Pam had not planned on competing in the World Aerobatic Contest at Oshkosh in 1980. A last minute appeal from contest organizer Don Taylor, however, requested her participation in order to assure that the required three countries were represented in the world contest. Hastily, arrangements were made and Pam herself reports on the events that were to follow:

1980 World Aerobatic Championship Oshkosh, Wisconsin

"After the convention in Vail, our New Zealand 99s party was scattered to various corners of the USA. I set off for Minnesota where a Pitts Special had been arranged for me to use anticipating my entering the World Aerobatic Championships.

This opportunity to compete had arisen at short notice when the Russian and Czech teams pulled out leaving only the USA and France represented in the Women's Section. World rules require three countries to be represented for a World Championship in the Women's Section,

hence the organizers' desire for me to compete. I was uncertain of being able to reach a competent standard in the time available and didn't feel at that standard after two weeks practice in New Zealand before departure for Vail. However, with three weeks still remaining I felt I had a chance.

On arrival in Minneapolis, Minnesota, I was met by Don Taylor, President of the local IAC (International Aerobatic Club) Chapter and next morning flown in his Decathlon to Willmar, Minnesota where I was to practice in the arranged Pitts. However, the owner of the Pitts had had a forced landing the week before (ran out of fuel while practicing aerobatics!) and damaged the landing gear, and it was still being fixed. He arrived with the repaired aeroplane late that evening and I took it for a short test flight.

There were a number of features about the aircraft that I was not happy with — it weighed 868 pounds (normal weight to be competitive in unlimited competition is around 740 pounds), the flying wires were slack, and more important the engine

operated at excessively high oil temperature and low oil pressure and ran very rough — problems which they had been unable to find reasons for!

I considered deeply overnight and next morning told the owner that regretfully I didn't think the aircraft was suitable — not an easy thing to tell a proud owner who has generously offered the use of his pride and joy. (My decision was proved correct as the aircraft suffered an engine failure a week later during aerobatic practice — fortunately with no harmful results.)

A phone call to the USA team manager resulted in an offer to join the USA team at their practice site in Neilsville, Wisconsin and use the same Pitts as team member Paula Moore. This arrangement offered me the best opportunity possible to reach a competent standard as I was completely absorbed into their training routine with its advantages of video-tape equipment, expert critiquing and advice, and the services of three mechanics.

Although I did not reach a standard that could pose a significant threat to the top competitors, I feel my participation was worthwhile, and after a disappointing first flight (contest nerves!) in which I placed 48th out of 51 overall and ninth out of nine women, I improved to 41st and seventh in Programme Two and 36th and seventh in Programme Three, finishing eighth in the Women's Section on total points, and 44th overall.

The USA team carried off the top three places in both the Men's and Women's Sections with Leo Loudenslager and Betty Stewart being the new World Champions. The men's team placings were USA first, Switzerland second and Australia third.

I am now convinced that regular competition experience is essential to achieve success and as this will most likely be my last World Contest, I am grateful to have had the opportunity to compete. Apart from placings, much is gained in terms of international friendship and sportsmanship in events of this kind."

Pam is very interested in the furtherance of aerobatic competition in New Zealand. "The interest," she feels, "is there, although rapidly spiralling costs are having a deterrent effect on all sport flying at present." An additional problem is that there are no aerobatic competitions in New Zealand based on the Aresti system, as USA and World rules require. She feels, however, that "the main drawback to the expansions of the sport is the lack of suitable aircraft for advanced training."

Pam has her Pitts S1-S up for sale with the aim of changing to a two-seater aerobatic aircraft to enable her to give advanced aerobatic instruction. She is also awaiting a flying instructor vacancy at the Canterbury Club. As a full-time instructor with proven aerobatic skills and with background in the Aresti system, Pam should be in a good position to help New Zealand develop a future world aerobatic champion.

Flying for Operation Drake

by Madeleine Schneeberger

Operation Drake was a two-year round-the-world expedition which started in the autumn of 1978 in Plymouth, launched by her Patron, Prince Charles. In Kenya, we had been told that the Eye of the Wind, the 150-ton brigantine support vessel for Operation Drake was due to arrive in Mombasa the 12th of July.

The Eye of the Wind carried 24 young people from many countries who engaged in community and scientific work around the world. Land based operations were mounted in conjunction with the different governments, and local explorers joined with those based on the vessel to carry out their land based tasks jointly.

In Kenya, 20 young people joined the explorer group. With the support of President Daniel Arap Moi, a programme of works had been drawn up for different regions. In Masailand, cattle dips for disinfection have been built. At Lake Turkana, a peripheral survey and the building of cairns marking the boundaries of the National Park is progressing. At Suswa Crater a botanical survey was conducted. At Pate Island, northeast of Lamu, dramatic new ruins have been uncovered where over 20 acres of houses, mosques, tombs and palaces were suddenly abandoned 500 years ago. It is thought to be one of the most complete and earliest Swahili trading posts ever discovered.

Lt. Col. John Blashford-Snell, well known for his expeditions, directs the operations. I got in touch with him through a common friend whose Cessna 182 was to be chartered by Operation Drake. John was looking for a keen pilot. I had passed my CA exams right after we had moved from Antwerpen to Nairobi last year, adding another pilot's license to my collection ... and I had plenty of free time!

The aircraft I was to fly was 16-years-old and had NO modern instruments. I had to fly with only a compass and, with only three and a half hours' endurance, had to watch the fuel closely. A challenge!

Flight planning and timing had to be done carefully because fuel was unavailable in the North and refueling by yourself from 20 liter alu-cans brought up with your aircraft could be time consuming and hard work! (The temperature is around 35 degrees Celsius, and Western winds blow strongly.)

At that time of year, the beginning of September, Nairobi and the plains have scattered clouds and fog in the mornings. One often is delayed and even then has to

take off in marginal conditions. Once the hills are left behind, however, the Rift Valley is in splendour, and over Nairobi lies a pallid of clouds.

The Rift Valley north of Lake Baringo is nothing but craters, lava streams, bare mountain chains, dry lakes, and inhospitable plains. Involuntarily you listen to your "cherished" engine and check all your gauges, because a forced landing here would be disastrous. Lake Turkana! Surrounded by lava deserts and sand, the blue water in the moon-lake landscape with

no vegetation is terribly beautiful!

One of my destinations was Allia Bay on the northeast side of the lake. There is no indication of it on the ONC chart, and I had no idea where to fly. I had just been told that there was a camp on the upper eastern side of the lake...

Our trip up was a little over three hours flying time, allowing 30 minutes of fuel reserve. My passenger, besides the fuel cans, quantities of oranges, beans, potatoes, mail bag, radio and construction materials, was a young photo-enthusiastic Viscount.

Of course, an aircraft landing in that desert brings a lot of natives out from nowhere. A few minutes after landing we were surrounded by colorfully dressed inhabitants from the nearby fishing village.

We were on the ground an hour for refueling, to say hello, and to unload and load the aircraft. Soon it was high time to take off, but no one could find my passenger, a Captain. His rucksack, the mail bag and all the freight were loaded.



A landing aircraft in this desert brings a lot of natives out of nowhere!

"I was worried about that mountain of luggage I had to take back to Nairobi."



Finally, by landrover, we found that rare bird several miles away, standing loamy bay hunting God knows what.

"Hiiii! Ready for immediate Take-Off???"

We brought him - legs full of mud, in shorts with no shoes - back to the aircraft, and I took off, coming back and rocking the wings to say good-bye. Off we were, heading south to the next refueling place, Nakuru, some two hours and 20 minutes of flight away. The Captain was soon fast asleep.

There is heavy rain over Lake Barinto. To the south it looks dirty-dirty, but I should make Nakuru in 10 minutes and land with yet 20 liters of fuel. Refueling at Nakuru takes 30 minutes. Nairobi is just 45 to 65 minutes away, but one needs two hours fuel reserve. If, as on this trip, Mt. Longonot (9110') is in the clouds while Mt. Margaret (6365') is visible, I have to cross the escarpment at a minimum altitude of 7500', following the road. All was OK on this trip, but sometimes we have to make a detour around the Ngong Hills NDB (8100') and enter the Control Zone from the southwest at a marginal 6500'.

We arrived back at Nairobi just before sunset at 1830. By the time refueling and paperwork are done, you have put in a 10 hour day. You feel very thirsty and hungry and have lost three pounds.

One flight to the coast was memorable. Our destination was Pate Island near Lamu where the ruins had been discovered. A

nurse and I, in an aircraft packed to the roof with food, left under heavy clouds and a 6800' ceiling. To get around the problematic Kilima Hills (6200'), we followed the twisting railway down the valley to Manyani where we had to turn east toward the Tsav East deserts. Tracking Malinda for refueling, we flew lower and lower in heavy rain showers. There were no elephants, no giraffes, just desert soon changing into jungle. We faithfully followed the curves of the Galana River.

We then had a 50-minute flight from Malinda up the coast to Lamu and the unknown Pate Island. The directions I had received at headquarters that morning were:

1. Pate Island is northeast of Lamu.
2. On this island is a village: Siyu (I found three villages...)
3. The strip will be ready at noon. We have some 20 men to cut the grass.
4. That strip is about two miles east of the village. (The first airstrip I saw was not the right one.)
5. John will make some smoke to indicate the wind direction. (That was very helpful, indeed!)
6. Are 350 yards long enough? (NO! With a hopelessly overloaded aircraft...)
Then 500? (That's better. OK.)

My "spot landing" found cheers and applause. The runway was narrow, but even. John, some officers, a donkey, some

porters and spectators were waiting.

I was worried about the mountain of luggage I had to take back to Nairobi plus John and another passenger. Taking on just two and a half hours' fuel to reach Nairobi and using short take-off procedures, we were off before the end of the runway, climbing only to 1000' because John wanted to examine the mangroves on the next island where he had spotted an elephant skeleton before. Indeed, we found it in two 360 degree turns, but using 10 minutes of my precious fuel.

Thenafter, I climbed to 12,000 feet on top, across Eastern Kenya heading toward the cloud-covered Kilimanjaro.

Thirty miles from Wilson, I reduced power and began my descent toward the Athi plains. My passengers were asleep, leaving me alone with my problems...

About the author. Madeleine Schneeberger, 45, is married and the mother of two sons. She is a member of the British and German Women Pilots' Associations, in addition to the 99s. She and her husband, who also flies, lived in Singapore in 1976/77, then spent two years in Belgium and have been in Kenya for the last year. A native of Switzerland, she has accumulated 500 hours in 26 types of aircraft and in about that many different countries. She is licensed in Switzerland, Belgium, Kenya, the USA and South Africa.



Calendar

FEBRUARY

Feb. 1 - February 99 renewals due.

Deadline for March issue of *The 99 NEWS*.

Feb. 1 - Rockford, IL. Entries open for Illi Nines Air Derby. See May 22-24.

Feb. 4, 11, & 18 - Buttonville, Ont. First Canadian Chapter presenting Aviation Seminars, Series Five entitled "What's New." Evenings will cover soaring, air traffic control, avionics, weather, aviation law and ballooning. Contact: Carolyn Cuth, 416/278-5030.

Feb. 24 - Race Entries Open for the Air Race Classic, Ltd. Entry kits available (\$7.50 members; \$17.50 nonmembers) from Air Race Classic, Ltd. P.O. Box 187, Addison, TX 75001. 214/661-5499.

Feb. 28 - Woodland Hills, CA. "Casino de Fly by Night II," a repeat of last year's successful event. Casino opens at 5 p.m.; auction 11:30 p.m. No entry fee. Prizes for all. Special games, professional blackjack, craps and roulette tables. Real dealers from Las Vegas. Fundraiser for San Fernando Valley Chapter. Contact: JoAnn Linder, 213/346-3131 evenings.

MARCH

March 1 - March 99 renewals due.

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

Mar. 7 - First Day Drawing Luncheon for Air Race Classic. Location unknown.

APRIL

April 1 - April 99 renewals due.

Deadline for May issue of *The 99 NEWS*.

Special vacation issue. No chapter news.

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

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

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

Apr. 24 - ARC Entries Close.

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

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

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

MAY

May 1 - May 99 renewals due.

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

May 1-3 - Oklahoma City, OK. Sheraton Century Center. South Central Section Meeting

New Zealand's

innovative uses of helicopters

by Betty Pfister

In New Zealand, after the Federation Aeronautique Internationale (FAI) Conference in November, I met two women pilots who were both Whirly-Girls, Rosemary Innis Jones and Anne Presland.

Rosemary, Whirly-Girl #243, is 23 years old, and lives in the country about half an hour from Auckland. She has a beautiful four-month-old baby boy named Jeremy, so

at the moment is devoting herself full-time to motherhood, and is not actively flying.

Rosemary has been working for a large helicopter company named Marine Helicopters, Ltd., based at the Ardmore Airport near Auckland on the North Island. The managing director of the company is Mr. Boyce Barrow, whom Rosemary took me to meet. He is a fascinating gentleman, and

NOTAM

Chapter News will be resumed with the next issue. Materials on hand from your chapter will be used if current and not replaced by more recent contributions.

with parties, round-table discussions, flea market, tour of FAA and Cowboy Hall of Fame, AND ... "Saved From the Fate of Her Sister" ... You'll come!

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

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

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

JUNE

June 1 - June 99 renewals due.

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

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

JULY

July 1 - July 99 renewals due.

No deadline for *The 99 NEWS*.

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

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

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very knowledgeable about all phases of helicopter operations in New Zealand. I really wish I had taped his answers to all my many questions!

Marine Helicopters does a lot of work called "top dressing" — this means spreading fertilizers over many of the very hilly fields where sheep are grazed, and the helicopter is invaluable due to the terrain involved. The population of New Zealand, both the North and South Islands, is 3½ million people, but 65 million sheep! Almost everywhere you look, outside of the cities, the landscape is always covered with literally thousands of these light gray woolly creatures.

Marine Helicopters were very active in the Red Deer program up until about a year ago. However, so many deer have now been captured, and are being kept on farms, that the prices have dropped drastically, and it no longer pays well enough to justify the use of a helicopter. A prime male deer that was worth \$3000 on the market a year ago is worth only about \$800 today, since they are no longer in short supply. As well as the venison, which is exported, the main economic factor has been the deer "velvet." This velvet is the furry covering of the new antlers which are grown each year. It is considered a great aphrodisiac in China and Korea, and commands quite a high price.

One of the most interesting (and completely new to me, at least) uses for the helicopter has been developed over the past 10 years by Mr. Barrow. It consists of a commercial fishing operation in an ocean area, by means of helicopter laying and recovery of frames with long lines attached to baited hooks. The fish caught are bottom fish such as snapper and gurnard. The water is so rough in the areas being considered that it would be impossible for commercial fishing boats to operate, especially under very adverse wind conditions as well as ocean swells, sometimes over 20 feet. Various trials of helicopter laying and recovery of these frames were conducted in February, 1980 and confirmed that adverse weather conditions had little effect on the flying and recovery part of the operation. In March, 1980 a larger scale trial was conducted. Eight frames with 120 hooks per frame were laid and recovered an average of three times each — 3,210 hooks were laid and resulted in a recovery of 240 fish. During this trial, a range of baits, line lengths, and hook types were assessed, and the most productive types of baits and hooks, as well as length of line for this type of fishing was established. More trials were conducted in April.

Of course, the main advantage is the ability to capture a larger part of the chilled fish market in Japan — the fish are not frozen, but chilled, and are sold in Japan as fresh fish 36 hours after being caught! Mr. Barrow has made indepth studies of the cost of operation of a helicopter such as the Hughes 300 (later plans are to use a Hughes 500D), figuring energy expenditure and fuel costs as compared with traditional boat fishing methods. Based on the trial flights so

far and the the costs involved, it would appear that the use of the helicopter for commercial fishing is very definitely economically feasible!

Sorry I got so long-winded about the helicopter fishing project, but I found it a fascinating concept.

Rosemary has taken her baby up in the helicopter many times, and reports that he really enjoys it. As well as flying for Marine Helicopters, her job before Jeremy's arrival also consisted of finding new uses for the company's helicopters in various commercial operations. She may possibly return later to this type of promotional work, but at the moment is very happy taking full-time care of Jeremy.

When my FAI tour group arrived in Queenstown, on the South Island of New Zealand, I had the great good fortune to meet another Whirly-Girl, Anne Presland, #239 and her husband, Peter. They picked me up in Queenstown in their Cessna 206, and flew me to their sheep station in Wanaka, which is their home. It was about a half hour flight over really beautiful country. Their sheep station covers 49,000 acres, and on it they have 7,000 sheep, mainly Merinos. Forty-nine thousand acres equals about 76 square miles for those of you like myself who can never really visualize how big an acre is! The Preslands also have 250 cattle and about 250 Red Deer which they keep in fenced pastures or paddocks as they are called there.

They live 15 minutes by air from their nearest neighbor, and besides the Cessna 206 which they keep at their private airstrip, they also own and operate a bright yellow little Hughes 300.

They have a charming daughter named Ruth, who is eight years old. Ruth "goes to school" by means of correspondence courses, and in general, is ahead of her age level as compared to those who attend regular schools.

Anne Presland is New Zealand's Whirly-Girl #239.



The Preslands' ranch (oops, pardon me, "station") is accessible only by barge across a lake, or by air — there is no road in or out. The week before I met them they had bought a small electric organ for Ruth — and Anne was hoping that it might fit into the back of the Cessna 206 — otherwise it would have to be delivered by barge across the lake. The delivery problem had not yet been resolved when I left! The Preslands have a lovely home, and among her many other activities, Anne has done a beautiful job of both vegetable and flower gardening. Their house is surrounded by enormous hybrid flowering azaleas, all in breath-taking full bloom at the time of my visit.

The high point of the afternoon was a flight with Anne in the Hughes 300, when she showed me how they use the helicopter to "muster" (or herd) their sheep. The sheep graze all over the sides of the surrounding mountains, up to an altitude of 7,000 feet. By taking the sheepmen to the higher altitudes in the helicopter, much valuable time is saved. There is a wire box attached to the right-hand cargo rack which holds two large sheepdogs or three small ones! According to the Preslands, the dogs quickly become accustomed to riding in this wire crate outside the helicopter, and the noise does not seem to bother them at all. At first some of the sheepmen were a bit reluctant to fly in a helicopter, especially with a woman pilot, but now they have accepted the idea, and are happy not to have such long and difficult climbs on foot.

After Anne and I returned from our helicopter flight, Peter Presland demonstrated to me the amazing gun with which they shoot out a large net in order to capture live deer by helicopter. There are constant problems at their station with deer poachers, who fly in by helicopter and either catch the deer alive by using one of these special guns, or kill them for the venison and especially the velvet.

While Peter demonstrated the gun and we walked out to the paddocks to see the deer, Anne was busy preparing a wonderful dinner for us. The main course was — you guessed it — roast lamb! The best I've ever tasted!

In addition to the Presland family and myself, there were two young student teachers, one male and one female. These college students, majoring in education, are sent out to spend a week on a sheep station each year, to act as a liaison for children who take correspondence courses.

I spent the night there, and the next day, the three Preslands, the two young teachers and I all climbed into the Cessna 206 and flew back to Queenstown. Peter and Anne had arranged, as a surprise for me, a quick trip in a Jet Ranger to catch up with my FAI Tour group out at the Cattle Drome.

What a delightful and hospitable couple they are!

There are only six Whirly-Girls in New Zealand. Due to the long distances between them, none of them seem to have previously met!

Women pilots in India

by Lonnie Wilhelm

When is a sari like a Cessna? When it is in flight with an Indian Ninety-Nine, of course!

The Indian Section of Ninety Nines is a lively, enthusiastic group devoted to flying. Aviation, however, is only one field in which women in India have made many impressive achievements. Believing that being a woman is not an obstacle, Indian women are widely respected for accomplishments in medicine, law, business, education, and politics. That they also are distinguishing themselves in aviation comes as no surprise.

Saudamini Deshmukh, affectionately known as Minoo, is now flying with Indian Airlines. She is the second woman airline pilot in India. Saudamini's achievement was greeted with even greater respect when it was announced that she had placed second in merit in a field of 225 candidates for pilot trainee.

Saudamini trained for Indian Airlines in a Fokker Friendship F/27, which she says is "a beautiful plane to fly." In August 1980 she became the first officer on regular flights within the country. She expects to fly as PIC within two or three years. Her next goal? Boeing 737s by 1985!

California 99s in particular will remember Saudamini's early flying experiences. In 1977, while on tour to India, Margaret Callaway of the Long Beach Chapter, Wally Funk and Norma Futterman of the Los Angeles Chapter met Saudamini at an Air India dinner. After learning about the expense and many problems connected with flying in India, these three 99s invited Saudamini to come to California to fly!

Not only did the California gals sponsor Saudamini's visit to the States, they gave her encouragement and solid support. Norma Futterman's Cessna 150 became Saudamini's training aircraft. Margaret Callaway not only gave Saudamini flight instruction, but opened her home to her as well. Not wanting to be outdone, Wally Funk tutored Saudamini in ground school, and coordinated the entire training program.

These individual efforts were supple-

mented by numerous other generous 99s. Jean Schiffman, Jean McConnell, Eugenia Rohrberg, Claire Walters, and Jean Ferrell are just a few of the many others whom Saudamini has thanked publicly.

Personal help and good will are important — but so is money. Once again the California 99s demonstrated their generosity — this time with cash! The Long Beach and Santa Clara Valley Chapters provided Saudamini with scholarship money. Additional funding came from Marion Barnick, Evelyn Lundstrom, and Marjorie Griffin.

Her triumph is truly the result of an individual effort and international cooperation.

What was the result of these efforts? In just six months, Saudamini completed the private pilot's license, the instrument, commercial, CFI, CFII, and all ground instructor ratings! Is that enough to show for six months' hard work? Not for Minoo! She squeezed in a flight engineer course at the end.

Saudamini's stateside flying also included two air races. With Jean Ferrell as pilot, she flew in the 1977 Palms to Pines Air Race. Wally Funk joined Saudamini in a Bonanza A-36 for the Pacific Air Race. This was a busy, productive, and hilarious six months for Minoo!

Upon returning to India in February 1978, Saudamini worked without pay as a ground instructor at the Bombay Flying Club. When Indian Airlines advertised for pilots in March 1979, she was ready. Her triumph is truly the result of individual effort and international cooperation.

The Indian Section of 99s was chartered in March 1976, with then-International Vice

Saudamini Deshmukh is a First Officer for Indian Airlines. Minoo, as she is affectionately known to her U.S. friends, is stationed in Calcutta now, flying fd-4s.



"Minoo" poses in front of the airplane in which she trained with her three main sponsors, "Wally" Funk, Norma Futterman and Margaret Callaway.



Chanda Sawant Budhabhatti founded the India Section of the 99s in 1976.

Mohini Shroff became India's fourth woman commercial pilot.



President Lois Feigenbaum presenting the charter. Chanda Sawant Budhabhatti was the first governor. Chanda, who started flying at age 18, was India's third commercial woman pilot.

Chanda joined the 99s in 1966, and represented India at the 1967 convention. While in the States, she took time to fly in the Powder Puff Derby. Chanda received the AWTAR Scholarship for her Instrument rating, and has earned all ground instructor ratings.

After founding the Indian Section of 99s in 1976, Chanda established the first Aviation Library in India. Her commitment to aviation has been recognized with awards from Zonta-Bombay, Innerwheel-Bhuj, and Progressive Group-Bombay. She has served as president of the Indian Women Pilots Association, which she also founded.

Mohini Shroff has been flying in India for over 20 years. As the recipient of a scholarship from the Southwest Section of 99s, she was able to earn her Commercial license. Thus Mohini became the fourth commercial woman pilot in India.

Mohini was active in 99s as early as 1973, when she attended the International Convention in Milwaukee. Along with Chanda, she is a charter member of the Indian Section of 99s. Since the founding of the chapter, Mohini has served as secretary and treasurer.

Rabia Futehally, the newly-elected governor of the Indian 99s, has been a licensed pilot since age 19. She has the whole family up in the air! Not only is her husband a pilot, but her father and brother also fly.

**Sunila recently gave a talk on
Amelia Earhart to Zonta II in India.**

Dr. Sunila Bhajekar also has been flying for more than 20 years. A physician, she began flying for pleasure while still as student in medical school.

Sunila frequently is invited to speak on aviation topics. She recently gave a talk on Amelia Earhart to Zonta II in India. She has served the Indian 99s as membership chairman and vice governor.

The first woman instructor in India is Binodinidevi Lai Sharm. A new member of the Indian 99s, she attended the fifth section meeting held in June 1980.

Vijayalakshmi Vijayakumar learned to fly in 1974, at the age of 18. She was the youngest flyer — among both men and women — in her state of Karnataka, India. In addition, she was the first woman to have flown an aircraft in Karnataka since 1936!

The newest member of the Indian 99s is Vandana Wagh. Vandana is celebrating her first 100 hours in the air! On the ground she teaches Science at Daly College in Indore, India. Vandana has a Master of Science degree in Organic Chemistry, and listens to Indian classical music in her spare moments.

The recent deaths of 99s Marion Barnick, Jean Ferrell, and Marion's daughter Kay Barnick, were keenly felt by Indian 99s. In memory of Marion Barnick, the Indian Section presented a trophy at a Spot Landing Contest organized by the Bombay Flying Club. The Marion Barnick Trophy will be awarded annually.

Clearly, the Indian 99s feel a close relationship with many 99s in the States. Friendships have been formed that span the oceans. The emotional ties found between women who share a love of flying extends beyond international borders. It transcends political and religious affiliations. It provides new potential for personal growth. It is yet another proof that the joy of flying can truly be the most liberating of freedoms.

VISIT EXOTIC INDIA



with
**Kashmir, Nepal,
and
Sri Lanka Tour**

March 7-27, 1981

**organized by:
Indian Women Pilots Assoc.**

Dear Friends!

Ready to travel with us again?! With the help of AIR INDIA, I have put this fabulous tour together to cover historical spots from East to West, and North to South of India, including Sri Lanka, Nepal, and legendary Kashmir where we will stay in houseboats.

Those friends who have enjoyed the 99s' tour to India know that this tour will be a great one, and those who have heard about it, I request them to join the group with their families and friends, to experience the thrill of the mysterious East and to enjoy the hospitality of the people.

There will be get-together functions with members of the Indian Women Pilots Association and the Indian Section of 99s, Zonta, local civil aviation officials and with our friends and families.

The tour incorporates the lowest group airfare on our national carrier, AIR INDIA. To be precise, the cost is less than \$120 per day including round-trip airfare from New York, first class deluxe hotels, three meals daily, sightseeing tours, and gratuities for 21 days.

I will be accompanying you throughout the tour. This opportunity will allow me to see that you get the best that our country has to offer, while giving me the pleasure to introduce you to our friendly and hospitable people, our beautiful country, our philosophical, spiritual and cultural heritage, and our architectural legacy of history which dates back 5000 years.

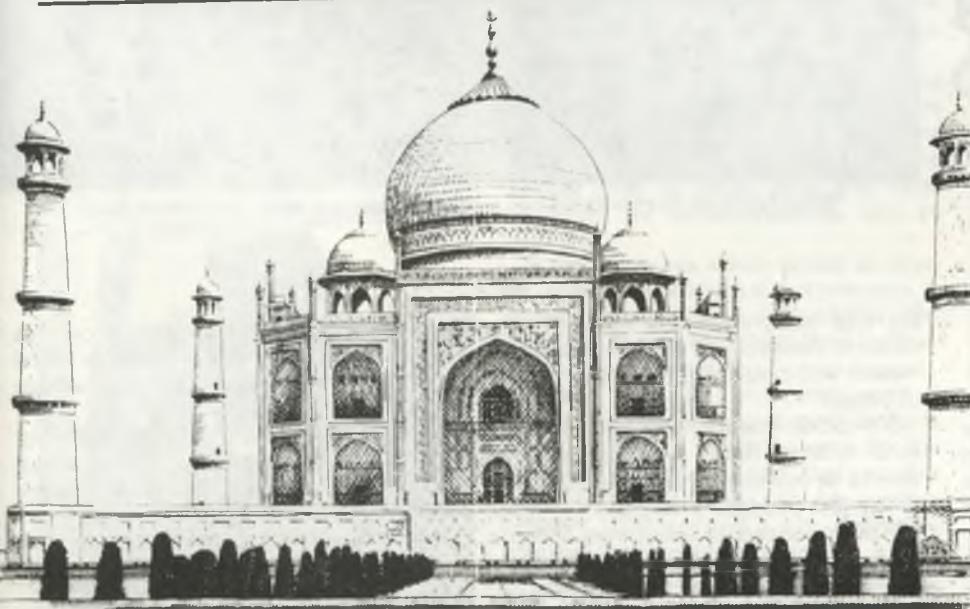
I look forward to the pleasure of welcoming you to India.

Sincerely yours,
Chanda Sawant Budhabhatti
President,
Indian Women Pilots Association

PRICES
LAND: \$1097 / person, dbl. occp.

AIRFARE: \$1394 from NY

For info contact: Susan Hunter, Mike Pierce Travel,
6062 E. Broadway, Tucson, AZ 85711
(602) 790-0800





Flying low and slow is just routine when mustering horses in western Australia.

Aerial mustering on Minderoo Station

by Judy Forrest
Western Australia

Daybreak, a crisp cool morning in June and the dusty little C172 WSC is checked thoroughly and rolled out of the hangar. The tucker box, billy, water bottle and one small eager poodle are hastily loaded aboard.

Airborne and we are scudding south below 220 feet over this sprawling land, always observing stock movements, their tracks and where they are running. Skimming along the Ashburton River in the tranquil morning air we shatter the peace of



"Bikie" Scotty, an Aboriginal stockman, works with Judy and "Wisc" mustering horses.

the odd black swan and the lumbering pelicans; however our noisy intrusions are treated with contempt. They have heard it all before!

No radios blasting forth yet and these early morning flights to the pre-destined area to be mustered are sheer exhilaration.

The first paddock is 30 miles south and the team consists of a lass from Victoria, back for her fourth muster, two cheerful tenacious stockmen on Ag. 175 bikes and my daughter towing a float with a favorite stockhorse bred and conditioned for the distance and fast riding involved in aerial mustering.

The aircraft, affectionately known as "Wisc" is equipped with a five watt radio and all riders carry a single watt two-way portable.

Ten days hence and the station will erupt into a scurry of activity ... our annual shearing. All sheep are being driven towards the shed commencing from the most distant paddocks, slowly progressing closer, paddock by paddock, in ever increasing

**Now the aircraft must circle back
and dive behind these sheep...**

numbers.

The day warms and the wind will come from the east as it has for the past week, so hopefully I shall find the sheep concentrated on the east side. Stock at all times like to run into wind, so to get these mobs together I shall fly north-south grids, roughly half a mile apart commencing from the west side of the paddock.

Approaching the northwest corner of the first paddock of today's muster "Wisc" is throttled back and the nose raised to get the airspeed back to less than 80 knots. Flaps are now lowered to 20 degrees, 2000 revs. on the counter or slightly less to maintain an airspeed of 70 knots and the flight continues for the six mile length of the paddock. Today on the fourth run I sight the stragglers of the various mobs, they have separated themselves from the main mob and are no longer picking their way through the scrub. Now the aircraft must circle back and dive behind these sheep and then carry on with the frustration that follows. I circle and dive behind them, getting a glimpse of those cranky old girls turning around and stamping an indignant foot at the plane, moving maybe two yards and stamping again. The exasperation felt when I have misjudged the turning circle or the wind strength and end up diving too close behind these perverse mobs so they pull up altogether. Worse still, at times I cannot pinpoint the spot or the sheep in the scrub after a 360 degree turn, or looking into the sun I

A mob mooches slowly across an open flat, apparently oblivious to our presence.

end up overflying them. Be sure, they will invariably manage to run backwards on these occasions.

My "Bikies" have placed themselves strategically across the paddock and Janie has her horse unloaded and is cantering back behind the mobs.

Gratefully I hear Anne acknowledge close



Judy Forrest and her airplane, "Wisc".

by and direct her through the scrub, continuing to circle and dive as a guide. A delicious moment of retribution! The bikie appears and I see those cantankerous old ewes turn and run, their tails bobbing through the scrub, lambs behind them heading east.

A repeat performance with a particularly difficult mob and this time Thomas is in cautious pursuit, driving one trying lot into another and getting them under control. Four independent old rams, bored with the aircraft, pull up under the thick scrub almost out of sight. Red is called across to stir up these lads and simultaneously Jane is cantering across to a boggy porous area (locally known as "crabhole") to four sticky mobs. The plane banks and dives in quick succession over each little group to show their positions. Horse and rider plough through from behind and must coerce them out of the mud and join them up with the rest.

Back to Red's four rams and relocate their bush, diving low, attempting to disconcert them sufficiently to prompt movement. Red is in the spot, sees them shuffling around and they are smartly on their way catching up with the tail of the mobs ahead.

The plane still keeps diving and pushing behind various lots moving east, and must now fly the southern end to give the entire flock a nudge from the rear towards the northeast corner. Thomas has merged his mob into Jane's and has been called around to drive from the south. The entire operation is like a massive sweeping procedure. Very satisfying now to gain a little height, i.e. 400 feet and see the big mobs streaming out to the northeast ahead of us all. Time to find a landing strip for 20 minutes (not difficult in this extraordinary country with its baked claypans and inexplicable barren areas) and give the riders time to close in a little, also a welcome break for poodle and myself.

Take off and push up any of the tail being left behind the musterers. Again this involves diving low, climbing out and circling several times. If this is unsuccessful the nearest rider is called over and these stragglers are unceremoniously sent on their way.

A mob mooches slowly across an open flat, apparently oblivious to our presence. A moment to relish! Touch down and the sight of "Wisc" roaring up behind them inspires their immediate revision of ground speed.

Finally, when the mob is under control and nearing the northeast corner I land on a nearby mill strip, open the gate for the oncoming sheep and start the campfire going for lunch. This can be anytime between 11:30 a.m. and 4 p.m. depending how well the sheep have travelled.

Today time has been on our side and we shall tackle the next paddock following lunch and a brief laze under the wings of the "\$40,000 shade house."

Reprinted from Sept. 1980 AIRNEWS

WANTED:

YOUR CONTRIBUTION TO:



INTERNATIONAL AEROSPACE EDUCATION FUND



Support your International Aerospace Education Fund and win this original oil painting of Amelia Earhart in her red Lockheed Vega on her Atlantic solo flight. Painted especially for the Ninety-Nines by William J. Reynolds, famed aviation artist.

An exclusive — there are no prints.

All donations go to the Ninety-Nines International Aerospace Education Fund and are tax deductible.

Drawing will be held at the South Central Spring Sectional at Oklahoma City, May 1-3, 1981. You do not have to be present to win. 1 for \$2.00; 3 for \$5.00; 8 for \$10.00. Send contributions to Mimi Haworth, 3574 Neerpark Drive, Lincoln, Nebraska 68506. Your cancelled check will serve as your receipt. Checks should be made payable to the 99s Aerospace Education Fund.

*Contribution
to Aerospace Education
AE VEGA PAINTING*

Name _____

Address _____

Phone _____

SAFETY EDUCATION

Safety BEFORE Being Airborne

Do we ever consider how much Safety Education should mean safety on the ground as well as in the air?

Walking to your aircraft might mean walking by or near other aircraft. Be alert for turning propellers. Even though a pilot will call "clear," you might not hear it. During the pre-flight, be cautious of the propeller, especially if someone has just recently returned the plane from a flight. Are the master switch and the mags turned off?

When the pre-flight has been thoroughly completed and you are ready to start the engine, be sure you have properly cleared the area.

What do you do when your engine just won't start? Do you try to hand prop it? Hopefully not! Never, never try this alone, and if you are not experienced in this procedure, never try it.

After starting the engine and proceeding to taxi, you are in another environment that presents many situations for potential accidents. First thing — check the brakes! Very embarrassing things happen when you need them and find they are out.

Inattention during taxiing can cause a collision with another aircraft or vehicle. Striking runway or taxi lights or markers can cause damage to your aircraft.

Strong or gusty winds require special attention during taxiing. Those who rent aircraft are always aware that the Hobbs meter is ticking away — but don't throw safety to the winds just to save a couple of pennies rental. It could end up no savings at all.

At airports where light aircraft are operating with larger aircraft, caution should be exercised when taxiing close behind them. Many a light aircraft has been blown over by the blast from the engine of a large aircraft starting up.

Now that we have ourselves at the end of the runway — Happy Flying.

Marilynn Miller
International Safety
Education Chairman

NEW ADDITIONS TO COMPUTER FUND

The following individuals and chapters contributed to the Computer Fund in December:

Eastern Pennsylvania Chapter
Santa Paula Chapter
(In Memory of Billy Jean Johnson)
El Paso Chapter
Redwood Empire Chapter
Muriel Majneri, Indiana Dunes
Joyce Wells, Bay Cities
Polly Glikson, Chicago Area

SOARING

— or flying the Alpine Way

Switzerland — hear the echoes sing of Alps, of Swiss watches and chocolates, of cheese and fondue, of goat herds and Alps! Always the Alps. Magnificent to behold from below, they become an aesthetic experience for the flyer.

And fly the Swiss do. In a country the size of the state of New Jersey are 2100 registered aircraft, one third of them sailplanes. Indeed, there are as many soaring pilots in Switzerland as in all of the United States.

Cost may have something to do with the number of glider pilots. Learning to fly a powered, fixed-wing aircraft in Switzerland is expensive, at least by USA standards; approximately \$4,500. Landing fees (you even pay for filing an IFR flight plan and for touch-and-goes) drive the cost higher still. Average gas prices run around \$3.72 USA dollars per gallon. Small wonder that soaring is popular!

Statistics on the number of women aircraft pilots are not available from the Swiss Office Federal de l'Air. But 99 Liny Bregg is one of eight women glider pilots in the Lagern Gliding Club at Schanis.

Liny started gliding in 1964, then stopped for six years when her three children were born. In 1977, she visited the USA and began flying powered aircraft. Today she flies aero-tows for gliders and continues to enjoy soaring from the Schanis field.

The Schanis field has much to offer the visiting flyer. Short-term memberships or hourly rates are available. There is a bunk house and restaurants on the field. After taking off from the 1500 foot runway, one can soar or fly over some of the most magnificent scenery on earth. The green patchwork valleys are dotted with houses and barns, and higher up the Alpine meadows one can cozy up to the ice and rock pinacles of the snow-capped Alps.

For those interested in armchair flying, an article on gliding at Schanis appeared in *Soaring*, July 1980; an article entitled "Alpine Flying" appeared in *AOPA Pilot*, September 1980.

If you're really interested in sampling the Swiss air, contact one of the following agencies:

Swiss Federal Dept. of Transportation
Berne, Switzerland 3003
(for an international license)

Aero-Club der Schweiz
5 Lidostrasse
Lucerne, Switzerland 6006

New Ratings

East Canada

Margo McCutcheon - First Canadian - IFR
Adele Fogle - First Canadian - IFR Class 1

Middle East

Anitra Ruth - Maryland - CFII, ME, CFI, ATP

New England

Susan Garing - Eastern New England - COMM, IFR
Doris Roberts - Eastern New England

New York - New Jersey

Nicole Radecki - Long Island - ATP
Phyllis Cacoulidis - Long Island - ME
Ellen Lisi - Long Island - CFI
P. Spiesman - Hudson Valley - ME

North Central

Myra Dunn - Indiana - COMM
Kathy Magon - Indiana Dunes - ME, COMM, SE

Northwest

Louise Prugh - Intermountain - CFI
Nessa Phippeny - Mt. Tahoma - COMM, IFR
Carolyn Curies - Mt. Tahoma - CFII

South Central

LaNell Easley - Coastal Bend - FAA Written Examiner

Southwest

Eleanor Richardson - El Cajon - IFR
Lisa Lewis - El Cajon - IFR
Doris Junzo - El Cajon - ASEL
Louise Finch - El Cajon - IFR
Connie Davis - El Cajon - IFR, COMM
Onna Kubler - Imperial So-Lo - COMM
Barbara Smith - Imperial So-Lo - IFR
Sandra Pratt - Monterey Bay - CFI
Nicki Welch - Monterey Bay - SES
Vicki Karnes - Monterey Bay - COMM
Pam Mahonchak - Orange County - CFI
Barbara Reiter - Orange County - CFI
Gabi Thorp - Phoenix - AGI, IGI
Marilyn Koon - Phoenix - CFI
Bruni Bradley - Phoenix - ASES
Lucy Snyder - Reno Area - CFII
Gerry Gardiner - Reno Area - ATP, ME, CE500
Mary E. (Corky) Cronin - Sacramento Vly - IFR
Nancy Haugarth - Cameron Park - IFR
Pat Volkerts - San Diego - IFR
Kathy Boyles - San Diego - IFR
Jean Enyeart - Santa Clara Vly - ATP
Marilyn Orloff - Santa Clara Vly - CFI
Jeanne McElhatton - Santa Clara Vly - CFI
Jeanne Leete - Santa Clara Vly - ME
Jan Melt's - Santa Clara Vly - CFI
Lois Letzring - Santa Clara Vly - COMM

OUR THANKS

to the following people for their assistance on this special International issue — Jeannie Ball, Ruth Brown, Valerie Kauffman, Marsha Sullivan, Andee Rapazzo, Betty Pfister, Lonnie Wilhelm, Jackie Deal, Sigrid Novak and Liz Burdette.



Nancy-Bird Walton O.B.E. devoted a lot of her time and energy raising funds for the New South Wales Australian Air Ambulance service.

by Nancy Bird Walton

At the first organizational meeting of the Ninety-Nines, women pilots of various nationalities were present, among them an Australian. Very little is known or remembered about this Australian pilot, even in her own country.

However, the March 1973 issue of the Australian Women Pilots *Airnews* carried an obituary of Mrs. Jessie M. (Chubbie) Pugh who, as Mrs. Keith Miller, achieved fame and notoriety in 1927 as the aviatrix who copiloted Captain Bill Lancaster in an Avro Avian two-seater open cockpit aeroplane called the "Red Rose" in its flight from England to Australia.

Although she flew extensively after that, she avoided publicity as much as possible since there had been a great deal of scandal connected with the England-Australia flight. In 1927, it was just NOT done for a married woman to fly alone with a married man some 12,000 miles with stops at 40 different places, etc.

In 1927, it was just NOT done for a married woman to fly alone with a married man some 12,000 miles...

The second Australian member of the Ninety-Nines was Mrs. Bobbie Terry, the first woman in Australia to own and fly her own aeroplane. Bobby Terry was married to a wealthy grazier and flew her DeSoto cabin aircraft for transportation back and forth to their station (ranch). During one of her world trips, she visited America and joined the Ninety-Nines, sometime in the early 1930s.

It was Bobby Terry who suggested I should join the Ninety-Nines. I learned to fly in 1933 and, in 1934, became the first woman to operate an aircraft commercially in Australia. I organized flying tours throughout New South Wales. In our open cockpit Gipsy I DeHavilland 60, my copilot, Peggy McKillop (now Kelman) and I flew some

Birth of the Australian Section

40,000 miles and carried approximately 11,750 courageous people, most of them on their first flights. We landed in paddocks beside showgrounds and race meetings. There were few airfields in those days and no other facilities.

The original letter accepting my membership in the Ninety-Nines is dated 1938, although Daisy Kirkpatrick insists I was already in touch with her while she was president in 1937. I simply could not have afforded to join before as I was paying off my aircraft, a Leopard Moth I used in my work for the Far West Children's Health Scheme, flying the clinic sister and doing aerial ambulance work.

I visited America in 1939 and stayed with Daisy and with Betty Gillies, who became lifelong and most treasured friends. Betty was president and, at the time of my visit, was rewriting the constitution of the Ninety-Nines National Organization of Women Pilots. It was at my suggestion that the word "National" was changed to "International" and that 200 hours flying time was suggested as a qualification for continued membership. These suggestions were later adopted by the executive committee.

I met distinguished air women such as Teddy Kenyon, Bessie Owen, Jean Adams, Nancy Love, Alma Harwood, Jimmie Kolp, Ruth Wakeman, and Jacqueline Cochran.

I flew on the maiden flight of the DC-4 with Jacqueline Cochran as pilot, New York to Washington. It had been rumored that the DC-4 was too big for pilots to handle safely; that airfields could not be built big enough for it; and that the tires would burst upon landing. Jacqueline was asked to make the flight as a publicity stunt to show that "even a woman could fly it."

I also met many aviation pioneers whose names are indelibly written in the history of American aviation, such as Donald Douglas, General Betrandies, and Jack Fry Patterson of United Airlines.

It was through the influence and hospitality of the Ninety-Nines that I met these people and was able to do these things. Because I wanted to extend these opportunities to the new generation of flying women, the idea of an Australian branch of the organization appealed to me.

Then came the war and all was shelved, but not before another Australian, Nancy Ellis (now Leebold), had joined. Helen Dutton (now Blackburn), an Australian living in Little Rock, Arkansas, joined the Ninety-Nines after learning to fly there. So, individual Australian women pilots were establishing links with the Ninety-Nines and this group later became the first international section outside the United States.

In 1940, Mr. R.G. Casey became Australian Minister to Washington. Both he

and his wife, Maie were keen flyers. They bought a Fairchild Ranger which they flew all over the United States during the next two years. Some amusing stories are told about Mrs. Casey's accent on the radio. One tower controller finally replied, "I don't know what you are saying, bright eyes, but come on in."

In Washington, Maie Casey had been in close touch with many Ninety-Nines and in 1952, as they left for the Middle East to represent the War Cabinet of Great Britain at the request of Winston Churchill, she joined the organization as a member-at-

"I don't know what you are saying, bright eyes, but come on in."

large. In every Embassy and country where they served, the Lady Casey encouraged and promoted flying for women.

In 1950, the Australian Women Pilots Association was formed. We sought affiliation with the Ninety-Nines, but this was rejected on constitutional grounds. The Ninety-Nines at that time required a current license for membership, whereas our organization maintained that if a woman had at one time gained a license, she was eligible to join. I think that we were right in our position because many old timers, after associating with current pilots, decided to have their licenses renewed. Also, our numbers were so small that we welcomed the financial and influential help of former pilots.

In 1958, another Australian, Margaret Kentley also joined the Ninety-Nines, and those of us who were members in Australia applied for the chartering of a section which was granted on July 19, 1959 by President "Deedo" Heise.

A group of Ninety-Nines touring Europe in 1960 attended a reception given by the Royal Aero Club at Londonderry House, London. It was there that the charter for the Australian Section was handed over to Mrs. R.G. Casey (the Lady Casey) and Mrs. Margaret Adams Kentley who also attended this memorable occasion.

NOTAM

Chapter news will be resumed with the next issue. Materials on hand from your chapter will be used if current and not replaced by more recent contributions.

Ima looking for incidents and stories suitable for the "I learned from that..." category. Please send to 99 NEWS.

Federation of European Women Pilots

Il y a quelques trente ans, l'Europe décidait de gommer ses frontières et de progresser dans l'union. Mise en commun de l'acquis et du potentiel, concertation, coopération... Sur des bases similaires, les femmes pilotes de dix pays d'Europe ont, à leur tour, résolu de s'unir. D'autant plus aisément que le ciel n'a pas de frontières, que leurs rivalités sont de saine nature puisque sportives essentiellement, et qu'au long passé culturel qui déjà les rapproche s'ajoute un lien privilégié: la pratique de l'aviation.

Ainsi s'est constituée la **FEDERATION DES PILOTES EUROPEENNES**. L'initiative de ce mouvement revient à:

- Marie-Josèphe de **BEAUREGARD**, sa Présidente en exercice. A ses côtés, avec titre et rang de Vice-Présidentes:
- Fiorenza de **BERNARDI**, Pilote de ligne, Présidente de l'Associazione Pilote Italiana.
- Sheila **SCOTT**, pilote britannique de renommée mondiale. Membre d'Honneur de la British Women Pilots' Association.
- Mutz **TRENSE**, Présidente de la Vereinigung Deutscher Pilotinnen.
- Vladimira **VITEK**, Pilote de ligne, Présidente de la Belgian Women Pilots' Association.

Complétant le Bureau: Marie-Claire **PELE** (France) qui fait office de Secrétaire Générale, Efthymia **BELLOU** (Grèce), Orvokki **KUORTTI** (Finlande) et Aline **ROBARD-LESSAFFRE**, siégeant es Qualités.

La Fédération compte, à ce jour, un millier de membres. En font partie dans leur totalité, sans pour autant se départir de leur identité, de leur autonomie, de leur indépendance, les cinq organisations représentatives de femmes pilotes en Europe. A savoir:

- l'**ASSOCIATION DES PILOTES FRANCAISES**,
- l'**ASSOCIAZIONE PILOTE ITALIANE**,
- la **BELGIAN WOMEN PILOTS' ASSOCIATION**
- la **BRITISH WOMEN PILOTS' ASSOCIATION**
- la **VEREINIGUNG DEUTSCHER PILOTINNEN**.

La Fédération est également représentée dans les pays suivants: **DANEMARK, FINLANDE, GRECE, IRLANDE, SUISSE**.

Quant aux objectifs de la Fédération, ils rejoignent, bien sûr, ceux de toute organisation de même ordre, dans la mesure où ils entendent favoriser l'avancement des femmes dans l'aviation en leur donnant notamment la possibilité de confronter utilement leurs expériences, leurs problèmes, leurs perspectives. Il s'y ajoute toutefois le propos de situer les pilotes européennes dans le contexte international, d'y mettre en lumière et valeur leurs accomplissements présents et passés et d'y garder vivante la mémoire de leurs aînées.

La Fédération considère, par ailleurs, que les femmes pilotes ne sauraient se tenir à

l'écart de la construction européenne, qu'il convient au contraire qu'elles y soient représentées et puissent s'y exprimer au même titre que toute autre activité ou profession. Ce en quoi elles disposent désormais d'un porte-parole qui se veut, en même temps facteur d'union et de progrès.

Inasmuch as the sky has no border, the rivalries are of a healthy and sportive nature, and since their cultural past has already brought them together in a unique privilege: the practice of aviation, the women pilots of 10 countries of Europe have resolved to unite.

The initiative for the Federation of European Women Pilots came from Marie-Josèphe de Beauregard, France, its executive president. Representing their separate organizations and with the title of Federation vice presidents are: Fiorenza de Bernardi, president of the Italian WPA; Sheila Scott, world renowned British pilot and honorary member of the British WPA; Mutz Trense, president of the German WPA; and Vladimira Vitek, airline pilot and president of the Belgium WPA. Completing the Board are: Marie-Claire Pele (France), secretary; and Efthymia Bellou (Greece), Orvokki Kuortti (Finland) and Aline Robard-Lessaffre, Board members.

Today the Federation has about 1000 members. Without losing their identity, autonomy or independence, the five organizations of women pilots in Europe are united in this totality. The Federation is also represented in Denmark, Finland, Greece, Ireland and Switzerland.

The objective of the Federation is to unite similar organizations for the advancement of women in aviation and to provide an opportunity to share experiences, problems and perspectives. In addition, the Federation provides the opportunity to put European women pilots in international context; recognizes their present and past accomplishments, and keeps alive the memory of their forerunners.

The Federation recognizes the individuality of each member group apart from the Federation. It also stipulates that they have equal representation in it and the right to express themselves about its activities and professions. Representatives are appointed for this purpose, and serve at the same time to promote the unity and progress of the Federation itself.

Mutz TRENSE est pilote privé (avion et planeur). Sportive accomplie, elle a couru quelques soixante compétitions nationales et internationales (dont la PPD en 1972 et 1973) et remporté de nombreux prix. Parmi ceux-ci, le Championnat d'Allemagne pour avions et le Trophée féminin de la Rose d'Or. Grande voyageuse, elle a parcouru de monde (26 pays) au commandement d'un appareil.

Mutz TRENSE est la Présidente Fondateur de la Vereinigung Deutscher Pilotinnen (German Women Pilots' Association).



Marie-Josèphe de BEAUREGARD vole pour le plaisir, mais aussi dans le cadre de ses activités puisqu' "aviation writer". Elle a couru et remporté diverses compétitions dont la Coupe Nationale Raty. En tant qu'historienne de l'aviation, elle consacre ses recherches et écrits à la contribution des femmes au développement de l'aviation, tant en France qu'à l'étranger. Elle a rassemblé une collection exceptionnelle de documents et de photos, allant de 1784 à nos jours.

Marie-Josèphe de BEAUREGARD est le Président Fondateur de l'Association des Pilotes Françaises (French Women Pilots' Association).

Marie-Josèphe de Beauregard flies for pleasure and in conjunction with her work as an aviation writer. Also an aviation historian, she has devoted her research and writing to the contributions of women in the development of aviation, not only in France but abroad. She has assembled an exceptional collection of documents and photographs covering the period from 1784 to the present.

Mutz Trense, founder of the German Women Pilots' Association, is a private airplane and glider pilot. An active sportswoman, she has participated in over 60 national and international competitions, bringing home many prizes.



Efthymia Bellou is the first private pilot (MEL) in Greece, and represents that country in the Federation. Her ambition is to fly, using only muscle power, a strange machine that she has conceived and is building by hand.



Efthymia BELLOU est Pilote Privé (MEL). La première en Grèce. Sa grande ambition est de faire voler, par la seule force musculaire, une étrange machine qu'elle a conçu et réalise de ses mains. Baptisée "Polyhélices", l'invention est en bonne voie. En attendant, elle travaille dur...

Efthymia est la Déléguée de la Grèce auprès de la Fédération.



La renommée n'est plus à faire de **Sheila SCOTT** dont les exploits brillent, en lettres d'or, au fronton de la scène internationale. Au nombre de ceux-ci, trois tours du monde au cours desquels elle a battu plus de cents records et, en 1971, le premier survol au monde du Pôle Nord, sur avion léger. Honorée comme il se doit, Sheila s'est vue, parmi tant d'autres, attribuer le British Trophy ainsi que le Harmon Trophy et la Reine d'Angleterre l'a décorée de l'Ordre du British Empire. Deux livres passionnants dont elle est l'auteur ("I must fly" et "On top of the world") relatent sa vie et ses vols.



Vladimira VITEK est pilote de ligne. La première en Belgique à voler sur ligne régulière. Commandant de bord sur "Mystère 20" pour le compte d'UNIJET-BENELUX en même temps que Chef-Pilote de PUBLI AIR, elle cumule de ce fait d'importantes fonctions au sien de ces deux compagnies-soeurs.

Vladimira est le fondateur de la Belgian Women Pilots' Association dont elle est également la Présidente.

Vladimira Vitek is the first Belgian woman to fly for a regular airline. She founded the Belgian Women Pilots' Association and serves as its president.

Sheila Scott, Vice president, honorary member of the British Women Pilots Association and author of several books, has made 3 round-the-world flights in the course of which she broke more than 100 records. In 1971, she made the first flight over the North Pole in a light aircraft.



Mère de cinq enfants, dont un fils pilote, **Marie-Claire PELE** est Pilote Privé (MEL). Membre du Bureau de l'A.P.F. (Association des Pilotes Françaises), elle y a tenu diverses charges (Secrétaire Générale, Trésorière) avec dévouement, compétence et efficacité.

Membre Fondateur de la F.P.E. (Fédération des Pilotes Européennes), elle en est, actuellement, la dynamique Secrétaire Générale.

Marie-Claire Pele is the dynamic Secretary-General of the Federation of European Pilots. Mother of five children, she is a private pilot AMEL. She performs many diverse functions for the organization with devotion, competence and efficiency.



Fiorenza de BERNARDI a de qui tenir: son père fut, dans les années trente, un "superman" de l'aviation. Sa carrière est exemplaire de même que l'acharnement qu'elle mit à vaincre les barrières opposées aux femmes, dans le domaine professionnel.

A ses débuts, pilote de compétition, elle devient, en 1967, la première femme pilote de ligne, tant en Italie qu'en Europe. Elle a volé, depuis cette date, pour diverses compagnies: AERALPI, AERTIRENNA, ALITALIA, AVIOLIGURE et OLYMPIC, passant du "Twin Otter" au "Yak 40" qu'elle fut à piloter la première femme du monde occidental. Elle est aujourd'hui copilote sur "DC 8", pour la compagnie AERAL.

Fiorenza de BERNARDI est le Président Fondateur de l'Associazione Pilote Italiana (Italian Women Pilots' Association).

Fiorenza di Bernardi is founder president of the Italian Women Pilots' Association. Her career exemplifies how determination can overcome the barriers facing women in the professional domain.

Ballooning across the Alps

by Betty Pfister

Ballooning across the Alps under a perfect blue sky over snow capped mountains in absolute quiet is truly an unforgettable experience.

I have had the good fortune to be able to make two such flights (strictly as a passenger, not as a pilot) in 1976 and 1977. The exciting event in which I participated is called the Dolder High Alpine Ballooning Week, and is an annual event organized by Fred Dolder, one of the oldest and most respected Swiss balloonists. Of course, all the balloons are gas balloons ... filled with hydrogen, as helium is almost unobtainable, and *much* too expensive.

The headquarters for the gas balloon take-offs is a beautiful little village named Murren, high up (about 6500' elevation) in the Swiss Alps, above Interlaken. It can only be reached by cable car or cog railway, so all the hydrogen as well as the balloons must be transported up to Murren in this fashion. There are obviously no cars at all in Murren. There are a few electric carts which the hotels use to carry their guests' baggage from the cog-railway station to the little hotels.



Just before take-off from Murren, Switzerland, Betty Pfister awaits pilot Ernst Krauer's last minute preparations.

A gas balloon flight is a beautiful experience.

Murren is very small. I don't know the exact population; perhaps 1,000 people or less live there. They are all very friendly, and kind to all the tourists who come each day to walk and climb in the mountains nearby. Murren is one of my favorite places on earth ... and a trip there would be well worthwhile if I'd never flown in a balloon.

But back to the ballooning. I had the great good fortune when I first went to Murren in 1976, to be assigned as a passenger of Ernst



Balloon lines and a barograph frame the spectacular Alps.

Krauer. He is the most experienced of all the pilots who fly from Murren, and a very delightful gentleman to know. He and his charming wife, Margrit, are now very close friends of mine ... My daughter Susan and I have been back to Switzerland to visit them at their home in Rapperswil, and they were houseguests here in Aspen, Colorado last year.

All the pilots, about 15 or so altogether, who fly out of Murren during the Dolder High Alpine Ballooning Week each year are very carefully hand-picked by Fred Dolder. It is a great honor for a pilot to be selected, and many of them such as Ernst Krauer come back year after year. Most of them only make one flight during the week or 10 days, but occasionally, if everyone has had their first flight and the weather is good, and there is enough hydrogen left, some of them make two flights.

The flight in 1976 took place in absolutely perfect "blue sky" weather. Ernst's other passenger who went with us that year was an American man who worked for Aramco in Saudi Arabia. The flights are never scheduled over 12 hours in advance. A special meteorologist sits up all night long at his teletype machine in Murren, talking to Zurich Weather Bureau, as of course good weather and winds are essential before a launch is conducted.

A gas balloon inflation is something that does not take place on the spur of the minute. It takes an immense amount of team work, planning and coordination. Safety is of primary importance, of course, and as far as I know, there has never been a fatal accident in all the years of the Murren Balloon Week. It began officially in 1961, I believe, when paying passengers from all over the world were first invited to come to participate in this unique experience of flight in a gas balloon across the high Alps. As a passenger, you buy a package plan ... This includes your room in the hotel, and all your meals during your stay in Murren, both before and after your flight. After the flight, no matter where you land, the pilot and passengers are met by their "chase crew" who have been frantically driving through all the mountain passes to keep up with their balloon.

The chase crews rarely see the balloon at all after take-off; they stay in touch with the balloon's direction of flight through constant radio communication with a special balloon radio station which is manned 24 hours a day at the top of the Schilthorn Mountain above Murren in the restaurant building there. The pilots all talk to this radio station constantly throughout their flight. When they are out of range, they talk to the nearest radio station in the cities they pass

over, or close to, and they in turn relay the balloon's position and point of intended landing to the special balloon radio station on top of the Schilthorn Mountain. The chase crew tries hard to be at the landing site when the balloon lands, but in most cases they arrive much later, depending on the terrain and available roads in the area.

My flight in 1976 was almost indescribable. First of all, there was that very exciting knock on my hotel door at 4 a.m. saying "Time!!" You seldom know each night when you go to bed whether or not the next morning will be the day you'll fly. This is all determined by the weather reports during the night. My knock came on my fourth morning in Murren. I hastily dressed in all cotton or wool clothing (no nylons allowed due to static electricity problems when using the very flammable hydrogen gas) and had a quick breakfast.

First of all, there was that very exciting 'knock' on my hotel door at 4 a.m. saying "Time!"

The balloon was being inflated by about 10 men, under the direction of a very capable leader called the Balloonmeister, in a meadow very near the little hotel. It takes nearly four hours to lay-out and complete inflation of a gas balloon. Over 100 sand-bags are attached to the netting which is laid out very carefully over the huge round rubberized fabric envelope. As the hydrogen tube is turned on, and the balloon begins to fill, the sand-bags are lowered on the net every few minutes by the men.

When the balloon is full (actually, when starting in Murren at 6500' the balloons are only filled to about 60% or 70% capacity to allow room for the hydrogen to expand when they rise to an average flight altitude of about 15,000' to fly over the mountains) the basket is attached, the pilot and passengers climb in. Then the sand-bags are removed one by one until the balloon is in a state of equilibrium, ready to rise when one more sand-bag is removed. The mark of a good gas balloon pilot is one who lands with quite a lot of sand still on board, as this throwing out of ballast is the only means of making a gas balloon rise when necessary. To descend, you pull a rope, and open a valve at the top of the envelope (80' high), and this lets out your precious hydrogen.

A gas balloon flight is a beautiful experience. It is totally quiet, as opposed to hot-air balloons where the constant noise of the propane burner is heard. You can hear all the cow-bells and waterfalls that you fly over. You can call down to people on the ground and say "hello" to greet them. You move within the air-mass so there is never any sensation of wind no matter how strong the wind is where you are flying. You are like a giant bubble which is travelling at the same rate as the wind and is suspended within the air. I think this is the greatest difference in

balloon flight as compared to gliders, air-planes, helicopters, etc., all of which fly faster than the existing wind and penetrate the air-mass.

We took off at about 6 a.m. and rose quickly to an altitude of about 15,000' to clear the surrounding mountains. We flew directly over the snow-capped Eiger and Jungfrau Mountains. The scenery was truly breath-taking. It makes one feel very humble to be floating along in a little open wicker basket over those fantastic snow-covered mountains. This was Ernst Krauer's 52nd flight across the High Alps, and I had the utmost confidence in his ability as a pilot. He constantly was checking our position on his maps, and made position reports on the radio about every 15 minutes. We flew for nearly five hours, crossed the border between Switzerland and Italy, and decided to land in a big green park right in the center of a large city called Aosta.

The Italians went crazy when they saw this enormous balloon descending to land in the park. I don't think many, if any, of them had ever seen a balloon before, and we caused a huge traffic jam, and even a few



After landing in the park at Aosta, Italy, the balloon (named the Toblerone) is partially deflated.

accidents as they all frantically rushed to get to the park and watch us land. It was all very exciting.

The temperature in Aosta was 90 degrees Fahrenheit. It had been 35 degrees Fahrenheit at 6 a.m. when we took off from Murren. So the first thing we did was to shed all our layers of sweaters and wool jackets, and get out of our hiking boots and into sandals. Then came several hours of really hard work packing up the balloon. The envelope weighs 800 pounds so it takes a lot of strong backs to work together to fold it up properly.

Our chase crew finally arrived in the Mercedes with the balloon trailer. We had a lovely three hour celebration lunch, and piled in the car for the long drive back to Murren.

It was a day I will remember forever!

Varied experiences mark epic trip

Like a postman going for a walk on a holiday, Judith Chisholm, chief pilot for a large English corporation, spent her four weeks' annual leave breaking two world records on a flight in her Cessna Centurion from London to Australia last November.

Chisholm, 28, flew from London to Port Hedland, Western Australia, in 83 hours and 36 seconds to best the record by almost six days of New Zealander Jean Batten, who made the trip in 1936.

Also, Sydney newspapers reported the British flyer was thought to be the first person to fly from Port Hedland to Sydney non-stop in a single engine aircraft.

The plane, valued at \$80,000, had more than \$120,000 worth of navigational equipment. The seats were removed to fill the space with fuel and equipment.

Her epic round-the-world trip was filled with surprises, both good and bad.

She was delighted to be greeted by Ms. Batten, now 70, at Auckland International Airport when she landed there November 25.

Ms. Batten pointed out the differences in their aircraft. "I flew out 16 years before she was born in a wood and canvas outfit. The Percival Vega Gull had no radio — just my brain."

The most frightening part of Chisholm's flight was from Jakarta to Port Hedland, when she was caught in a tropical thunderstorm. Her plane was struck by lightning and thrown up and down several thousand feet.

After being awake for 55 hours and flying for 48 hours, "my vision was beginning to go," she said. "I had to concentrate very hard."

An amusing episode occurred at Sydney Airport when she discovered she did not have the key to her plane. She had to borrow a screwdriver from a Qantas mechanic to open a drainage flap where she had hidden her spare key.

From Auckland Chisholm flew home via Pago Pago, Hawaii, San Francisco and Winnipeg.

Former record holder Jean Batten (right) greets Judy Chisholm in Australia during new record flight.



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RACING NEWS

1981

Shangri-la Grand Prix Air Race, Ltd. open to men and women

TREMENDOUS — the response and interest of general aviation for the SHANGRI-LA GRAND PRIX AIR RACE. There have been requests for entry kits from Canada and two-thirds of the states of the USA. The Shangri-la Grand Prix Air Race is the first national long distance air race open to men and women pilots. The Shangri-la resort, Afton, Oklahoma, is sponsoring the first annual air race with \$20,000.00 prize money. The first place winner will receive \$10,000.00.

Competing in the race will be interesting, fun and an educational experience. The race will be held during daylight hours and under VFR conditions. A total of 200 hours with 100 hours cross-country are the minimum requirements for pilot-in-command.

The Tulsa Chapter will assist the race

during the week of April 4th through the 10th at the Shangri-la; the Texas Dogwood Chapter will act as host for the contestants in Tyler, Texas and the Waco-Centex Chapter has offered their assistance at the James Connally Airport, Waco, Texas. The Ninety-Nines will be Timers, Stop Chairman and Co-Chairman, Scorers, Official Judges, etc.

If there is anyone who would like to become involved and help with the race or who requires additional information, please contact: Marion Jayne, 1918 Banbury Road, Palatine, IL 60067 — (312) 358-5100. Entry kits are still available for \$6.00.

Mexico Hosts Angel Derby

MEXICO will host the 1981 Women's International Air Race, also called Angel Derby, in May.

The world's oldest continuing and only international speed race for women pilots will fly again when contestants take off from Los Angeles at 9:00 A.M. on May 7th. With the official start signal, 45 pilot teams flying stock model airplanes will climb into the sky and head for Acapulco, Mexico where their deadline to cross a finish line is 4:00 P.M. on May 9th.

The Tourist Council of Mexico is sponsoring the derby to acquaint the public with facilities for visitors flying themselves to that country.

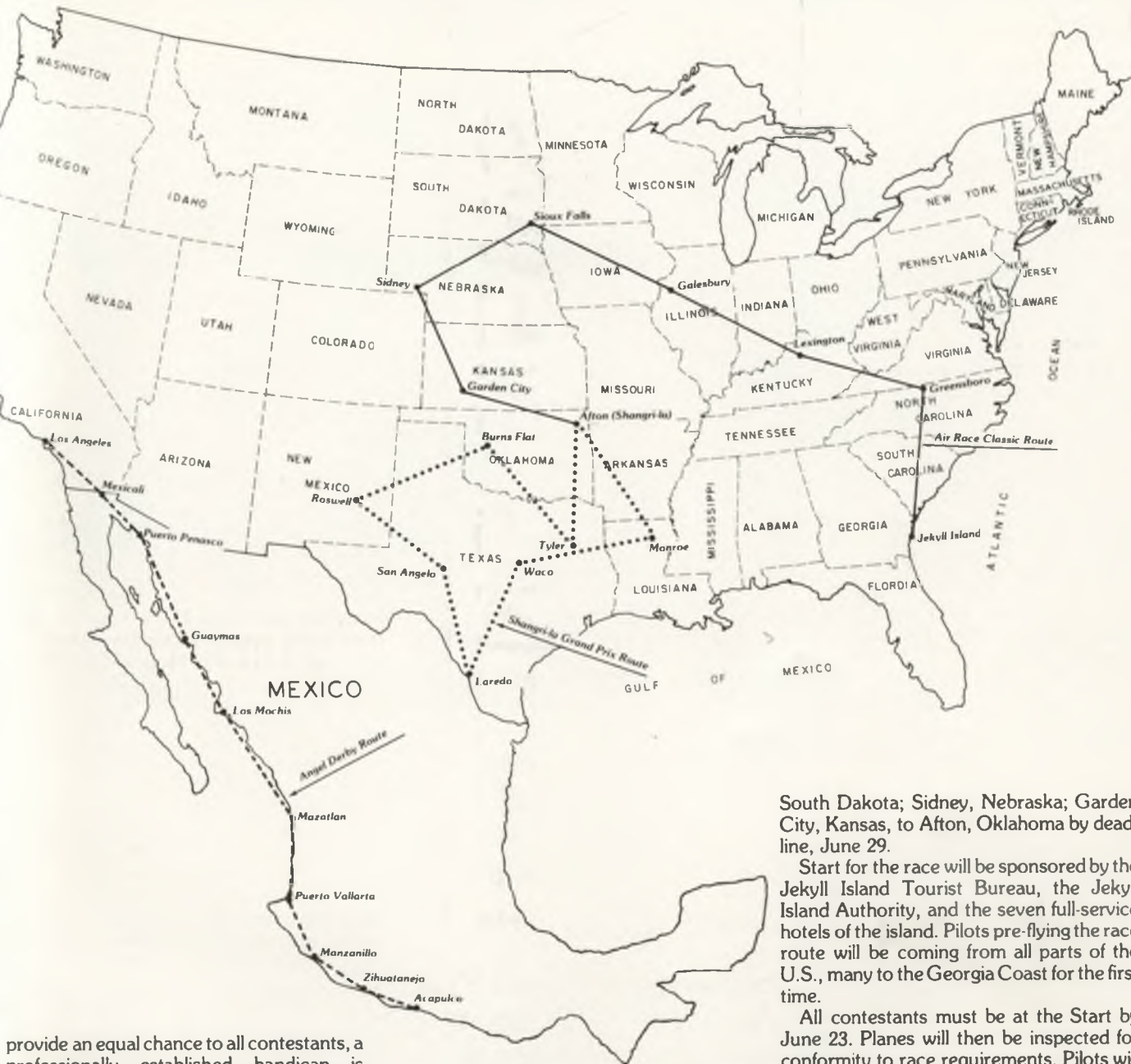
First stop on the 1730 mile race route will be at Mexicali, Mexico. The course then continues to Puerto Penasco, Guaymas, Los Mochis, Mazatlan, Puerto Vallarta, Manzanillo and Zihuatanejo, a coastal route stretching from "high desert" sands past tangled mountain jungle and lowland coco plantations to a tropical paradise — all set against the shores and beaches of the Gulf of California and the Pacific Ocean.

The competition will be flown in three segments covering three days. The first night will be spent at the popular fishing village of Guaymas where contestants will be met by tourism officials at the Playa de Cortez Hotel. The second night will be spent in Puerto Vallarta, a quaint hillside resort made famous by the movie "Night of the Iguana." Here, tourism officials will greet the competitors at the Playa de Oro Hotel. Contenders will look down at the fabled resorts of Las Hadas and Ixtapa on the third day as they complete the last segment of their flight into Acapulco.

National skills and the ability to combine winds with airplane performance to the greatest advantage while conducting an error-free flight is the heart of the contest. Only time in the air counts. Internationally approved officials record the time of arrivals and departures at the en route airports. To

Oops! For all of you in the Air Race Classic, you're going to Galesburg, not Galesbury!

CANADA



South Dakota; Sidney, Nebraska; Garden City, Kansas; to Afton, Oklahoma by deadline, June 29.

Start for the race will be sponsored by the Jekyll Island Tourist Bureau, the Jekyll Island Authority, and the seven full-service hotels of the island. Pilots pre-flying the race route will be coming from all parts of the U.S., many to the Georgia Coast for the first time.

All contestants must be at the Start by June 23. Planes will then be inspected for conformity to race requirements. Pilots will socialize, sight-see, and attend briefings.

Rules state there must be an Instrument-Rated pilot aboard, but the race is flown under Visual Flight Rules, daylight hours only. Each plane is handicapped, giving an even chance to all, and pilots play wind and weather to gain the best score above their handicap.

Only time in the air is counted, and every second counts. Time starts on clearance for take-off, and stops at the high-speed "fly-by" of the next designated airport tower.

Prize money and trophies go to the top ten, and additional class prizes will be given. Entry is by invitation to members of the Air Race Classic Ltd. Membership is open to all licensed women pilots on payment of initiation fee of \$10.00 and annual dues of \$7.50.

Entry kits will be available January 15 from: AIR RACE CLASSIC LTD., P.O. Box 187, Addison, TX 75001.

provide an equal chance to all contestants, a professionally established handicap is assigned to each model of airplane. Thus, each pilot actually competes against her handicap. The one finishing with the highest score over her handicap wins.

This is the first time Mexico has sponsored the Women's International Air Race and the first time the race has followed a western route into Mexico. Government officials are assuring airport services for the contestants at the airports along their route of flight, and for others who will be flying themselves to Acapulco for the finish of the event. The race pilots will utilize more than nine of the now more than 75 navigational aids regularly maintained, and defining air routes in Mexico. As new airports are built, new fueling, meteorological and control facilities are being installed and the race pilots will have their first opportunity to see several of them during this 1981 derby.

Scores will be computed in Acapulco and

silver Presidential Miguel Aleman trophies will be presented to the top five finishers at the Awards Banquet to be held at the Pierre Marques Hotel on May 12th.

Additional information is available from: All Women's International Air Race, Inc., P.O. Box 9125, Ft. Lauderdale, FL 33310, Telephone: 305-771-6827.

Air Race Classic, Ltd. speeds west from Jekyll Island, Ga.

The Fifth annual AIR RACE CLASSIC, cross-country race for women pilots only, will start from Jekyll Island June 26. Contestants will try for the \$5,000 first prize over a 2400-mile course through Greensboro, North Carolina; Lexington, Kentucky; Galesburg, Illinois; Sioux Falls,



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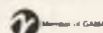
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