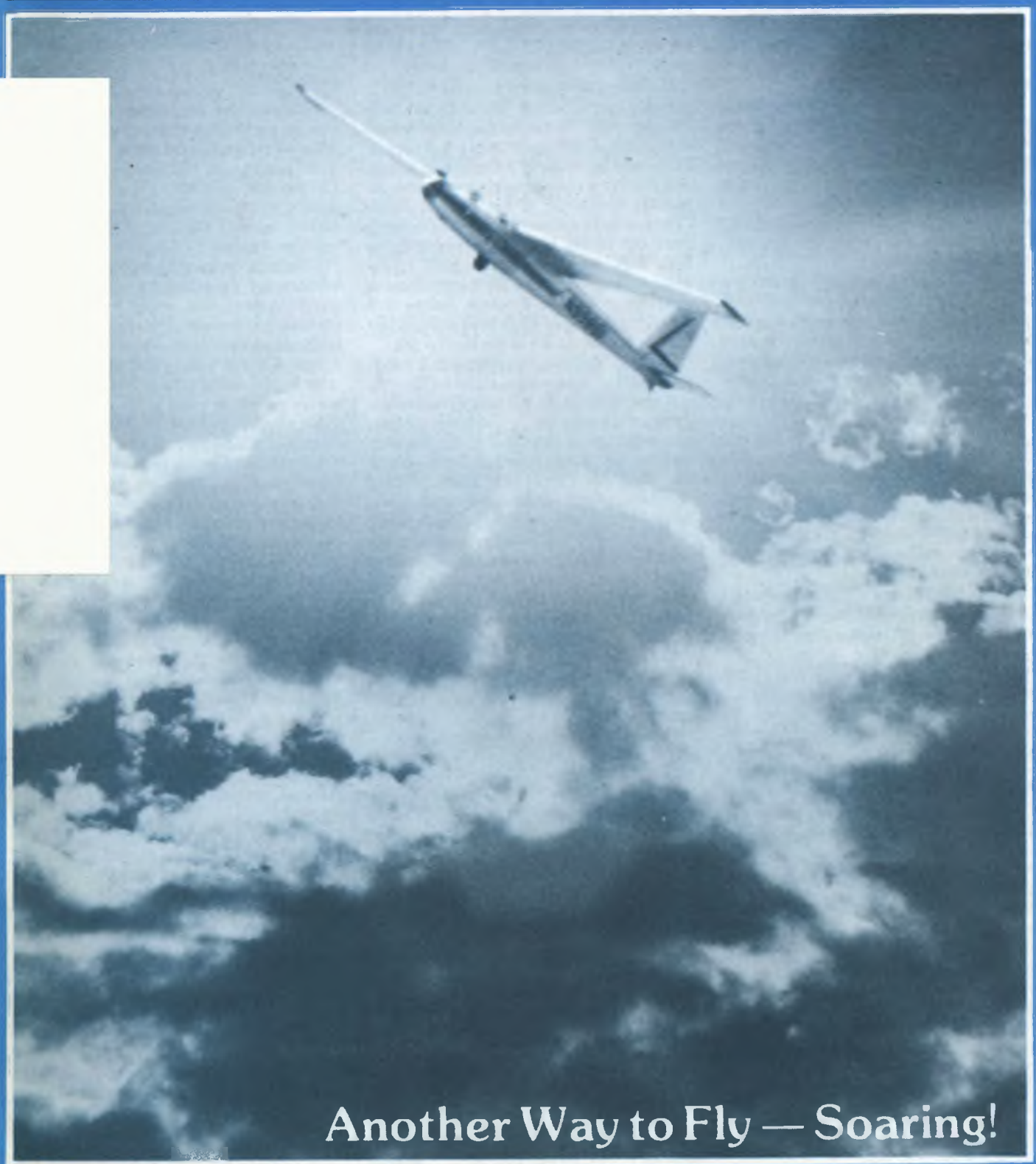
the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

Volume 11 | July/August 1984 | Number 6



Another Way to Fly — Soaring!

Letters to the Editor

Dear Editor:

Recently I saw a letter from a chapter to its inactive members. "You aren't active. Please resign from this chapter and join the section as a (non-participating) member-at-large. We don't want you anymore." Of course those weren't exactly the words — but it's what the letter said.

The letter shook me to the core, perhaps because I'm older and not as active as I was the 10 consecutive years I was on the Board. Perhaps the finger will soon be pointing at me. Yes, I was shocked and hurt for all of us who aren't as active as we were once — for many reasons.

Here's a dialogue about the situation, using fictitious names.

Angie: "This bothers me. Aren't we throwing out our 'Seek & Keep' goal?"

Debbie: "If we earn achievement points and trophies, we have to purge the dead wood. Like Susan. She joined only last year, but she has been to almost no meetings."

Angie: "Do you know why?"

Debbie: "Well, no."

Angie: "Perhaps it's because she has three small ones, and her husband has a new job that keeps him away from home weeks at a time. Or — was she oriented, motivated and welcomed by the chapter in the first place? The 99s meant a lot to her, as I recall. Have you talked with her about this?"

Debbie: "Well, I don't know if we have. I just know we can't keep people who don't work and help us get those points. We want to excel."

Angie: "At what cost? They've done some great things for the 99s and this chapter, but there are problems. One is recently widowed and can't drive at night. Has the chapter thought about a carpool to get her to meetings? Here's a charter member of this chapter who was also a section governor. You know she's been in a wheelchair for nearly a year — but her mind isn't in a wheelchair! Here's Mollie's name. Remember — yes, you were one of them — she flew two or three members of this chapter to meetings when they didn't have available airplanes? Fun, wasn't it? Her stories about barnstorming... and about the Powder Puff Derby... she was really a contestant and a worker. But you're just pushing her out as a section member-at-large — with no vote, no warning, no help, not even a newsletter. She won't even know about chapter meetings."

Debbie: "Yes, but they are ruining our chances to win awards."

Angie: "What do we want — brownie points and tin trophies or loyal, warm, loving members whose eyes shine when the word 99 is mentioned? They're all ages and backgrounds and capabilities. Perhaps they must say, 'I don't do much any more, but I think the 99s are wonderful and I'm proud to be one!'"

Debbie: "I understand that, but...."

Angie (getting up on her soap box with enthusiasm): "These people have experience. They are the tradition of your chapter. They have achieved in the past and helped give the 99s a strong, respected, influential posture worldwide. If Amelia and Jackie Cochran were still with us, would you push them out of the chapter? Do people like Sally Ride get to every meeting? You're going to throw people out if they miss three meetings in a row, I notice, unless that person can bring an excuse from her mother just as we did in the third grade."

Debbie: "Are you suggesting that we do away with all competitive activities?"

Angie: "Not at all. We can still do everything we already do — proficiency races, listing ratings in the *NEWS*, air marking, assisting with safety meetings, working with the Civil Air Patrol and Coast Guard Auxiliary, giving aerospace education lectures, helping with AOPA and FAA safety projects, the college aviation programs, the proficiency stuff — there are a hundred things we can do which increase our own professionalism, contribute to general aviation and the safety consciousness of pilots. We can still head for airline cockpits with our AE Scholarships — or whatever we want to do.

"But we won't be doing them for a child's lollipop. Instead we'll be continually upgrading our own knowledge and competencies. We'll be having fun, and we'll be contributing to aviation in every way. And I hope we'll be reaching out to the 99s who need our concern — our appreciation for, in some cases, what they have already done; in others, for the things they might do. Let's have concern and not just throw them away."

I rest my case.

by Betty McNabb
Past International President

Dear 99s:

Many thanks to all the members who supported me in the Presidential election. Whether you win or lose, to know that so many believe in you and wish to have you as an International officer is very gratifying.

I have served on the International Board for eight years, and it has been a very rewarding experience. I have enjoyed it very much!

Congratulations to Hazel Jones.

by Charlene Falkenberg

Dear Marilyn:

I just received your letter, and it is very nice for me to know that you live in Wichita because I stayed in that pretty place in 1969 when I went with my instructor to bring a Cessna 206 to Chile. I spent one week waiting for the aeroplane, and in that time I walked around the city. I especially remember the zoo.

I became interested in aviation when working for the police force in 1968 as a psychologist. I was asked to screen applicants for airplane pilot's training. But it really dates back to my early childhood. My father, a Swiss immigrant, was a balloon pilot in his native country's air force. On winter nights, he used to tell me about his flying adventures, that people looked small from above. When winds blew them over to the Italian or French or German part of Switzerland, and they ran out of ballast, they were forced to throw overboard their food and clothing. I laughed a lot, enjoyed the stories and began to dream about flying and being a pilot.

In 1968, I took the opportunity to become a pilot in the Police Force Air School, and had my first training in an olive green and white Cessna 152. In 1971, I became a parachuter with the police and the first female parachutist in Chile's armed forces — the first woman pilot in the Army in 1974 and in the Air Force in 1972. I worked in those branches until 1976, and since then have been a member of the Santiago Air Club. In 1981, I bought my first aircraft — a Cessna 172, beautifully painted in red and white with plenty of colorful decorations and flowers. My training includes Cessna 152, 170, 172, 182-RG, 206 and 210, as well as Piper 140, 180, 235 and PA-19.

As to my social experience, I had always been the only female pilot until I joined the Santiago Air Club, a private civil aviation organization. Men always assumed my flying vocation was a passing interest, and they did not object to my learning to fly. Their attitude was prompted by the fact that most women fly solo and then leave it altogether. Of course, the classical macho attitude predominates, and they do not take women pilots seriously until they fly with them as

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The 99 NEWS

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the 99 news
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ON THE COVER: The excitement of soaring is exemplified in this view of the club plane of Soaring Experience, Inc. (see pages 12-14).

Calendar

JULY

Jul. 27-29: Forest of Friendship ceremonies, Atchison, Kansas. Send reservations to the 99s, P.O. Box 99-AE, Atchison KS 66002. (See March 1984 issue of *The 99 NEWS* for additional information.)

Jul. 31: *The 99 NEWS* deadline for September issue.

AUGUST

Aug. 3-5: Fall Northwest Sectional, Homer, Alaska.

Aug. 4-5: Southern Oregon Regional Airshow, Medford/Jackson County Airport, featuring Jim Franklin. Contact Laura Smith, P.O. Box 251, Medford OR 97501, (503) 799-5311.

Aug. 6-10: International Convention, Anchorage, Alaska.

Aug. 31: *The 99 NEWS* deadline for October issue.

SEPTEMBER

Sep. 7-8: 15th Annual Palms to Pines Air Race, Santa Monica, California to Bend, Oregon. Kits, $3, from Claire Walters, 13026 Psomas Way, Los Angeles CA 90066, (213) 398-5767.

Sep. 8: Capitol Proficiency Race sponsored by the Washington, D.C. Chapter, Dulles International Airport, open to all aircraft. Kits, $3, from Gerda I. Ruhnke, 11560 Rolling Green Ct., #300, Reston VA 22091, (703) 5845. Deadline, September 1.

Sep. 12-16: WASP Reunion, San Diego, California.

Sep. 21-22: Mile High Air Derby, sponsored by Colorado Chapter, 400-mile speed race beginning in Denver and ending at the Baca Grande Resort. First prize, $1,000. Kits, $3, from P.O. Box 461, Broomfield CO 80020.

Sep. 21-23: North Central Sectional, Castle Oak Conference Center, Chesterfield, Missouri, hosted by Greater St. Louis Chapter.

Sep. 22-23: 15th Annual EAA East Coast Fly-In, Glenn L. Martin State Airport. Contact Jim Eggleston, 2602 Elnora St., Wheaton MD 20902, (301) 933-0314.

Sep. 28-30: Fall Southwest Sectional, Rio Bravo Tennis and Golf Resort, Bakersfield, California, hosted by Bakersfield Chapter. Contact Elizabeth Saba, 3512 Pinehurst, Bakersfield CA 93306, (805) 871-6876.

Sep. 30: *The 99 NEWS* deadline for November issue.

OCTOBER

Oct. 5-7: Fall South Central Sectional, Tulsa, Oklahoma, hosted by the Tulsa Chapter. Contact Melissa Whitehead, Route 4, Box 644, Bristow OK 74010, (918) 367-5408.

Oct. 5-7: Shenandoah 500 competition, part of the Shenandoah Fall Foliage Fly-In, Shenandoah Valley Airport. Contact Milt Brown, NAA, 821 15th St., N.W., Washington, D.C. 20005.

Oct. 12-13: 17th Annual Kachina Doll Air Rally, sponsored by the Phoenix Chapter, Scottsdale Airport. Kits, $4, from Elaine Ralls, 1461 E. Grandview, Mesa AZ 85203.

Oct. 12-14: Fall East Canada Sectional, Ottawa, Ontario, Canada, Delta Ottawa Hotel.

Oct. 20-21: 14th Annual Jackson County Airshow, Jackson County Airport, Pascagoula, Mississippi. Contact Ramona O. Young, P.O. Box 1727, Pascagoula MS 39567, (601) 762-2145 or 935-4500.

Oct. 24-27: 29th Annual Aircraft Owners and Pilots Association (AOPA) Convention and Industry Exhibit, Nashville, Tennessee. Contact Stephen R. Bassett, (301) 695-2160, Patricia E. Weil, (301) 695-2156, or Ann Kilian, (301) 695-2052.

Oct. 26-28: Ninth Annual Salinas His & Hers Great Pumpkin Classic, approximately 250 miles. Entries accepted August 1-October 15. Kits, $3, from Carol Hill, 338 Maher Rd., Watsonville CA 95076, (408) 722-7969, or Kay Harman, (408) 424-0051.

JOB MARKETPLACE

Lightning Express is a new small package courier based at Love Field in Dallas, Texas, providing scheduled cargo service throughout Texas and the surrounding states, using the Piper Malibu. Initially, 15 qualified pilots were to be hired to begin service June 11, with a total of 40 to be hired by year's end. Minimum requirements for consideration are:

Airman Certificates: Commercial ASEL Instrument Current Class II Medical Radio Operator's Permit	Education: High School Diploma Total Time: 1,500 hours	PIC: 1,000 hours Instrument (actual, hood, simulator): 200 hours

Must provide a list of references and be willing to relocate. Contact Marilyn Hilbarn, Director of Operations, 7363 Cedar Springs, Dallas TX 75235, (214) 350-8523.

New Ratings

WESTERN CANADA SECTION

Gina Merino, Greater Winnipeg — COMM

MIDDLE EAST SECTION

Joanne Herman, Eastern Pennsylvania — IFR
Olive Krouse, Eastern Pennsylvania — IFR
Toni Mandes, Eastern Pennsylvania — AMEL
Vicki Babish, Eastern Pennsylvania — Glider
Rosalind Snyder, Eastern Pennsylvania — COMM
Patti Epstein, Hampton Roads — AMEL
Sandra Villanova, Hampton Roads — IFR
Donna Smith, Maryland — COMM
Morgan R. Hapeman, West Virginia Mountaineer — AGI, IGI
Sharon D. Watson, West Virginia Mountaineer — IFR

NEW ENGLAND SECTION

Alice Gilchrist, Eastern New England — IFR
Lil LeBlanc, Eastern New England — IFR

NORTH CENTRAL SECTION

Kathy Samuelson, All-Ohio — CFII
Judy Cross, Lake Erie — CFII
Lori Hawk, Minnesota — AMEL
Debbie Kaeder, Minnesota — CFII
Sherry Winters, Minnesota — IFR

NORTHWEST SECTION

Gwen Vasenden, North Dakota — IFR

SOUTH CENTRAL SECTION

Kay Alley, Kansas — ATP (single engine)
Carol Lanning, Kansas — COMM
Janet R. Erickson, Nebraska — COMM
Keeta Thompson, Nebraska — ASES
Starr Stone, Shreveport — Glider

SOUTHEAST SECTION

Aleta Vinas, Embry-Riddle — AMEL
Jacque Gross Whaley, Florida Crown — COMM
Gudi Lashbrook, Florida Suncoast — COMM, ASES
Nancy Wright, Florida Suncoast — IGI, COMM
Carolyn Goings, New Orleans — IFR
Judy Magglore, New Orleans — CFII

SOUTHWEST SECTION

Donna Pinley, Santa Clara — CFII
Kay Albright, Santa Rosa — IFR
Carol Clarke, Utah — Helicopter

URGENT NOTAM

Deadline for reserving your space in The Cache Room at the Convention in Anchorage is **July 25.** Chapters that would like to reserve space for the sale of their fund-raising items should contact Jan Kelleher, (701) 852-3252, immediately.

THE PRESIDENT'S MESSAGE

by International President Marilyn Copeland

"When the idea is right, there is no limit to its success." — *unknown*. Our Charter Members had the right idea, as we are celebrating our 55th anniversary November 2. In looking back over our history, we can easily see that we have made innumerable, outstanding records in aviation and space. Our organization has gained momentum each year, working with others in our communities, aviation organizations and the industry. These accomplishments are certainly evidenced by our "1984 Spirit of Flight Award" from the National Aviation Hall of Fame.

Today our membership exceeds 6,200, compared with the original 99 Charter Members and a membership of 4,700 in 1975. Speaking of 1975, that was the year we dedicated our new International Headquarters on Will Rogers World Airport in Oklahoma City. With a 99-year lease on six acres of land, we opted to build 5,000 square feet with long-range planning to expand as our membership grew. Today we have reached the time when we need more room for an organized business machine area, *The 99 NEWS* staff, Resource Center archives, library, displays and storage.

The Oklahoma City Airport Trust has approved the expansion concept and will vote on a bond issue to assist in the building costs. Pledges and contributions totaling over $40,000, including $10,000 from the Board of Directors, are already on record. Preliminary drawings include an expansion to the south with a glass atrium entry (where the flagpoles are presently located). While we have an obligation to recruit and retain members, we also have an obligation as an organization to provide benefits for our members and assure them (through long-range planning) that our organization will continue to be a strong voice in aviation matters. Additionally, we need to keep an accurate record of the history which we make daily.

During the past two International Conventions in St. Louis and New Orleans, we have had some good future planning meetings, with another planned for Anchorage. Encouraging and working with youth in aerospace and aviation has always been a topic in these sessions. This year, the 99s will be well represented at August's National Explorer Scouts Roundup in Columbus, Ohio. International Safety Chairman Marilynn Miller will be in charge of the 99s' booth at the roundup, where International Careers Chairman Easter French will represent the 99s and GAMA.

International Aerospace Education Chairman Bonnie Carr has furnished chapters with a packet of up-to-date aerospace information, and Jan Orr, a former AE Scholarship winner, has produced a fine careers audiovisual presentation available for chapter use.

Rhea Seddon, 99, medical doctor, astronaut and mother, has contacted us to offer space for Headquarters memorabilia on her upcoming space shuttle mission. I have sent her small 14K gold space shuttle lapel pins and 99 pins for our archives and display.

It was a pleasure to receive two letters from Maria Eliana Christen, 99, who sent information and pictures about Graciela Cooper, the first woman pilot in Chile, licensed July 27, 1930.

To bring you up to date on my recent travels, I attended NIFA Nationals in Colorado Springs, including the General's Reception in the Air Force Academy Officers Club; section meetings for the Southwest in Reno, South Central in El Paso and New York-New Jersey in New York City; and the Flight Standards Managers and Accident Prevention Specialists Conference, Las Vegas. I judged USPFT Nationals in De Queen, Arkansas, and attended the Flying Dentists Association meeting in upstate New York, where one of the outstanding speakers was All-Ohio 99 Judy Congreve, who gave a presentation on survival. Very willing to share her knowledge, Judy is a shining example of aviation accomplishment.

I believe the 99s have a number one network! Using the membership directory effectively can benefit every member. I recently got a phone call from Ruth Jacobs, Cook Inlet Chapter, requesting information about the Pepsi Lady Flier. By coincidence, the Pepsi Lady Flier (Suzanne Asbury Oliver) and her husband, Steve, called me a day later. They had met Charter Member Ascha Peacock Donnels in Bakersfield, California, where Ascha recruited Suzanne for the 99s. Because the Olivers could not attend EAA at Oshkosh, they were looking for escorts for Ascha; Jayne Schiek, Mary Panczyszyn and other 99s were delighted to answer the call. Suzanne mentioned that Pepsi recently purchased Louise Thaden's 1928 Travel Air as a back-up plane.

"The day is short, the work is great.... It is not thy duty to complete the work, but neither art thou free to desist from it." — *proverb*. The short "day" of my two years as President has come to an end — yet so much remains to be done. It would be wonderful to report that all my plans had materialized and my hopes been realized; it would also be untrue. I doubt that any outgoing President can say it was all done, because our reach should always exceed our grasp. Though we may not complete the work at hand, we cannot stand by and refuse to try.

The degree of recognition a President receives is directly proportionate to the efforts of officers and members who work in the organization. So, to all of you, I extend my thanks for your help, support and friendship.

The years ahead will continue to challenge our imaginations. Organizations which succeed will be those willing to be flexible and creative — to change with the times. Let's accept the challenge!

Gifts to International Headquarters

Archives

Auleen Hall, *Dallas Chapter*
Cameron Park Chapter
Donald and Florence Kothera, *AE Archives*

Building Expansion Fund

Santa Barbara Chapter
Santa Paula Chapter
Grace I. Spencer Estate
Minnesota Chapter

Forest of Friendship

Shirley Kammeyer

Landscaping

Los Angeles Chapter, *memorial for Jean Parker Rose*

Library

Oliver Knaggs, *author*
Tony Ashworth, *publisher*

Joy Harvey Memorial

Todd Wasserman, M.D.
Mary Griffin
Patricia M. Scannell
Gordon W. Philpott, M.D.
William Aylward

Letters, *continued from page 2*

passengers. Also, nobody understands why my husband is not a pilot as well, and why he is willing to fly along with my children as passengers. Men also think that women pilots join the clubs looking for a husband, or for purely social reasons. Commercial airlines do not accept female pilots, even though by law they are equally eligible, as was my own experience. Only few men, like my husband, have encouraged me.

by Maria Eliana Christen

(Editor's note: In 1980, while visiting in Germany, Charlene Falkenberg was honored to be the guest of Hanna Hubner-Kunath, then governor of the German Section. The following information regarding Hanna was recently received from Gisela Volkner, also a German Section member.

Hanna was 75 years old on June 11, 1984, and on the same date celebrated being the holder of a private pilot license for 50 years. In addition, she has been a glider pilot since 1938, receiving the "Silver C." Last year, she received the Golden Medal for motor flying of the German Aero Club. In 1958, she visited the Los Angeles Chapter, and she met with 55 Ninety-Nines in 1960 in Mannheim, Germany. At first she was a member-at-large, then she became treasurer of the German Section, then vice governor and governor.

When Hanna first became hooked on flying, she worked without pay for many years for the aero club. She wrote many articles for aviation magazines and newspapers. She made many flights in her plane, the last being a PA-28-235. She liked to fly with children and anxious people, to show them how nice the world is from above.

Today she very often says, "Flying is not only more beautiful, it is also easier for me than to walk."

We wish her many more happy years of life together with her husband, Werner Hubner.

AVIATION ACTIVITIES

by Clara Johansen

Chapter aviation activities chairmen, please note! At the International Convention in Anchorage, an Aviation Activities Round Table is scheduled, 1430-1630, Thursday, August 9, in the Captain Cook Hotel. (Check your program on arrival for verification of time and place.) The Round Table is an opportunity for all chapters to share their most successful or interesting activity. Plan now to have a representative from your chapter at the Round Table to tell about your activity.

At the Round Table in New Orleans last August, 99s from the British Columbia Chapter, Western Canada Section, shared one of their unique activities, which is primarily a fund-raiser. Judging from their chapter report in the May issue of *The 99 NEWS*, they are barreling (bagging) right along. They just held their second annual Manure Sale in March. Leave it to 99s to be innovative! They found a need, there was a supply, and it is being marketed. Rates as of August were $3 per 25 pounds or $5 per 50 pounds. These gals are not only innovative, but industrious and not afraid to "dig in." The vegetables and flowers in their area will undoubtedly be bigger and lovelier because of "it." I was raised on a farm myself, so I know whereof I write. Watch this section — they are earning money for the International Convention in 1987.

Before June 15, your section activities chairman will be compiling a report of chapter activities for the annual Convention business meeting. Please help her by sending a resume' of your activities for each month beginning with July 1983 through May 1984. She may have given you a "reporting guide," which lists the following categories: "Flying for Proficiency," "Flying for Others," "Educational Activities," "Public Relations" and "Ways and Means Projects." Last year over 100 activities were listed under these headings and, judging from accounts in *The 99 NEWS*, there will be even more this year. See you in Anchorage!

1985 Whirly-Girl Scholarships

by Jean Ross Howard

For 1985, the 30th anniversary of the Whirly-Girls, two scholarships of $4,000 each will be awarded next January to deserving women pilots for use in obtaining an initial or an add-on helicopter rating.

Each year since 1968, the Whirly-Girls, international association of women helicopter pilots, has awarded the Doris Mullen Scholarship in memory of Whirly-Girl #84. The 1985 Doris Mullen Scholarship will be awarded to a commercial woman airplane pilot to achieve her initial helicopter rating.

For this anniversary year, in memory of charter member Hanna Reitsch, Whirly-Girl #1, the second scholarship will be awarded to a Whirly-Girl to allow her to pursue additional helicopter ratings to further her degree of professionalism and marketability as a professional pilot in the helicopter industry.

Applicants for the 1985 Doris Mullen Scholarship must have true financial need and currently hold a commercial airplane license. They must be representative of the high standards upheld by the Whirly-Girls and must have demonstrated a strong desire and sincere effort to pursue a career as a helicopter pilot.

Applicants for the 1985 Hanna Reitsch Anniversary Scholarship also must have true financial need and be active members of the Whirly-Girls. They must have demonstrated a sincere effort to pursue a career in the aviation industry, with a genuine desire to specialize in helicopters and be representative of the Whirly-Girls' high standards.

Scholarship applications are available from the Whirly-Girls, 1725 De Sales St., N.W., Suite 700, Washington, D.C. 20036, USA. Applicants are asked to indicate the scholarship for which they are applying. Deadline for receipt of completed applications, with a check for $10 enclosed, payable to the Whirly-Girls Scholarship Fund, to cover the cost of processing and mailing, is November 1.

The scholarships will be presented at the Whirly-Girls Scholarship Awards Dinner, January 18, 1985, at the New Orleans Hilton Hotel.

GENTLE REMINDER!!!

If you DO NOT expect to be at Convention...

1. You may still order your 1984 Amelia Earhart Commemorative Cover until July 25. (See "Did You Know?" on page 2 of the May issue of *The 99 NEWS* for instructions.)
2. Sealed bids for the 20th Anniversary Fly-Away Commemorative Cover of 1983 must reach Gertrude Lockwood by August 1. (See "Now Hear This!" on page 8 of the May issue of *The 99 NEWS* for complete details.)

NOTAM

For flying activities insurance coverage, please contact Susie Sewell at her new address: 3233 N.W. 63rd, Oklahoma City OK 73116, (405) 843-3363.

International Board Meeting

by Betty Jane Schermerhorn

The following is a resume' of the meeting of the International Board of Directors held April 13-15 at Headquarters in Oklahoma City.

The June issue of *The 99 NEWS* will be a special issue, featuring 99 activities with more pictures and more use of color than usual. Extra copies will be produced for public relations purposes. It will include a condensed history of the Ninety-Nines, an explanation of AE Scholarships, NIFA, World Precision Flight Competition and the Forest of Friendship. It will highlight early women pilots, as well as a collage of "Women Pilots You Should Know" and a feature on future plans.

Good news. Charter Member and former President Betty Gillies has located the early files of the Ninety-Nines, which have been missing for some time. They are safe and well cared for in the Eisenhower Library, Abilene, Kansas.

General Counsel Sylvia Paoli again emphasized caution about signing "hold harmless" agreements on insurance rights when entering flying events. In nearly every case, *it voids the insurance coverage* unless one receives prior permission from the insurance company. The insurance company may allow you to agree to a "hold harmless" clause for amounts above the value of the insurance. Board member Gene Nora Jessen has been working to arrange a trip policy that would be made available to people flying to Anchorage whose present aircraft insurance does not cover flights to Alaska. Planning to do some float flying in Alaska? Check your insurance requirements. The float operators may ask for some sort of disclaimer.

Work is proceeding on the oral history program, thanks to the generous donation by former President Gerry Mickelsen. Judy Logue and Ruth Dobrescu have developed guidelines for conducting oral history interviews. Judy has taped video interviews with Edna Gardner Whyte. There is a great need to interview the women who were involved in the early days of aviation before it is too late.

Under the direction of Librarian Dorothy Niekamp, we are to embark on a program to index *The 99 NEWS*. Our present computer system is capable of handling this.

The rental fee for the movie, "Wing and a Prayer," has been lowered to $15.

The policy that no section or chapter should establish membership requirements beyond those in the International Bylaws was reaffirmed.

USPFT is raffling a trip to Florida. The package includes transportation, accommodations, rental car and entry to tourist attractions such as Disneyworld. The Board approved mailing of these tickets to all chapters in the US. Tickets will be available to other sections and chapters upon request.

The big decision of the meeting was to begin a fund-raising campaign for expansion of our Headquarters building. As our membership grows, our need for office and storage space grows, as does our need for exapnded facilities for *The 99 NEWS* office and storage space for our archives and library. Details of the campaign will be released soon.

The Oklahoma Chapter contributed the first $100 to the expansion fund, followed by $1,000 personal pledges from International Board members. A wall of wings is envisioned — wings based on the design of our new decal. The Board adopted a wing design that will be made into decals. They are to be produced and available for sale by the International Convention in Anchorage. The wings will be gold on a blue background.

The expansion will continue our policy of having rental space available. The rental income is a requirement to keep our operating costs down, which in turn keeps our membership dues down.

We now number over 6,200 members. The numbers add greatly to our political clout when conferring with other general aviation groups or with governments. Numbers also help to keep the dues down. The more members, the more funds there are available to operate the organization.

Air Marking and the ??? Weather

by Mary Hill
International Air Marking Chairman

For those 99s who only have sunburn or heat stroke to worry about, this article is not for you. For those of us who must pick two or three dates to do one air marking, we rarely have the pleasure of the worry of sunburn.

How do you air mark when all it does is snow or rain? First, pick at least two days, a week or so apart. Sometimes an air marking gets started and is then rained out before it is completed. Try to schedule another work day as soon as possible. At times this can be quite difficult.

Second, if there might be moisture, be sure to use an oil base paint. If you do use a water base paint, with a little rain, you won't need any thinner. It also will have a nasty habit of running and then, to top it all off, it will refuse to dry.

Third, air marking a roof in the rain can be a thrill a minute and best not tried. You really do need the most dry conditions possible when tackling a roof air marking. But do try to schedule one anyway. You will really enjoy it and feel a terrific sense of accomplishment.

Hang in there and don't let wet weather discourage you. the sun has to shine sooner or later. Just be prepared to go, so the sunny days don't slip by unused.

99s Support NIFA In More Ways Than One

by Charlene Falkenberg
International Vice President

More than 25 Ninety-Nines were on hand to give physical support to the contestants in the National Intercollegiate Flying Association SAFECON, April 25-28 at the Air Force Academy in Colorado Springs, Colorado.

Bad weather hampered much of the flying activity; however, the 99s enjoyed an informal dinner together April 25.

Hazel Jones served as chief judge, and Lois Feigenbaum was chairman of the Women's Achievement Award. Polly Gilkison is the Ways and Means chairman. Also attending the dinner were: Marilyn Copeland, President; Charlene Falkenberg, Vice President; Pat Roberts, Board of Directors; Anita Hessin, NIFA judge; Cathy Jones, NIFA safety officer; Cam Stomberg, NIFA judge; Lisa Matthews, NIFA chairman; and Mary Adams, Fran Sargent, Genie Merrell, Ursula Davidson, Joye Baker, Eleanor Todd, Barbara Ward, Carol Bloch, Jody McCarrell, Jan Gerber Nielesky, Joan Mace, Kathy Long, Easter French and JoAnn Carpenter, a 99 from the Oklahoma Chapter who was also a contestant.

New Decals Available

Beautiful blue and gold 99 decals are now available from International Headquarters. The smaller (6"x2⅛") decal (specify either inside or outside type) is $1 ppd. The larger decal (12"x4¼") is $2 ppd. Order from International Headquarters, P.O. Box 59965, Oklahoma City OK 73159.

New Horizons

Bobbie Lynn Hill

Bobbie Hill grew up in the canyons and mountains of the Salmon River at Riggins, Idaho, where she formed a love of the outdoors which carried through the rest of her life.

She served with the US Forest Service for 18 years, beginning her career in 1966. She met her husband, Jim, in the Service, and they eventually relocated to the Wallowa-Whitman National Forest.

Bobbie began flying in 1978, and received her license that same year. Natural aviation enthusiasts, Jim and Bobbie flew their 150 to many different areas, often camping out.

In 1980, Bobbie accepted a pilot trainee's job with the Forest Service, and moved to Missoula, Montana. In just a few short months, she received her IFR, COMM, AMEL and CFI ratings, and was flying everything from a Cessna 206 to a King Air 200.

In 1982, Bobbie noticed a lump on the back of her left hand. Removed, it was found to be an active cancer, and her left hand was amputated immediately. A fighter, Bobbie began exercising in order to wear a prothesis, and soon was back in the left seat of an airplane. She received the Montana Pilot's Association Pilot of the Year award.

In October 1982, she was struck down again, and this time her battle lasted 18 months. She died at age 35, remembered for her love of the outdoors, of flying and for her fellow men and women.

Everyone who was around Bobbie was inspired to be a better person. Her love of life touched us all, and she will never be forgotten.

by Linda R. Nave

Dorothy McManus

The Wisconsin Chapter lost another of its members to cancer March 7. Dorothy McManus soloed May 22, 1957 and held a private license ASMEL.

To the best of her husband's knowledge, she was the first licensed woman pilot in the Cayman Islands, British West Indies. She had over 3,500 hours.

Everyone who met Dorothy knew her as a bright and cheerful woman, full of graciousness and sunshine, who will be missed.

by Carolyn J. Arnold

Daphine Quirk

Daphine Quirk went to New Horizons April 3 as a result of injuries received in an automobile accident. She was loved by many, and she will be missed.

by Betty La Guire

Jean Parker Rose

When Jean died, we not only lost a friend, but we lost a lady who exemplified women's aviation at its finest. Never one to say no, all of her life was devoted to improving the ideals, ethics and status of aviation.

In so doing, she made us all feel important and loved. She loved life and lived it to its fullest so that, even in death, we know she continues to live. Jean Parker Rose will be sorely missed, but her legacy will live forever.

by Pauline Glasson

Dr. Marie-Luise Wessel

German Section

There's good news and there's bad news.

The good news is that the second edition of

Cows on the Runway

by

Jo Eddleman

is now available.

Many new 99s — since the 1975 first edition — haven't had the opportunity to read her "How NOT to...." book. Learning to fly in a cow pasture, AND being taught by her husband (in 1951 with 1944 charts) are only TWO of the many adverse conditions remembered. Her marriage in Germany and 20 unforgettable years in the classroom are also included.

The bad news? Well, the price has gone up $7.50 plus 85¢ postage and handling.

Send check or money order to:
Jo Eddleman
805 Lake Point
New Bern NC 28560
(state if autographed copy is desired)

Safety education

TURBULENCE

by Marilynn Miller
International Safety Education Chairman

In recent years we have heard many times of wake turbulence from large jets or the turbulence associated with wind shear, especially in downbursts during thunderstorms.

Most training manuals do not mention turbulence. Flight manuals will give "turbulent air penetration speed" and "rough air maneuvering speed," but give no guidelines to help the pilot determine when to use them. There is virtually no source of formal instruction to help a VFR pilot understand, avoid or cope with turbulence, even though she is bound someday to meet up with what can be classified as "severe" turbulence and even though all rules are obeyed about flying near thunderstorms or clouds.

It would be nice if a pilot could be sure she will never encounter severe turbulence. Even if she is cautious and avoids all known and likely turbulent conditions, she probably will someday run into it anyway.

Nearly everly pilot is taught that turbulence is likely on the lee side of mountain ridges, in or near cumulus clouds, and around obstructions near the ground, such as hangars. Fronts may generate turbulence, and so may air rising and falling over hot parking lots and cool lakes. There are also clear days when turbulence can occur at altitude over flat land.

If the FSS has forecast turbulence, it will probably exist, but maybe not at the route or altitude you want. Even if the FSS has not reported it, turbulence may be there. Pilot reports are among the best indicators, and both Flight Watch and the FSS should have the information, if other pilots have been conscientious in reporting.

Below is a table from the "Airman's Information Manual" on how to report turbulence. However, it does not relate to a specific aircraft, and each ride is different whether it be an airliner or a light plane traveling through the same turbulence. Normally, if an airliner reports light chop or turbulence, a light plane pilot may have a very uncomfortable ride; if an airliner reports moderate turbulence, a light plane pilot will probably consider it severe.

Turbulence Reporting Criteria

Intensity	Aircraft Reaction	Reaction Inside Aircraft
Light	Momentarily causes slight, erractic changes in altitude and/or attitude (pitch, roll, yaw). Report as *Light Turbulence*. or Causes slight, rapid and somewhat rhythmic bumpiness without appreciable changes in altitude or attitude. Report as *Light Chop*.	Occupants may feel a slight strain against seat belts or shoulder straps. Unsecured objects may be displaced slightly. Food service may be conducted, and little or no difficulty is encountered in walking.
Moderate	Causes changes in altitude and/or attitude, but aircraft remains in positive control at all times. Usually causes variations in indicated airspeed. Report as *Moderate Turbulence*. or Causes rapid bumps or jolts without appreciable changes in aircraft altitude or attitude. Report as *Moderate Chop*.	Occupants feel definite strain against seat belts or shoulder straps. Unsecured objects are dislodged. Food service and walking are difficult.
Severe	Causes large, abrupt changes in altitude and/or attitude. Usually causes large variations in indicated airspeed. Aircraft may be momentarily out of control. Report as *Severe Turbulence*.	Occupants are forced violently against seat belts or shoulder straps. Unsecured objects are tossed about. Food service and walking are impossible.
Severe	Aircraft is violently tossed about and is practically impossible to control. It may cause structural damage. Report as *Extreme Turbulence*.	

Report time, location and altitude of aircraft, type of aircraft, intensity and duration of turbulence and whether near or in clouds. Duration criteria are "occasional" for less than one-third of the time, "intermittent" for up to two-thirds, and "continuous" for more than two-thirds of the time. Turbulence above 15,000 feet not associated with cumuliform clouds should be reported as Clear Air Turbulence (CAT), with appropriate intensity and duration.

Seek & Keep

by Charlene Falkenberg

When was the last time you looked through back issues of *The 99 NEWS*? You'll find reams of interesting, worthwhile information. I recently ran across a column by Pat McEwen, late past International President. It seems to fit so well today. She wrote about things that we would be wise to ponder today. Her theme during her term was ACT!

"A" — Activities
that will enhance the image of 99s

How better can we interest women pilots to become 99s than projecting an image that will make us all proud? As a 99 you are representing all of us in everything you do and say. Never miss a chance to show the world the image of a 99!

"C" — Communications

Never miss a chance to communicate to the world that you are a 99. Wear your pin always. Tell everyone who and what a 99 is!

"T" — Training
to stay proficient

Each time you get in your airplane you are adding to your proficiency. When you participate in air derbies, poker runs and spot landings, you are becoming more proficient. And every time you are at the airport you are being noticed. Look around for any new female pilot. Introduce her to your activities and to the 99s, whether she is a pilot or a student pilot.

We need each and every one of our members to work on this theme to continue our successful growth in membership. Every person who cares to become a member of the Ninety-Nines is important. The art of retaining a member, continuing to give her support, even though she may no longer fly for one reason or another, makes her a very important person to The Ninety-Nines, Inc. Never let up! Always "Seek & Keep."

USA 85

6TH WORLD PRECISION FLYING CHAMPIONSHIPS KISSIMMEE, FLORIDA 11-18. AUGUST

by Linda Dickerson
Meeting Planner

Take a chance on USPFT and win a seven-day trip to Kissimmee, Florida ("Gateway to Disneyworld") for two. The USPFT fund raising effort is under way with 25,000 raffle tickets available for sale by 99 members to assist in the financial support of the 1985 World Championship. Linda Dickerson put together the seven-day package by contacting various travel suppliers for donations. The trip for two includes:

* Round-trip air to Orlando via Delta A/L's domestic system;
* Hotel accommodations for seven nights at the Kissimmee Holiday Inn;
* Admissions to Seaworld Park, Seaworld Polynesian Luau, Rosie O'Grady's, Kennedy Space Center and the Medieval Times Dinner Tournament; and
* Car rental for seven days.

Ticket supplies will be mailed to chapter chairmen for distribution to members, and USPFT is asking your support in selling the tickets for a $1 donation each or six for $5 and returning the stubs and money to Linda Dickerson, 4849 Grace Rd., Apt. 224, N. Olmsted OH 44070, (216) 777-7556. Only return what you sell. The winning ticket will be drawn at the AOPA Convention in October. If you want tickets immediately, just contact Linda.

The ticket sale will continue at the USPFT Exhibit Booth, South Hall, Row A, Oshkosh Air Show, July 28-August 4. Linda Dickerson will be managing the booth 9 a.m.-5 p.m. daily, and volunteers are needed (even for an hour). The Kissimmee Convention and Visitors Bureau is underwriting 50 percent of the booth cost. If you are in the Disney area in the future, please stop by the Bureau and let them know how much we appreciate their help. If you have travel questions, give them a call toll-free at (800) 327-9159.

Opportunities abound within the aviation community for selling the tickets at safety seminars, fly-ins and educational seminars. Everyone you meet is a potential customer, and your efforts will help USPFT tremendously.

The '85 World Competition promotional brochure and the on-going USPFT informational brochure are available from 99 Headquarters or Hazel Jones in Dallas. Following the 1984 Nationals in De Queen, Arkansas at the end of May, the search for the 1985 US team will be on. We need 99 chapters to sponsor local and/or regional meets leading to the 1985 Nationals. This team will compete in Kissimmee with other international aero clubs, and we need the best pilots in the US. It is not too early to promote 1985.

Hazel Jones and Linda attended the NY-NJ Sectional, where Hazel gave an excellent slide presentation on the '83 World meet in Norway. The raffle tickets were discussed by Linda, and those section ladies bought $50 worth and took 500 to sell. Their enthusiasm was overwhelming, and I expect they will sell all 500. No, the chapter does not make any money on the tickets, but your efforts will be recognized at the World meet in 1985 because the US team will be the best — and they can be the best only if the 99s as an organization pitch in and pull together on this one.

As meeting planner, I am delighted to tell you the land arrangements are just about complete and now include seven nights at the Kissimmee Holiday Inn as well as 21 meals, including the opening ceremony luncheon at Medieval Times, a dinner at Rosie O'Grady's and the final awards banquet in the Polynesian Luau Room at Seaworld. The banquet will be preceded by a complimentary cocktail party in the private viewing room of the fabulous Seaworld Shark Encounter exhibit. We have a trip to the Space Center planned, and we will march through downtown Kissimmee to City Hall for the opening ceremonies. All bus transportation is included, and many sightseeing extras will be in the package as options. Tickets to the opening ceremony luncheon and final awards banquet will be sold on an individual basis for local attendees; the price will stay under $500 per person.

As a result of my job in the travel/hospitality industry, I have contacts upon which I have prevailed for donations to USPFT or reduced rates for the World competition. I would personally like to extend my thanks in this article especially to Midway Airlines, the Kissimmee Convention Bureau, the Kissimmee Holiday Inn, Rosie O'Grady's and Seaworld for their assistance. All of these travel suppliers have gone above and beyond and will be long-remembered by USPFT. As we go along toward 1985, I will be telling you via various articles exactly what extras each has provided — but for now, thank you, one and all.

Yes, I want to help support USPFT. Please send _____ raffle tickets to:

NAME: _____

ADDRESS: _____

___ Check enclosed ($1/ea., 6/$5) — Consignment — will sell and return money.

CLIP AND MAIL TO: Linda Dickerson, 4849 Grace Rd., Apt. 224, N. Olmsted OH 44070

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On the Road to Alaska

With your departure date quickly approaching, your arm chair tour this month will take you to some of the more isolated and less accessible areas of Alaska located in the southwestern part of the state. The Pribilof Islands, Kodiak and the Aleutian Chain are all off-the-road and reachable only by plane or boat.

The Pribilof Islands, located off the coast in the Bering Sea, are two small volcanic islands which serve as the most spectacular seabird colony in the world. If you've never seen puffins, murres, cormorants or any of the many other species that pass through this area, you've missed a real treat, and you ought to consider a trip to the Pribilofs.

In addition, the Pribilofs are summer home to about two million northern fur seals. From the babies that you want to pick up and cuddle to the large bulls fighting for their harems, watching and listening to them is a real treat. And St. Paul Island, one of the Pribilofs, boasts the largest Aleut (one of the four major native groups in Alaska) community in the world.

Kodiak Island represents an interesting mix of history. Aleut artifacts have been found that date back to very early times. The earliest recorded history dates to 1763, when the island was "discovered" by Russian explorers. It served as Russian Alaska's capital city until 1804. Captain James Cook gave Kodiak its name on a 1785 visit. Rich in Russian history, Kodiak was also buried under 18 inches of volcanic ash by the 1912 Katmai eruption, and was virtually destroyed by the tidal wave which followed the 1964 earthquake.

In between these two disasters, it was identified as a strategic defense location during World War II. At Ft. Abercrombie, now a state park, you can see the remains of the gun emplacements and wander through the cement bunkers, all that remain to remind us of those turbulent times.

Despite its tumultuous past, Kodiak is today a quiet and inviting little town. Commercial vessels fill the harbor when they are not out fishing for shrimp, halibut, herring, salmon and whitefish, and many seafood processing plants line the waterfront. Kodiak can be reached by plane or on the Alaska State Ferry System from Homer or Seward.

Now if you really want an exotic trip, you could head on out the Aleutian Chain. This chain of islands extends west over 1,000 miles and actually ends in the Eastern Hemisphere. (This fact leads many Alaskans to boast that our state is so big we are not only the furthest west and north, but the furthest east also!) The islands are treeless and windswept with temperatures that stay between 40 degrees and 60 degrees year-round with lots of rain.

Many of the islands still bear the scars of the battles fought there during World War II. While most people believe that the war was never fought on American soil, history buffs know that the Japanese actually controlled part of the Aleutians through 1943, and that many bloody battles were fought there. From a 19-day battle during May 1943, there were 3,829 US casualties, including 549 dead.

Aerial view of Kodiak, Alaska.

While there are not a lot of tourist spots along the Aleutian Chain, it is an intriguing area to many. It can be reached by way of one of the island hoppers or via the Alaska State Ferry System, which makes four runs each summer; one leaves August 20 from Homer and returns to Seward August 26.

This completes our series of articles on Alaska. We hope the articles have been helpful in planning your trip north, and we look forward to seeing many of you here in August.

An unforgettable sight — countless thousands of fur seals bark and roar.

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Another Way to Fly —

by Harriet Pearl

In 1976, a group of women in the San Francisco Bay area became an important part of aviation history when they formed the first all-woman's glider club in the world. The actual formation of this club, Soaring Experience, Inc., was a dream come true for its founder, 99 Joyce Hibbard, herself an accomplished aviatrix. What prompted Joyce and 14 other women, many of whom had never flown before, to make this commitment of time, money and energy is not easy to define.

One would have to experience the breathtaking sense of freedom and harmony and even perhaps the illusion of being suspended in space that soaring provides in order to fully comprehend what motivated Joyce and eventually the other women to band together.

Soaring is a unique and exciting form of flight which has its origins in early aviation history. The Wright brothers tested their airplane designs on gliders before engines were actually added. Because of the new fiberglass planes and the record-setting international competitions, soaring has evolved into the art of using only wind and weather to stay aloft for hours and travel hundreds of miles. It is these sleek "birds," sophisticated in design, yet carrying a minimal amount of equipment, as well as the long and careful training of sailplane pilots, which distinguishes the sport of soaring from hang-gliding. It is these features which help to make the sport exceptionally safe, as well as thoroughly enjoyable.

The thrill of soaring lies in the experience of free flight, especially the moment of breaking free of the downward glide and rising in a current of air (called "lift"). The sensation one feels upon being able to "climb" without the aid, or the vibration and noise of an engine, is a supreme experience. Gliders, which are prohibited from flying at night, have been able to reach (documented) altitudes of 46,000 feet (with the feminine absolute altitude record being 41,000) and travel as far as 1,000-plus miles without touching down.

One facet of the sport of soaring that has gone virtually unrecognized is the active participation of women in the many competitions held worldwide. As early as 1930, Canadian women began setting records, although at that time they did not actively compete. Evalyn Fletcher, Lethbridge, Canada, soared to 5,000 feet to establish a record for Canadian women. One year later, a German, Hanna Reitsch, at the age of 19, set a duration record of five and a half hours of free flight. As a member of a scientific gliding expedition sent to Brazil in 1934, Hanna set altitude, duration and distance records for women. She was one of the first glider pilots to demonstrate aerobatics in a glider and perform both inside and outside loops.

Interestingly, the first American woman to qualify for a glider license was Anne Morrow Lindbergh, who made her first solo flight in January 1930. In 1934, at a national soaring contest, Dorothy Holderman and Allaire du Pont were recognized as the first women to enter a national competition. In the 1935 contest, Allaire du Pont took a first place over Dorothy Holderman after flying for five hours and 31 minutes.

In 1938, Helen Montgomery set an endurance record of seven hours and 28 minutes. Before the war, she set both altitude and distance records. In an air show in Pontiac, Michigan, Helen competed against 62 men and finished sixth after performing aerobatic maneuvers. During the war, she was the first individual hired as a glider instructor by the Army Air Force.

More recently, in 1979, Sabrina Jackentell flew her fiberglass Astir-CS to an absolute altitude record of 41,460 feet. In 1955, Betsy Proudfit achieved an altitude gain of 27,994 feet in a wooden Pratt-Reed, a record that stands today.

All of the above have been either altitude or endurance records. However, there is still another facet to this exciting sport — cross-country flying. In 1983, Joanne Shaw of Texas flew a 300-kilometer triangle at a speed of 81 miles per hour, which is a fair distance to go without the aid of an engine. Doris Grove of Pennsylvania flew her high-performance Nimbus 2 along the Allegheny Ridge in heights ranging from tree-top level to 13,000 feet, for a total of 701 miles (1,127 kilometers) in nine and a half hours.

While record-setting and competition flying are only two aspects of this fabulous sport, they do present an arena in which

With Joyce Hibbard at the controls, the Blanik L-13 glides gracefully through the Bay area sky.

Club members wheel the Blanik L-13 out for its first flight of the day.

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Soaring!

men and women can compete on a one-to-one basis.

The challenge of soaring allows an individual to compete even with herself. From the minute you release from the tow plane or winch, you are ever trying to climb higher, stay up longer and go farther. Whether competing in a contest or just with yourself, the thrill and excitement of gliding is unlimited.

The all-women club's sailplane is a Blanik L-13, an aluminum two-place glider imported from Czechoslovakia. With dual controls, the Blanik can be used as a trainer, but at the same time offers high-performance characteristics to the experienced, licensed pilot — flaps, retractable landing gear, high-

continued on page 14

Part of the club's members gather by their plane.

Soaring! *continued from page 13*

ly responsive controls, stressed to be fully aerobatic and a clean design that makes it satisfying and comfortable for cross-country trips. The Blanik is also equipped with a radio, making it possible for members on the ground to be in contact with the plane at all times.

Perhaps even more unique than the fact that all of the club's voting members are women, is the fact that many are student pilots. Most flying clubs require at least a private rating for membership, and all soaring clubs, except Soaring Experience, Inc., have this requirement. To control any possible problems that might arise as a result of the number of inexperienced members, the club has set up vigilant flight committees and maintenance committees, chaired by licensed pilots.

Currently, the club's Blanik is based at Vac Aero Gliderport in Vacaville, California. This is a convenient location for the Bay area members, as well as our two newest members from the Sacramento-Roseville area.

Several of the original members have moved from the area, and new members have joined in their place. The spirit and original reason for the club, however, has never changed — a sharing, supporting and promoting of the joy of soaring. This club provides a sense of comradeship among its members, a real support of each other en route to achieving their gliding credentials.

For additional information on Soaring Experience, Inc., contact Joyce Hibbard at her office at Hibbard Aviation, (415) 569-2404, or in the Sacramento area, call Harriet Pearl, (916) 344-7901.

This article was prepared by Harriet Pearl, a pilot and voting member of Soaring Experience, Inc., the only all-women gliding group in the country. She is co-owner of an advertising and public relations agency in Sacramento, California.

Flying the Grob German sailplane, Joyce Hibbard competes at the Easter Week Wave Competition in Minden, Nevada.

Home field for the club plane is Vac Aero, the Vacaville, California gliderport.

© 1983 Hawk's Aerial Photo

Donations to the National Intercollegiate Flying Association

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(To NIFA Support Fund)	
31 Associate Members	$520.00

We hear from NIFA headquarters that the 37th Annual SAFECON will be held May 9-11, 1984 at Don Scott Ohio State University Airport. The host school is Ohio State University, Columbus, Ohio.

The cycle begins with a series of regional SAFECONS (dates could change — check with the host school in your region):

Region I
October 19-20, Colorado Northwestern Community College, Rangely, Colorado. Contact Professor Phillip Widmer, (303) 675-2384.

Region II
Hemet-Ryan Airport, Hemet, California, hosted by Palomar College. Contact Dr. Kent Backart, (619) 744-1150.

Region III
Cuyahoga Community College, Parma, Ohio. Contact Professor Robert Kekelik, (216) 348-4000.

Region IV
Nicholls State University, Thibodaux, Louisiana. Contact Professor Phillip Robchaux, (504) 447-3386.

Region V
October 12-13, St. Paul Downtown Airport, St. Paul, Minnesota, hosted by Inver Hills Community College. Contact Dr. Hope Isaacson, (612) 455-9621.

Region VI
Oklahoma State University, Stillwater, Oklahoma. Contact Professor Bruce Hoover, (405) 624-5755.

Region VII
October 26-27, Dowling College, Oakdale, Long Island, New York. Contact Professor Robert Smith, (516) 589-6100.

Region VIII
October 11-13, University of Illinois, Champaign-Urbana, Illinois. Contact Professor Omer Benn, (217) 333-2127.

Region IX
November 16-17, Florida Institute of Technology, Melbourne, Florida. Contact Professor J.T. Derrick, (305) 727-0461.

by Pauline Gilkison

Baltimore — more than ever before

by Ellen Hahn and Marilyn DonCarlos

"You did *what*? You took a vacation day to go to — *Baltimore*?" Yup, that's what we did — two Washingtonians playing tourist in Baltimore. We wanted to catch its flavor first-hand so we could share it with you and prepare you for all the fun you'll have at Convention '85.

The Inner Harbor is *the* place to be. And if you fly in or for some other reason find yourself without a car, you'll find plenty to do and enjoy right there — all within easy walking distance of the beautiful new Hyatt Regency. The rejuvenated center of the city, the Inner Harbor is a sparkling waterfront area with a growing complex of leisure and cultural activities. A six-block brick promenade, pedestrian bridges and overhead walkways, plus lots of activities, historical attractions and shopping within easy strolling distance. Sailboats dot the harbor, too, with excursion craft and paddleboats just waiting for you to enjoy them.

The hotel is directly across the street from Harborplace, a pair of glass pavilions right on the harbor that house dozens of shops, food markets, restaurants and cafes. Just beyond Harborplace is the famous National Aquarium — we had all of 20 minutes to spend there, but you'll want to allow several hours. The Top of the World, the 27th floor observation deck on top of the World Trade Center, offers stunning views of the whole city and enables you to see just how close many of its major attractions are — Johns Hopkins Hospital; Little Italy with its great restaurants; Ft. McHenry (best known for its key role in the War of 1812); Shot Tower, where lead shot was produced; Federal Hill, long a lookout for ships coming into the harbor; the Maryland Science Center, where adults can have as much fun as kids (and *we* sure did) in the interactive exhibits; the U.S. frigate *Constellation*, the first commissioned ship of the US Navy and the oldest American warship continuously afloat. And over all, the wonderful scents coming from the McCormick Spice Company and Tea House, less than a block from the hotel, where free tours are available by appointment.

We had time only to scratch the surface, and we never did get away from the harbor to explore some of Baltimore's other attractions, like the B&O Railroad Museum, Babe Ruth House, Poe House, Poe Grave, Washington Monument (predating Washington, D.C.'s Washington Monument by half a century), Walters Art Gallery, Peabody Library, Star Spangled Banner Flag House, Baltimore Zoo and Children's Zoo, Baltimore Museum of Art and Sherwood Gardens. There are lots of theaters and restaurants (try Maryland's famous blue crabs and Bertha's Mussels) and music and sports (Baltimore *still* has a *baseball* team — minus Jim Palmer — and it will be the right time of year to see the Orioles play), and, and, and... something for everyone!

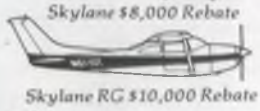
So keep your eye out in future issues of *The 99 NEWS* — because we're going back to Baltimore, and we'll tell you more about the many things to see and do there, with specific information about what will be happening during Convention week as the time approaches. Pack your bags, your 49½er, your kids, and make a vacation of it — we'll even tell you about some of the other area attractions — like Philadelphia, Gettysburg, Annapolis and, yes, even Washington — less than an hour away!

The Pride of Baltimore is an authentic replica of the Baltimore clippers that plied world trade routes in the days of sail. She is shown entering the city's Inner Harbor, home of the World Trade Center, the National Aquarium and the colorful complex of restaurants and shops known as Harborplace.

Cash rebates up to $25,000 and 12.9% APR Fixed Rate.

GOOD DEALS AND GOOD FINANCING ON SELECTED NEW CESSNAS.

Skylane $8,000 Rebate

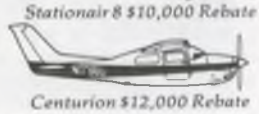


Skylane RG $10,000 Rebate

Skywagon $8,000 Rebate

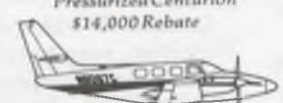
Stationair 6 $10,000 Rebate

Stationair 8 $10,000 Rebate



Centurion $12,000 Rebate

Pressurized Centurion $14,000 Rebate



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With Cessna Finance Corporation's new finance plan, take up to eight years to pay for a high performance single, or ten years for a Crusader.

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Who says you can't fly more plane for less money?

Cessna offers you a chance at both.

Cessna Finance Corporation will provide 12.9% APR financing for the total term of your finance contract. Terms of up to 8 years on high performance singles, and up to 10 years on Crusaders, are available.

And the good news only *begins* there. You can finance as much as 80% of your new Cessna. Then, depending on the aircraft you select, you'll receive a factory-direct rebate, ranging from $8,000 on a Skylane all the way up to $25,000 for a Crusader.

Contact your participating Cessna Dealer today and make your best deal on a new Cessna. Or call us toll free at 1-800-423-7762 for more details. You'll be doing yourself three favors: getting the airplane you want now, benefiting from the best financing in the business, and receiving a plump rebate check from Cessna in the bargain.

But you'll have to move quickly... these offers are for a limited time only.

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These offers available only on selected new 1983 and 1984 models through participating Dealers in the U.S. (excluding Hawaii), for sales to U.S. citizens, or U.S. registered businesses. Other restrictions may apply, including qualification by Cessna Finance Corporation.

Judges for AE Scholarship Applicants

Russ Beach

Russ Beach

Russ Beach has been one of the leaders in Ottawa and Smith Falls business for the last 40 years. He was born in Saskatchewan, reared and educated in Ottawa.

For his outstanding contribution to private flying, he has received the Sharples Award, the most prestigious award in general aviation.

Beach is an instrument rated pilot, who owns and flies a jet aircraft and proudly boasts a captain's rating with American Airlines. He is very active in the development of general aviation both in Canada and abroad, has been president of the Canadian Owners and Pilots Association for 13 years, and is senior vice president of the International Aircraft Owners and Pilots Association.

Margaret Boylan

Margaret Boylan learned to fly in Ada, Oklahoma, and graduated from the CPT program with a private pilot license in 1941. She became a Ninety-Nine (1941-42) before joining the 319th AAFFTD (later called the Women Airforce Service Pilots, or WASPs). A member of the second class to train in Houston, Texas, after graduation, she was assigned to the Third Ferrying Group at Romulus, Michigan (near Detroit) and ferried all types of aircraft, including P-63s, P-39s, P-40s, P-47s, P-51s, B-25s and C-47s, until the group was disbanded in 1944.

She attended Columbia University in 1945-47. She then joined Northeast Airlines in pubic relations after Jacqueline Cochran, who was NEA director, asked her to design a program to interest women in flying and in using the airlines more.

Margaret married Robert J. Boylan in 1948, and spent approximately 20 years abroad accompanying her husband, who was in the Foreign Service.

She returned to the United States in 1962 and joined the Federal Aviation Administration in 1964 as special assistant to the assistant administrator for general aviation. She has held various positions from Congressional liaison specialist to manager of the Administrative Staff for three administrations.

The Boylans have three children — Robin, 34, Ann, 31, and Elizabeth, 20.

Margaret Boylan

Elizabeth Hanford Dole

Elizabeth Hanford Dole is the nation's eighth Secretary of Transportation. Nominated for the position by President Reagan, she won unanimous US Senate approval.

Prior to accepting the Cabinet post, Dole served as assistant to the President for public liaison.

She was graduated with distinction in political science from Duke University, where she was president of the student body and elected to Phi Beta Kappa. She received her law degree from Harvard Law School and a master's degree in education and government from Harvard University.

In 1972, Dole received the Arthur S. Fleming Award for Outstanding Government Service, and *Time* magazine chose her as one of America's 200 "Faces of the Future" in 1974.

A native of Salisbury, North Carolina, the secretary is married to Bob Dole, senior US senator from Kansas.

Elizabeth Hanford Dole

Donald K. Slayton

Donald K. Slayton

Donald K. Slayton, born in Sparta, Wisconsin, entered the Air Force in April 1942. He flew 56 combat missions as a B-25 pilot and seven combat missions over Japan in A-26s.

Named as one of the Mercury astronauts in April 1959, Slayton became Apollo docking module pilot of the Apollo-Soyuz test project mission in July 1975 — a joint space flight culminating in the first historical meeting in space between American astronauts and Soviet cosmonauts.

Slayton logged 217 hours and eight minutes in his first space flight. He was the first chief of the Astronaut Office in 1962, manager of the space shuttle approach and landing test and manager of the orbital flight test until retiring in March 1982.

Presently Slayton is vice chairman and president of Space Service, Inc. of America.

Reporting Instructions for *The 99 NEWS*

1. Guidelines for submission of copy.

a. TYPED, DOUBLE-SPACED, CAPS AND LOWER CASE
All material *must be typed, double-spaced.* We suggest you set your typewriters on 10 and 70, restricting paragraphs to four or five lines each. *Please do not type in all caps* (not even people's names) — it is hard to read and has to be retyped before it can be used in the magazine. Do not hyphenate words to a second line.

b. ONE PAGE ABOUT PAST EVENTS
Try to limit chapter reports to *one typewritten page*; because length has become a severe problem, lengthy reports must be edited to conform with space limitations. Include news about chapter projects, activities, meetings, outstanding achievements or items of note, which are timely and appropriate, about individual members. *Please write about events which have already happened.* You are also encouraged to submit longer feature articles about significant or unusual activities or experiences of individual members that would be of interest to other chapters and members; these will be published as space permits. *Note: Your chapter newsletter is not considered a report and will not be published as one.*

c. COMPARE YOUR REPORT WITH THE PUBLISHED REPORT
If you are unsure what should be edited from your report, compare the published chapter report with what you originally submitted. It should be simple for you to determine what has been edited.

d. SUBMIT "NEW RATINGS" SEPARATELY
Reports for "New Ratings" should be submitted on a *separate sheet of paper*, including the individual's name, chapter and ratings earned.

e. SUBMIT "NEW HORIZONS" SEPARATELY
Reports for "New Horizons" should be submitted on a *separate sheet of paper*, including a short biographical sketch of the deceased member, along with a recent photograph, if available.

f. SUBMIT "CALENDAR" CONTRIBUTIONS SEPARATELY
Reports for the "Calendar" should be submitted on a *separate sheet of paper* at least *three months in advance* of the event mentioned. Include events, dates, locale and the name of the person to contact for additional information.

g. DEADLINES
If contributions arrive after deadline, or should the "Chapter News" section ever need to be cut or shortened due to space requirements, material may be held over for the next issue. Material for the magazine must reach Ninety-Nine Headquarters by the last day of each month preceding an issue (there are two combined issues):

May 31 — material for July-August (mailed July 1)
June 30 — no magazine deadline
July 31 — material for September issue
August 31 — material for October issue
September 30 — material for November issue
October 31 — material for December issue
November 30 — no magazine deadline
December 31 — material for January-February (mailed February 1)
January 31 — material for March issue
February 28 — material for April issue
March 31 — material for May issue
April 30 — material for June issue

2. Reporting/writing tips.

a. USE OF 99s, 66s AND 49½ers

CORRECT	NOT CORRECT
The Ninety-Nines, Inc.	99's
99s	99ers
66s	66's
49½ers	66ers
Ninety-Nines	49½'ers
The 99 NEWS	49½

b. WHEN TO CAPITALIZE TITLES
If a person's proper title precedes the name, it should be capitalized; proper titles which fall after the name should be in lower case. Generic titles should always be lower case, while International 99 officers' titles should aways be capitalized:

EXAMPLES:
Chairman Mary Jones
Mary Jones, chairman
The speaker was pilot Mary Jones.
The speaker was Mary Jones, pilot.
International President Mary Jones was the speaker.
The speaker was Mary Jones, International President.

c. USE OF CHAPTER AND SECTION TITLES
In chapter reports, avoid *overuse* of the chapter name; each report is listed under the chapter's name, so repeating it just takes up unnecessary space. Capitalize the proper names, such as San Fernando Valley Chapter/North Central Section, but lower case the generic reference, such as "members of the chapter...." The same capitalization rule for proper names applies to events and organizations:

PROPER	GENERIC
Flying Companion Seminar	the seminar
FAA Safety Clinic	a safety clinic
AE Scholarship Fund	a $1,000 scholarship
Scholarship Fund Committee	the committee

d. OMIT PERIODS IN ALPHABETICAL ABBREVIATIONS

CORRECT	NOT CORRECT
USA	U.S.A.
AE Scholarship	A.E. Scholarship
USPFT	U.S.P.F.T.

e. USE OF STATE NAMES
Spell out the names of states and countries when they appear in the body of an article; however, when part of a listed reference address, omit the comma and use postal abbreviations:

EXAMPLES:
August's Convention will be in Anchorage, Alaska.
For information, write to P.O. Box 59965, Oklahoma City OK 73159.

f. USE OF NUMBERS VERSUS NUMERALS
Spell out the days of the week and the months of the year; unless the year differs from the present one, there is no need to include it. Spell out single-digit numbers (nine and below), except for dates, scores, addresses, ages, time and money; but use figures for multi-digit numbers (10 and above) unless the multi-digit number is the first word of a sentence. Hyphenate numbers and other descriptive terms used as adjectives. Avoid using "on" before a date or "held" in connection with a meeting.

CORRECT	NOT CORRECT
The meeting was June 15.	The meeting was held on June 15.
nine	9
10	ten
August 12, 1985	August 12th, 1985
August 12	August 12, 1984
Sally, age 9,	Sally, age nine,
$27	twenty-seven dollars
0600	six o'clock
10-mile race	10 mile race
race of 10 miles	race of 10-miles
two 99s or 22 Ninety-Nines	2 99s or 22 99s

g. USE CONCISE JOURNALISTIC STYLE
Avoid overuse of personal comments, such as "Good luck, Mary!" or "A good time was had by all." Always place quotation marks *after* commas or periods, and write complete sentences rather than in phrase style.

3. Photography tips.

a. TRY TO PROVIDE BLACK AND WHITE GLOSSY PRINTS
Pictures are heartily welcomed, with black and white glossy prints preferred. Color photographs can be used if they have good contrast; dark color pictures simply become darker when reproduced in the magazine. No slides or negatives, please.

b. AVOID TRITE PHOTOGRAPHIC POSES
Avoid obviously posed shots in preference to candid photos.

EXAMPLES TO AVOID:
* two people shaking hands;
* someone sitting at a desk either looking at a camera or pretending to write or talk on a phone;
* people staring at a piece of paper or holding a trophy;
* a group of people — either sitting or standing — obviously posing;
* a committee sitting around a table pretending to be at work;
* speakers with open mouths on platforms.

c. INCLUDE CAPTIONS ON A SEPARATE SHEET OF PAPER
All pictures should be identified with a caption explaining who (full names and titles rather than first names only) is in the picture and what they are doing. Avoid writing on the back of photos; the ink may transfer onto the face of one photograph from another, and impressions may show through to the face of the photograph.

d. RETURN OF PHOTOGRAPHS
Include a stamped, self-addressed envelope if you want photos returned; otherwise, they will be placed in Headquarters Archives.

Chapter News, Activities and Projects

AUSTRALIAN SECTION

Recently the 99s met at Mt. Buffalo, the state of Victoria's Island in the Sky, 5,000 feet up. Discovered by explorers Hume and Hovell in 1824, Mt. Buffalo's massive granite tors, crystal clear streams, snow gums, delicate wildflowers and spectacular views of surrounding river valleys have delighted many a mountain visitor.

The meeting was held at the Mt. Buffalo Chalet in conjunction with the Australian Women Pilots Association's 34th Annual Conference.

Perfect weather was ordered and arrived on time. Many members flew in from other states of Australia. They took part in a most enjoyable scenic Navigation Trail, which departed Wangaratta Airport for the vineyard country of eastern Victoria.

Boston visitor Emma Gene Woodworth joined us for the fun. She was entertained by many members, Queenslanders in particular, while staying on the Gold Coast with Dale Roger-Jones.

Pilots and their guests took over the entire Chalet, a rambling old wooden building with loads of old world charm. There were days of meetings, seminars, bushwalking, horseriding and just catching up with old friends and making new ones.

A spectacular end to all this was a formal dinner with a 1920s theme. Everyone dressed in style. In the afternoon preceding the 1920s dinner, we played croquet on the lawn to get in the mood, following a fine aerobatic display by three Skydancers' Pitts from the Melbourne Chapter of the Australian Aerobatic Club.

This year we were also very pleased to meet and have the chance to entertain visitors Clare Kopp and Pat and Sheldon Roberts. We hope more of you will get in touch when you visit Australia.

by Mary O'Brien

Margaret Anne Thomas looks on as Nancy Wells receives the prestigious Nancy Bird Trophy for the most noteworthy contribution to aviation by a woman of Australasia. The theme for the evening was the 1920s, and everyone dressed accordingly.

Mary O'Brien and Emma Gene Woodworth.

CARIBBEAN SECTION

At the spring section meeting May 12, new officers Yvonne Smith, governor; Fran Davis, vice governor; Helen Veatch, secretary; and Mary Higgs, treasurer were elected. The meeting concluded the section's "99 Week" May 4-12 in Freeport, G.B.I., Bahamas, which was aimed at promoting aviation safety and education.

The week opened with a social gathering of 99s, 49½ers and 66s. The second day, a course in preventive maintenance at the West End Airport was presented by Chris Rinehart of Palm Beach Aviation. All members participated in the third day's activity — a CPR course instructed by Dennis Williams, flight instructor and long-time supporter of 99s. Donna Tostevin conducted a ground school refresher course, followed by a weather refresher course by Freeport meteorologist Sam Shutt. This two-part session briefed members on the latest methods of weather forecasting and satellite map reading. The May 11 activity was held as a buffet supper, followed by films on overwater flying and overwater emergency procedures.

Culminating the week's events was a Maritime Survival Course, to which the public was invited, conducted by the US Coast Guard. Briefing on required emergency equipment and the proper use of the items necessary for

Participating in a weather refresher course are meteorologist Sam Shutt and Caribbean 99s Mary Higgs, Helen Veatch and Erika Moultrie.

Part of the Caribbean Sectional included a CPR course. Instructor Dennis Williams coaches 99s Leona Sweeting and Donna Tostevin in proper methods on the "victim," 66 Betty Jordan.

overwater flight was given by Lieutenants Brandt Weaver and Mike VanDoren, assisted by Lieutenant Gordon Garrett and Maintenance Officer Roderick Carrier. A demonstration of proper inflation and use of life vests and life rafts was followed by a dramatic Search and Rescue "mission" in the waters off the hotel beach. The Coast Guard helicopter, piloted by Lieutenant Van Doren, hovered over the "downed pilot," Lieutenant Weaver, while Officer Carrier manned the lines tethered to the rescue basket and harness used to retrieve pilots from the seas.

by Fran Davis

EASTERN CANADA SECTION

Eastern Ontario Chapter

The chapter has been busy this spring, what with regular chapter meetings, a Flying Companion Seminar and planning for two big upcoming functions.

Winnipeg 99 Shirley Render, the coordinator of the Canadian Women in Aviation exhibit at the Western Canadian Aviation Museum, was guest speaker at our January meeting. She gave a most interesting audio-visual presentation about the WCAM and its acquisitions.

In February, our own Lorna de Blicquy gave an illustrated talk about her flying experiences in New Zealand and in the Canadian high Arctic. Lorna is probably one of the most widely experienced women pilots in Canada.

Dr. Georgette Buch, a member of the Licensing and Certification Branch of Transport Canada, explained to the chapter the Pilot Judgment Training program on which she is working. The program is designed to teach student pilots better judgment-making skills. Testing has shown that the program is definitely effective. Dr. Buch, as well as having her doctorate in didactics, has an ATP and has been an instructor on helicopters.

Our second annual Flying Companion Seminar was also held in April and was again successful. Camille Laughland, Cathy Fraser and Betty Jane Schermerhorn presented the three courses that made up the program.

by Isabel Peppler

WESTERN CANADA SECTION

Alberta Chapter

The chapters Poker Run June 2 was the most successful ever! Blue skies after days of rainy weather brought out over 35 planes. Lenora Nelson coordinated the event, Nancy Rand was the judge of hands and over half of our members were involved in some way.

A large display board was put together by members in the Edmonton area with information about our organization, its members and activities. It was the first shown at the Namao Air Show April 29, where it attracted much attention and contacts with several present and future women pilots.

Looking ahead to Convention 1987, hosted by the Western Canada Section, the Alberta gals held a fundraising raffle of an RCA video camera and portable cassette recorder. The

presentation was made at Susan deBeur's home.

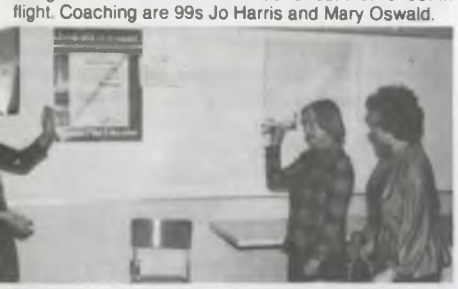
Our first air marking of the season was completed May 23 at Lacombe, headed by Emily Kaldestad, Helen Lavender, Jo Harris, Lorraine Sawatzky and many others. Members have three more air markings lined up in the next few weeks. They're hard work is rewarding and fun when each community gets involved, learns more about the 99s and provides a delicious barbecue for the hungry crew.

Flying Companion Seminars continue to be popular, with 12 participants most recently. A new booklet has been prepared, which includes information from the first preparations for a flight to the landing at destination, with much discussion about the anxieties and mysteries of flight.

by Mary Oswald

Standing beside the chapter display board are Mary Oswald and Pat Seale.

Participant Mary Weber "test flies" the model airplane, using the moveable foil surfaces to test their effect in flight. Coaching are 99s Jo Harris and Mary Oswald.



Greater Winnipeg Chapter

Poker Derby time is here again! May 26 was the date for 99s to head for the six airports of Steinbach, Portage North, Gimli, Warren-Woodlands, Morden and St. Andrews. Early-risers were at their posts by 0700. The derby is an eagerly awaited event for Manitoba fliers after the long winter.

Members will again assist the committee of the Maple Leaf Airshow. This year our duties are to marshall the aircraft before and after the June 9-10 airshow.

Irene Henley-LaFrance, Janice Cannell and Gina Marino attended the Western Canada Sectional at Moose Jaw, Saskatchewan in April. They report many interesting topics concerning women in aviation. A tour of the Moose Jaw Canadian Forces Base, especially the tower facilities and control room, was of interest to all. The Moose Jaw Base is the home of the world famous Snowbirds — the Tudor Jet precision team.

Our April meeting was held at the Western Canada Aviation Museum. Shirley Render has a new position with the museum — vice president in charge of Museum Operations. The official opening of the new facilities will be held in mid-July with Queen Elizabeth and Prince Philip in attendance. Shirley gave the members a brief history of the WCAM, and Dr. Gordon Emberly, director, conducted a tour, including an inside look at some of the aircraft being prepared for the opening. Shirley represented the museum in Edmonton on the occasion of the opening of the Canada Aviation Hall of Fame.

by Edna Fowke

Saskatchewan Chapter

Beautiful weather greeted those who flew into Moose Jaw's Band City Airport April 13. Six aircraft arrived, all piloted by women, with no men in evidence — quite a record!

A tour of Canadian Forces Base was the highlight of the spring section weekend. Flying the Tudor 114 simulator was a challenge, and viewing the fabulous films of Snowbird expertise in the airshow business was particularly exciting. To watch them in person is even better, and everyone had the opportunity June 17 to do just that.

The chance for a ride in a restored Tiger Moth, piloted by Stan Squires, was drawn Saturday evening and won by Marg Webb. Marg was very excited, and she and her husband are planning to fly to Corrine International, 28 miles south of Regina, to take her ride in the Moth.

Western Canadian Aviation and Aerospace Education Chairman Judith Hess presented Mildred Beamish with an achievement certificate for our chapter's work in aerospace education.

With Mildred at the piano, Mary Pyne, Noreen Proudlove, Sharon Hall and June Mills delighted the dinner crowd with a rendition of "High Flight."

Piece de resistance of the evening was Ray Crone with his presentation of "The History of Aviation in Saskatchewan." Crone was the 1982 winner of the 99s Canadian Award in Aviation.

A successful meeting was held in North Battleford May 12, with a tour of the Western Development Museum following the meeting. June reported on her attendance at the Canadian Aeronautics and Space Institute Flight Test Symposium at CFB, Cold Lake (Medley), Alta.

We now have enamel pins and playing cards with "The Flying Tiger" imprinted on the fronts. Plus we have "The Saskatchewan Connection," an iron-on transfer for T-shirts and towels. We hope these will be popular at the sale table in Anchorage.

by Nadine M. Cooper

Discussing some of the finer points of flying the T-114 is Captain McWilliams, Canadian Forces Base, Moose Jaw.

MIDDLE EAST SECTION

Eastern Pennsylvania Chapter

In addition to the five new ratings, which are listed elsewhere, our chapter has also welcomed 13 new members and quite a few 66s. We were the hostess chapter for the fall Middle East Sectional, and we were delighted to secure Fay Wells as our luncheon speaker. She had us sitting with bated breath at some of her tales of "back when."

The chapter has hosted several safety seminars, and participated in several air shows with a booth and information on the 99s.

Our chapter joined the Pennsylvania State Aviation Council, whose members are drawn from all segments of general aviation in the state. It is the best way to find out what is going on in Harrisburg, and we hope, to change things in our favor. New member Margaret Braden is our liaison.

Nancy Diemand and Alice Meisenheimer each donated a ride in their respective airplanes to a charity auction — Nancy to the Red Cross and Alice to NOW. Each enjoyed taking the winners for their first plane rides.

Angie Izzo is very active with CAP. She is a major and a check pilot for four squadrons.

Betty Jo Ault, past section governor, has started her own fixed base operation at North Philadelphia Airport, primarily for specialized flight instruction.

Anne Shields spoke to the local Zonta in January. She has also spoken to various groups, explaining Flight Service Station services and weather briefings.

Louise Sacchi was the luncheon speaker at the International Operators' Council of NBAA meeting in Washington in April. She also attended the GENAVAC meeting at AOPA Headquarters as a 99 delegate.

Gayl Henze and Eileen Reider were written up in *Aero* magazine as women using aircraft in their business.

Our March meeting was held in the office of the Director of Aviation of the New Jersey DOT. The director is 99 Arlene Feldman, who was a member of our chapter until she started working for the State of New Jersey. She described the things she has done, and those she hopes to do for aviation in the Garden State. She has accomplished a great deal in less than a year.

Kate Macario has arranged another engine course at Lycoming in June. She reports it is filled with two stand-bys. It is always an

interesting course, giving us more respect for our engines and their proper operation, whether they are Continental or Lycoming.

Hampton Roads Chapter

The spring Middle East Sectional was held April 13-15 in Virginia Beach. We appreciate those warm letters congratulating our chapter for a job well done. The session began with a tour of NASA, Langley, followed by a cocktail party that evening. The gals did an outstanding job catering, while Selena Parks and Mary Cooper provided background entertainment.

The luncheon harbor cruise, arranged by Patti Epstein, was a delightful way to spend an afternoon. Our entertainment, arranged by Faye Whitlock, was provided by the Princess Anne Junior High Show Choir. They were superb with music from Cats, Grease and a breakdance routine. Wow!

Congratulations go to our 66, Lois Young, who earned her wings May 12 and subsequently joined the ranks as a 99. We welcome Linda Bangert, our newest 66, who is employed as an aerospace engineer at NASA, Langley. Our May 12 pennies-a-pound was held safely and successfully, although we did have a few casualties in the air sickness department. Our 49½er, John Mesick, wants to know if 49½ers are kept around to clean up after such situations.

May 8 we sponsored another FAA Accident Prevention Seminar with approximately 110 in attendance. Our monthly program flying the court kids continues with this month's flight stressing the importance of preflight. We had to dig out a bird's nest before departure.

by Sandra Villanova

Potomac Chapter

We were well represented at the April 5-7 National Congress on Aerospace Education in Houston, Texas. Elizabeth Matarese, Mary Feik and Patricia Garner attended and urged more participation by 99s in these important meetings, whose purpose is so clearly in accord with our own organization's.

Once again, Bob Meyersberg, test pilot for the Concorde and hundreds of other aircrart, entertained and enlightened chapter members and guests at an April 7 luncheon at Harryette Deckelbaum's home. Bob spoke about the early development of the Concorde and the cooperation between the British and French governments. We saw film of Bob landing a C-130 Caribou on the helipad at Dulles — not just once, but dozens of times. It is only 550 feet — talk about your short field landings! Bob emphasized the importance of knowing the performance limits of our aircraft, and we had a lively discussion about techniques for learning them, the value of spin training and other safety matters.

Eight of us managed to get to the spring section meeting April 13-15 in Virginia Beach. Our April meeting was held at Patricia Garner's home, supplemented with a showing of the movie, "Deal of the Century."

The chapter continued air marking activities, painting a compass rose at Salisbury Airport. A guest at our May meeting, held at the museum at College Park Airport, was Ellen Gunnelson, a pilot and an ATC trainee at BWI.

Loretta Haskell reported on the first airlift of a passenger for the local chapter of the American Medical Support Flight Team. The passenger was flown from Manassas, Virginia to LaFleur, Maryland by Barbara Fader, Maryland Chapter member. The team is on call to fly a patient to Children's Hospital in Pittsburgh for a liver transplant.

A plaque for the first Aerospace Education Award was presented to the chapter at the spring section meeting. Because the stained-glass plaque with the 99 logo will be passed on to next year's winner, we are planning to continue our efforts in aerospace education in order to win it again.

Congratulations go to Rosalie McNish. Having been with the National Transportation Safety Board since 1970, she was recently appointed special assistant to Vernon L. Gross, one of the five NTSB members. In her new position, Rosie assists in reviewing all accident reports, safety recommendations and special studies issued by NTSB.

by Ellen Hahn

NEW ENGLAND SECTION

Connecticut Chapter

There are enlisted men at Pease AFB, Portsmouth, New Hampshire, who get away with laying down on the job and being chauffered to work by three officers. The job description is that of a boom operator, who is responsible for the refueling of military aircraft in the air.

At least two weekends a month, a KC-135, the military counterpart of a Boeing 707, departs the base on an aerial refueling flight. One such flight recently carried 37 Ninety-Nines from the New England Section. That flight was the high point of our section meeting.

The mission was to rendevous with an Air National Guard C-141 somewhere over New England, practice making contact and transfer fuel to that aircraft. Each 99 was fitted with her own portable oxygen mask and tank and a box lunch. Many of us carried cameras to immortalize the event we were about to witness. The pilot was Major Mat Gallagher, who is also an Eastern Airlines captain. Other crew members have full-time careers in electronics, computers and law, and some are Guard professionals.

The man who has all the responsibility for this trip is the boom operator, Sergeant Richard Berthiaume. He positions himself in a prone position in the tail section of the tanker and controls a 30-foot aluminum boom, which must be precisely guided to an aircraft following 50 feet behind, 10 feet lower and flying at a speed in excess of 400 knots. He is in constant communication with the tanker pilot and the receiver pilot in maintaining a proper position between the two planes. According to Major Gallagher, "The boom operator is the only guy who sees the aircraft behind us, and we rely solely on him to keep us advised of any problems."

The KC-135 carries 30,000 gallons of jet fuel, which it can transfer to other planes or burn off itself in order to stay airborne longer. Sergeant Berthiaume says, "The chicks that approach Mother Hen range from heavy cargo planes to bombers and fighters." For example, it takes 30 minutes to fuel a B-52 for a global flight. There are times when, because

Charter Member Nancy Hopkins Tier rides the jump seat of a New Hampshire Air National Guard KC-135 during a refueling mission.

Photo by Carol Phelps

New England Section members wait to board the KC-135.

Photo by Carol Phelps

of thunderstorms, severe turbulence or winter storms, the mission is halted.

Aerial refueling is not a product of the space age. It began in 1923 when a pilot used a 50-foot section of rubber hose to refuel another aircraft trying to fly nonstop from Canada to Mexico. When a fatal accident occured, the experiment was stopped for six years. In 1928 the Army Air Corps began experimenting with aerial refueling, and a year later an aircraft was able to stay aloft for six and a half days by being refueled 50 times. It appeared to be a practical way to increase the range of military and pursuit planes, and it continues today with sophisticated equipment and aircraft able to keep up with the sleek bombers and fighters.

The mission of the Weekend Warrior of the Air National Guard is to keep training in highly operational missions. But weekends are not the only time Guard members fly. Flights during the week and at night keep them ready as a reserve for the Strategic Air Command.

New England 99s are very grateful to the men of the 157th Air Refueling Group of the New Hampshire Air National Guard for welcoming us aboard and allowing us the freedom to sit in the jump seat of the cockpit and lay in the "tub" alongside the boom operator as he meticulously flew the boom to the aircraft below.

by Carol Phelps

Eastern New England Chapter

Newly elected officers are Chairman Sherry Edmonds, Vice Chairman Lillian Leblanc, Secretary Nancy Keith and Treasurer Sandi Drew.

We are in really big demand these days for air marking! May 12 we marked the numbers and letters at Fall River Airport.

Our June meeting will be on picturesque Plum Island in historic Newburyport, where we will also air mark. Following our meeting, Governor Billie Downing will install our newly elected officers.

The highlight of this spring season was our section meeting at Pease AFB, New Hampshire, where 40 lucky 99s flew in a KC-135 tanker and observed a mid-air refueling mission while lying on our bellies next to the boom operator. It was the thrill of a lifetime!

We are eagerly looking forward to the Alaska Convention, and we hope to sell many of our 99 sweaters, the proceeds to go toward scholarships for high school girls interested in pursuing aviation careers.

by Jean Doherty

Mom Martha and daughter Cee Gomes put their heads together for the Fall River air marking.

Northern New England Chapter

Since the spring section meeting, with its accompanying flight aboard a KC-135 for a refueling mission, did not allow but one chapter member from Northern New England to participate in the experience, it was decided to try for our own chapter flight. Betty Erickson proved that relations with the military were still amicable, and June 9, at 0900, a group of nine members met to board the aircraft.

Liftoff from Pease AFB at 0930, and we were soon at 28,000 feet, a welcome break from the record-setting heat of that date. After talking with all the crew members, and taking turns lying down in the aft compartment where the refuelers work, all the while snapping pictures, we held our monthly meeting. The location is somewhat of a mystery, since the crew knows only latitude and longitude, but suffice it to say that we did hold a regular business meeting somewhere over Maine, Vermont, New Hampshire, parts of Massachusetts and the Atlantic Ocean at Cape Cod.

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While the four-hour flight was in progress, we listened to the refuelers speak to the four aircraft that were refueld — an A-10, two A-7Ds and a C-141 (big fella!). We got to wave to some of the crew members aboard those aircraft, who were no doubt surprised to see a bunch of picture-snapping women ogling them.

Because the seats are sideways for ride-alongs, the takeoffs and landings (including a few touch-and-goes) can make one feel a little queasy, but Leslie O'Shaughnessey got the "Empty Barf Bag Award" from Sergeant Morgan just the same.

For all of us, the KC-135 was the first aircraft in which we could truly jog, since there was nothing in the main section of the fuselage to prevent us from doing the 25-yard dash. Had we had partners, we could have held a square dance!

Intrepid aviators along for the flight included Betty Erickson, Rae Tally, Leslie O'Shaughnessey, Lorraine Richard, Diane Fry, Jane Huetteman, Shirley Sawtelle, Bea von Tobel and Sarah Susbury, our youngest member at 17, a just-graduated high school senior.

by Bea von Tobel

NY-NJ SECTION

Garden State Chapter

Our chapter held its March meeting at the newly opened Flying "W" Airport, which on any given Sunday is a busy hub of flying activity. The food was so good, and we liked it so well, that we decided to hold the 1985 Garden State 300 there.

April found us at Marlboro Airport with a spot landing contest scheduled after the business meeting. An uncooperative Mother Nature provided us with a very hefty crosswind; knowing it's not nice to fool with Mother Nature, the event was scrubbed in the interest of safety. Jim Schmitt, a local travel agent and retired TWA captain, provided us with an interesting film concerning training and testing on the 747-SP.

We met in May at Mercer County Airport for the final planning for the Garden State 300 to be held there in June. An added attraction this year will be the awarding of the $500 Alice Hammond Scholarship to a deserving chapter member to further her aviation ratings and education.

Pat Valdata, one of our glider pilots working toward her power rating, recently soloed.

Officers announced at the May meeting for the coming year include Chairman Racquel McNeil, Vice Chairman Diana DeLange, Recording Secretary Alberta Bachman, Corresponding Secretary Pat Valdata and Treasurer Marna Hinman.

by Mary Helfrick

Greater New York Chapter

The 99s "Big Apple," designed by Marion Andrews, was the art theme of the New York-New Jersey Sectional held May 18 at the Vista Hotel. The Apple was displayed on the program (which also included a history of the section's 50 years), on shopping bags filled with souvenirs and in the table decorations.

The meeting was well-attended, with 68 at Saturday's luncheon. Lisa Hebo, lieutenant colonel of CAP, opened the meeting with a drill performance by the air cadets; Pat Blum, fresh from her Presidential Award at the White House, spoke inspiringly of the work of the Corporate Angel Network; and Bonnie Tiburzi, just back from the TV circuit of Merv Griffin, Phil Donahue and the "Today" show, spoke of her reception as the first *pregnant* airline pilot for a major airline (Bonnie's on maternity leave from American Airlines and expects her first child in August).

Most of all, everyone who attended commented on the elegance of the hotel, and of the good feeling of friendship and hospitality that characterized the whole weekend, beginning with Hazel Jones' well attended talk on USPFT and the slides of her judging the meet in Norway. She encouraged a lot of us to practice our spot landings.

Lucile Barisc ek receives a 66 pin from Betty Pifer.

Adding to the festivity was the participation of International President Marilyn Copeland and Vice President Charlene Falkenberg, as well as Charter Member Fay Gillis Wells.

The first meeting of the new fiscal year was held June 5 at the home of Vice Chairman Julie Talbert. Lise LaPrelle, the proud owner of a brand new Piper Warrior, was also welcomed as the new secretary; Eleanor Friede

The 99s "Big Apple" was designed by Marion Andrews of the Greater New York Chapter and used at the spring section meeting.

and Mary Day will continue as chairman and treasurer. Dinner was served and more plans for increased flying activities and stronger attendance at meetings were discussed. Plans for the chapter to sponsor a network of Helpers for the Corporate Angel Network were initiated.

by Eleanor Friede

Hudson Valley Chapter

The chapter held their June meeting at Orange County Airport where a preflight contest was held. Each contestant was given six minutes to try and find 16 items that were wrong. Highest score went to 99 Carol Ross, with 66 Margaret Black coming in second and 49½er George Papovitch coming in third.

"airplane hats" for a skit to be performed at the spring section meeting. We had been asked to "do something different" for our chapter report and, always ready to oblige, we did. Twenty gals gave the chapter report, in song, to the tune of "Those Daring Young Men in Their Flying Machines." As they sang the second song, large cards were held up to indicate chapter activities, BFRs, ATPs and new ratings. The performance was greeted with great enthusiasm, and a repeat may be seen at the Alaska International Convention.

On Friday night, Hazel Jones, Board member and a judge at the 1983 USPFT event held in Skien, Norway, showed slides of that event. After her presentation, Region 7 USPFT Co-Chairman Doris Abbate showed slides taken at the Long Island sponsored USPFT at Brookhaven. The Long Island event was rained out one entire weekend, but held the following Saturday.

There were five entries, and our newest 99, Terry Caputo, came in fourth. The weather was turbulent, gusting 15 to 30 knots, but the contestants all finished. The Regional Rallye at Williamsport, Pennsylvania, to be held in May, was called off due to construction at the airport. Therefore, all five contestants will be eligible to compete in the USPFT Nationals.

Doris and Barbara Evans are looking very

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Our 66 program is doing well. The 66 pins we have designed have been given to all our 66 members, and they are for sale to any other chapters wishing to give them to their 66s.

by Mary Matthews

Long Island Chapter

Members, 66s and guests showed up with four sewing machines, needles and thread on a rainy April night to help put together 30

Congratulating new NY-NJ Section Governor Mary Helfrick, Vice Governor Doris Abbate and Secretary Rosemary Gibson are *(second from left)* Marilyn Copeland and *(fourth from left)* Bonnie Tiburzi.

hard for another chapter in this area to hold local and regional competitions next year. They have set up all the work and SOPs so that it will be much easier on anyone holding such an event in the future. If a chapter or section is interested, please contact Doris or Barbara (listed in the roster) for information. No commitment is necessary at this time. Give a call, find out how it's done and how much fun it is, and you may decide it's well worth the effort involved.

Doris Abbate was the guest speaker at the New England Section business meeting held in April at Pease AFB. Doris showed the slides of the Long Island competition and spoke on USPFT. She's working very hard to generate interest in USPFT and gain cooperation for local and regional competitions.

Several 99s attended the Republic Airport Action Committee meeting in April. Mira Rosen, Eileen Arroll, Pat Bizzoso and Jill Hopfenmuller listened to guest speaker Arlene Feldman, a New Jersey 99 and Director of Transportation for New Jersey. This committee is doing everything possible to save Republic Airport from being closed by

Sewing hats for the spring section meeting are Long Islanders Sue Mirabel, Carol Maffletone, Carol Richard, Joan Scarpinato, Joyce Malkmes, Mae Smith, Doris Abbate, Nancy Davis and Pat Bizzoso.

its not-too-happy neighbors.

Joyce Malkmes, Pat Rockwell and 66 Dorothy Campbell flew to Stewart AFB, Newburg, New York, to attend one day of a three-day seminar conducted by the New Jersey FAA GADO, where the program covered "Air Traffic Control — Today and Tomorrow."

by Patricia Rockwell

Western New York Chapter

The chapter earned a sizeable amount for their scholarship fund by cleaning the Lancaster Flying Club's clubhouse. Two members even flew in to help with the job.

At that time, our last year's scholarship winner, Andrea Lenahan, was presented with a set of wings for her recent solo.

Darla Richter successfully completed FAA air traffic schooling in Oklahoma City, and is presently working in the Buffalo tower.

by Dorothy Hake

Clubhouse "cleaner-uppers" included *(back row)* Mary Sand, Lois Shriver, Bobbi Kellner, Harriet Smith, *(front row)* Dorothy Hake, Terri Dirrung and Andrea Lenahan.

NORTH CENTRAL SECTION

All-Ohio Chapter

Our 1984-86 officers were announced at our May meeting at New Carlisle's Barhardt Airport, hosted by Vi Blowers Stamm. They include Chairman Salley Berryhill, Vice Chairman Connie McConnell, Secretary Elinor Kline and Treasurer Kathy Samuelson. A very interesting program was given by Dick Stamm, Vi's stepson, who flies a traffic helicopter for a local radio station.

Marcia Greenham has been appointed to an ad hoc committee in Middletown to work on airport improvements. She recently passed her Part 135 check ride in a Beech Baron. Also taking a new job is Ann McCracken, who entered air traffic training in Oklahoma City.

Margaret Bryant was stop chairman and Jeane Wolcott was chief timer for the Grand Prix Air Race stop in Dayton. The chapter hosted the stop.

Joan Mace was a delegate to the University Aviation Association meeting in Colorado Springs. While she was there, she also served as a navigation judge for the NIFA SAFECON. She presented the All-Ohio silver tray and traveling trophy, along with a check, to the top female pilot.

Elinor and Steve Kline hosted French woman pilot Marie-France Leire recently. She was here to promote an air show being held in Paris to commemorate the 75th anniversary of the Wright brothers' flight testing there in 1909. Marie will be back in July for the Dayton Air Show and Oshkosh.

North Central Sectional

They came! It happened! Many friends were made in South Bend. More than 200 were in attendance at the North Central Sectional hosted by the Indiana Dunes Chapter.

Three television stations met 63 planes, giving the 99s extensive coverage on six o'clock and 10 o'clock news broadcasts. Kansas City 99 Mary Ann Hamilton graciously complied with a request from one station. With cameraman and reporter aboard, she gave them a flight over South Bend while at the same time being interviewed.

Indiana Governor Robert Orr and South Bend Mayor Roger Parent proclaimed the week of May 6-13 as "Women in Aviation Week," and proclamation certificates were received from both dignitaries.

Past North Central governors were honored at a breakfast Saturday morning. Past governors Valera Johnson, Marilynn Miller, Amy Laws, Joan Hrubec, Tannie Schlundt, Alice Hirschman Hammond, and the outgoing governor, Diane Cozzi, attended. Also present were three past International Presidents, Bea Steadman, Lois Feigenbaum and Alice Hammond. Special guests included Clarice Bellino, New York-New Jersey governor, and Chanda Sawant Budhabhatti, governor of the India Section. International was represented by Vice President Charlene Falkenberg and Director Marie Christensen.

All Round Tables were crowded with eager members anxious to learn more about various 99 activities. Babe Ruth, Michigan Chapter, presented a most interesting and educational program on Alaska. As the room was overflowing, the program had to be presented again during the afternoon.

Other weekend events included the chapter chairmen's meeting, business meeting, survival program, walking tour of Notre Dame University, a presentation from the India Tourism Department regarding our planned Aerospace Safety Congress to be held in 1985 and a visit for 49½ers to the Avanti car manufacturer. Luncheon was followed with a very interesting movie on Amelia Earhart. All this was topped off with the Saturday night banquet and entertainment by the Scottish Rite Choir.

Clara Johansen, Minnesota Chapter, won the Governor's Award, and the Three Rivers Chapter took home the Attendance Trophy.

by Charlene Falkenberg

Alice Hirschman Hammond, along with husband John, came back to visit the section where she was governor 50 years ago in 1934. She wrote the following to Charlene Falkenberg.

Needless to say, we had a terrific time at the North Central Section meeting in South Bend, Indiana! What gracious and thoughtful hostesses the Indiana Dunes 99s are.

Section meetings are a far cry from those we had in 1934-35 when I was governor. We never heard of safety seminars, survival seminars, aviation education, etc. Weather briefings were non-existent, and FSS did not come into being until years later (after World War II). Amelia was still with us, so we didn't even have a Scholarship Fund to help our members along in their aviation careers. I could go on and on about 50 years ago, but some things have not changed in all those years — the wonderful bond of friendship among the 99s, the camaraderie at these gatherings and the enthusiasm for our organization!

Aren't we all fortunate to be a part of it?

Cheers,
Alice Hirschman Hammond

Hostess Vi Blowers Stamm poses with her stepson, Dick Stamm, who spoke at the May meeting.

Central Illinois Chapter

Jean and Mac McLaughlin and son Jim toured Hawaii recently. While in Hilo, they visited a banyan tree-lined drive with trees planted to honor various people, including Amelia Earhart. What a pleasant surprise to see flowers and leis only at Amelia's tree!

Chairman Anita Albert and Linda Hamer set up a 99 display at the Maintenance Seminar conducted in Joliet at Lewis University. Many women attending prompted positive inquiries about the 99s. Our display bulletin board generated a lot of interest and questions.

Our chapter conducted a Flying Companion Seminar in conjunction with the Illinois Department of Transportation's annual IFR/VFR Seminar held March 9-10 in Springfield. Linda Hamer chaired the event, with presentations by the following members: "Introduction to the Airplane," Barbara Brusseau; "Basic Airport Information," Anita Albert; "Maps, Charts, Plotter and Computer," Wanda Whitsitt; "Radio Know-How," Lynn Trupin; and "Emergency Procedures," Kathy Palmer. The session concluded with weather discussion by John Bloom of the Illinois Department of Transportation. Some 64 participants turned in critique sheets to round out a successful weekend. Many other 99s helped with the program.

Our chapter is happy to welcome new member Karen Koenig, who was pinned at our March meeting in Springfield.

by Mary Waters

Manning the display at the Lewis University Maintenance Seminar are Anita Albert and Linda Hamer.

Chairman Anita Albert pins new member Karen Koenig.

Chicago Area Chapter

Bev Blietz, Bev Greenhill and Gail and Wendy Wenk planned an evening chapter meeting at the home of Esther Nofke in April at Palwaukee Airport. We were pleased to welcome three new members to our chapter — Margo Maple, Cathy Anderson and Sheila Sopironik.

Six of our energetic members joined Teamwalk America's April 29 "Walk-a-Thon" for the March of Dimes. Elsie Wahrer, Ruth Rockcastle, Norma Freier, Mary Panczyszyn, Connie Gruberman and Eileen Ferch donned their sturdiest walking shoes and covered the 18-mile course.

Marion Jayne's April 14-20 Americana Grand Prix Air Race was delayed one day due to weather, but proceeded smoothly from then on. Norma Freier, Mary Panczyszyn and Elsie Wahrer were on hand to greet racers #25, Margaret Ringenberg and Nancy Haraldson, at the Americana Airport after the race. They then spent the evening helping as dealers for the Casino Night festivites.

Members and 49½ers attending the North Central Sectional in South Bend included Karen Acker, Rita Adams, June Basile, Diane Cozzi, Norma Freier, Ruth Frantz and 49½er Bob, Nita Fineman, Johannah Frieco, Connie Gruberman and 49½er Mike, Bev Greenhill, Marvine Hamer, Joan Kerwin, Karen Mansfield, Madeleine Monaco, Mary Panczyszyn, Gail Rezabek, Marion Servos, Bea Siemon, Marge Sundmacher and 49½er Herb, Gail Wenk and Marlene Winters.

Polly Gilkison, Carol Zellen and Diane Cozzi reported that they attended the Na-

Chicago Area Scholarship recipient CAP Cadet Suzanne Schei is with Gail Rezabek and Diane Cozzi.

tional Congress on Aerospace Education in Houston, Texas. Highlights included viewing the shuttle launch from Mission Control at the Johnson Space Center and meeting aviation greats such as Chuck Yeager, Scott Crossfield and Colonel "Gabby" Gabreski.

Our chapter has awarded a $200 scholarship for a CAP cadet to attend the Illinois Wing Flight Encampment this summer. The winning cadet is Suzanne Schei, a 17-year-old high school senior, who scored highest in the exam boards and has received a nomination to the Air Force Academy. Representing the chapter, Diane Cozzi and Gail Rezabek presented the scholarship to Cadet Schei at the Illinois Wing Statewide Conference.

by Mary Story

Ninety-Nine fund-raisers for Teamwalk America include Elsie Wahrer, Ruth Rockcastle, Norma Freier, Mary Panczyszyn, Connie Gruberman and Eileen Ferch.

Greater Detroit Area Chapter

Joanne Walker was hostess for our April 15 chapter meeting. Dot Bobrowicz and copilot June Jarvis were the only 99s to fly in between the thunderbumpers. Kathy Herschelmann conducted a "Learning Session" for our Annual Pinch Hitter Clinic for flight instructors, ground school instructors and debriefers. Everyone present received a copy of the AOPA Pilot Training Manual and Instructor Guide for home study. Emphasis was placed upon encouraging questions, keeping the answers as simple as possible, consistency of terminology and being supportive and encouraging.

Our Annual Pinch Hitter Course was held May 4-6 at Ann Arbor Airport. Twenty-four planes arrived, varying from a 1948 Stinson Station Wagon to a Piper Lance, as well as the usual Cessnas, a Beech Bonanza and a Rockwell 114. There were three male students and 23 females. Due to the tremendous response, two additional students signed up for the four hours of ground school with four hours of 99 debriefing, even though they couldn't be squeezed into the flight portion of the course. Two of the students were age 14. Severe ground fog each morning necessitated extended flight time each afternoon so that each student did finish the weekend with four full hours of logged flight time.

Members Sue Siporin, Marie Littler and Gini Sutherland taught ground school while Ilene Hemingway and Michigan Chapter member June Beers were among the flight instructors. Mearl Frame provided her usual delicious breakfasts, snacks and lunches, which were devoured by the volunteers, students, pilot/owners, airport personnel, tower personnel and visitors. Lake Erie Chapter members Bev Demko and Marg Juhasz audited their annual major aviation education and safety weekend. Two students were so nervous and anxious that they cried, but all successfully landed their planes several times by Sunday afternoon, much to their personal amazement, joy and satisfaction.

Fifteen members flew through the rain to South Bend to attend the spring North Central Sectional.

June Jarvis was hostess for our May chapter meeting. Dorothy Price Gillis presented slides and spoke about her personal flying in "God's Country" (the Southwest).

by Dorothy Price Gillis

Greater St. Louis Chapter

The April meeting was held at Alice Jackson's home with guest speaker Dr. Joyce Montgomery, supervisor of schools in northeast Missouri. She presented a very interesting and entertaining program, which highlighted the enthusiasm that children have for aviation. She also encouraged 99s to aid in informing and teaching others about aviation. Joyce is a pilot and plans to join the 99s.

Chairman Martha Norman and 66 Susan Briggs participated in a one-day April 7 Girl Scout seminar at Bellville Area College. Scout leaders learned about aviation careers and projects for merit badge programs.

Amy Laws and Martha Norman attended the Cape Giradeau Area Chapter meeting March 29 in Carbondale, Illinois, presenting a program on air marking.

Jo Anne Sabo recently spent an exciting week in Wichita, Kansas, and was certified by FlightSafety in a turboprop Cessna 441 Conquest. She is a part-time pilot with Von Hoffman Press, Inc.

Val Johnson and Amy Laws traveled to Lake Geneva, Wisconsin, April 13, to participate as judges in the Americana Grand Prix Air Race.

One guest and 23 members enjoyed a delightful program at the May meeting. Our own Loretta Slavick entertained us with stories of "Fun Things That Have Happened in Aviation." She began flying in 1931 "when flying was fun."

Members Nikki Caplan, Dorothy Haupt, Val Johnson, Amy Laws, Martha Norman, Jan Pocock, Barbara Wilper and Rosemary Zander attended the North Central Sectional in South Bend.

NIFA recently held a competition in Colorado Springs, and our chapter provided attendance support to contestant Danah Ude. Danah, Parks Bi-State College, was named top national female pilot and placed in the top 10 in two events.

by Nelda Lee

Indiana Chapter

The seventh annual Aviation Maintenance Seminar, April 14 at Purdue University Airport in West Lafayette, was again hosted and sponsored by the chapter. There was no registration fee for the all-day session conducted by the faculty and staff of the Aviation Technology Department. The only charge was $2 for a sumptuous homemade lunch prepared by Anne Black, Martha Moore, Eva Parks and Judy Sorton. After lunch, several "hands-on" demonstrations involved seminar participants. At the conclusion, our chapter convened for our regular monthly meeting, at which time a vote of thanks was given to Professors Tom Eismin and Bill Duncan for making it a well-spent day.

Dorothy Niekamp, our newly elected chairman, has been granted some time from her categorizing duties at Indiana University Libraries to edit, update and revise *Women in Aviation, 1910-1978*.

Eva Parks and Anne Black were invited to present a program on 99s to the April 2 meeting of Purdue Pilots, the flying club at Purdue University.

Barbara Simmons has been doing a bang-up job on ways and means with her fund-raising through the "Community Club Awards," sponsored by WMLF Radio. She's had us saving sales slips from participating restaurants, grocery, drug and department stores, as well as our trash. Barbara can be seen most any time digging in trash cans for newspapers, glass jars and aluminum cans — that's deep down dedication. The chapter won seventh place in the large club category in April, and with Barbara in there pitching (or should we say digging), we should be up there in top place when the contest closes the end of May.

Members attending the South Bend section meeting were delighted to meet and talk with Jane Wilson, chapter charter member. Her flying experiences date back to 1936-37 when she knew Amelia Earhart at Purdue University. On display at the meeting was the long-lost Governor's Table. Dating back to 1951, it had been missing since 1976. Diana Austin, Indiana Dunes, located it and Anne Black flew to White County Airport in Monticello, where she retrieved it and brought it to South Bend. The table has been traditionally passed on to each section governor with her name added to the back of it at the end of her term. It's an impressive list of names and will be even more so when it is brought up-to-date with the addition of the past four governors.

by Rae Cawdell

Indiana Dunes Chapter

Indiana Dunes' spring section meeting was a great success. Over 40 planes flew in, bringing many special guests (see section report for further details).

In May, Charlene Falkenberg spoke to the Business Fliers of South Bend on air racing. Then, at the end of May, with only a few 10ths off their estimated time, Charlene and husband Walt finished sixth in the Illi-Nines Air Derby held in Moline.

by Christine Murdock

Lake Erie Chapter

Members met prior to the April meeting for the second annual memorial service for deceased members. This year's service was a mass at St. John's Cathedral in downtown Cleveland.

Members were kept busy collecting white

Members Marg Juhasz, Helen Sammon, Bernice Barris, Helen Keidel, Pat Baron, Linda Dickerson, Pat Stark and Meigs Adams participate in a memorial service for deceased members.

Lake Erie members, Judy Cross, Helen Sammon, Linda Davidson, Barb Sima, Dorothy Sturman and Sue Simpson view static displays during a NASA tour.

elephants for their annual participation in the May rummage sale held at an area consignment shop.

After an evening potluck at Dodie Jewett's house, an interesting program was held at the May meeting. Speaker Roger Lilly showed slides about the Moon and exhibited an encapsulated sample of different types of Moon rock.

Attending the section meeting were Bev Demko, Meigs Adams (incoming chairman), Edye Maxim, Bernice Barris, Helen Keidel and Marg Juhasz.

Judy Cross, winner of the chapter's quarterly attendance drawing, donated the proceeds to the Cortland schools in the form of two aviation books and one film strip. Judy earned her CFII April 15.

The chapter co-hosted an FAA Safety Meeting May 24 at Cuyahoga County.

by Marge Juhasz

Minnesota Chapter

After being weathered out at its starting point in Wisconsin, the Americana Grand Prix Air Race finally got under way, and timers Mary Griffith, Sally Woodburn and Jan Porter, based in the tower at Flying Cloud Airport, waited patiently for the last pilot to fly by. Meanwhile, Linda Osland, ground coordinator, and her committee were wishing the fly-bys were landings with hungry pilots to eat all the food the chapter had prepared for the event! Even without many landings, the Grand Prix was an exciting event, inspiring at least one 99 to announce her intention to be flying in it next year.

Twenty one non-pilots attended the Flying Companion Seminar presented by the chapter as a part of the fifth annual Minnesota Seaplane Safety Seminar at Breezy Point Resort on Pelican Lake in May. Joan Sommerfeld, Gayle Vail, Joan Wyland, Clara Johansen, Dawn Peaslee, Kris Helleloid and Joan Smith participated in the program organized by Pat Emberg. Ruby St. Onge and Jan Orr were in charge of hospitality and displays.

The chapter booth was pulled out of its box for yet another weekend of display in May. Thirty 99s and 49½ers participated in the first Red Cross Fly-A-Cross, a weekend dedicated to providing pilots with knowledge and skills to save lives in emergency situations. The program was sponsored by the Minneapolis chapter of the American Red Cross at Flying Cloud Airport. Several aviation-related groups participated, with 99s assigned the responsibility for gate receipts. In addition to the educational programs, there were static displays and information booths. Chairman Joan Sommerfeld served on the planning committee for the event.

Seven private aircraft brought 20 Ninety-Nines and 49½ers to May's North Central Sectional in South Bend, with three more traveling on the airlines. A weekend of warm hospitality and varied activities was capped for Minnesota with the naming of Clara Johansen, past chapter chairman, as recipient of the Governor's Award.

Hope Isaacson's Inver Hills Community College Flight Team participated in the NIFA SAFECON at the Air Force Academy. Two of

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During the Red Cross Fly-A-Cross, Joan Sommerfeld and Kay Nesse visit with two prospective members.

the team members placed in their events, and the college was awarded the Ray Mertes Trophy for Collegiate Progress, sponsored by United Airlines.

The Viking Cafe at the end of the taxiway at the Alexandria Airport was the site of the April BFI. Fifteen 99s, 49½ers and guests flew the trip and enjoyed lunch, conversation and finding out what "FBI" is all about.

Clara Johansen and 49½er Arnie, Hope Isaacson and daughter Mary, as well as prospective 66 Marge Kremer, were among the surprisingly large group of 99s and guests who gathered for an informal "99s Breakfast" during the April National Congress for Aerospace Education in Houston.

Chapter officers to be installed in June include Secretary Ellie Nelson and Treasurer Joan Wyland, plus Mary Hudec, Gayle Vail, Bobbie Smith, Bev Anderson and Linda Perkins, nominating committee members.

by Hope Isaacson

Scioto Valley

Our April meeting was hosted by Alice Jackson, with help from 49½er Jim. Members viewed two movies on ballooning and balloon racing. Since the majority of our members are fixed wing pilots, her stories and movies were of special interest.

Donna Spontak was welcomed into the chapter as our newest member. She has had her license for two years.

Julie Roane presented the chapter its first mini-ground school lesson. Members were given a short quiz on reading and interpreting hourly sequence reports. Bonnie Miller completed the most questions correctly and won an Easter prize. Since the first one proved we all can use the "refresher" course, our chapter voted to have a mini-ground school lesson at each future meeting.

Our May meeting was hosted by Myra Jamison. Her son, David, presented interesting statistics about ultralights and gave some insights into the future of the ultralight business.

"Julie's Ground School" topic for May was "Color Me Safe — Colors in Aviation." She refreshed our memories on airport lighting systems and gave a quiz, in which Sue Windowmaker placed first.

Ballots have been counted, and our chapter's new officers include Chairman Bernita Mosher, Vice Chairman Julie Roane, Treasurer Connie Copeland and Secretary Robin Rogers.

Marilynn Miller, Bev Griffin, Jessica Hedges, Bernita Mosher and Janie McIntire represented the chapter at the spring section meeting in South Bend.

by Janie McIntire

Three Rivers Chapter

April 12 found the members all gathering on a very rainy night at the Lincoln National Life Insurance Company hangar at Baer Field, Ft. Wayne. A representative of the FAA control tower met us there for a presentation and question and answer period, and then on to the control tower for a tour and a look from the other side of a landing. Many questions were answered, and the tower personnel seemed amazed by so many women pilots all in the same place.

Sheila Dick, our hostess for the evening and our aviation safety chairman, gave several safety tips after we returned to the hangar. Along with 49½er Ron Dick, a corporate pilot for LNL, she gave everyone tours of the LNL planes and the hangar facilities.

April 27 found Lewie Wiese and Linda Rice again returning to Baer Field to meet 28 members from the Wright-Patterson Aero Club, Dayton, Ohio, and then on to the Hilton Airport Inn for a nice evening of dinner and conversation before returning to Dayton. We were happy to see that five of the seven planes had female pilots.

The chapter's first compass rose was completed at Baer Field. The rain didn't stop us for long, but the security police did for a while. It just so happened that presidential candidate Gary Hart was to arrive while we were planning to paint. Can you blame them for trying to stop a bunch of funny looking painters from being on the ramp? They said we could return after he left. While their backs were turned, we had it all marked out so that when they told us we could go back out we were all ready to paint. Just goes to show that even the presidential candidates can't stop the 99s.

The May 10 meeting was held at Smith Field, Ft. Wayne, with elections highlighting the agenda. Our leaders for the coming year are Chairman Judy Graham, Vice Chairman Marcia Nellons, Secretary Bonnie Kirkpatrick and Treasurer Bonnie Buhr.

May 11-13 found 16 members plus guests traveling to South Bend for the section meeting. A very nice weekend came to a close with our chapter bringing home the Attendance Award. We may be small, but we are busy.

It was compass rose day again, May 19, this time at Huntington Municipal Airport.

by Linda Rice

Wisconsin Chapter

Sunshine and blue skies made this year's Daffodil Days a huge success. Members from all over the state converged on the Madison and Central Wisconsin airports to pick up the fragile blossoms and deliver them to their American Cancer Society contacts.

At the April meeting in Madison, Chairman Lois Truchinski read a letter from Jack McManus, who presented the chapter with a check in memory of his wife, Dorothy, who passed away March 7.

The Americana Grand Prix Air Race was a thrilling experience for our chapter. Jean Combs was the only pilot from Wisconsin entered in the race, but she had to discontinue the flight due to bad weather; she was able to enter and complete the Mini Race. Workers at the race included Lois and Larry Truchinski, Kay and Merrill Totzke, Kaye Ingram, Kathy Dempsey, Cindy Schofield and Carolyn Arnold. Larry and Maybelle Fletcher, Houston, Texas, won the race. They had a few anxious moments upon arrival when they realized they had left behind a document necessary for them to enter the race. Lois Truchinski came to the rescue with a quick trip to Milwaukee, obtaining a duplicate copy.

The chapter held its May meeting at General Mitchell Field in Milwaukee. Ed Simpson, Republic Airlines, gave an interesting tour of the Republic facility and airplanes. Kathy DeLaura of the Cancer Society was present to award certificates to all who flew daffodils this spring.

The chapter scholarship was presented to Rory Ward of Madison. She wrote an impressive essay on her background and goals. She is very career-minded, and we believe she will apply aviation to her work helping people. Judges included Dave Weiman and Wayne Phillips, *Midwest Flyer* magazine, and Scholarship Chairman Carolyn J. Arnold.

Attending the spring section meeting in South Bend were Lois and Larry Truchinski, Don and Cindy Cope, Kathy Dempsey, Linda Carpenter, Joann Bush, Jean Combs, Carolyn Arnold, Kay Ingram and Bonnie Marinelli.

by Carolyn J. Arnold

Daffodil Days workers include Paul Peiper, Kate Kelly, Jean Combs and Jan Koerwitz.

NORTHWEST SECTION

Alaska Chapter

We flew to Wasilla in May for dinner and a meeting with prospective 99s in an attempt to start a new chapter.

On Mother's Day, 99s and the Alaska Airmen flew to Talketna for a pancake breakfast, a parachute demonstration and a short field landing and takeoff contest.

May 19-20 was the annual Gulkana Air Show, which many of our gals attended.

During Memorial Day weekend, some of our members flew to Circle Hot Springs, which is north of the Arctic Circle and has 24 hours of light at this time of year.

by Denise Saigh

June featured the Air Race Classic, which went through Twin Falls. Members Kathy Layman and Cathy Pusey joined the Idaho Chapter and helped hostess 31 airplanes which came by.

We would like to send our condolences to Mary and Grant Kilbourne on the recent loss of their son.

by Kathy Layman

CHAPTER NEWS, ETC.

Columbia Cascade Chapter

Members can pat themselves on the back for another very successful Pinch Hitter Course held in April and presented entirely by our members (including new members).

An exciting May meeting was held at member Betsy Johnson's Transwestern Helicopters, Inc. at Scappoose Airport. Members attending enjoyed Betsy's tour of her facility, followed by an exciting ride in her "Big Lifter," the Bell 214-B. Only 52 were manufactured; currently there are seven remaining in the USA.

June means Rose Festival time in Portland with improving weather and more flying. First, our meeting with a mystery flight and scavenger hunt, then it was off to Pasco, Washington, to help Mid-Columbia Chapter members with the start of the Air Race Classic (and wishing we were "off with the flag," too!).

by Pegge Blinco

Columbia Gorge Chapter

In January, we "Gorgeous Gorge" 99s hosted a cozy winter's evening munching popcorn, sipping spiced cider and listening to A&P Tom Murphy explain the rudiments of aircraft maintenance.

Our April FAA Safety Seminar was again a smashing success (not be confused with "crashing")! Gary Ward, FAA, brought the Birney chair, and student pilots in the audience were given the opportunity to experience spatial disorientation (much to our delight as voyeurs).

Jeanne Hillis escorted another group of Boy Scouts through the airport for a fun afternoon.

Our chapter has ordered bright, red, shiny jackets to wear to 99-related events like a bunch of Bobbsey twins.

by Jan Minarik

Eastern Idaho Chapter

The chapter sponsored a Flying Companion Seminar in May, which turned out to be even better than last year. Different topics were covered, and everyone opened up and learned a great deal.

Preflight inspection is explained to participants during the Eastern Idaho Flying Companion Seminar.

Idaho Chapter

We packed up our carousel and set out for the Caldwell Airport Open House June 3 to sell a few soft drinks and sign folks up for airplane rides. The rides were a tremendous success, but we needed it a little warmer to sell more drinks.

Midway through the day we all paused to look skyward at the jumpers floating down. Despite 30-knot crosswinds, they all landed right on the "spot."

We've been so busy with activities that we haven't had time to "take care of business," so a special meeting was held at the Boise Airport the end of May.

by Barbara Sall

Look! It's a bird, it's a plane... no, it's a paratrooper. Even Chairman Anita Lewis gets caught pointing, but Mary's too busy polishing her nails.

Mid-Columbia Chapter

The April meeting, a fly-in for non-Tri-Cities members, was held at Vista Field. It was a beautiful day to fly and, as a result, the meeting had quite a few members and guests in attendance.

This was an important meeting, since communities and duties for the Air Race Classic were firmed up. All the activities prior to the race, such as the wine tour, river cruise and golf, were finalized and individuals to help were assigned. The activities were open to members of the area as well as air racers. Tri-Cities members opened their homes to out-of-town 99s during the week prior to the race. There was no shortage of willing help, especially the day of the race.

The fund-raising project this year is selling sun visors and buttons welcoming the racers during the Air Race Classic and the air show. The visors were very successful last year.

by Anne English

Mount St. Helens Chapter

We had a farewell get-together May 4 at the Olympia Airport for Carolyn Savage, founder

Marilyn Britt, Tommy Goins, Marlene Marcelius, Ellen Coady, Carolyn Savage, Joan Renn and Bonnie Baker enjoy a farewell brunch for Carolyn, who is moving to Dallas.

and first chairman of our chapter. She is moving to Dallas and will be a pilot for the new Lightning Express. Many of her previous students, pilots, friends and 99s were there to say goodbye.

The City of Olympia hosted the first Women's Olympic Marathon Trials May 12. Our chapter supplied some exciting aerial acts over Marathon Park following the awards ceremony. After the "Star Spangled Banner," a C-130 from McChord AFB did a fly-by, followed by the release of 100 white doves. The Shooting Stars, an all-women parachute team, did precision landings on the edge of Capitol Lake. Steve Soper of the Northern Knights did a solo aerobatic act in his Pitts. Then the Great American Flying Circus with Bill Warren in his Stearman performed heart-stopping thrills with two female wing-walkers. Delmar Benjamin of the Northern Knights joined Steve for the final dual Pitts act.

Colonel John Price, McChord AFB, provided us with three jeeps, two-way radios and military personnel for our communications between the Olympia Airport and Capitol Lake area where the aerial acts were performed. We hosted a small reception for the performers and their crews the evening before the show at Vagabond Aviation, catered by 99 Joan Renn.

Our May meeting was a breakfast at Vandees Restaurant. After the meeting, two of us went to the Capital Mall, where we staffed our booth at the Adult Toy Show. The rest of the gals went to the airport to meet with over a dozen local volunteers who will be helping with our July 15 air show.

by Marilyn J. Britt

Selling hot dogs during Tacoma's annual Lion's Club "get acquainted" flight are Carol Bayes, Margaret Syverson, Carolyn Curles, Peggy Streater and Jo Hadfield.

Mount Tahoma Chapter

"Carolyn, you're still flying. Where in the world are you going? Stay on the runway. Get it over!"

Flying a 747 is a little different from a Cessna 172, as members of the chapter have discovered. In May, many 99s, 49½ers, 24¾s and anyone distantly related appeared at the Boeing flight simulator in Seattle. A friend of the 99s, Oran Peterson, arranged this tour of 747 and 757 simulators. Each one of us had an opportunity to try our hand, without the aid of an autopilot and other sophisticated flying apparatus, to fly one of these big hummers. Each took off, flew past the Space Needle, over Elliot Bay and tried some maneuvers. We decided that the hardest part of all is trying to figure out when to flare.

During the latter part of May, Margaret and Everett Syverson pulled out their Airstream trailer and set up a hot dog stand to feed the hungry public during Tacoma's annual Lion's Club "get aquainted" flight. Even though it poured on Saturday, and we practically got blown off the airport on Sunday, we managed to sell quite a few hot dogs and Pepsi-Colas.

Welcoming new members is always an exciting event. We recently had three ladies join us — Ann Chase, Marian Erickson and Donna Higgins. We are delighted to have Shirlee Girard back with us.

by Carolyn Curles

Oregon Pines Chapter

We delayed a spring chapter meeting for several hours, and attended a Salem City Council Airport Advisory Board hearing to protest the proposed erection of a 20-story high-rise on the extended center line of McNary's instrument runway. This building, which would have been the highest in Oregon's capital city, was to have been a senior citizen's retirement center. It would have extended to the minimum descent path of Runway 13. We leave it to pilots to imagine the potential hazards (to say nothing of the psychological problems for the residents)! Our secretary, a CFII, addressed the Board on the problems for student trainees, along with presentations from other pilots and an FAA representative. At each city council meeting after that, some of our members were present. The City of Salem has now taken action to draw up an air space overlay and make recommendations which will protect the flight patterns of both runways at the capital's only airport.

At our May meeting, Betty Wittmer, outgoing chairman, turned the gavel over to Jane Roach. We made plans for a June fly-out for an evening meal, and we agreed to assist the City of Independence with upcoming community celebrations at the airport.

Three of our 66s have completed their cross-countries and are ready to meet with the flight examiner.

by Betty D. Wittmer

Southern Cascade Chapter

Our March meeting started with a talk and slide show about Mercy Flights, a non-profit organization which specializes in air ambulance service. Based here in Medford, we learned that Mercy Flights is unique in that it is the only non-profit certificated air carrier in the US, and probably in the world. The 99s then toured a Beech Queen Air, Aero Commander turboprop and Piper Aztec. Dr. Hank Boehnke, 49½er, fielded questions about what it is like to be a pilot and a pediatrician when he flies for this organization. The evening also included a slide show on Howard Hughes' Spruce Goose.

Since March had a theme of "Wheels, Wings and Rudder" for the Boy Scouts of America, Molly Hufford (also den leader) decided to take a troop of boys for a tour of the MFR tower. The Cub Scouts liked it, but they loved the tour of the plane at one of the local FBOs! A whole group of future pilots may have left the airport that day.

Dana Hardie and 49½er Steve just returned from a two-week flying trip to Baja Mexico. They flew the whole coast and even did steep turns over schools of dolphins and whales. Sounds like a dream vacation.

May started with a garage sale, where our chapter earned $229. Laura Smith, Barb Grace, Molly Hufford and Joanie Heysell worked on this and had a great time.

Laura Smith was a first-time entrant in the Hayward to Las Vegas Air Race May 19. There were only five women pilots out of 70 planes.

by Molly Hufford

SOUTH CENTRAL SECTION

Albuquerque Chapter

The chapter met April 18 and elected the following officers for the coming year: Chairman Betty McLelland, Treasurer Claudia Beckner and Secretary Elise Baker.

Six members attended the section meeting in El Paso, and enjoyed that chapter's always marvelous hospitality.

We are very sorry to lose Michele Dionne, since she has accepted a position with Alaska Airlines as flight engineer. Our pride and best wishes go with her. We understand that she will be flying Boeing 727s.

We are looking forward to another year's activities, and we expect great things from our 66s.

by Harriet Nye

Austin Chapter

Election of officers was held during the April meeting at the home of Barbara Gard. A "Telephone Tree" was created to help keep members informed and to encourage more participation.

Our officer installation will take place at a banquet in May which we are calling a "Fajita Feast."

by Judy Reinhart

South Central Sectional

El Paso's section meeting in May is history now! Members pitched in many hours in preparation, and it was the teamwork that made this fun weekend a great success. We loved having South Central 99s fly to our city.

Outstanding movies and slides about NASA and the shuttle shown by Marsha Ivins, flight test engineer, during the luncheon were definitely a highlight. Alderwoman Polly Harris and Judge Pat O'Rourke welcomed 99s and guests to El Paso, and special presentations were made to attending past governors of the section. Wooden airplane favors were made for table decorations by Freda Young's students at El Paso's Ysleta schools.

All 99s and 49½ers were guests Friday evening of the Cielo Dorado Fly-In Community. The event was hosted by Jack Winton, Winton Homes, and Alan Russell and Brad Near of Reddington Investments, complete with food, drinks and a western band. The generosity of the Cielo Dorado group definitely contributed to the good times enjoyed by our visitors.

Persons making the Juarez, Mexico trip returned to the Granada Royale Hometel loaded down with purchases from across the border. And the evening at Cattleman's ended with a big campfire under the stars.

A special for the movie room was the showing of "Silver Wings and Santiago Blue," the WASP film, with El Paso's three WASPs decked out in original uniforms. WASPs Lois Hailey, Jill McCormick and Lois Ziler were on hand to answer questions.

Best of all, our El Paso winds subsided for two days to allow a good-weather weekend for all our good-natured friends!

by Lynn N. Stover

99s and 49½ers attended a lively hangar party in the model home at Cielo Dorado Fly-In Estates.

99 Marsha Ivins, flight test engineer with NASA, visits with Kay Barnett and other 99s at Saturday's luncheon.

Dallas Redbird Chapter

Six of our members attended the South Central Sectional at El Paso, where the sun shone as promised. The Granada Royale provided charming rooms around a cool interior courtyard, where free breakfasts and happy hours made us feel like very special guests. Early arrivals went to Mexico Friday and returned with a variety of treasures from blouses to brass frogs. The west Texas stars were big and bright over the evening barbecues, and we learned about flying to Mexico and avoiding thunderstorms.

Margaret Conlin was hostess for our May meeting. Chairman Bryant Hutchinson presided over the election of officers and other business. We voted to change our meeting date to the third Wednesday of each month. Bryant sharpened our aviation knowledge with a pop quiz, and Rolinda Lawrence showed gorgeous underwater slides she took on an exciting scuba diving trip to Truk and Palau. Rolinda also enjoyed visiting with the copilot of her flight, Aloha Chapter 99 Lennie Sorenson.

Bryant Hutchinson, Hazel Jones and Kathy Long flew low in Hazel's Suburban to the Colorado Springs NIFA National Meet, where 26 schools were represented. They had all kinds of weather, but the competition was completed. Hazel was chief judge, Kathy was preflight judge, and Bryant served as assistant preflight judge and operated the video tape. Bryant traveled to San Antonio May 13 to help with the regional USPFT meet.

by Elizabeth Jordan

Golden Triangle Chapter

Members and guests gathered at Szechuan Restaurant for our May meeting and installation of officers. After the superb family-style Chinese dinner, Hazel Jones installed Chairman Jacque Breedon-Boyd, Vice Chairman Pat Chester, Secretary Suzanne Frias and Treasurer Lorna Linhart, presenting each with bow-tied carnations. Outgoing Chairman Dottie Hughes thanked her 1983 committee chairmen with hand-personalized containers.

The chapter received a surprise award at the South Central Sectional in El Paso — first place in the 66 program for our division. As they turn into 99s, we hope to replace them with more and more 66s. Jacque Boyd, Mary Wheelock, Beverly Stephens and Dottie Hughes all report having a good time representing our chapter.

Work continues on the air marking of Aero Valley Airport. The letters are large, the work force has been small, and the winds won't give up.

Vought LTV was the scene of this month's field activity. Ten of us toured the low-speed wind tunnel where they are currently testing a Bell helicopter. It was fascinating to see and have Vought personnel explain the measurements and judgments that are made from the wind tunnel data. We viewed a film explaining the supersonic tunnel, and we examined mock-ups of different aircraft being tested. Dottie and Bob Hughes, Pat Chester, Jacque Boyd, Beverly Stephens and Mary Wheelock toured the tunnel, along with Helen Hill and her son, John Roberts, and Winky Fortune and her sister.

by Suzanne Frias

Heart of Texas Chapter

The May 1 meeting was an officer installation dinner/membership drive at the home of Carol Villandry and Lynn McMillan, overlooking Lake Travis at Lago Vista. Guests included Annabelle and Dick Cook, Glynn Harmon, Donna Pinkston, Beverly Raymor, Betty and Ray Villandry, Kelly Carroll and Bettye and Ron Shoup, as well as husbands Larry Gibson and Bob McBride.

A short meeting was followed by an outgoing/incoming ceremony, featuring an outstanding buffet contributed by members.

The section meeting was attended by Virginia Mattiza and Robbie McBride, flying Virginia's plane, and Derra Raymor and Dick Cook, flying with Carol Villandry and Lynne McMillan in their plane. Glynn Harmon was a return passenger with Virginia and Robbie.

The chapter was thrilled to win the special award for the best section 66 program in our category. We also placed second to the Houston Chapter for attendance.

During the meeting, a Seek & Keep wine and cheese reception, hosted by Robbie

Heart of Texas' officer installation, held at Carol Villandry's home, was enjoyed by Lynne McMillan, Virginia Dare Mattiza, Beverly Gibson, Kelly Carroll, Bettye Shoup, Beverly Raymor, *(front)* Carol Villandry, Derra Raymor and Robbie McBride.

McBride, was held. Members visited with Virginia Mattiza, who has served on the International Seek & Keep Committee the past two years.

Along with the fun, educational experiences and hard work, we sold *Survival* and *We Can Fly* books as our fund-raising project.

by Robbie McBride

Kansas Chapter

Our April meeting was provided by 49½er Sid Tucker, who is employed by FlightSafety. The program included simulator rides for all in the Citation I, II and III, a training film on jet operations and a tour of the Cessna Citation FlightSafety Center.

The chapter co-sponsored with the FAA, an April 25 Accident Prevention/Listening session. A panel of FAA personnel addressed the questions.

Kay Alley obtained her new ATP rating (single engine) March 21.

Marilyn Copeland joined Vickie and Carol Lanning in Carol's T-210, flying to the El Paso section meeting. Also attending were Lee Kensett, Dorothy Dickerhoof, Pat Mlady, Kay Weber and Carolyn Schmalz.

Nine airplanes with 99s and their 49½ers flew over the city of Wichita for the May 12 River Festival activities. Phyllis and Earl McCollum, Dave and Phyllis Blanton, Dorothy Dickerhoof, Janet Yoder, Pat Wilson, Bev and Richard Benges, Karen and Sid Tucker, Sammy Lambrechtse and family and John and Carol Lanning with the camerman, Mike Carroll from KTVH, participated. Ground support included Ann Gallagher, Wilma Sheets, Diane Wittman, Kay Brunton, Kay Alley and Janie Mee.

New Chairman Carol Lanning received her commercial rating May 3 from Mary Aikins, Flight Operations and board member at Yingling. Carol is now working on her CFI.

by Deb Nichols and Ethel Ward

Lubbock Chapter

February was still cold, but Chairman Janie Bailey called several special sessions and got us ready for a February 25 Sky Pals Seminar The class was small, but most enthusiastic. We find a one-day session is very well accepted. Wes-Tex Aircraft treated us to break time and let us use their ground school classroom.

Four 99s had a real treat April 7 in Snyder, Texas. Member Delores Key hosted a lunch at the Snyder Country Club with special 99 guest octogenarian Edith Whatley McKenna. She reminisced about flying her plane in the early days of aviation. Recently, Edith has been instrumental in developing a museum in Snyder and Lubbock. She reported that her 1929 ownership of a craft placed her as number one in Texas to do so. For a female in the Southwest to own her very own plane was quite an unusual accomplishment in the year of the financial crash.

Rosemary Stidham, our CFI 99, conducted a course in ground school instruction for the membership. She not only was our teacher, but hosted us in their lovely home on Mesa Road. This two-day, nine hours each day, course was attended by Janie Bailey, Jane Bartos, Angela Boren, Pat Cantrell, Betty Hampton, Georgeanna McKinney, Mary Trusler and Nancy Viaille.

by Pat Cantrell

Nebraska Chapter

The 1984 Air Race Classic stop at Scottsbluff will be an exciting time for members. Keeta Thompson, stop chairman, has also added another rating, that of seaplane.

Arrangements have been made for placing bulletin boards at FBO offices at Scottsbluff, Hastings and Lincoln. These will provide an excellent way to display information about the 99s and aviation events for local and itinerant pilots. Also, the displays will help prospective members learn about the 99s.

Carole Sutton and Chairman Mildred Meyer did the timing for the Grand Prix at the Columbus stop.

Oklahoma Chapter

Members gathered at the Hammer farm near Taloga for the April fly-in meeting, lunch and work session. After basic instruction by Betty Jo Hammer, we retired to the paint room, and individual talents were soon visible as the ceramic airplanes took shape.

The chapter was represented in El Paso at the section meeting by 21 members and seven 49½ers. Our fund-raising ceramic airplanes were a success and added to our treasury. We brought home the section 66 award for a chapter of our size. Linda Hooker, Nancy Smith and Broneta Evans, former governors, were honored at the Saturday luncheon.

Our May meeting was held at Wiley Post Airport with two of the Oklahoma City Police helicopters and crew. The officers explained their duties and took us on a walkaround of their helicopters. They compared with us the differences in flying fixed and rotor wing craft, and we watched in awe as they departed in formation.

Our first compass rose air marking was started at Wiley Post Airport May 23. Dot Clum, Susie Mitchell, Gwen Crawford, Lu Hollander, Shirley Brown, Norma Vandergriff, Debbie Schmicker and Nancy Smith, with interruptions for pneumonia and excessive wind, completed the effort May 30.

A 99 Oasis was set up at the Clinton Sherman Air Show May 27, providing the crowd with free ice water. Jan Million, Charlene Davis, Patsy Gragg, JoAnn Carpenter, Mary Kelly and Nancy Smith also sold visors.

May 30-June 3 found Charlene Davis, Lu Hollander, Gwen Crawford, Anita Floyd, Norma Vandergriff, Jan Million, Ben Baysinger and Nancy Smith working as judges in De Queen, Arkansas for the USPFT Nationals. Linda Hooker was the restaurant on the field, while Jody and Wayne McCarrell were everywhere in every capacity.

Members went in three directions June 9. Nema Masonhall, Gwen Crawford, Lu Hollander, Norma Vandergriff, Sue Halpain and Nancy Smith went to Wiley Post for General Aviation Day, to set up a display about the 99s and offer the Oasis stop.

At the Altus Municipal Airport for the air show organized by Mary Kelly, another Oasis was set up. This spot was attended by Broneta Evans, Carla Lowry, JoAnn Carpenter and prospective 99 Ann Moore. JoAnn won the message drop contest.

Charlene Davis, Dana Gibson, Jan Million, Ben Baysinger and Phyl Howard participated in the Arkansas Derby.

CHAPTER NEWS, ETC.

The grave of Evelyn Sharp, a WASP who died ferrying planes in World War II, is decorated each Memorial Day by chapter members. Evelyn was a charter chapter member, the youngest woman to hold a commercial license at the time. Evelyn was a pursuit pilot, age 23, when the P-38 Lightning twin-engine fighter she was ferrying lost an engine at 700 feet. She managed to keep the nine-ton fighter level and made a 180-degree turn, landing wheels up. The plane was hardly damaged, but she was thrown from the cockpit, breaking her neck. For more on Evelyn and other 99s who contributed so much to our country, read *Those Wonderful Women in Their Flying Machines*.

Heloise Bresley enjoyed a few hours at the National Air and Space Museum in Washington, D.C. in May. What a thrill to see Amelia Earhart's Vega, as well as other aviation history items, from the Wright brothers to space travel.

by Heloise Bresley

Nebraska Chapter members decorate the grave of WASP Evelyn Sharp each Memorial Day

Oklahoma Chapter members take part in the section business meeting.

Members sunned and swam June 24 at Norma Vandergriff's home following the luncheon meeting.

Our two new members for April were Kim Stumbough and Susie Mitchell.

by Nancy Smith

CHAPTER NEWS, ETC.

San Antonio 99s Alice Foeh, Barbara Moore and Mary Ann Hooks await poker players at New Braunfels

San Antonio Chapter

Members are all going to sit down for a while and look back on their labors for the last few weeks.

The May 12 USPFT regional contest, a booth at Randolph Field for Armed Forces Day and a poker run have kept us busy.

After months of drought, the chapter chose a week of marginal VFR weather for the poker run. The rain date of June 9, as it turned out, was just as threatening. Many distant pilots were kept grounded until too late to start, and local ones hesitated until the weather lifted late in the morning. However, 99s were posted at five airports from 1400Z for more than five hours, ready to let the contestants choose their cards.

Although the 186-nm poker run, with stops at Kerrville, Castroville, Pleasanton, San Marcos and terminating at New Braunfels, was a social success, it also put chapter members in the air for a reason. It was not only fun, it helped to test proficiency levels by flying over different terrain, varying weather and low cloud levels, through high density flight areas and a TRSA — and if you needed three takeoffs and landings for currency, you got it!

Member pilots included Gloria Blank with Laura Richter, Margaret Cosby and son Mike, while Jan Ebelke was the last to report in with a planeload as well as the high and low winner. Yes, winner — singular. We were delighted to learn that Betty J. Roberts held both these hands. We were also delighted that she was the double winner as she is recovering from a serious auto accident.

by Mary Ann Greer

Shreveport Chapter

We are proud to announce that we now have a sailplane pilot in our chapter! Starr Stone soloed a glider earlier this month and since then has made five solo flights — and we are so envious!

Lucky Jere Saur is the first of our group to visit the World's Fair in New Orleans, and she gave us a glowing report. This is the time for all 99s to visit our state and give us a call when you are passing through our city.

One of our newest members, Marie Blake, has proven to be an excellent treasurer and also a poet. She entertained us at our May meeting with this bit of verse:

"The Business at Hand"

When the Ninety-Nines elected her
I'm sure that they expected her
To balance all their books and pay their bills
When made her their treasurer.
They didn't mean to pressure her
But they didn't know
that she was from the hills.

Headaches are for novices
Or those who work in offices.
Now how we gonna get
the work done right?
If a CPA can't show her
There's no use in doing more
But we have to get the forms all in tonight!!

Her resignation she'd submit
If the ladies wouldn't have a fit
And they would let her
come back in the door.
Maybe she can fly away
And come again some other day
When another is elected from the floor.

by Helen Hewitt

South Louisiana Chapter

Getting some of the old members back into the fold takes some ingenuity at times and rekindling of a spark of excitement of the unknown. We accomplished exactly that in April with promises of free instruction and flights in ultralights under the direction of Brent Coleman, designated state examiner for ultralight pilots.

Coming out of seclusion after pursuing her Ph.D. in special education, Dr. Sandra Rice of Lake Charles appeared on the scene, along with Pat Ward, who was last seen when she entered the field of professional registered nursing. Also on hand was Shirley Bernhardt Penton, now an investment consultant with IDS. We had all the old scrapbooks there for review, and delighted the newer members with stories behind the scenes of an 18-year collection of memorabilia and photographs. Our meeting was well attended by 99s and 66s from Lake Charles, Lafayette, Prairieville and Baton Rouge. Plans were made for participating in Aviation Awareness Week at a local shopping mall in Baton Rouge, attending the spring section meeting and sponsoring members to attend the International Convention in Alaska.

In writing our article for the special June issue of *The 99 NEWS*, we declared an all-out effort to locate and contact many of our chapter members with whom we have lost touch over the years. Those who joined later and participated in our many activities — Dee Comeaux, Cal Meredith, Yvonne Ryder, Alice Cagle, Bev Titzer, Elgie LaFleur, Margaret Ruth, Helen Hooks, Patsy Jones, Foy West, Lorna Whitney, Ginger Edwins, Virginia Smith, Glorice Wills, Ginny Smith, Connie Reon, Janie Kimball, where are you?

Remember our sleek blue uniforms, painting runways in 110 degrees, taking seaplane rides, flying the Goodyear blimp, going camping when Eleanor did her Tarzan-Jane act, flying sailplanes, riding in helicopters, giving demo rides in light aircraft to the Blue Angel pilots in Houma, the wine tastings and barbecues, the van trips to Houston and Albuquerque? Remember the "red pajama" initiations for new members? Remember, too, our three members who met their untimely and tragic (non-aviation related) New Horizons — Patricia Wurslow Christ, Molly McMillan Stockwell and Mary White? They are sadly missed and fondly remembered.

Not one, but two marriages grace the chapter! Sincere congratulations and best wishes go to Mary French and her new husband, Bill Gatapon, who were married in the spring. And cheers of joy were heard from the mothers-in-law, Pat Ward and Polly Baughman, when their children, Lauren Ward and Ted Baughman, became husband and wife in an Anglican-Catholic ceremony August 11. Pat and Polly threatened to wear matching 99 T-shirts to the wedding.

by Pat Ward

Ann McMahan, Sandy Rice and Pat Bacala observe the preflight of a two-place ultralight prior to flight.

South Louisiana 99s directing ground traffic at the recent Lake Charles Air Show include Judy McLane, Dr. Ziggy Novak, Ann McMahon, Dr. Sandra Leder and Polly Baughman.

Classified

"I'm a Proud 99 Pilot" T-Shirts

Royal blue, 50% cotton - 50% polyester, sizes S, M, L, XL. Send $7.50 check (all inclusive) to Oklahoma Chapter 99s, Charlene Davis, P.O. Box 408, Erick OK 73645, (405) 526-3386.

AVIATION ART PRINTS — BEAUTIFUL 48-PAGE COLOR CATALOG. SEND $2 TO AEROPRINT, 405 MONROE ST., BOONTON NJ 07005.

Space City Chapter

Our chapter earned $600 from the Harrisburg Rotary Club by putting on one of our Las Vegas parties for them. This was by far the most congenial group we have ever worked for. They were so pleased with the members, they have already asked to be put on the calendar for next year.

Our Debbie Rihn is on the US Aerobatic Team. A big air show was held May 26-27 at LaPorte Airport, coordinated by the International Aerobatic Club to help raise money for the team to go to Hungary this year. Our chapter was asked to provide concessions at the air show.

Chairman Kitty Havens, who was expecting her second child, surprised us when she showed up to conduct the meeting with her new 10-day-old daughter! When Kitty adjourned the meeting, thinking she was going to get to take little Kathy home, we had a surprise shower instead.

by Judy Covin

Maybelle Fletcher holds Kitty Havens' new daughter.

Texas Dogwood Chapter

May 12 the chapter held its first poker run. The weather gave us a few anxious moments, but at 1100 hours the first plane was in the air, departing from Rusk County airport in Henderson. Participants flew to Nacogdoches, Marshall, Gladewater, then back to Henderson.

By 1330, all planes had safely returned and the poker hands were opened. Sue Dunn, 66, held the winning hand.

After everyone had lunch, it was time for the spot landing contest. Weather was beautiful and the wind was calm. There were participants in two divisions — one, those with 150 hours or less, and the other, those with more than 150 hours. After the last plane landed, winners were announced and trophies and ribbons awarded.

In the 150-hour or less division, winners included 99 Jan Maxwell, first, and Tom Oliver, second. In the other division, winners included 99 Janelle Pallord, first; Chuck Marble, second; and Matt Prasser, third.

Greeting poker derby participants at Rusk County Airport was this 99s sign.

Top of Texas Chapter

The 1984-85 officers include Chairman Virginia Powell, Vice Chairman Ima Jean Huff, Secretary Jannis O'Bryant and Treasurer Chris McClain. At the installation, outgoing Chairman Mary was presented with a beautifully engraved plaque. Victor Vermeulen, Dale Pownell and C.W. Crouch were awarded Certificates of Appreciation for their work and support during the year.

New officers Virginia, Ima Jean, Jannis and Chris are installed by Mary.

New members Helen Madsen, 66 Melda Lobough, Peggy Brandon and Joann Hodges are welcomed.

Chris and Ima Jean, with their 49½ers and Mary, attended the section meeting in El Paso. The El Paso Chapter members must have worked 25 hours a day to plan and arrange this super gathering. It was most rewarding to again meet with so many lovely mutual friends.

Mary attended the CAP awards banquet and military ball in Longview, Texas, and was presented with a Life-Saving Award and ribbon by Texas Wing Commander Lt. Colonel Robert Bess.

by Mary Vermeulen

Tulsa Chapter

The April 8 membership party was held at International Business Aircraft, one of the most impressive FBOs at Tulsa International Airport. Chairman Charlene McCullough welcomed members, prospective members and guests to an afternoon of conversation, slides and refreshments.

Jay Nelson presented the safety seminar for the April meeting at Spartan Aviation. In addition to a good chapter turnout, many other area pilots were present. Judy Allen had made special arrangements for Jay to present wings during the session to those earning them. After calling out the names of six women, Jay explained that the program was also available to men!

Unofficial chapter photographer Bill Landrum accompanied Ozelle to the section meeting in El Paso. Sue Rachels, Melissa Whitehead, Carol Thompson and Janet Minnerath also attended. Melissa showed the media production prepared by the Sheraton Kensington on the delights of Tulsa to lure members to the October section meeting. Sue and Melissa were weathered down in Lubbock on the return trip. Pat and Bill Cantrell invited them home to Biggin Hill Airport. They enjoyed a private air show and Texas hospitality.

Prospective members Karen Stubbs and Mary Jordison examine the chapter scrapbook at the April meeting.

Janet Minnerath, Sue Rachels, Ozelle Landrum, Melissa Whitehead and Carol Thompson enjoy a happy hour in El Paso.

Lee Brown has been awarded a B.S.N. from Langston University. She carried 18 hours and taught full-time at Rogers State College during the last year. Next fall she starts the nursing master's program at the University of Oklahoma.

Kathy Knott has been elected secretary of the Oklahoma Water Well Association. She expects to have her drilling license before her commercial. Only the third woman in the state to have this license, she and her family were busy reconnecting water wells after the tornadoes hit northeast Oklahoma in late April.

Ozelle Landrum hosted the May meeting in her home. Student pilots Pat Ernst and Mary McCoy drove in from Bristow with Melissa Whitehead, who presented the program on "How to Be a Better Me."

Nancy Hawkins has transferred from the Florida Spaceport Chapter. She is an A&P student at Spartan Aviation.

by Janet Minnerath

Wichita Falls Chapter

We have been busy the past few months. We've had some very interesting programs at our meetings, including the film, "The Eyes of an Eagle," a potluck supper and swimming party, a talk by CAP's Jim McElvain, a Mexican dinner with gag gifts, a session with an FAA air traffic controller, a program with Maggie Alexander of the Chamber of Commerce and a program on weather given by Bob Hodges of American Flyers.

We have also had several activities outside of meetings, including air markings at Wichita Valley and Throckmorton, and helping CAP sell refreshments at the Tom Danaher Air Show.

Members have also attended several conventions — Lou Ellen Foster and Leanne Bush, New Orleans; Carolyn Baker, Leanne Bush, Lou Ellen Foster, Betty Kidd and Sue Stilley, Amarillo; and Carolyn Baker, Lou Ellen Foster, Betty Kidd, Leslie Patrick and Sue Stilley, El Paso. We were very happy to present the Jimmie Kolp Award to Mary Jo Voss at the Amarillo meeting.

We are very proud of Carolyn Baker and Sue Stilley, who recently completed booklets containing "Approach Plates" to members' homes and a brief biography of each member.

by Betty Kidd

Leanne Bush, Sandra Gundermann, Linda Colwell, Erin Colwell, Carolyn Baker, Tuck Harvey and Chandler Harvey view their handiwork.

Wildflower Chapter

The wind was gusty, but luckily from the south as members, families and guests arrived at our May fly-in picnic at Rocking Horse Ranch. The grass strip was in superb condition, thanks to host Herb Campbell, and everyone made a prize-winning landing.

The food was fantastic, from southern fried chicken to fresh strawberries and cream piled high on home-baked pound cake.

Enjoying the fly-in were Ava and Jimmy Ray, Pat and Bob Wright, Margaret and Ben Chessher with daughter Carmen, Kristina and Herb Campbell and daughter Rebecca. Guests included Austin Ellis, Dr. and Mrs. Edward Keller and Herb Ordelheide.

Prospective 99 Jolene Fry could not locate the ranch by car, but was retrieved by a fast flight to Hugo by Margaret, Austin and Dr. Keller. Members must now fast for two weeks to get in shape for the June 9 pool party at the home of Greta Grebb, where we shall learn more about Amelia Earhart's life through the movie, "On a Wing and a Prayer."

by Margaret Chessher

Wildflower members and guests pose by their planes at the Rocking Horse Ranch fly-in.

SOUTHEAST SECTION

Florida Crown Chapter

A cool January meant the restaurant we flew in to at New Smyrna Beach was closed for lunch; but a slight course change, a quick hop by air, and we all visited the fly-in community of Spruce Creek. Two 66s joined us in this fly-away.

Our gracious hostesses at Spaceport combined meetings in February at Palatka Airport. A CFI updated some sectional changes in our area, and we also viewed some excellent films.

March was the EAA "Fun 'n Sun" at Lakeland, so we flew down and spent the night. With over 100,000 people and 6,000 planes on display, there was a lot to see.

Jumping the border to just inside Georgia, we met at St. Mary's Airport in May. Another record turnout, 16, enjoyed lunch in an old country inn.

In June we flew to Lake City for lunch. Since most of us are flying to Alaska, that dominated our conversation even more than our elections.

by Jacque G. Whaley

Florida Panhandle Chapter

The March meeting was held at Crestview and began with a spot landing contest. This contest was for a brand new plaque, and was won by Barbara Bethea. Her name will be engraved on the plaque, and she will be allowed to keep it until someone wins it at another spot landing contest.

Members were then able to tour the Flight Service Station. We were shown many of the new computerized weather items that are now being used to give up-to-the-minute weather data. Members were also able to check on expected weather for the trip home.

The April meeting was held at Coastal Airport in Pensacola. Newest member Sharon MacDonald had set up with Mississippi Chapter member Betsy Hopson a special price on an introductory ride in a sailplane for members. Even though it was rather a windy day, we were all able to stay up longer than expected for a lengthy introductory ride.

Some of us attended the annual Dauphin Island party hosted by Mississippi 99 Evie Hopkins. As usual, the get-together with Alabama and Mississippi Chapters was terrific! Nancy Peterson flew her plane to Pensacola and picked up Anne Taylor Jernigan, guest Martha Behrends, who is a pilot, and Cam Westberry, and the four flew in. Since Nancy's plane has five seats, Alexis Montague-Ewanchew came back with us to catch a commercial plane from Pensacola to Ft. Lauderdale.

by Barbara Bethea and Cam Westberry

A group of soaring ladies includes Sharon MacDonald, Janet Batterby, Martha Behrends, Cam Westberry, Becky Wagner, Betsy Hobson and *(seated)* Barbara Bethea.

Florida Spaceport Chapter

It has become a tradition for the chapter to hold their March meeting in Lakeland at the same time as the EAA "Sun 'n Fun." This year, the meeting was held in the trailer of Pat and Bill Race.

The same week, Bonnie Quenzler led two seminars in Lakeland — one on pilot/mechanic aids, the other a Flying Companion talk.

The chapter ran a very successful March 24 poker run. Contestants could pick up their poker hands at Merritt Island, Tico, De Land, Spruce Creek, New Smyrna Beach, Sanford or Orlando. Then they gathered for refreshments and prizes at the FBO in Spruce Creek. Pat Race was again a moving force for the event.

Spruce Creek again in April. This time, the members, their guests, their 49½ers and a few 66s gathered to paint a compass rose. Bonnie

Southeast Section

The Southeast Section of the Ninety-Nines came into being at the first annual national meeting in 1930. Based on the geographical division of the states used by the Army, the Southeast Section included Tennessee, North Carolina, South Carolina, Georgia, Alabama, Mississippi and Florida.

During the 1930s, flying activities centered around Charlotte, North Carolina, Atlanta, Georgia and Miami, Florida, with scattered activity in the other states.

Jessie Woods, the third governor, was instrumental in chartering the first three chapters — Carolinas, Tennessee and Florida. Gradually other chapters, such as the Georgia Chapter, Alabama Chapter and Mississippi Chapter, began to form. State boundaries were followed until 1962, when large chapters began to divide to form others, such as the Memphis Chapter, Kitty Hawk Chapter, Florida Goldcoast Chapter, Florida Panhandle Chapter, Florida Suncoast Chapter and others. In 1970, the New Orleans Chapter was chartered and granted permission to join the Southeast Section. The section presently has 575 members in seven states, including part of Louisiana.

Past International Presidents from the Southeast Section are Louise Smith (1961-63), Betty McNabb (1970-72) and Janet Green (1980-82).

Chapter activities in the section include a large number of events. Several chapters hold preventive maintenance seminars, safety seminars and Flight Service Station tours, as well as other safety events. Chapters also put competition into learning by encouraging members to improve their skills through spot landing contests, flying time and fuel consumption contests, and preflight fault contests. In addition, favorite chapter fund-raisers and poker runs are held.

by Barbara Bethea

CHAPTER NEWS, ETC.

Quenzler brought a planeload in her Baron, while Rosemary Jones flew up in her Champ. Barbara Selwitz and Pat Race had arranged lunch for everyone. The Spruce Creek Golf Club provided the lunch, and Barbara Selwitz opened her house to the famished painters.

Merritt Island was the airport of arrival for the Spaceport Chapter May 12. An invitation had been sent to student pilots to join the 99s in a get-acquainted luncheon at the Holiday Inn. Several members were on hand to greet the student pilots. Pat Hines, West Virginia Mountaineers, and Peggy Meachum, Greater Kansas City Chapter, also attended. With contributions from all members, Chairman Carol Gosling and Bonnie Quenzler, past governor, presented the aims of the 99s and outlined the workings of the organization. Our new 66 members seem to have caught some of our enthusiasm for the 99s and were glad to receive their new 66 membership cards designed by Pam Kettner. We were even more pleased to extend to them our heartiest welcome.

by Jeannie L. Ball

Florida Suncoast Chapter

April brought showers and Poker Run '84. Poker Run Chairman Ethel Gibson ran a most successful event, assisted by Diane Baynard, Mary Fletcher, Ruth Hubert, Alma Parker and Barbara Sierchio at Albert Whitted Airport, St. Petersburg; Mary Webb at Lake Wales; Connie Farrel at Bartow; and Eleanore Graham at Winter Haven. The terminus, Clearwater Executive Airpark, was covered by Betty Patton, Sophia Payton, Grace Whitecar, Nancy Wright, Carol Hogan and Roni Johnson.

May brought flowers and the tour of FlightSafety at Lakeland Airport. FlightSafety

Helping with the Poker Run '84 are Mary Fletcher, Poker Chairman Ethel Gibson, Diane Raynard, Alma Parker and Ruth Hubert.

is a very sophisticated training school for pilots. It trains individual pilots and corporate pilots for more complex airplanes and retrains pilots. The tour included a visit to a training room and the use of computerized visual aids. The most popular feature on the tour was the simulator, which was programmed for approaches, fog and heavy turbulence.

Our members continue to work for safety and proficiency. Skipper Fernandez and Marion Hotcaveg completed Phase I of the EAA Wings program; Nancy Wright completed Phase III, and Alma Parker completed Phase IV. Pat Hange completed a two-day course for recertification as an FAA flight examiner, and Mary Fletcher was promoted to captain in the Civil Air Patrol. Pat Judges flew the Americana Grand Prix.

by Barbara Sierchio

Mississippi Chapter

Approximately 30 members and husbands from the Mississippi, New Orleans, Alabama and Florida Panhandle Chapters held a joint meeting at Dauphin Island, Alabama, in the clubhouse of Evie and Frank Hopkins' condominium in May.

Chairman Ramona Young welcomed Alexis Montague-Ewanchew, our section governor, as a special guest. As the chapter's monthly safety tip, Ramona reviewed the importance of checking fuel tanks carefully during the preflight.

Helen Drane, Miriam Loe and Jerry Sumrall represented the chapter at the spring Southeast Sectional in Franklin, North Carolina. Helen Drane, membership chairman, reported the chapter received the section membership award, which will be shown on a portable display.

The chapter will host a USPFT/Safety Seminar September 9 in Hattiesburg (rain date, September 15). Janet Green and Ruby Robinson will be chairing the event.

Mississippi, New Orleans, Alabama and Florida Panhandle Chapters meet at the Dauphin Island, Alabama, condominium clubhouse of Evie and Frank Hopkins. Special guest *(center front)* is Southeast Section Governor Alexis Montague-Ewanchew.

Virginia Midgette was elected to serve as the chapter's secretary/reporter for the next year. Virginia recently attended an AOPA ground school and has passed her instrument written.

Mary See, 66, has passed her private pilot written, bought an airplane and is ready to take her check ride. Air Traffic Controller Marianne Beyare recently received her private pilot's license and has submitted her application for membership. Eloise Ethridge was welcomed as an official 99 now that she has taken her BFR and sent in her application.

The chapter is in the process of having June proclaimed as "99 Month" since the chapter's anniversary date is in June. Several promotional activities are in the planning.

by Ramona O. Young

New Orleans Chapter

The chapter held their annual joint meeting May 5 with the Mississippi and Alabama gals on Dauphin Island, Alabama, Sharon Turnbo, 66, was present.

The chapter will present an Amelia Earhart envelope with AE's stamp, first day of issue, to the Wedell-Williams Museum in Patterson. The EAA and Gloria Holmes, new director of aviation for Louisiana, will be on hand for the ceremonies. Afterward, there will be refreshments and a chance for everyone to listen to Ms. Holmes.

The static display at Lakefront Airport's 50th anniversary celebration includes a Ford Trimotor and the Goodyear blimp.

by Lisa Cook Johnson

Tennessee Chapter

To those chapters considering air marking — *do it!* Our chapter has air marked two, yes, TWO compass roses this year — Dallas Bay (Chattanooga) and Morristown Airports. It was a rewarding experience for not only the 99s, but also for other individuals who helped in so many different ways. As a result, we understand that pilots flying into the air marked airports are constantly being made aware of "what the 99s are all about." Yes, ladies, it really was fun!

Tennessee Chapter members admire their finished compass rose at Morristown Airport, one of two the chapter completed recently.

SOUTHWEST SECTION

Bay Cities Chapter

Courtesy of Gay McCauley's invitation to join her alumni group on an African safari tour, Gay, Ruth Rueckert and Doris Leopold flew from San Francisco to Nairobi, Kenya, famed as a "Garden City."

We toured Mayer's Ranch and saw the Masai perform on their homestead one day, and toured Nairobi the next. It *is* a garden city with interesting buildings and excellent museums.

We met the charming Denise Morchand-Holz, East Africa Section governor, who has done much to improve private flying at Wilson Airport in the name of the 99s. In her 172, Denise flew us over the Great Rift Valley, with its extinct volcano and lovely lakes, for an aerial view of the Mayer's Ranch. After a miniview of Nairobi, showing patches of colorful flowering trees, and profuse in our thanks for such a treat, we reluctantly returned to earth.

The next two days were spent at Taita Hills and Salt Lick Lodges to see a great variety of

birdlife and animals, so beautiful, plentiful and exciting. Then we were bussed to Mombasa, Kenya, and embarked on the *MS North Star* to cruise the Indian Ocean. Tours from the ship included Dar-Es-Salaam, Tanzania; Mutsamudu, Comoro Islands (disappointed to find we could not land); on to Nossi Be, Madagascar, to tour Lemur Island. Then Zanzibar, its city and spices. Returning to Mombasa, we had a city tour, a farewell party and dinner, and early the next morning boarded Kenya Airways to fly to Nairobi for a short rest; aboard *Lufthansa* on to Frankfurt Germany; and via a northern route back to San Francisco. Even jet lag could not dim memories of Africa.

by Ruth Rueckert

Bay Cities Chapter 99s Ruth Rueckert and Gay McCauley with Doris Leopold leave for Africa.

Borrego Springs Chapter

The first meeting of our chapter was held at the Borrego Springs Airport May 12. Marilee Hawkins has joined us, making a total of 10 members. Mary Egarr gave us prints of the April 14 meeting held to organize the chapter.

Tammy Hendrix told us about her trip to Alaska last year in her C-182. Guest Hilda Marsh is flying twice a day to get her license quickly in order to become a charter member of the chapter.

Officers elected include Chairman June McCormack, Vice Chairman Mary Egarr and Secretary-Treasurer Marian Kelly.

by June McCormick

Members met at the Borrego Springs Airport for their first meeting.

Cameron Park Chapter

Low clouds cleared and permitted us to exercise our rain date for the local USPFT meet at Cameron Park in April. It turned out to be a very interesting, educational and fun-filled day for chapter members as well as for contestants. Nancy Haugarth, from our chapter, was one of the five finalists.

COACHELLA VALLEY 99s join in the fun each May when the Dilapidated Flight Services conducts its annual Treasure Hunt. This year, the mother/daughter team of Aileen Knudsen, 66, and daughter Jan Teasley, 99, were the trophy winners. Sue Weber was also in the winning plane, Jan's Cherokee. Dilapidated is a group of pilots in the desert who hold no regular meetings, have no dues and just enjoy breakfast flights, other kinds of fly-ins and their planes. Bermuda Dunes Airport was the headquarters for the start and finish of the hunt.

Photo by Jane Ellen Barbier

Five of our members, Jeanette Bell, Mary Bovee, Misti Flashpohler, Betty Kohler and Doris Lockness, attended the Southwest Sectional at Reno where we received the APT trophy — medium sized chapter — for having 82 percent of our members APT in '83.

May also proved to be a busy month in which we had a fly-away to Salinas, where we were delighted to watch Amelia Reid's aerobatic performance. We had participated in two DRI flights to Santa Ynez and had the added benefit of tasty lunches — once with the San Joaquin Chapter and another on our own.

Jeanette Bell was elected as our new chairman for 1984-85. Jeanette is also a member of the Flying Nurses and flew her Cardinal to their convention in Las Vegas the last week of June.

We've had some fun and educational fly-aways, and we enjoyed a pot luck dinner to welcome our new officers. We also had the exciting experience of having an article about our chapter in American Airlines' inflight magazine.

Several of our members collaborated and designed our chapter patch, which is currently being made up for us.

by Mary Bovee

Golden West Chapter

The year started on a happy note with the Southwest Sectional at Santa Clara. Our gals really got behind the chairman of the event, Pat Forbes, and we saw members who had long vanished into the woodwork. The section was well attended in spite of the inclement weather. (Many of the 99s had to fly commercially.)

One of our newest and most fun projects is the airport tours for children. A Cub Scout den, a nursery school class, a Girl Scout troop, Camp Fire Girls and a third grade class were shown the San Carlos tower and the airport truck with fire apparatus. They enjoyed "hands on" experience in several aircraft. We have a nice group of ladies who volunteer their time since they are mainly working at the airport.

A brand new project became a reality when Ellen Smith and her committee staged an invitational tea for women student pilots, current pilots and interested non-pilots. Names were gathered from FBOs and from a sign-up list at a local safety seminar, and Ellen and gang were on their way to a slam-bang affair. Sacramento Valley's slide show about the 99s was presented along with petit fours and other refreshments.

We since have a nucleus of eight 66s. In addition, two new members were added to our membership. The 66s are meeting an hour before the regular meeting, the speaker or film is presented; they can then leave or stay for the regular meeting. This gives them all a chance to mingle and to get to know the 99s. One our 66s has since obtained her license, and will soon become a 99.

by Dottie Cooley

Los Angeles Chapter

The fly-in to Yucca Valley was lots of fun in spite of the lack of wildflowers. Both 60R and 10V were in the shop, and Link and Jane Vaughn drove their RV, so the fly-in turned into a "drive-in."

We were the guests of J. and Alan Silver, who allowed us to use their playroom and camp out in their back yard. Many thanks to them for their hospitality.

Saturday we visited the Desert Museum, where they had a display of many desert plants, animals (including snakes) and rocks. After that, some of us went for a short hike in Black Canyon.

Memorial weekend we had a combined fly-in to Sedona, Arizona with the Long Beach Chapter. The Los Angeles members stayed with member Rosemarie Licher, who built a new house and moved to Sedona. The Long Beach members stayed with Dolores Reed and Gene FitzPatrick, who have a vacation house there. Fortunately the houses were in the same area, so it was easy to get together for dinner. For those who haven't been there, Sedona is the showplace of Arizona. It is 4,600 feet, surrounded by red cliffs and green trees. The airport is on a mesa 400 feet above the town, and flying in and out is really a beautiful sight.

Mary Firth went to Manzanillo, Mexico to view the annular eclipse of the sun. She was there five days observing and photographing in the more southern skies. We are looking forward to hearing more and seeing her pictures at the June meeting.

by Sally LaForge

Mt. Shasta Chapter

The weather is finally cooperating and those who have time are back in the air. Ginger and Chuck had a nice trip to Las Vegas; Donna has been flying; Lois has been seen buzzing around in the C-172 in which she recently acquired a partnership; and Bev R. bought an Archer. Shirley, Bev T., 66 Gail and their families went to Shafter to see Warbirds in action with the Red Bluff Air Force. Carole has been doing a lot of charter work with her new Part 135. Members of our chapter now have 12 airplanes.

Jane gave an informative talk, which was well received, at Shasta College Career Days.

We will be working on the Red Bluff Air

Round-Up June 16-17, and we will be busy June 30-July 1 with the Redding Air Show with the Blue Angels and expected large crowds. All in all, when the weather gets nice, we get going!

by Bev Tickner

Orange County Chapter

Our semi-annual Flying Companion Seminar took place the first Friday and Saturday in April. Next, we met at Saks Fifth Avenue, Costa Mesa, for the April meeting, where we enjoyed a presentation of spring and summer ensembles courtesy of the store's "personal shopper." Three members were chosen for make-overs by Sak's beauty consultant, including a haircut/styling for Janice Wallace. Joan Hill modeled a casual, layered outfit apropos for flying, and Mary Ann Jamison assisted in showing us the art of "accessorizing" our wardrobes. With tips on appropriate luggage and packing for flying, our delightful evening concluded.

At the end of April, Bev Allen, Dorene Christensen, Sally Cornell, Marje Hanson, Mary Ann Jamison, Luanne King, Marci Mauthe, Lynn Newton, Pat Noyes, Janice Wallace and Elaine Williamson attended the Southwest Sectional in Reno. On the same weekend, Carol Bloch, Eleanor Todd and Barbara Ward attended the NIFA competition in Colorado Springs, where they almost turned into "ice cubes" in the late winter weather.

May events included our dinner meeting at Runway 19; this restaurant opened its doors after hours for us. We enjoyed a delicious selection of food, held our meeting and were entertained by Rod Machado's comical antics and enlightening talk on benefits of assertiveness versus aggressiveness in aviation.

The El Toro Marine Corps Air Station treated us to a May 11 tour of one of their jet squadrons. We saw actual footage of takeoffs and landings on the aircraft carrier *Kitty Hawk*, as well as aerial combat practice; the video tape was shot in-flight from the cockpit of the F-18 Hornet. On the flight line, we reviewed the aircraft, firing questions at the officer in the cockpit; he patiently answered our queries and explained the advanced instrumentation.

Also in May, members and guests flew to Mojave Airport to visit the Rutan Aircraft Factory, where the VariEze and the Defiant are manufactured. Included was a film describing building these aircraft, a tour of the *Starship* (built in conjunction with Beechcraft), followed by a flight demonstration of the VariEze. We then flew over to California City for luncheon. Kelly Larsen organized this fly-in as a mid-week trek for those that generally miss out on weekend events, followed by a repeat flight on Saturday.

It's been extremely beneficial to be on Daylight Savings Time now so that we can squeeze in all these activities!

We happily welcome new members Allison Eaton, Sandi Glidewell, Beverly Niquette and Connie Sanford.

by Adrianne O'Brien

Palomar Chapter

Plans for election of officers and annual awards were formulated at our May 15 meeting in Connie Francis' Carlsbad home.

Our first Palomar College Annual Scholarship was awarded to Monique Frietag, who will be graduating in June. This is a $100 scholarship to be applied directly to lessons, check rides or instruction. Monique has her private license and is working on her instrument rating. The formal award will be at our June awards banquet.

Nancy Thompson and Lois Delay were winners for "best landing" during a Treasure Hunt at Bermuda Dunes May 12. The hunt was sponsored by Dilapidated Flight Service. Nancy and Lois also attended their cocktail party and awards dinner.

We all wish to congratulate Kay Brick, who was one of the 14 WASPs honored by the San Diego Chapter of the Silver Wings April 15 at the Marine Corps Recruit Depot.

by Vi Pfeiler

Our airlift was made even more special by the appearance of a pretty-dark-haired lady in mid-morning. She was none other than International President Marilyn Copeland, on hand to co-host, with the Arizona Department of Transportation and the FAA, a Super-seminar at Arizona State University's Activities Center. Marilyn was poised and dignified as she informed the hundreds in attendance of the history of the Ninety-Nines and their many contributions to aviation. By contrast, the FAA presentation concerning the revamping of the FSS system brusquely told us, in effect, "We know you don't like this, but since we know what is best, this is the way it's going to be."

Judy Logue, Wyoming Chapter, is one 99 with a big job that looks like a lot of fun. Judy visited in Phoenix for several days in May, gathering material with her video camera and tape recorder for the oral history of the Ninety-Nines. I think she found that it is not easy to get some 99s to discuss their own exploits. Sometimes it takes "friends" who are willing to spill it all.

by Mary Lou Brown

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Phoenix Chapter

April 1 was a cold, windy day at Deer Valley Airport. How could that be? March had been delightfully warm and sunny with very little wind. But, of course, that was the day scheduled for the chapter Pennies-a-Pound.

Undaunted, the ground crews were set up and ready, planes and pilots were on line and, above all, the customers were there en masse, patiently awaiting the long-promised flights. It was a wonderful day, after all. Our volunteer pilots flew a total of 37,400 pounds of passengers over an eight-hour period. This reporter can think of no other flying activity that brings as much joy as Pennies-a-Pound.

Children and adults alike will stand in line for two or three hours for the privilege of a 15 or 20-minute flight. They giggle, squirm and indicate mock fright; they want reassurance of barf bags that are never needed; they tell you they never saw a woman pilot before; and when it's all over, they go back and stand in line for another flight. It's a treasury-builder for the chapter, an ego-builder for the pilots and a happiness-builder for the passengers.

San Fernando Valley Chapter

Imagine a cloudless, windless, bright and sunny morning in the San Fernando Valley — the kind of morning for which flying is made. This accurately describes January 15, the day we set aside as Girl Scouts Flying Day. And what made the day seem even more spectacular was the fact that the day before and the day after were not good flying days at all!

On this morning, thirteen 10-year-olds, their parents and troop leader anxiously waited on the ramp of the Van Nuys 146th Tactical Airlift Wing, watching the arrival of the 15 airplanes that would soon whisk them

Girl Scouts and their flying San Fernando Valley 99 flying friends got together to help the Scouts complete their aviation badges.

all off into the blue skies above. For many it was their first time in a small plane, and they were thrilled to see their homes and surrounding areas from a different perspective.

This flight gave us the opportunity to help these young girls broaden their horizons, while at the same time helping them complete their aerospace badges. After the flight, all of us were presented with flowers and a Certificate of Appreciation from the Girl Scouts.

by Sylvia Sanderson

Santa Clara Valley

We sponsored a safety seminar May 23 at West Valley College. Bill Reynard of NASA/Ames Research Center spoke on "The Aviation Safety Reporting System." Member Janet Hitt, an FAA accident prevention specialist at San Jose GADO, gave a slide-illustrated talk on types of landings.

The last week in May, SCV members delivered four planeloads of supplies to Joan Steinberger in Santa Barbara for transfer to the DRI warehouse. Pilots and passengers taking part included Pat Rowe with Nancy Rodgers; Stella Leis with Willy Gardner, Barbara Murren with Carol Lushbaugh and Joan Valor, as well as Mayetta Behringer and guest.

Again, Nancy Rodgers' home was the site of a Casino Night fund-raiser. Also again, the event was a roaring success. Thanks go to Sue Schiff and Marilyn Orloff, Diane Little, Ann Tapay, Marilyn Howard, Barbara Murren and others for good planning — and to the local merchants whose contributions of gifts for the give-aways and prizes were generous.

The runway at Booneville is short and sloping, and also far from home in Mendocino County. Nevertheless, May 19 our chapter arrived en masse (or so it seemed) for a fly-in lunch at the New Booneville Hotel. Fourteen aircraft, plus two cars, arrived with 50 hungry 99s and guests. The exquisite gourmet meal was worth the effort, and we hope to make this junket an annual event.

Dottie Theurer continues to work hard pushing APT. She hopes a gentle reminder in each month's newsletter will encourage more eligible members to submit their forms.

by Kathy Pelta

Santa Rosa Chapter

Flying high and feeling no pain was the attitude of some of our members and friends who participated in a high-altitude chamber flight at Mather AFB in Sacramento. A lesson in high-altitude flying and being able to experience hypoxia, hyperventilation and oxygen symptoms in a safe environment, made the trip to Mather well worth it.

A fly-in to Lampson Airport for lunch, air marking of the Calistoga Airport, a night currency flight and attending the Southwest Sectional in Reno were just a few of our spring activities. Two of our members, Betty La Guire and Heather Cissna, have been active with the CAP's Search and Rescue.

Eight planes participated in our spot landing contest at the Sonoma County Airport. We were all close; however, the first place winner was Peggy Williams. Jean Schulz came in second, and prospective member Catherine Whitcombe came in third.

The excitement is getting high as some of our members are gearing up for the International Convention in August. Three of them will be flying their own planes to Alaska.

by Betty La Guire

Utah Chapter

We did not realize how many women in our area are flying! Using a print-out of persons holding FAA medicals we recognize that there were many women students and recently licensed pilots whom we did not know.

Handwritten invitations were sent for a coffee to be held June 16. The response was terrific. We welcomed not only a number of student pilots, but several who already had licenses, including some military pilots from Hill AFB. From this group, we have already signed up two new members and expect to keep the interest of many of the students.

by Carol Clarke

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 six 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 _____

STREET _____

CITY/STATE/ZIP _____

New Address:

STREET _____

CITY/STATE/ZIP _____

Air Racing News

Garden State 300

The 12th annual Garden State 300, sponsored by the Garden State Chapter, was held June 9 at Mercer County Airport, Trenton, New Jersey. Impound June 8 saw aircraft arrive from Maryland, Pennsylvania, New York and Connecticut, as well as New Jersey. Because 30 teams were repeat contestants from previous years, the atmosphere was charged not only with the excitement of an air race, but also with the reunion of old friends.

After a slight haze delay Saturday morning, 35 aircraft took off, first for Hackettstown, New Jersey, then on to Bendigo, a grass strip in the ridges of Pennsylvania. Aircraft with a handicap speed of 110 knots or more then went on to Harford County, Maryland, while the slower aircraft returned to Mercer County from Bendigo.

At the Saturday evening awards banquet, trophies were awarded to the top 10 placing teams. First place went to Herb Greenberg and Bruce Lontka with a score of 99.66; they also won a trophy for top placing team on the short course. Second place, as well as the coveted Alice Hammond Trophy, awarded to the top scoring 99, was won by Evelyn Kropp and Jean Batchelder with a score of 99.46. With a score of 99.43, Dick Donica and Don Ellis took third place. Cash prizes were also awarded to the top three winners.

Next year's contest will be held at the recently reopened Flying "W" Airport in Burlington County, New Jersey. With a motel, swimming pool, restaurant and banquet facilities on the field and a golf course nearby, we are looking forward to another fun weekend for the 13th Garden State 300.

by Racquel McNeil

Kachina Doll Air Rally

The Make-a-Wish Foundation of Arizona will benefit from the proceeds of the 17th annual Kachina Doll Air Rally, sponsored October 12-13 by the Phoenix Chapter of the Ninety-Nines at the Scottsdale Airport. Carole Tobey is rally chairman.

The proficiency event challenges contestants in precise navigation and computation of fuel and speed. Licensed pilots, male or female, may be accompanied and assisted by licensed or student copilots on the 300-mile round robin rally. Deluxe accommodations will be provided at Pima Country Club, with a cookout on Friday night. Trophies and cash prizes will be awarded at the Saturday night banquet.

The Make-a-Wish Foundation provides a dream come true for terminally ill children.

Kits are available for $4 from Elaine Ralls, 1461 E. Grandview, Mesa AZ 85203.

Illi-Nines Air Derby

Saturday morning, May 25, we were all up bright and early for the 15th annual Illi-Nines Air Derby. It was *severe clear!*

The first plane was flagged off almost right on time. One by one, we taxied to the runway and waited for Neil Pobanz, starter, to drop the flag. All planes completed the 252.5-sm course without incident.

We enjoyed the hospitality room after the race, and were asking each other, "How did you do?" Anticipation was in the air! However, we had to wait until after a delicious dinner with Neil Pobanz as a very entertaining MC before the beautiful trophies were awarded.

Once again, a successful, safe derby had been run. Everyone was a winner! In a contest like this, you come away a more proficient and safer pilot with the knowledge you have done your best and next year will do even better.

This is an annual event each Memorial Day weekend — plan to join us in 1985!

by Charlene Falkenberg

ILLI-NINES AIR DERBY RESULTS

PROFICIENCY CATEGORY

1. Susan Murray/Gail LaPook C-150, 99.6741
2. Margaret Ringenberg/Linda Gouloff M-20C, 99.4118
3. Robert Riley/Jane Pratt C-172, 99.3518
4. Herbert Sundmacher/Marjorie Sundmacher C-152, 99.0935
5. Sharron Mitchell/Carole Johnson PA-28-140, 99.0102

SPEED CATEGORY

1. Dottie Anderson/Jean Sloan ..... PA-28-181, +20.1334
2. Gerald Junker/Stacy Porch ..... PA-28R-180, +18.7852
3. Jerry Conners/Pat Keefer ..... C-172-RG, +18.0352
4. June Beers/Ted Berz ..... PA-44-180, +14.0755
5. Willian Pruyn/Cindy Wenk ..... PA-38-112, +13.1287

Americana Grand Prix

"The Americana Grand Prix Air Race was the best ever!" — quoted from contestants.

Accommodations and facilities at the Americana Resort, Lake Geneva, Wisconsin, were outstanding. The contestants enjoyed the golf course, saunas, whirlpool, sunrooms and tennis, plus the delicious food and excellent service. The airport is 5,000 feet away from the main building, which makes a convenient place to hold this exciting event.

All contestants arrived by impound deadline and in time to participate in the aviation activities. The official Grand Prix judges delayed the start one day due to IFR conditions. This decision was made in the morning so the contestants could enjoy themselves for the full day without a go-no-go situation.

On Tuesday morning, April 17, the contestants were waved off by the checkered flag, handled by Americana Senior Vice President Robert Butschke and Americana Manager Bill Menihan. All but one aircraft completed the race by official deadline, and they were ready for the next day's TWA Mini Grand Prix.

The past three years, the winner of the Grand Prix has always had a 99 in the cockpit, and this year is no exception. Maybelle Fletcher and her husband, Larry, flew away with the coveted first prize — $7,000, trophies and a weekend at the Greensboro Americana Resort.

The morning of the TWA Mini Grand Prix there was ground fog. However, by race time, there was only beautiful blue sky. Grand Prix #25 Shirley Zillig and Bonnie Quenzler won this event. TWA will provide round-trip tickets for these two Florida 99s to anywhere TWA flies.

Safety education seminars were presented by FAA Accident Prevention Specialist Theo L. Moore. The weather did not cooperate for good flying, however approximately 1,000 people attended these seminars in the two days they were given.

Plans are already in progress for the 1985 Grand Prix. To place your name on the mailing list, contact Marion P. Jayne, 1918 W. Banbury Rd., Palatine IL 60067, (312) 358-5100.

nners of the TWA Mini Grand Prix include *(pilots ated, copilots standing)* Shirley Zillig and Bonnie uenzler, first place; Bart Wooldridge and Les Dickson, cond place; and Jordan Kaplan and Roy Okelepek, rd place.

Americana Grand Prix Air Race winners include *(front row)* Maybelle and Larry Fletcher, first place; Charles Perry and Dick Clark, second place; Janet Kay Meisinger and Loretta Jones, third place; *(second row)* Patricia and Ken Keefer, fourth place; Gene Oaks and Ed Tralyn, fifth place; Jerry Conners and Kim Lucas, sixth place; *(third row)* Shirley Zillig and Bonnie Quenzler, seventh place; Jordan Kaplan and Roy Okelepek, eighth place; Paul Ruohoniemi and Todd Vickroy, ninth place; and Patricia Judges, 10th place.

FOR WOMEN ONLY...

Sharing common goals and interests is what it's all about — through participation and affiliation with THE international organization of women pilots. If you're a 99, spread the word. If you're not a 99 and would like to know more about the organization, just let us know. We'll also put you in touch with some active members in your area.

Yes, I'd like to know more about the Ninety-Nines.

Name: _____

Address: _____

_____

Phone(s): _____

Ratings: _____

Send to: **The Ninety-Nines, Inc.**
P.O. Box 59965
Oklahoma City, OK 73159