

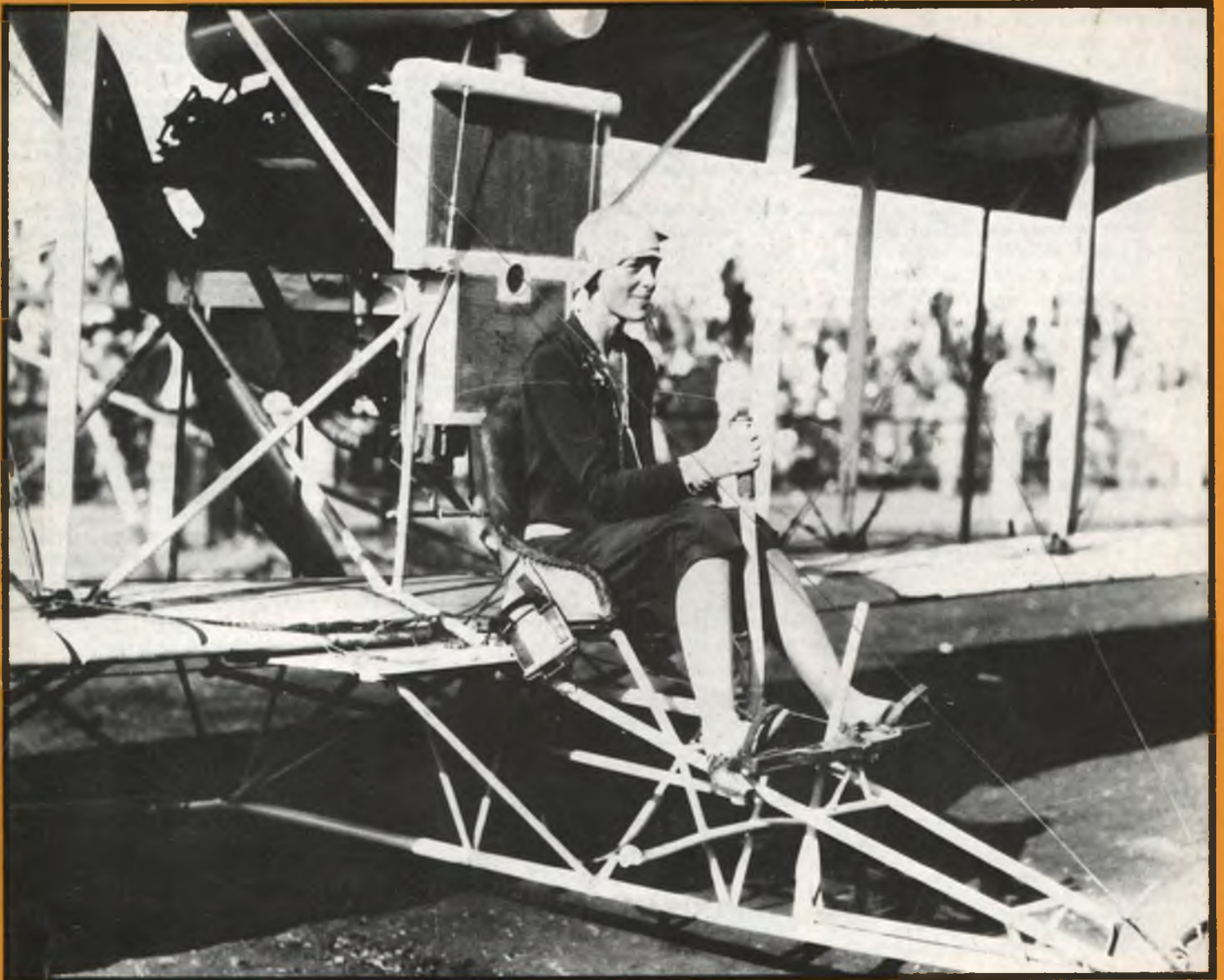
the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

Volume 9

Number 8

October 1982



Can You Help?

CAN

CORPORATE ANGEL NETWORK

by Penelope Amabile

Big ideas sometimes come in small packages. At 5'2", Priscilla (Pat) Blum of the Greater New York Chapter needs two pillows to reach the pedals of my Mooney 201. Her own vintage Comanche fits her only a little better.

But because of a big idea Pat had one day, many people's lives have been changed.

"I used to watch all those splendid corporate aircraft taking off and landing at Westchester County and I knew they were rarely full," says Pat. "They were luxurious, they were flown by top-notch pilots, they crisscrossed the country, and they had EMPTY seats!" Wouldn't it be wonderful, she mused, if they could be put to service flying cancer patients to or from the specialized treatment they often needed.

In these corporate jets, Pat, herself a recovered cancer patient, saw a magic carpet that could serve a humanitarian function. And Westchester County Airport happens to house the greatest number of corporate aircraft in the United States.

Well, Pat isn't the kind to stand around just kicking an acorn back and forth with her toe. She'll get a pointed stick, dig a hole, stand the acorn, water it, pat it down, and stand there ordering it to grow.

And grow this acorn did. Pat shared her "magic carpet" idea with a fellow recovered patient, Jay Weinberg. With his unqualified encouragement, Pat went directly to Leonard Greene, President of Safe Flight Instrument Corporation at HPN and a close personal friend. "Here's my idea," she said. "Now show me all the potholes." Leonard couldn't really find any.

Letters — drafts and redrafts — phone calls, meetings, more letters, and hours and hours of commitment followed as Pat and Jay explored the idea. A name for Pat's program was chosen, the Corporate Angel Network — CAN!

The program was simple. Empty seats on corporate aircraft would be used to transport cancer patients to and from 21 comprehensive cancer centers, and CAN would be sponsored by the American Cancer Society's divisions in Connecticut and Westchester.

It would require the careful blending of three elements: cancer patients, cancer centers, and corporate aircraft on routine business flights. Pat's knowledge of airports and aircraft configurations and capabilities became increasingly useful as she wrote letters to top level corporate management for discussion with their aviation departments.

Naturally, not all patients would qualify for the program. They would need to be ambulatory (with folding wheelchairs or crutches permitted) and they would not



Leonard M. Greene, (right) president of Safe Flight Instrument Corporation, welcomes Michael Burnett, 18, of Trenton, Michigan, aboard Safe Flight's Super King Air at Westchester County Airport, New York. Michael had undergone treatment for cancer in New York City, and is being flown home for a visit on the inaugural flight of the Corporate Angel Network, sponsored by two divisions of the American Cancer Society. Corporate aircraft on routinely scheduled business trips will be volunteered to fly cancer patients to and from cities with comprehensive treatment centers.

require any specialized services en route. The 21 centers in 17 cities across the United States would be the primary targets.

Between Thanksgiving and Christmas, Pat and Jay and a growing number of excited volunteers worked long hours. And then on December 22, 1981, the first magic carpet departed from Westchester County. Safe Flight's own Super King Air N100SF took 18-year-old Michael Burnett home to Detroit for Christmas.

Mike had been treated at Memorial Sloan-Kettering Cancer Center in NYC for the osteogenic sarcoma that had cost him most of his right leg. He was to return after the holidays to undergo a lung operation. But home he went, a Christmas gift from CAN.

Seven months later, the program, now endorsed by the National American Cancer Society (ACS), had grown to include 44 corporations utilizing over 90 aircraft and was filling 30% of its patient requests.

GAMA's president, Ed Stimpson, wrote his constituents encouraging their participation in CAN. John Winant, president of the National Business Aircraft Association, also lent his personal endorsement. "I look forward to the day when more corporate aircraft are available to further this humanitarian effort." Such companies as American Express, Reader's Digest, Time-Life, Avco, General Foods, and GTE had offered their aircraft. The Corporate Angel Network was on its way.

Response from the national press and television has been heartwarming. But not so heartwarming as the response of the patients themselves. Their letters fill a scrapbook in CAN's Greenwich, CT headquarters.

The 21 comprehensive cancer centers reach from coast to coast, and cancer patients frequently must travel long distances for the optimum treatment recommended by their physicians. The high cost of transportation atop their enormous med-

ical outlays often discourages them from seeking the sophisticated care they need.

Add to this expense the emotional stress of frustrating travel delays and the anxiety and inconvenience of commercial flights and one can see what CAN's program has meant to those patients it has seen swiftly and safely to their destinations. VIP handling never hurt anybody!

As an ACS Field Services Director recently wrote, "If ever an acronym was appropriate, CAN is. It speaks for the 'can do' spirit against the tough odds and heavy load carried by so many."

So the acorn has grown! But it is not yet an oak. The program must be replicated across the country to fulfill its goal of becoming a truly national network. Many hands will be needed on the local level to make the plan work.

Emphasis to date has been on the Northeast. Next to be phased in, CAN hopes, will be corporations in Seattle (Fred Hutchinson Cancer Research Center), Houston, (M.D. Anderson Institute), and Baltimore/Washington (Johns Hopkins Oncology Center).

Not yet a year old, the Corporate Angel Network is achieving its goal — the gradual development of a nationwide service-oriented transportation system for cancer patients. It provides corporations with a zero cost means of merging business activities with expanding social responsibilities in today's world. It provides a unique opportunity for voluntarism on many levels. It utilizes a heretofore not fully used resource — the corporate aircraft. It turns often maligned airports into good neighbors. And what an opportunity for our 99s!

Last week I was out at the airport with Pat watching still another Corporate Angel depart with a young cancer patient on board. "You know," I said, "you really had a great idea." "Yup," she said with a grin, "yup, I really did."

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This Month In The 99 NEWS

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ON THE COVER: Both the cover photo and the photo on this page were given to Headquarters for the archives by Mr. Pat Packard. 99 Helen J. Kelly was responsible for our receiving them. Now, we need to know when they were taken, and what the occasion was. Mr. Packard worked for Lockheed in California when he obtained these photos of Amelia, but knows not of their origin. If you can shed any light on them, please drop Headquarters a note. Our thanks to Mr. Packard for his generosity in donating them.

Calendar

OCTOBER

OCT. 1 - 99 NEWS DEADLINE for November issue.

OCT. 1-2 - NY-NJ SECTION Meeting. Island Inn, Westbury, Long Island, NY. Contact Kathryn Lusteg, 155 Middleville Rd., North Port, NY 11768 or Carol Richard, 35 W. Adams St., E. Islip, NY 11730.

OCT. 1-3 - EAST CANADA FALL SECTION Meeting, Ramada Airport Inn, Toronto, Ontario. Hosted by the First Canadian Chapter.

OCT. 1-3 - SOUTHWEST SECTION Meeting, Flamingo Hotel, Santa Rosa, CA. PAR terminus.

OCT. 3-7 - "AIRCRAFT RESTORATION: HOW TO", offered by the Smithsonian Institution. Features hands-on workshops at the Paul E. Garber Facility (formerly Silver Hill), the world famous preservation, restoration and storage facility where the masterpieces which appear in the National Air and Space Museum have been restored. For information on course content, registration and accommodations please write: Selected Studies, A&I 1190A, Smithsonian Institution, Wash., DC 20560.

OCT. 8-10 - SOUTH CENTRAL SECTION Meeting, Hilton Inn, Bossier City, LA, Shreveport Chapter, hosting. Contact Helen Wray for reservations and information.

OCT. 8-10 - EMPIRE STATE 300, Stewart Airport, Newburgh, New York. 300 mile round robin air race. Race kits available. Send \$4.00 to the Empire State 300, c/o Patricia G. Barone, Wurtsboro Airport, Wurtsboro, NY 12790.

OCT. 9 - POKER RUN sponsored by the New Orleans 99s. Terminus airport: Patterson, LA. For more information contact Pat Besselman.

OCT. 9 - WIS-SKY RUN, Stevens Point, WI. Race kits available from Cathy Smith, 1022 Royalton, Waupaca, WI 54981. \$3.

OCT. 15-17 - AUTUMN GOLD AIR RALLYE, Asheville, NC. Entry kit \$3, entry fee \$20 (after Oct. 10, \$25). All pilots invited to participate, any type single or twin aircraft. Impoundment Oct. 16. Contact Louise White, P.O. Box 625, Fletcher, NC 28732. Ph. 704/684-7220.

OCT. 16 - PROFICIENCY AIR RACE, Hutchinson, Kansas, hosted by Kansas Chapter. Round robin race using NRP race formula. Entry fee \$30. Contact Carol Lanning, 338 Rainbow Lakes, Wichita, KS 67235. (316) 722-4492 or 945-9192.

OCT. 16-17 - JACKSON COUNTY AIR SHOW, Jackson County Airport, Pascagoula, MS. Static displays - 9:00 a.m. Aerobatics and demonstrations - 12:00 Saturday and 1:00 Sunday. FREE ADMISSION. Contact Obie S.

Young, P.O. Box 1727, Pascagoula, MS 39567. Ph. (601) 475-5136.

OCT. 29-31 - SALINAS HIS & HERS GREAT PUMPKIN CLASSIC. 250 mile round robin air race. Entries accepted August 1 through October 15. Race kits available. Send \$3 to Salinas His & Hers, c/o Lynne Kastel, P.O. Box 5494, Salinas, CA 93905 or call (408) 449-1251.

OCT. 30 - AE SEMINAR, Hutchinson Community College, Hutchinson, KS. 9:30 a.m.-4 p.m. Contact Barbara Price at 913/663-9868 or 913/663-3144; or Ed Burger at 913/665-3500. Speakers include Marilyn Copeland and Muriel Earhart Morrissey.

OCT. 31-NOV. 5 - AIRCRAFT OWNERS AND PILOTS ASSOCIATION 27th annual Convention and Industry Exhibit, featuring the Plantation Party. Aviation seminars, training programs, exhibits, entertainment. Las Vegas, NV. For information, please call (301) 951-3947.

NOVEMBER

NOV. 1 - 99 NEWS DEADLINE for December issue.

NOV. 6 - HIGH SKY DERBY U.S.A. Midland Regional Air Terminal, Midland, Texas. Headquarters: Aquila Aero. Cross-country proficiency flights involving Time-Distance-Fuel and Navigation Skills. Entry Fee: \$50. per person, each aircraft category event. FAA-NAA Sporting License \$12.50. Open to men and women Pilot-in-Command. Entries close Nov. 1, 1982. Write High Sky Derby U.S.A., P.O. Box 6393 A.T.S., Midland, Texas 79701-0024.

DECEMBER

DEC. 1 - NO 99 NEWS DEADLINE.

DEC. 5 - ANNUAL WRIGHT DAY DINNER, 6:30 p.m. Hyatt Regency Hotel, Kansas City, MO. Guest speaker Richard Collins, Editor, *Flying* magazine. Sponsored by Greater Kansas City 99s. Reservations - Sarah Ratley, 816-753-6881 before Nov. 30th.

DEC. 11-13 - HIGH SKY SKIERS U.S.A. Steamboat Springs, Colorado. Downhill Slalom and Cross Country Skiing. Open to men and women. Reservations: Scandinavian Lodge, P.O. Box 5040, Steamboat Village, Colorado 80499. Entry Fee: \$25. Entries close Dec. 7, 1982. High Sky Skiers U.S.A., P.O. Box 6393 A.T.S., Midland, Texas 79701-0024.

APOLOGIES

from the Editor to ATE Scholarship winner Dolores Weimer. Pauline Gilkison was good enough to let us know we had used the wrong photo for Dolores on page 13 of the September 99 NEWS. Here you are, Dolores!

Dolores Weimer



New Ratings

New York - New Jersey Section
Phyllis Cacouldis - Long Island - Helicopter

North Central Section
Susan Gillett - Chicago Area - IFR
Ellen O'Hara - Chicago Area - IFR
Madeleine Monaco - Chicago Area - CFI

Janet Curry - Minnesota - CFI
Pam Jackson - Minnesota - COMM

South Central Section
Denise Brown - Colorado - ATPME
Ima Jean Huff - Top of Texas - ATP

Southwest Section
Sandra Pratt - Monterey Bay - CFII

Headquarters Donations

Memorials

Deedo Heise, Past International President
Colorado Chapter

by Barbara Goetz

Ellen Corder's 49ther Kevin
Colorado Chapter

by Barbara Goetz

Resource Center

Pat McEwen, Past International President
Kansas Chapter

by Loretta Gragg

Highlights of Board of Directors Meeting

by Ruth S. Dobrescu

Board meetings were held both before and after Convention in St. Louis with all concerned parties in attendance. The following is a synopsis of those meetings highlighting items of particular interest to the membership.

Headquarters equipment: It was emphasized that there are needs in Headquarters that particularly complement the efficiency of our computer and would be of great help to our staff. These include a *burst*, *folder* and *stuffer*. Many hours are spent each month manually performing these operations in order to complete chapter and membership renewal mailings. This operation could be handled much faster with the added equipment. A *word processor* is another piece of equipment that is needed

The President's Message



by International President Marilyn Copeland

Each month I will try to do my best to bring you up-to-date on the many events and favorable happenings of our 99 organization. My mailbox usually contains several good letters and chapter newsletters each day.

During the business meeting at the recent St. Louis convention it was decided to purchase a limited edition sculpture of Amelia Earhart. The original sculpture was unveiled at the Amelia Earhart Luncheon. The stainless steel bust will be on permanent display at our International Headquarters. This very nice addition to our headquarters was made possible by the volunteer generosity of the 99s members attending the convention.

In order to postpone future dues raises, an International Ways and Means Committee has been appointed and is functioning. By making available attractive aviation and travel items, funds can be raised for our treasury. One of the first items shown at convention was a convenient, strong nylon travel bag bearing the round insignia predominantly emphasizing the 99s, International Organization of Women Pilots, 99 blue with white lettering and handles. A second item for sale was the new book, *Letters from Amelia*. Both items are available through Headquarters.

Two new slide presentations on the activities of the 99s were introduced at convention. *Careers in Aviation for Women* was produced by Jan Orr Young, Minnesota Chapter. It presents women who are involved in aviation careers and would be a useful program for every chapter.

For the Fun of It, Too, is a shorter presentation of the excellent original script by Mary Creason, Michigan Chapter. The new presentation is appropriate for general audiences as well as 99 meetings.

Perhaps one of the most notable new members of the 99s is Sally K. Ride, astronaut, who will be the first U.S. woman in space. She is scheduled to be aboard the next Space Shuttle.

Sally's picture is on the cover of the September 1982 *Saturday Evening Post* which has a feature article about the women astronauts.

A return visit to St. Louis just two weeks after convention for their officer installation ceremony was indeed enjoyable. They seem to be better than ever as a result of the convention. I am planning to attend several fall section meetings, AOPA and GENEVAC. I believe personal attention to the 99s at the grass roots level is important.

Since becoming president, I have received many complimentary letters about the 99s and what they have done. Looking ahead — we are presently trying to establish some long range, productive goals for our organization. To accomplish and establish a format, we certainly need assistance not only from the chapters but also from you, the individual member. If you have ideas which you think would be helpful, please send them to us. Our next International Board of Directors Meeting will be November 12 and 13 at Headquarters.

Of all the ways in which we communicate, we listen the most. Researchers say we spend 45 percent of our communication time listening. But do we hear? It takes patience to be a good listener. Because we think four times as fast as someone can talk, there is a tendency to let our minds wander. And, all too often, when we should be listening, we are thinking about what we are going to say. Or, are we just too busy to listen.

We will try to hear as we listen. We want to hear from all of you. It is not enough to listen and hear only the good. We need to hear the criticisms, the suggestions and the accurate evaluations of our programs. Only by listening and understanding what you are saying can we — your International Ninety-Nines officers — improve and continue the upward momentum of our predecessors. We are listening, we hear and we will respond!

to more efficiently handle our office operation.

In addition, replacement of a typewriter in The 99 NEWS office is also needed, as the one presently being used is worn and unfit.

Because these items are not within the realm of our budget, we look to chapters or sections who want to contribute to the General Fund at Headquarters or even donate the equipment outright.

Conventions: By action of the Board and effective immediately, Executive Director Loretta Gragg has been named International Convention Coordinator. In order to keep us from re-inventing the wheel with each convention, the Board felt we would be operating at the peak of efficiency if the same person was perpetually involved in each Convention.

1987 Convention: The 1987 Convention, which is to be held outside the US, was discussed at our spring meeting and again in

St. Louis. Our final choices were Mexico, the Bahamas or Vancouver, Canada. Because all of the choices were great, the decision was difficult; however, the final selection was Vancouver.

Endorsement: We have been asked to endorse round-the-world trips being planned by 99s. Our legal counsel advises us that we cannot confer a tax-free status upon an individual nor can we give tax-free money to an individual. Therefore, the policy of this organization is that we will not/cannot endorse any individual for whatever their plans might be.

99 Resource Center: Chairman Gene Nora Jessen has written a proposal for a \$149,000 grant for the Resource Center, and it is about to be submitted for consideration. The Ninety-Nines are looked to as "the place to go for information on women in aviation." With the formation of this Resource Center, we will expand our book

library, develop a film library and continue to receive and take proper care of our precious archives.

Ways and Means: New items being sold from Headquarters include elegant royal blue totes with the words "The Ninety-Nines" imprinted on them. They fold small but fill large into a cylindrical shape. Cost is \$14.00 + \$1.50 for postage and handling (\$15.50) in the US and Canada. Also, the book "Letters from Amelia" is available at a cost of \$14.95 plus \$1.50 postage and handling in the US and Canada.

Coloring Book: Our "Let's Go Flying" coloring book is being upgraded and readied for reproduction. Information on this project will be forthcoming.

Fall Board Meeting: will be held on November 12 and 13 in Oklahoma City, Oklahoma. If you have anything pertinent you want put on the agenda, please notify Secretary Barbara Goetz by October 25.

Buddy, can you spare a buck?

by Joan Kerwin

In case you haven't noticed, your avgas bill has gone up as of September 1. Congress passed a tax bill which includes a provision for re-establishing the Airport Development Aid Program (ADAP) for the next five years.

The new ADAP provides for nearly \$5 Billion for airport development grants; \$6.3 Billion for facilities and equipment expenditures; and nearly \$7.5 Billion for FAA maintenance and operations.

This money comes from the Aviation Trust Fund. The Trust Fund had nearly \$4.5 Billion at the end of June, and all of it is left from the last ADAP — Trust Fund revenues which expired in September, 1980. The \$4.5 Billion is what's left after the ten year existence of the Trust which was fueled in part by the 7 cents per gallon avgas tax and the \$25 minimum aircraft user tax.

Here's the kicker. The only users who have had their tax levels increased from the previous ADAP-Trust Fund levels is — you guessed it — general aviation. Fuel tax is now 12 cents per gallon for avgas and 14 cents per gallon for jet fuel. That's an increase of 58% over the 7 cents per gallon tax and 300% over the 4 cents per gallon we've paid for the past 2 years.

The reason they have that \$4.5 Billion left over must be that they didn't have a PLAN, despite the ADAP plan which it was supposed to fund. Now we have a PLAN — an \$8 Billion for the first ten years of a twenty year PLAN. And since we all know that the general aviation pilots in their Cherokee 140s and Cessna 150s are going to be the first and most frequent users of the improved airport capacity, the microwave landing system and the improved fuel efficiency in en route and terminal airspace, it's only our "fair share" to have our taxes increased while the others return to the pre-September levels.

Of course, as I have been told, you have to spend a buck to save a buck. And, boy, are we lucky! We're going to save a bundle! The FAA study of the National Airspace System Plan shows that it (the PLAN) should save the government \$24.3 Billion in reduced operating costs over the next 20 years and benefits to operators (you, me and the airlines) would exceed the costs for avionics equipment by \$20.7 Billion through the end of the century.

One doesn't have to have a degree in economics to realize that before you can spend a buck to save a buck, first you have to have the buck to spend. And in these economic times, that original buck just ain't there.

The FAA does not state where they get their figures to support their \$18+ Billion ADAP budget, which supports the PLAN, which is supposed to come from the Trust Fund. What five year period are they basing the expected income on? Even with an increase of the taxes, they will not come out even as higher costs can only further depress aviation activity meaning less income to the Trust Fund.

Perhaps the solution to the problem of generating the \$18+ Billion is a subsidy to the general aviation pilot such as those given to the air carriers serving the small communities which do not generate enough business to reimburse the airline expenses. With this subsidy we would be able to fly more, generate more tax funds for the FAA, and provide the same "essential air service" as the air carriers provide.

Barring the subsidy, how about putting the 8 Billion buck expenditures on the back burner until we see an improvement in the economy. The taxpayers are not the only ones who should have to pull in their belts.

WRITE ON

Safety
education

Good practices at non-tower airports

With many more airports with towers inoperative due to cut-backs in personnel it is wise to refresh procedures for a safe approach to non-tower airports.

First and foremost is pilot alertness. Nothing replaces the "see and avoid."

The pilot should predetermine what service, if any, is available at the airport. Flight Service Station (FSS), UNICOM operator or no service at all.

Check current directory/supplement publications or current navigation charts.

As standard operating procedure all inbound traffic should continually monitor the appropriate field frequency from 10 miles out to landing. Departure aircraft should monitor the appropriate frequency from start of taxi until 10 miles from the airport unless FARs or local procedures require otherwise.

In communicating with an FSS — establish two-way communications, then inform them of your intentions and what advisory information you need.

An FSS provides wind direction and velocity, favored or designated runway, altimeter setting, known traffic, notice to airmen, airport taxi routes, airport traffic pattern information and instrument approach procedures. The elements of information will vary with different airport situation requirements. Remember they are an advisory only.

If there is no FSS or no one is monitoring UNICOM then use the appropriate frequency and transmit in the blind your position and your intentions. If no UNICOM, use the multi-com frequency 122.90 for blind broadcast. Speak slowly and distinctly and keep your broadcast to a minimum to preclude cluttering the frequency.

Also keep listening for other aircraft broadcasting in the blind. Keep a sharp look-out! Not all aircraft will be using the recommended blind broadcast.

All of this may sound very elementary but we do get complacent from flying in and out of fields with control towers in operation. Doesn't hurt to review and remind ourselves that under non-tower circumstances the total responsibility rests with the pilot.

by Marilyn Miller
International Safety
Education Chairman

HEADQUARTERS NOTAM

Please allow three weeks lead time on items ordered from Headquarters.

MOVING?

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

Send to: The 99s
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Oklahoma City, OK 73159

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STREET

CITY & STATE

Aviation/Aerospace Education to continue on course

by Evelyn Sedivy Cowing

The leadership of our organization has changed hands, but unlike other organizations, we have not lost the high caliber of leadership. A change in leadership often dictates a change in policy and programs to be emphasized. We are fortunate that our presidents the past few years have recognized the importance and need for developing aerospace education. Our new president also shares this belief and has requested that the aerospace education programs and committee "continue on course."

Although there may be a few "course corrections" to be made, the over-all program for aerospace education remains the same — to develop and provide hands-on materials for our membership.

The most obvious change will be the committee title. For years, various titles have been used but none really seemed to fit the bill. Although the three most commonly used (Air Age Education, Aviation Education, and Aerospace Education) were better

than others, they did not totally present an accurate picture of our educational programs. Air Age Education seemed outdated. Aviation Education was good but lacked reference to the present "space age" in which we live. Aerospace Education included both the aviation and space aspects but the "aero" was lost in the awesomeness of the "space" portion of the word, and created unnecessary frustration among members who declared, "We fly airplanes! We know nothing about space and rockets!" It is hoped that the name "Aviation/Aerospace Education" will say it all.

The Aviation/Aerospace Education Committee will continue to strive to accomplish its goals but success depends on greater participation from the "grass roots" of the organization. It must be remembered that any program and/or committee is only as good as the support it is given, regardless of what the title may be.

There are a number of ways to support aviation/aerospace education but for starters:

- appoint an aviation/aerospace education chairman if your chapter does not already have one
- write your international committee chairman and inform her of your chapter's educational activities
- share your ideas of what you would like to see the international aviation/aerospace education committee accomplish
- purchase from Headquarters the Amelia Earhart Personality Packet and Activities Booklet (proceeds go to the committee for development of other materials)
- make plans to attend the annual National Congress on Aerospace Education.

The Aviation/Aerospace Education Committee will again place emphasis on attending the National Congress. This year's Congress will be April 7-9, 1983, at the Aladdin Hotel, Las Vegas. A special meeting will be held at that time for all chapter and sectional Aviation/Aerospace Education Committee chairmen.

Airmarking Update

by Marie Christensen

One Air Marking for every chapter in our organization — that is our goal! I know we can do it by working together. I will provide information and "How To's" to every chapter requesting it.

Has your chapter ever done an air marking? If you answered YES, you already know the fun and benefits it can bring. First of all, it generally provides chapter involvement — great way to get new and potential members involved. Secondly, it provides you with a wonderful opportunity for press coverage and public relations. Another significant benefit is civic pride. When a community is proud of its airport, it is more willing to work to keep it open.

If you answered NO, won't you please give it a try this year? If you feel you don't have enough members or "workers", join forces with another chapter and do one in each area. It could then provide an opportunity for publicity, civic involvement, a "fly-in" and new friends.

Let's begin right now by making sure your chapter has an Air Marking chairman with a desire to do at least one air marking. If you need information and/or advice, just ask. I am listed in the roster under Greater Kansas City Chapter.

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...host to the 1982 National Governors Conference!

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Suite 241, Route 3, Alton, Oklahoma 74331



Book Review

Garrison, Peter, *Long-distance flying*. Garden City, N.Y., Doubleday, 1981. 197 p., ill., \$14.95. ISBN 0-385-14595-0
As stated in the foreword "Long flights, ones that explore the limits of the capabilities of private airplanes, are what this book is about." The author's definition of long distance flying as being flights of over four hours duration or a distance of at least 600 to 700 nm.

The opening chapter goes into the early long distance flights, namely those of Lindbergh and Earhart. Other chapters discuss modern equipment, the author's own designed aircraft, *Melmoth*, and the problems faced in over water flying.

An excellent presentation on the meteorological aspects of long flights points out the need for careful briefings and for continual updating of weather information. The author also points out the need for understanding the varied methods of reporting weather information throughout the world, that it is presented quite differently than what we are used to seeing.

The chapter on efficient flying should be read by every pilot. Excellent advice on how to get the most out of your equipment. Several tips on efficient methods of learning the engine are given, both for fixed pitch and constant speed propellers.

For those who wish to get off the beaten flight path, suggestions are given for trips to Mexico and South America. The final challenge of distance flying is the setting of record, with the warning that the fun of record setting can be addicting.

The book ends with some suggested sources of additional information for those who are serious about long-distance flights.

by Dorothy Niekamp
99 Librarian

For further information on CAN (see story on page 2), contact: Pat Blum, Corporate Angel Network, 45 East Putnam Avenue, Greenwich, CT 06830. Tel: 203-869-0200.

NOTAM

Rosters will be in the mail by October 15.

Had you wondered????

Janice Orr Young
AE Scholarship Winner - 1979

by Gertrude Lockwood

The award was given to help Jan earn the Multi-engine and Multi-engine Instructor ratings, which she completed in 1980. Adding the Advanced and Instrument Ground Instructor Ratings, she was ready for the responsibilities of Chief Flight Instructor for Skyline Flight, Inc. at Anoka County Airport, Minneapolis, Minnesota. There are now five instructors under Jan's guidance, all of them trained by her.

She organized and managed a parts department, was bookkeeper, conducted Basic and Advanced Ground School courses, flew charter — and even got out at 0400 to plow snow from the tarmac and runways so that planes would be ready and able to fly at 0800!

Her willingness to take on additional chores pleased the owner-operator of the base, Cliff Snyder, as evidenced by the fact that he is helping make her ATP rating possible. She is working on the written phase, and hopes that economic conditions soon improve so that she can proceed with the remainder of the training.

An active 99, Jan has been chapter secretary, organized Proficiency and Safety Seminars for the group and for other interested pilots.

"General Aviation", with emphasis on its benefits to the community, careers and business opportunities in the field, is a course Jan has been teaching to Adult Education classes at community colleges in the area. She has prepared and is narrating the script for a set of audio-visual cassettes, to be used as teaching aids in those classes. A friend, professional in the audio-visual field, is volunteering help in the use of equipment, choice and development of photos and the sound-mixing.

One of Jan's happiest experiences involved her mother, Rita Ann Orr. When Rita decided to update her flying proficiency by earning a commercial license, she asked Jan to be her instructor. Jan says she was nervous: "I pushed her harder than most of my students. I wanted her to be perfect." "I knew she expected more of me," said Rita, "and I didn't want to let her down." Both agree that the training was a success, and to Jan, one of her greatest thrills.



With Jan Orr Young (right) are Cliff Snyder and Jan's mother, Rita Ann. Jan had just completed instructing her mom toward a Commercial rating.

I'M LOOKIN' for volunteers to help write/rewrite articles for *The 99 NEWS*. Have some materials of interest that need to be compiled into suitable material for publication. If you have spare time and would like to help, contact: The Editor, *The 99 NEWS*, P.O. Box 59965, Oklahoma City, OK 73159.

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1983 Application Form

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- Amelia Earhart Memorial Career Scholarship
- Amelia Earhart Memorial Research Scholar Grant

(Application must be complete in every respect. Any item not completed in application must be accompanied by rationale for omission. No exceptions.)

Name _____ Airman's Certificate # _____

Address _____

Chapter _____ Section _____

Age _____ Single _____ Married _____ Husband's Name _____

Minor Children _____ Ages _____ Other Dependents _____

Date Private Rating rec'd. _____ Pilot in Command hours since Pvt. _____ Date joined 99s _____

Certificate & Ratings now held _____

Scholarship would be used for the completion of * _____

Reasons for applying (Proposed use of rating, opportunities available. Be complete! Use additional sheet if necessary.): _____

Present position and employer _____

Previous employment _____

Husband's position and employer _____

Have you applied for another aviation scholarship this year? If so, identify. _____

**Applicants for Research Scholar grants may eliminate this answer since the essence of the statement will be reflected in the Formal Proposal or she may choose to provide a thumbnail sketch of the response if she chooses.*

EXPERIENCE

Cross-Country: List five (5) flights in excess of 300 miles from home base: _____

Instructing (year, place, approximate hours or duration of job): _____

Other aeronautical experience or training, including former ratings: _____

Hours in single-engine non-retractable _____ retractable _____ multi-engine _____

ELIGIBILITY FORM

(To be used by all applicants for Career Scholarships and by applicants for Research Scholar grants if the grant is to be used in connection with an advanced degree or on a "matching funds" contract.)

The following statement is to be completed by a responsible official of the accredited school (or qualified instructor) who would give the instruction.

_____ Flight Hours @ _____/hr. \$ _____
_____ Hours, Instructor (if separate) @ _____/hr. _____
_____ Hours, Ground School @ _____/hr. (*or Flat Rate Amount for course) _____
_____ Other (describe) _____
Less: Discount for employee if applicable _____
Total Net Cost of Instruction (in U.S. Dollars) \$ _____

Aircraft to be used: Make(s) _____ Model(s) _____

I have examined the credentials (certificates, logs, transcripts, etc.) of _____
and find her to be eligible and deemed fully qualified to accomplish the course entitled (full name of course) _____

I hereby certify all information stated above is true and correct.

Signed _____

Title _____

Date _____

(Name of School or Qualified Instructor)

(Address of School or Qualified Instructor)

(Applicant may apply for more than one course. **Complete application form must be submitted for each course.** Additional information may be submitted on an attached sheet.)

Be it known that I am a member in good standing of THE NINETY-NINES, INC., that I have been a member for the 24 consecutive months immediately prior to the date of this application, that I have logged 200 hours or more as pilot in command since receiving my private pilot certificate, and that if I receive the AMELIA EARHART MEMORIAL SCHOLARSHIP or the AMELIA EARHART MEMORIAL RESEARCH SCHOLAR GRANT (cross out one) I will complete the course of instruction, education or research for which this application is submitted within 24 consecutive months after August 31 of the year of the award, and I understand it is to be used only for the purpose or rating for which I am applying. I further agree to retain my membership in THE NINETY-NINES, INC., during this time and to keep in communication with the Board of Trustees of the AMELIA EARHART SCHOLARSHIP TRUST FUND and inform them, at least quarterly, of my progress.

I attest to the fact that my application reflects an honest appraisal of my ability to complete the rating/educational goal/research goal requested in this application.

TO BE NOTARIZED

I HEREBY CERTIFY THAT ALL INFORMATION IN THIS APPLICATION IS TRUE AND CORRECT:

Signed _____
Applicant

Subscribed and sworn before me this _____ day of _____ 19 _____

NOTARY PUBLIC

My commission expires: _____

The following is to be completed by the **Chapter A.E. Chairman**

I have examined all pages of this application and any substantiating credentials I have deemed necessary, and I find them to be true and in order. I recommend this applicant with no reservations. A letter of recommendation from the Chapter Chairman or A.E. Chairman accompanies this application.

Chapter A.E. Chairman _____ Date: _____

If Chapter Chairman is the applicant, the next responsible chapter officer will write the letter of recommendation.

Six copies of this application must be submitted to the Section A.E. Chairman postmarked no later than **January 15th**. A black and white glossy head and shoulders photo (2 1/4" x 2 1/4"), taken within the past two years, must be attached to each copy. Six copies of the letter of recommendation from the Chapter Chairman must also accompany this application.

FACT SHEET

Pertaining to the Applications for The 99s' Amelia Earhart Memorial Scholarships and Research Scholar Grants

The Amelia Earhart Memorial Scholarship application form is made a part of *The 99 NEWS*. Any Ninety-Nine wishing to apply for the scholarship is invited to read it thoroughly. The criteria for an applicant includes the following: To

- have been a member of The Ninety-Nines, Inc. in good standing for the 24 calendar months immediately prior to date of application and agree to remain a member for 24 calendar months after receiving the scholarship award
- hold a current medical certificate and biennial
- have a minimum of 200 hours pilot-in-command time since receiving her private license
- have proven need of the award financially
- have letter of recommendation signed by the chapter A.E. chairman (or chairman of her chapter)
- must agree to complete the course and/or training within two years of August 31 of the year of receiving the award
- submit a separate application for each rating or educational goal for which she is applying

The application consists of:

- application form
- experience record
- eligibility form and letter of recommendation from the chapter
- any item not completed in application form must be accompanied by rationale for omission
- six copies of sets of these must be submitted with the original set notarized in the place provided
- without exception, one head-and-shoulders, black and white glossy photo of the applicant taken within the past two years (size 2¼" x 2¼") must be attached to each application form
- six copies of all additional material furnished must be submitted
- omit use of binders and covers

The A.E. chairman will ascertain that the member's application is *complete and contains all statements* submitted by her chapter. Each chapter is allowed one applicant for every 30 members or major portion thereof. Regardless of size, each chapter is allowed at least one applicant. If there are more applicants than the quota for her chapter, the A.E. chairman will select a committee to assist her in screening the applicants. This will be composed of two or three 99s or other members of the local aviation community who would have a non-biased interest in furthering aviation. This committee will screen the applicants using the following criteria:

- How realistic is her goal?
- What has the applicant already accomplished?
- How much does she need the award financially?
- Is the requested amount of funding appropriate?
- How well will she use it to advance her career?
- How wide a field in aviation will this benefit?
- How long has she been a 99 and how active is she?
- Is she worthy of the award?
- Are forms complete in every respect?

The chapter A.E. chairman will mail her quota (or less) of the applicants to the section A.E. chairman to be postmarked no later than **January 15th**. The section governor will have informed each chapter of the name and address of the section A.E. chairman in advance of this date.

An applicant who is a member of a section, but not a chapter, will request a letter of recommendation from the section governor and submit the letter, with her application, to the section Amelia Earhart chairman no later than **January 15th**.

The section A.E. chairman will select a committee (similar to that described for the local chapter) and screen the applications submitted by the chapters using the criteria listed above. Each section may submit one application for each 200 members of the section or a major portion thereof to the chairman of the Board of Trustees of the A.E. Memorial Scholarship Fund to be postmarked no later than **February 15th**. The section A.E. chairman will notify all chapter A.E. chairmen of the status of their applicants by **February 28th**.

A section which does not have a chapter may itself submit at least one application regardless of size. The section A.E. chairman shall submit research scholar grant applications to the Board of Trustees of A.E. Memorial Scholarship Fund with screening. There is no limit on number of applicants for the research scholar grant either at the chapter or section level.

FACT SHEET

For ATE/American Flyers Career Scholarships

Pertaining to the applications for the ATE/American Flyers Sponsored Scholarships for Ninety-Nines administered by the Amelia Earhart Memorial Scholarship Fund

In 1983 The Ninety-Nines, Inc. will be able to add another type of career scholarship to the traditional Amelia Earhart Memorial Career Scholarship. This is a scholarship to be awarded by ATE/American Flyers (Aviation Training Enterprises and American Flyers, Inc.).

ATE/American Flyers have offered 5 scholarships of \$1,000 each. The Board of Trustees of the Ninety-Nines, Inc. has accepted this offer and the Trustees of the Amelia Earhart Memorial Scholarship Fund will administer the scholarships. Details are provided in the Fact Sheet for ATE/American Flyers Career Scholarship below.

Five \$1,000 Certificates of Credit scholarships toward ground and/or flight training at any of the nine ATE/American Flyers centers will be awarded in 1983.

These centers are located in the city areas of New York, Ft. Lauderdale, Cleveland, Chicago (3 are in Chicago at Midway, DuPage and Louis Univ.), Dallas/Ft. Worth, Ardmore (OK) and Santa Monica.

The "ATE/American Flyers Sponsored Scholarships for 99s" are administered by The Ninety-Nines, Inc., through the Amelia Earhart Memorial Scholarship Fund.

An applicant must be a member of The Ninety-Nines, Inc., in good standing and have at least a private pilot license with a current medical certificate and current biennial. No specific number of pilot hours beyond those necessary for a private pilot license is required.

The application form and accompanying material will be submitted to the member's Chapter A.E. Chairman (or Section A.E. Chairman if the member does not belong to a chapter). Evaluation of the application will follow the same administrative procedures and timetable as those set up for Amelia Earhart Memorial Scholarships up to the point of final selection of winners.

Final selection of winners will be made by a committee consisting of three Amelia Earhart Memorial Scholarship Fund Trustees as representatives of The Ninety-Nines, Inc. and two officers or admission directors of ATE/American Flyers.

Winners of the scholarships will be announced at the annual convention of The Ninety-Nines.

The Certificates of Credit to be used at one of the nine ATE/American Flyers centers will expire August 31, 1984. Any unused balance will not be refunded in cash and cannot be transferred to another person or group. The Certificates of Credit may be applied to ground and/or flight training and are not linked to any specific course nor will signing a contract for any specific course be required for use of the Certificates. Use of the Certificate of Credit must be made within the time stated on its face and in accordance with the normal academic and flight standards of ATE/American Flyers. A waiver of any Ninety-Nines Inc. responsibility related to the scholarships will be signed by the winner.

Each Chapter may send 3 applications or a quota of 30 percent of its total membership (whichever is greater) to the Section. Each Section may forward a quota of 20 percent of its total membership to the Chairman of the Amelia Earhart Memorial Scholarship Fund.

The criteria for evaluating the applications will include:

- Is she a member in good standing with a current medical certificate and current biennial?
- Is the application complete in every respect and does it conform to the requirements?
- How much does she need the scholarship financially?
- Are the goals of the applicant reasonable?
- How well will she use the scholarship to advance her aviation career?
- Do the goals of the applicant promote women in aviation?

Information regarding instruction available at ATE/American Flyers may be obtained by calling ATE/American Flyers, toll free, at 800-323-0808 or 800-323-6164 or writing ATE/American Flyers, DuPage Airport, West Chicago, Ill. 60185 and asking for information concerning The 99 Scholarships. ATE/American Flyers offers licenses, ratings and ground school for all fixed-wing, single and multi-engine-land ratings from Commercial through ATP.

Scholarships do not include transportation, housing or related expenses.

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1983 Application Form

**ATE/AMERICAN FLYERS Career Scholarship For
Ninety-Nines (Sponsored by ATE/American Flyers
& Administered by The Ninety-Nines, Inc.)**

Name _____ Airman's Certificate # _____

Address _____

Age _____ Single _____ Married _____ Husband's Name _____

Minor Children _____ Ages _____ Other dependents _____

Date Pvt. license rec'd _____ Member of What 99 Chapter _____

Date of medical certificate _____ Date of biennial _____

Currently active certificates and ratings held _____

Highest academic degree held, where obtained _____

Scholarship would be used for what training _____

Reasons for applying (Proposed use of training sought. Be complete! Use additional sheet if necessary.) _____

Ultimate aviation career goal _____

If employed, present position and employer _____

Previous employment (Give dates) _____

Pilot time last 24 months _____ Total hours pilot time _____

Pilot-in-Command hrs. since Pvt. _____ IFR actual _____ Simulated _____

Cross-country hrs. in flights 300 miles or more from home base _____

Other aeronautical experience or training, including inactive or former ratings _____

Six copies of this application must be submitted to Chapter A.E. Chairman postmarked no later than **December 15**. A black and white, glossy, head and shoulders photo (2¼" x 2¼") taken within the past two years must be attached to each copy. A letter of recommendation from Chapter Chairman must also accompany this application. Use additional sheets for information whenever necessary. Applicants may reproduce this form.

TO BE NOTARIZED

I HEREBY CERTIFY ALL INFORMATION IN THIS APPLICATION IS TRUE AND CORRECT.

Signed _____
Applicant

Subscribed and sworn before me on this _____ day of _____, 1982.

NOTARY PUBLIC

My commission expires _____

CFI *Potpourri*

by Gwen Haynes

In the Orange County Chapter there are nine gals with the rating of CFI or above. From the interviews I have found that they come in all ages, shapes and sizes, from a variety of backgrounds and lifestyles. They have many different talents, interests and hobbies, but, all share one thing in common that bridges all the differences ... they are women pilots and they are Flight Instructors.

Lois Scura: 1000 hours, ASEL, IFR, COMM, CFIA, CFII. Started flying in 1976, became a 99 in 1979 ... If you are at Orange County Airport and see a petite, perky lady with short auburn hair clad in blue jeans, that will be Lois. She presently owns a non-profit flying club which consists of a total of one C-150 which she uses for instructing. You can also find her flying around 14,000' for an aerial photographer doing the county maps for Thomas Bros. The camera is mounted in the back of the plane and takes the photos through a hole in the belly.

Lois has chosen an adventurous profession, and her hobbies are no less so. She loves to ski (water and snow), scuba dive, fly and crew on hot air balloons. She is active in the chapter, having held chairmanship posts.

About flying, she says, "It's an endless series of goals ... there's always another rating to complete and another airplane to take for a check ride."

When she is instructing, Lois stresses to her students that they learn how to 'think for themselves' so that if problems arise when they are solo, they can reason them out themselves.

Helen Phillippi: 1800 hours, ASEL, IFR, COMM, CFI, CFII. Basic, Adv. and Inst. Ground Instructor. Started flying in 1968, became a 99 not long after ... Whenever I think of Helen, I picture an attractive woman in a uniform. For three years she was on active duty in the Navy where she became a Petty Officer First Class. At our monthly meetings she was the one in uniform. Now on reserve status, Helen has flown in several Air Races, has been co-chairperson of the Powder Puff Derby and was a nominee for the Amelia Earhart Scholarship.

She holds a California Teachers' Credential for Community Colleges and teaches ground school two evenings a week at Orange Coast College. She flight instructs

out of Omni Flying Club at Long Beach Airport, commuting from the high desert to do all this instructing, and still finding time for her hobbies of gardening, jogging and raquetball.

She tells of a not-so-funny incident while instructing a student on a dual X-country ... the engine quit (bent push rods); however, there was an airport just off to the side which was reached safely.

When instructing, Helen stresses to her students safety and survival. (Flying on a X-country in southern California usually involves the deserts and/or the mountains, so this next point is a valid one.) She insists on her students taking survival equipment with them on their solo X-country.

Eleanor Todd: 1000 hours, ASEL, IFR, COMM, CFI. Started flying in 1974, became a 99 in 1975. Surprisingly, Eleanor was a 'white knuckler' and was urged by her husband (a private pilot) to take a few flying lessons. She thinks he's been sorry ever since. It's not unusual for her three sons to come home and find a note on the ice box saying, 'Gone flying, Mother.'

Prior to becoming a flight instructor, Eleanor worked as a technical illustrator at Douglas Aircraft. Incidentally, she designed and did all of the architectural drawings and floor plans for the dream home they live in on the sands of Newport Beach.

She also enjoys working with water colors, photography, architecture and makes her own clothes. Eleanor has been active in the chapter and served as chairman in 1979-80 ... not to mention achieving Pilot-of-the-Year awards. She divides her flying time between free-lance flight instructing and Charlie, a PA28-151, the new love in her life.

When instructing, Eleanor stresses to her students (1) Understand the aircraft and its capabilities. (2) Respect for the FAR's and the system. (3) 'Humility' — when to say no and when to ask for help. (4) 'Freedom' — to cut the cord from your instructor and not attach it to someone else.

Madine Carpenter: 3000 hours, ASMEL, IFR, COMM, CFI. Ground Instructor. Started flying in 1959, became a 99 in 1961 and was our chapter chairman in the mid 1960's. This lady is so busy with her business ventures she's hard to pin down. She is a bundle of energy with a winning smile and proud of her Native American Indian heritage.

She started working on her private license while she was with TWA. Later, she instructed out of Orange County Airport for Torbet Aircraft. She also flew Charter Air Parcel and Air Freight delivery. Next, she bought an airplane and started her own small flying operation. She participated in several air races and was usually sponsored by AirCal. She has won the Vixen Frisk Race and, with Shirley Tanner, the Palms to Pines Race.

In 1974 Governor Reagan appointed her as the first woman to sit on the California Aeronautical Board, a post she held for four years. Besides the US she has flown in Mexico, Canada, Alaska, Hawaiian Islands, Australia, New Guinea and Israel.

Her current business ventures are 'Madines', three health spas in the Orange County area, and she is Founding Director of Newport Harbor National Bank. Her V-35B Bonanza keeps her connected to the 120 acre farm she runs in Oklahoma. When in Oklahoma she is very involved with the Native American Indian youth and lends her support, finances and plane to further aviation education at Dahlenegah Indian School.

When she is instructing, Madine stresses to her student safety and knowing the airplane you are flying.

Margo Smith: 5400 hours, ASMEL, IFR, COMM, CFI, CFII. Gold Seal Basic, ADV. and IFR. Ground Instructor. Started flying in 1963, became a 99 in 1965. A Canadian by birth, Margo was in love with an RAF pilot at age nine. Small wonder she should end up as a pilot herself; however, it took a few more years and another country before she was able to start flying. She had put her third child in school when she headed for Orange County Airport and Martin Aviation to learn to fly. Before the move to the US, Margo was a Certified Medical Lab Technologist who specialized in hematology and assisted a doctor in leukemia research.

Since becoming a 99, she has been very active, is a super credit to the 99s and has held numerous chairmanship posts. She is probably best known for the post of Governor of the Southwest Section 1978-80. As a Flight Instructor she has worked out of Aviation Unlimited (Fullerton Airport) and General Aviation Flight Center (Orange County Airport).

She loves to instruct and feels 'to share a joy is to double it'. She recalls that debriefing one student (an engineer) after a flight, she pointed out a few of his errors and how to correct them. A moment's silence, then he said, "I guess I'll just have to go home and reprogram myself."

As versatile as she is, so are her hobbies: travel, classical music, archaeology (she was in Egypt and Machu Pichu), history, marine science and crewel.

As a note of interest, the International Board has voted her 'Historian for Women Aviation Educators' and Margo, who returned to college to get her Masters degree, has chosen as her thesis topic 'The Role of



Orange County Chapter CFI's are (seated) Lois Scura, (middle) Helen Phillippi, Eleanor Todd, Madine Carpenter, Margo Smith and (top) Shirley Tanner, Pam Mahonchak and Diane Hixson. Carol Nielson (inset) was so busy instructing that she forgot about the group photo!

Woman Aviation Educator'.

When instructing, Margo emphasizes, besides safety, to keep striving to be more precise. Use your head. Set high standards ... achieve them, then set even higher ones (the story of Margo's life). She has a special message for women pilots, "Be the best ... be a girl, too."

Shirley Tanner: 2400 hours, ASMEL, IFR, COMM, CFI. Started flying in 1969 and became a 99 that same year ... Shirley, (nicknamed Shirley WHO) reminds me of champagne. She's classy, blonde and fairly bubbles over in conversation.

Amazingly, she was a 'white knuckler' when she went for her first plane ride with her pilot sister. That ride caused her to buy 'Charley,' a Citabria, and get her private license. She is an avid air racer and has lost count of all the races she has been in, but does remember placing first in four of them, also placing sixth and second in the Powder Puff Derby.

Her adrenalin was drained in the 1972 PPD when she landed at the destination with but a couple of gallons to spare. She was legal though ... the racing rules only stated that you could not run out of gas on the runway. At one time she taught kindergarten-primary school in the Hawaiian Islands. Later she taught flying out of Len-Air at Orange County Airport. Currently she is kept busy as a real estate agent selling housing developments, and has traded Charley for a V-35B Bonanza. About flying, she says

"Racing was the greatest teacher, rather than casual flying." She has been active in the chapter and held chairmanship posts at one time or another.

When instructing, Shirley stresses safety, confidence in self and the airplane and to 'think it through'.

Pam Mahonchak: 1400 hours, ASMEL, IFR, COMM, CFI, CFII, SSMEL. Started flying in 1976, became a 99 in 1979. To give you an insight into Pam, I will repeat what she said about herself. "I think I was a duck in a previous life ... I love flying and I migrate a lot! But in this life, I'm Pam Mahonchak ... a pilot/secretary/Avon lady from Aurora/Fort Worth/Newport Beach ... gosh! I think I'm having an identity crisis!" (Could I have said it better?) In the air, instructing, she is all business, but on the ground she can keep you laughing. She also sings, directs the choir at her church and plays piano and cello. Her life goals are (1) a job with an airline, (2) a PhD in Western American History, (3) a safari in eastern Africa, (4) singing in Vegas, (5) seeing her father hold his first granddaughter. (Pam, I hope you live to be 100!) Pam instructs out of Martin Aviation, Orange County Airport. She 'fondly' recalls soloing a student who got so excited he taxied back to Martin and left her standing at the north end. In spite of being a full time flight instructor (and I do mean full) she still finds time to be very active in the chapter.

When instructing, Pam tells her students: Flying an aircraft is 10% mechanical and 90%

mental ... any trained monkey can manipulate the controls of an airplane, but, to master your own fears, grow as a person and learn that flying is a gift, and as a pilot holds something special ... that is what separates us from the monkey.

Diane Hixson: 2800 hours, ASMEL, ASELS, IFR, COMM, CFI, CFII, ATP-Multi, Flight Engineer Turbo Jet, Lear Type Jet rating. Started flying Women's Rights Day 1973, became a 99 in 1974. Diane was a computer programmer prior to becoming a CFI and that is what paid for the 'flying bug'. Perhaps many of you remember Diane from an article I wrote on her in the April 1980 issue of *The 99 NEWS*, titled, 'Diane Hixson — Flight Engineer'. Since then she has spent 700 hours as a Flight Engineer for United Airlines in B727's. When the economic crunch came and she was furloughed, Diane was undaunted ... she got her Lear type Jet rating and now flies same out of Burbank Airport for a company that hauls business executives around the country. However, she is still available as a CFI if anyone wants to get APT. When she was a full-time flight instructor, she taught out of Newport-Air, Orange County Airport.

She recalls an amusing incident during those instructing days ... after soloing a student and he had landed, he was so excited he couldn't remember that he was supposed to ask Ground to 'taxi to the VOR' ... all he could think of was, 'taxi to DIANE'.

When instructing, Diane always emphasizes a special phrase ... 'Flying is a discipline — Safety is an attitude.'

Carol Nielsen: 1300 hours, ASMEL, IFR, COMM, CFIA, CFII. Started flying in 1976, became a 99 in 1978. Carol instructs out of Eagle Aviation at Long Beach Airport. She's the one with the bright eyes, waist-length blonde hair and is a super-achiever. A collegiate flyer, she competed in 1976-78 on both the NIFA Regional and National level, and Cypress College qualified two out of three years for the Nationals while she was there.

She was Team Captain in 1977 and International Chairman for NIFA in charge of recruiting judges for SAFECON. She has also served as a judge at these meets.

She has ferried Tomahawks from Michigan for Eagle Aviation and once had to make a night landing in Des Moines with the windshield iced up. About flying, she says, "It has been a challenge for me and it has not come naturally, but, one can do anything she wants to do if she is willing to work hard enough for her goals." Carol works hard inside the chapter, too, and has held a few chairmanship posts.

When instructing, Carol stresses to her students: Pilotage and dead reckoning navigation, weather interpretation and safety.

It's typical of Carol's 'involvement' with flying that she should get so 'involved' she let the time slip away with a student and was unable to make it in for the group photo of the CFI's on time.



Clockwise from above: Air age education workshop involves 99s and young students. Fundraising at an air show helps keep projects going. Chapter meetings are sometimes held in a hangar. 99s help flying companions learn more about aviation. Pennies-a-Pound flights give folks a chance to experience the thrill of flight. Fly-ins for fun lead to a picnic at the airport.



Seek and Keep in '83

by Charlene Falkenberg

President Marilyn Copeland has formed a Membership Committee consisting of Vice-President Charlene Falkenberg, International Treasurer Betty Jane Schermerhorn, International 66 Chairman Carol Zander and Virginia Mattiza of the Austin Chapter.

This committee has been kept active during the past few months by Betty Jane who developed Standard Operating Procedures for the Membership Committee. If you have not received a copy, contact any member of the committee and we will send them to you.

The goal of this committee is to SEEK and KEEP. New members will be sought through the 66 Program and other methods. However, we want to keep the members we have, so our aims will head in that direction also.

An organization that does not grow becomes stagnant. We do get new members

each year, but somehow lose approximately the same number. As a result our membership has remained around 6,000 for years.

A very fruitful meeting was held at the International Convention with the International Membership Committee and many Section Membership Chairmen along with the Governors of the Sections. It is hoped we can create interest and enthusiasm to Seek & Keep members.

The 66 Chairman will be publishing articles each month with suggestions for reaching the prospective 66. The 66 can receive much benefit and encouragement by participating in chapter events.

There is a tremendous field of women pilots who are not 99s for us to reach. Many have not even heard of the 99s. We must use all means available as a public relations tool to tell the world about us. I have yet to

inform a woman pilot what the 99s really are, what we have to offer, and the pride we have in being a 99, that she isn't anxious to join us. We have much to offer women pilots, so let's don't hide our light under a bushel. Let's shout to the world that we are 99s.

Our responsibility doesn't end when we sign a pilot on the dotted line. We must live up to our promises. In the months to come, this column will give you many ideas and suggestions to keep our members active and enthusiastic.

Let's all work to make Virginia Mattiza's suggestion come alive — "Each 99 get three new members in 1983." Let me know when you get your three. Let's get going! Put the pullout poster on the next two pages up at every airport within your chapter's range. It will be your start toward "3 IN '83".



66?

99?

by Carol Zander

WHAT IS A 66? — 66s are women student pilots.

WHO ARE THE 99s? — The Ninety-Nines is an international organization of licensed women pilots. The purpose "is to engage in educational, charitable, and scientific activities, and to provide a close relationship among women pilots and unite them in any movement that may be for their benefit or for that of aviation in general.

WHAT EXACTLY DO THE 99s DO? — The 99s are involved in a wide variety of aviation activities. We offer scholarships for advanced flight training, we sponsor seminars to promote safety and we run flying contests for fun and proficiency. We act as judges in intercollegiate flying competitions and take youth groups on airport tours. Each chapter's newsletter and *The 99 NEWS* explain more about the activities in which chapters are involved.

WHAT DO YOU MEAN BY A CHAPTER? — The international organization is divided into sections presided over by a governor. Most sections are further divided into chapters, headed by a chairman. Some chapters may include women from only part of a city or may consist of women from the entire state. Chapters hold monthly meetings and sections have bi-annual meetings. An international convention is held once a year.

WHAT DO I GET FROM BECOMING A 66? — The full enjoyment of this unique organization can only come when you participate. There are lots of activities for you to join in; we need your help at seminars, you are welcome at our fly-ins and you can be co-pilot in some of our air races. The 66 chairman, chapter chairman, and other members are available to answer questions about your flight training. We were all students and know the frustration you occasionally encounter.

WHEN CAN I BECOME A 99? — You may become a 99 after receiving your license and after meeting the individual chapter qualifications.

For copies of the 66 Information Leaflet, or larger copies of the "Women In Aviation" flyer, contact Carol Zander, 126 W. Hickory, Chicago Heights, IL 60411.

Editor's note: The following two pages of this magazine are designed as a pull-out poster. Just personalize it with your local chapter information, and place it in nearby airports. Let's Seek and Keep in '83!



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International Women Pilots

WOMEN IN AVIATION

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For additional information regarding local meetings or membership, please contact:

**or: International Headquarters, Will Rogers
World Airport, P.O. Box 59965, Okla. City 73159
(405-685-7969)**



by Carol Zander

Every chapter is encouraged to have special 66 meetings, each member to invite a student pilot. Part of the business meeting or program could be devoted to the 66. Ask a CFI, either a chapter member, or one you know is able to relate well in a ground school atmosphere, to attend. Have the students write down questions about their flying or anticipated written exam and engage in a question and answer period. This time period could be brief, maybe during a lunch break when the atmosphere is more informal.

A special segment could be scheduled at each meeting, or every other meeting, devoted to 66s to talk about weather interpretation (invite a weather man for the program), VORs, ADF, clouds, weight and balance, etc. Here again, a CFI or Ground School Instructor in attendance would be advisable. If your chapter sponsors any type of aviation seminar, this is the ideal time to find

potential 66 and/or 99 members.

There may be students who will discontinue their training because they become discouraged at some point. If we can encourage student pilots to continue their training, our numbers will increase. Let them know we had our moments of doubt also and that talking with someone who understood helped us to continue and fulfill our desire to become pilots. Let them know it is all worthwhile the first time they take off as Pilot In Command. Ask a CFI member (if you have one) to go up with the 66 and allay some of her apprehension.

You will find most students welcome the opportunity to fly with someone; when your chapter has a flying activity, invite a student to join you. She will be thrilled and at the same time, probably ask you questions about the 99s.

Where, When and Why did you learn to fly?

Convention activities included a breakfast for charter members, past international presidents and present Board members.

During this year's breakfast, the topic of conversation centered around "Where, when and why did you learn to fly."

No tape recorders were available, but charter member Betty McNabb took frantic notes, and thought the following would be of interest to all 99s.

by Betty McNabb

Charter members, past presidents and current Board members breakfasted together during the International Convention in St. Louis. The order of the day was "Where, When and Why did you learn to fly?"

Circling the tables, we came first to Kay Brick, who took her first flight with a beau in an OX5. Her reason for learning to fly was to be different! Enrolled with her in a class of aerodynamics and engines was her closest friend. Said Kay: "My friend applied her skills to production — having eight children. I learned to fly!"

Kay is a charter member, a past international president, former WASP and chairman for years of the Powder Puff Derby.

Charter member Melba Beard is so diminutive she always has to fly with cushions. She learned to fly in 1929 in an OX5 International. She says she was a slow learner because it took her all of three hours to solo!

Nancy Tier, charter member, still happily flies a Navion. She came from a non-mechanical, non-aviation-oriented family, but wanted to fly anyway. She soloed in 1928 at the age of 16, and received her license at 17, flying a OX5 WACO and an Eagle Rock. She passed the written with flying colors, saying it only had 10 questions.

Broneta Davis Evans, past international president and another Eagle Rock pilot, learned to fly in 1928. Marrying a pilot, they gave each other an airplane and began barnstorming. Her husband soloed her (without an instructor's rating); then she got her license from the proper source. Her husband complained when they flew together because her long curls whipped in his face!

Past President Betty Gillies, an inspiration to all of us, is a charter member and former WASP. She learned to fly, she insists, because the man she had her eye on (also a pilot) had to be chased, and she thought she could chase him faster in an airplane. She did and caught him. Betty is petite, sparkly and a poet, too.

Her first lesson was in 1928; and part of her motivation was Amelia Earhart's article, "You, too, can Learn to Fly." Fifty-four years later Betty flies her Baron all over the country.

Alice Hammond, past president, wanted

to fly as a child. She tried out Peter Pan's "Think Beautiful Thoughts and You Can Fly." Several bruises later, she decided that her thoughts were not that beautiful. Later she tried a real airplane. Between them, she and husband John have more than 107 years of flying time.

Both flew for the Civil Air Patrol in WWII, and these days fly a bright yellow Mooney named Susie Q. Alice's first flight, on her 21st birthday, was in a Ford Trimotor with wicker seats.

Susie Sewell, past president, was one of the first AE Scholarship winners. After obtaining the necessary ratings, she gave some flight instruction. Susie had an executive sort of mind, though, and became involved in the industry side of aviation. She was a vice president at Catlin Aviation in Oklahoma City; the first female Piper distributor; and now runs an aviation insurance agency. During her incumbency as 99 president, the International Headquarters project, years in the planning, finally got off the ground.

Past President Alice Roberts was cajoled into flight lessons by 49½er Charles, and flew most of her 99 commitments nationwide in her Bonanza. They sold their bird, and are hunting for another — once bitten, always bitten!

Thon Griffith, past president, flies a turbo Baron for her husband's company.

Janet Green, out-going past president, also flies for her family company and counts her pilot-husband and two flying children among her brood. She learned to fly in 1964 because all pilots, she believed, were clever and dashing. Her first classes were with a bunch of engineers!

Betty McNabb, past president, took her first ride in 1921 in an OXX6 biplane, and learned to fly exactly 30 years later in an Ercoupe which her instructor labeled fit only for the physically unfit, the very elderly and morons. She did not want to accept any of those soubriquets. She took flying lessons not to conquer the wild blue yonder, but to get off the wilder black highways, which she traveled frequently in her job. She flies a Tiger for business, the Civil Air Patrol and the Coast Guard.

Brand new president Marilyn Copeland is not new to aviation — she took flight lessons for awhile, but the airplane was so fraught with problems she decided to give it up. But the desire to fly remained with her and the outcome included ratings, races, much work for the Ninety-Nines, an airport in the family and a president's job.

Hazel Jones, director and past vice president, decided she'd rather fly than blow the french horn, and ended up working for the CAA (now FAA). She has walls covered

with plaques, certificates, citations and awards attesting to her dedicated and productive work in all phases of aviation. She is an Accident Prevention Counselor at Large, a tennis player, a dedicated 99 and a comedian whom we all love.

Charlene Falkenberg, 99 vice president, became (at the age of 30) the only female pilot in Hobart, Indiana. Enthralled with every phase of aviation, this school teacher applied her professional teaching expertise to telling aviation's story and has worked with dedication on many school and 99 aerospace education projects.

Ruth Dobrescu's husband, a TWA flight engineer, got his pilot's license, then persuaded her to join him. Ruth joined the cloud-crowd, and the 99s.

Barbara Goetz, at age eleven, stated her intention of becoming an airline pilot. This embarrassed her mother, who would not allow her to fly even as a CAP cadet. Her dream persisted, and at age 18 she took her first flight with a 99, introducing herself to the airplane by walking into the leading edge of the wing. She has avoided this ploy since that first day.

Betty Jane Schermerhorn held off until she was 37, learning to fly in a Super-cub. She knows about snow and ice, and has done bush flying in her home territory, Canada.

Gene Nora Jessen wanted to fly in kindergarten, and soloed at age 16 (she had graduated from kindergarten some time prior to her solo!). She earned her way through college giving flight instruction; joined Beech Aircraft; and was one of the "Three Musketees" who demonstrated Beech's Musketeeer nation-wide. She married one of that trio, runs an aviation insurance business, and did a wonderful piece of work with the Ninety-Nines history book.

Also at the breakfast, listeners had the privilege of hearing a presentation by Colonel Fred Cherry, a USAF Jet Pilot who spent 7½ years in a POW camp in Viet Nam — and told an enthralling story about that terrible hiatus in his life.

His talk had been scheduled for fifteen minutes and he stopped at that point. His audience kept him for another forty-five, when they themselves had to disperse for meetings.

Colonel Cherry is one of the original Tuskegee black pilots who pioneered military aviation for his race. He was shot down and captured while making a low-level pass over an outpost.

He survived the parachute descent but

cont. on p. 22

Additional Convention Highlights

Where, When and ... *cont. from p. 21*

his shoulder was badly smashed, and he had other injuries. Immediately captured, he was surrounded with curious Vietnamese who had never seen a black before, and kept trying to rub the color off his skin.

The shoulder was repaired — a long and complicated operation — **DONE TOTALLY WITHOUT ANESTHESIA.** That was only one of the cruel and inhuman acts perpe-

trated on the American prisoners — but somehow most of them survived, and with them survived their patriotism, courage, and, with Fred at least, a sense of humor and an essential humanity — despite incredible cruelties, hardships, and torture, the man still has faith in God and mankind.

Seven and one-half years — we salute Colonel Fred Cherry.

Editor's note: Southeast Section Governor Bonnie Quenzler and her mother, 99 Shirley Zillig, raced as a team in the Air Race Classic in June.

Afterwards, Bonnie expressed the following thoughts about the experience to her mom. We'd like to share this with you .

Air Racing Update

by Bonnie Quenzler

Well, Mother, I want to thank you for the great time I had with you in the Air Race Classic. It seems that each time we fly together it is a special experience. Now that I am back at home I've reflected a bit about why it is so.

First of all I am proud that you fly. It's a skill to be admired in anyone who accomplishes it well and safely. I will admit that, when you fly off home from a visit, my eyes fill up and my heart seems lifted with your plane as you climb into the sky. I watch with a grin until you disappear. When new people talk with me about flying, I like to say, "My mother is a pilot, too."

Then also, there is satisfaction in the task accomplished. We both know how much air racing helps us to be better pilots, and we learned plenty more this time. Never mind our flip remarks like, "I can't tell you where we are, I'm reading my magazines," or "Of COURSE the trunks and the dogs are part of our luggage." Will we ever forget the troubles with the DG or deciding who worked harder polishing the airplane, or how NOT to leave behind watches, charts and toothbrushes? Mom, I'm sorry that I made you abandon that dirty rag back in Oregon that used to be my snuggle ducky. When I found out it was rescued by Betty Cole and mailed back to you — laundered — signed "END OF AN ERA" I fell over laughing. But racing in the cockpit we seem to have a unity of purpose that goes beyond just completing the mission.

The third thing and the most important one is that when you do something you like, such as flying, with someone you love, the event is enhanced. Of course, the same idea applies when shared with a spouse or between friends. I thank God I am lucky enough to do this with you.

Mother, I have rephrased the thank you poem we sent to those who helped on the Air Race Classic. Here it is for you:

To fly to lofty heights,
To cross the great divide,
To see new faces, meet old friends
T'was fine to do it side by side.

We raced, we won, we had great fun
Improved our skills along the way
The pride we felt when it was done
Are pleasant dreams I'll store away.



During Convention, Section governors and governors-elect gathered for a luncheon and photo session. Standing are Peggy Dawn Smith, Kate Merry, Yvonne Smith, Thelma Cull, Billie Downing, Jean Davis, Nancy Smith, Mary Byers and Diane Cozzi. Seated are Chanda Sawant, Evelyn Kropp, Clarice Bellino, Val Johnson, Betty Jo Ault, Bonnie Quenzler and Carolyn Clarke.

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News, Activities and Projects

AUSTRALIAN SECTION

Woman pilot to receive world honor next month

by John Mulcair

An Australian woman pilot is to receive one of the aviation world's most coveted honors next month.

Mrs. Senja Robey of Georges Hall, near Sydney's Bankstown Airport, will become only the fourth woman to be invested with the livery of the Guild of Air Pilots and Air Navigators at a ceremony in London on September 2.

The honor is in recognition of her 33-year career during which she has taught hundreds of student pilots and helped found the Australian Women Pilots Association.

The only other women to have been invested with the guild's robes are pilots Jean Batten and Sheila Scott, and the first secretary of the guild, Jillian McKay.

Becoming a liveryman of the guild is limited to people with deep involvement in the aviation industry and carries with it the freedom of the City of London.

Mrs. Robey said: "I am very proud of having gained this award. I am deeply interested in the history of the guilds and to be part of their history, which goes back 1000 years, gives me great pride and pleasure."

While working in the costing and accounts section at Hawker de Havilland at Bankstown Airport in 1949, she learned to fly a Tiger Moth. Since then she has flown 8000 hours in 35 types of aircraft.

Mrs. Robey is one of the better-known ferry pilots, having delivered scores of aircraft, ranging from float-planes to agricultural aircraft, from Bankstown to their owners throughout the country.

She gained her commercial license in 1954 and her instructor's rating in 1962.

On a recent trip between Adelaide and Alice Springs on a Boeing 727 she discovered that she had taught both the first officer on the jet and one of the passengers to fly.

Reprinted from the Weekend Australian, August 22, 1982.



Senja Robey, Australian Section



A bountiful pot luck picnic in the shade of a hangar at Welland Airport was enjoyed by First Canadian members.

More events are coming up rapidly. Plans for another fly-in, our annual general meeting in September, and the Fall Section Meeting the first weekend in October.

by Carolyn Cutt

EAST CANADA SECTION

First Canadian Chapter

Many members of the First Canadian Chapter and four new prospective members flew into Welland on July 24 to enjoy a scrumptious potluck picnic set out in the welcome shade of the hangar. The variety of airplanes arriving added to the enjoyment. Donna Deaken and Wendy Traviss arrived in an Air Canada plane; Shirley and Neil McDougall flew GKZD; Carol and Ernie Papas BFW; Helen and Don Hems QNH; Gwen and Les Hems FKW; Betty Greply, Edie Luther and Gord Craig in USP; Shirley and Ken Allen in the Comanche; Liz Lane and Eloise Henderson in EGG; Lois Moore in the Aeronca Champ; Doug Moore in the 195, Mike Mestaigh, their nephew, in a 150, a three plane family!; Margo and Fred arrived in OVQ; and the star of the show, Hella Comat, in the Pitts.

Hella, a very active aerobatic flyer, gave us a thrilling exhibition. Gerry Unger, the Canadian Aerobatic Champion, arrived quite unexpectedly in his Pitts, and teamed with Hella, they made a spectacular formation exit.

Welland is a delightful airport, and we are very appreciative to the Welland Airport Operators for their assistance in arranging the fly-in.

A successful Co-Pilot Course was presented by four of our members, Donna Deaken, Adele Fogle, Lynn Shinn, and Elizabeth Ives-Ruyter, at the Annual EAAC Convention in Orillia this July.

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WESTERN CANADA SECTION

Saskatchewan Chapter

July 17-18 saw several members of the chapter enjoying Noreen Proudlove's lovely cabin on beautiful Candle Lake, Provincial Park. Here the group were given lessons in canoeing and taken on a trail hike to an old homestead in the area. Three aircraft flew in for the overnight meeting which included a bar-b-que on Saturday evening.

Plans are in progress to take a long trip north on Labor Day weekend. We plan to fly to Uranium City in northern Saskatchewan,

wind socks to the town strips at Davidson, Imperial and Candle Lake.

by Nadine M. Cooper

NEW ENGLAND SECTION

Eastern New England Chapter

On a sweltering July 10th the Eastern New England 99s donned ticky, tacky paint clothes and airmarked Worcester Airport, Worcester, Massachusetts. Harriet Fuller hand etched our 99 insignia for all the world to see. We made the Worcester paper the following Monday morning.

CHAPTER NEWS, ETC.

overnight there after exploring the Beaver Lodge Mine (which has recently shut down leaving about 800 people out of jobs) and continue on to Stony Rapids where there is excellent fishing.

Those adventurous souls planning this trip are Dr. June Mills, Nadine Cooper, Mildred Beamish and Alice Heyer.



Those who flew into Candle Lake are Dal Proudlove, Tony Cooper, Mary Pyne, Noreen Proudlove, Don Campbell and Eunice Coult.



At the Old Homestead, Candle Lake, are Nadine Cooper, Mildred Beamish, Mary Pyne, Dal and Noreen Proudlove and their children, David and Ellen.

Wedding Bells rang on August 21 for Melody Cooper, and on July 2 for Karen McPherson. Congratulations to both girls.

Saskatchewan Chapter has provided new



49½er Chairman Becky Thatcher presents his membership card to hardworking 49½er Ed Doherty while wife, Jean, looks on.

Twelve of our 99s attended the convention in St. Louis. We sold our sweaters, attended the meetings, visited the awesome arch and came home feeling the warm fuz-zies for the new friends we made and for the old renewed friendships. Ed Doherty and Howard Fuller were knighted as 49½ers by our beautiful Becky Thatcher. Thank you, Becky! Happiness is being a 99!

The Eastern New England Chapter is hosting the New England Section meeting September 18 at the new Worcester Marriott Hotel.

by Jean Doherty

NEW YORK-NEW JERSEY SECTION

Long Island Chapter

The Long Island Chapter has its first helicopter pilot, Phyllis Cacoulidis. June 3 was the big test day for Phyllis and that very evening a representative of the Whirly-Girls called to congratulate her and invite her to join their prestigious organization.

After obtaining the rating, Phyllis and her daughter, Joy, rented a Turbo Arrow (better for long distance) and flew to Texas to visit family. Starting out VFR, bad weather was encountered almost immediately. The trip home was better and 16-year-old Joy, a student pilot, navigated with her VFR sec-

tional charts. The round trip took a total of 21 hours to complete.

Ten chapter members attended the International Convention at St. Louis, Missouri — had a wonderful time and said the city is lovely. Joyce Malkmes and Sue Mirabel flew with Pat Bizzoso in her Grumman Tiger from Long Island.

Jill Hopfenmuller was in the right place at the right time in St. Louis. All week the 99s had been taking helicopter rides and making friends. Jill, standing in line for her ride, was approached by the pilot and asked if she would like to go as a safety person (which they needed to tow banners and had no one on hand at that time). Instead of putting Jill in the left seat to watch the banner, they put in dual controls, put her in the right seat and gave her 1½ hours of dual helicopter time. The Bell Jet Ranger with banner in tow flew around the Marriott Hotel, the stadium and the Arch. Jerry, the pilot, met Jill and some of the other girls after his day's work was finished. He seemed to get quite a kick out of being able to say he had given dual to a 99 with banner in tow. A quote from Jill, "My desire for a helicopter rating has been lit. I had a ball. I'm still floating on air." Indeed our girls had a wonderful time in St. Louis.

Roberta Pistorius and 49½er Al celebrated their 40th wedding anniversary with a party given by their children. Many of the 99 chapter attended including newlyweds Anita and Ed Cafferty. The Cafferty wedding in June was lovely and was also celebrated by our chapter.

by Patricia Rockwell

NY Capital District Chapter

With the lazy days of summer nearly gone, most of us are reluctantly settling back into a routine. Several of our chapter members have, however, been busy maintaining their piloting skills and working on various aviation projects. One of our gals, Florence Dooley recently completed a second course in Emergency Services sponsored by the Tri-Counties CAP. Florence, a CAP member herself, took part in the workshop which focused on ground control aspects and coordination of services for search and rescue missions. The first course was involved with pilot oriented skills for rescue operations.



New York Capital District 99s recently painted compass check markings at Schenectady County Airport.

Several 99s recently spent a cloudy Sunday afternoon designing and painting a compass check point at the Schenectady County Airport. Past Chairman Harriet Bregman coordinated the activities and Andee Rappazzo assisted.

Upcoming is the Capital District Chapter's annual chicken barbecue. Once again Ruth and Bob Green have graciously offered their house and pool for the event. All of us are looking forward to a final fun day of sun, swimming and enjoying the company of flying friends and family.

by Trish Bianchi

Western New York Chapter

Recipient of a scholarship awarded in memory of 49½er Henry Richter was James Lambert. The Western New York Chapter has raised over \$800 toward the scholarship fund.

The summer fund raiser we held was a plane wash.

Pat Kneiss, Darla Richter and Dorothy Hake represented the chapter at the International Convention in St. Louis.

by Virginia Hake



16 year old James Lambert receives his "wings" from 99 Darla Richter.

NORTH CENTRAL SECTION

All-Ohio Chapter

There are not enough words available to express to the Greater St. Louis Chapter what a truly wonderful experience the 1982 International Convention was. To have worked with these truly amazing 99s was a view of organization, efficiency and hard work. All-Ohio Chapter tips their wings to our sister chapter, Greater St. Louis!

Ways and Means Chairman Sandy Gordley's mother-in-law, Anne, was kind enough to hook a gorgeous bi-plane rug. Tickets were sold and the rug raffled at the International Luncheon for which All-Ohio was responsible. Indiana Dunes 99 Muriel Majneri, who resides in Columbus, was the winner. When Sandy called Muriel to tell her of her winning, Muriel was absolutely delighted and had the wall picked out for hanging the rug.

With cold weather already introducing itself to Ohio the All-Ohio Chapter is busy planning the Region III NIFA meet at Kent State University, Kent, Ohio, in October and getting out winter clothes. Also, the

chapter is working closely with International Board member Hazel Jones on the National meet that will be held in Michigan in the spring.

All-Ohio 99s Jayne Herman and Connie McConnell hosted the August meeting in Bowling Green, Ohio. The turn out for the meeting was great due to fair skies. Champion Spark Plug sent Bill Mangold to present the day's program concerning the care and treatment of plugs and how to extend their life.

by Jeane M. Wolcott

Chicago Area Chapter

The Chicago Area Chapter 99s hosted the Friendship Tent at the EAA convention in Oshkosh, July 30-August 6. Co-chairmen Norma Freier and Mary Panczysyn were there the full week, with many other Chicago Area 99s spending a day or two helping to greet other 99s, potential 99s and 66s.

Madeleine Monaco was chairman of the Amelia Earhart luncheon at International Convention, hosted by the Chicago Chapter. Marge Sundmacher made the centerpieces and the AE pins were made by Bev Greenhill. Chicago 99s arrived en masse to participate in the candlelight ceremony. As each chapter was named, a Chicago 99 would light the member's candle from her own. It was truly an impressive moment.

We were also pleased to learn that two of our chapter members, Bobbie Raske and Dolores Weimer, were awarded ATE scholarships at the AE Luncheon.

Our own Diane Cozzi is now North Central Section governor, Joan Kerwin is vice-governor and Mary Panczysyn is a member of the Nominating Committee.

The August chapter meeting was held at the Landings Airstrip, in the hangar of our hostesses Ruth Frantz and Marion Servos. Our new officers were installed and are Chairman Mary Panczysyn, Vice-Chairman Arta Henson, Treasurer Marjorie Sundmacher, Recording Secretary Bobbie Raske and Corresponding Secretary Madeleine Monaco. We also pinned two new members, Barbara Price and Jean Kaufman, sponsored by Marion Servos. Our program, "Lifeline", was presented by Mary Jane Bassler.

USPFT local competition will be held at the Rockford, Illinois, airport October 2. Chairman is Arta Henson, with committee members Madeleine Monaco and Bobbie Raske assisting. Polly Gilkison will be an advisor and chief judges are Norma Freier and Beverly Blietz.

Nita Fineman, our former vice-governor and chapter chairman is now Mrs. I. J. Snyder and residing in San Diego. We miss you, Nita, and wish you much happiness.

by Mary Story

Greater St. Louis Chapter

Convention memories — we had fun and hope you did, too. Our 66 Dehlia Greer received her private license the first day of

the convention. What a nice way to start a convention and a new flying adventure. But the convention is over and our members are rested(?) and ready to take on new tasks.

Our installation of officers went beautifully with Marilyn Copeland as guest speaker. We were pleased to present International with a \$5000 check from the convention, thanks to the keen management of Laura and Loretta. New member Linda Gal was already busy as membership chairperson with several new applicants.

Plans are on their way for our participation in the USPFT competition. We are excited about having representatives in these competitions and sharpening our skills.

We have offered our help in the NIFA competition at Bi-State Parks Airport. It's great to see the enthusiasm of these young pilots and remember our days in the NIFA.

by Helen Hall

Indiana Dunes Chapter

The International Convention held in St. Louis this year was hosted by some great women and some great weather, cool at least for St. Louis. Members of the Indiana Dunes Chapter who attended were Chris Murdock, Ellen Herring and Karen Johnson, who accepted her ATE scholarship. Also attending were Charlene Falkenberg, our new International vice-president with husband, Walt, Sue and Ray Mohnssen, Pat and John Magon and Carol Zander with husband, Marshall. Carol is in charge of the 66 program for International.

The Dunes chapter has had a busy summer. The Fifth Annual Indiana Dunes Rally, chaired by Ellen Herring, was held at the



With International President Marilyn Copeland are Indiana Dunes 99s Sue Mohnssen and Carol Zander.



Convention-goers Ellen Herring, Pat Magon and Chris Murdock are part of the Indiana Dunes contingent.

LaPorte, Indiana, airport. In August a pool party, along with the monthly business meeting, was held at Charlene and Walt Falkenberg's home. Surprise guests included B. J. Schermerhorn from Canada and Diane Cozzi, governor of the North Central Section. At the meeting Judy Lambert was pinned as the newest 99. She was sponsored by Charlene and pinned by Membership Chairman Sue Mohnssen. Karen Johnson, who is a student at Purdue University in Lafayette, came to the meeting-picnic lunch and swim party. Karen received an ATE scholarship this year at the St. Louis Convention.

On September 25th, the Awards Luncheon Buffet will be held for the members and guests at the Gathering Restaurant in Merrillville, Indiana. Diana Austin is in charge of the festivities, along with Charlene Falkenberg and Pat Poling. Members will receive recognition at this luncheon for achieving points toward various categories. Also our 49½ers can receive points for working on various projects with the 99s.

The Indiana Dunes will hold its postponed air rally at Rochester, Indiana, on October 16. Also on November 21 Sue Mohnssen will host the general meeting at her home in Michigan City and on the program will be our own member photographer Collette Golightly, who will show her underwater pictures.

by Patricia Magon

Lake Erie Chapter

The Lake Erie Chapter held its June meeting at the Wadsworth Airport. Members heard an excellent program on ballooning arranged by hostess Terri Campbell.

The July meeting was held at Freedom Field in Medina, hosted by Susan Simpson and Lucy Hildenbrand. Ruth Witt, 10,000 hour chief flight instructor at the field, gave a fascinating talk on her early days in flying.

Dana Fulks reported she is flying as co-pilot for Wright Airlines on a Convair 600 on a new route between Cleveland and Syracuse/Albany. In addition to her folks having commercial pilot certificates, her brother,

Dana Fulks is the first female pilot with Wright Airlines, Cleveland, Ohio.



Mark, is a pilot instructor on T-38s in the Air Force and her sister, Jody, holds a private pilot's certificate. Schooled at Embrey Riddle in Daytona Beach, Florida, Dana also holds a bachelor's degree in aviation business from Ohio State University at Columbus, Ohio, and instructed at the OSU aviation school prior to joining Wright Airlines.

Delegates to International Convention in St. Louis were Edye Maxim, Helen Keidel, Bev Demko, Dodie Jewett and Marg Juhasz. Dodie is the new treasurer of North Central Section.

by Margaret Juhasz

Lake Michigan Chapter

The August meeting was held at the International Convention in St. Louis. Members present were Joan McCombs, Natalie Kreeger, Eloise Smith, Mary Gardanier, Ruth Gardner, Evelyn Borst, Mary Creason and Maisie Stears. Mary flew her Twin Comanche and Maisie took her motor home.

Maisie sang at the International Luncheon and received a standing ovation! We are very proud to have her in our chapter. Chapter members also were able to take a special tour of Grant Farms, home of the Anheuser Busch Clydesdale horses. The manager, a friend of Maisie's, conducted an extensive tour of the beautiful farm.

Joan McCombs has obtained her float rating while Thea Fleming and her son, Matt, spent two weeks fishing, horseback-riding and riding the narrow gauge railroad from Durango to Silverton, Colorado. Betty Bytwerk won an all-expense paid tour of the Netherlands for one week. She and her husband will leave October 2 aboard KLM Airlines. Chapter activities call for a Poker Run to be held in October with Maisie Stears as chairman.

by Betty Bytwerk

Minnesota Chapter

Minnesota instrument rated 99s are flying regularly scheduled trips for the St. Paul Area Red Cross from St. Paul Downtown Airport to Fergus Falls, Minnesota, each Monday evening and Friday morning. These Lifeguard Flights transport fresh platelets, the blood component necessary for blood clotting, to Fergus Falls and return "old" platelets. Platelets have a "shelf life" of only five days — thus the twice weekly flights.

Liza and Ken Lobe hosted the July meeting of Minnesota Chapter at the Vermillion Community Center in Ely on Minnesota's

Iron Range. Ann Carlin, *PM Magazine*, showed the video tape, "Daffodil Days Story," which was filmed during Minnesota Chapter's April 1 delivery of daffodils for the American Cancer Society.

Five private airplanes carried thirteen Minnesota 99s and four 49½ers to the International meeting in St. Louis with an additional three 99s traveling commercial. A highlight of the Careers Seminar was Minnesota 99 Jan Young's slide/tape presentation of "Careers in Aviation." Jan, an aviation journalist and CFII, and her friend Jud Smith, a media specialist, developed the presentation with Jan as narrator.

Hope Isaacson is one of eight educators serving on the University Aviation Association Airway Science Curriculum Task Force. This committee was formed at the request of FAA Administrator J. Lynn Helms to develop, in cooperation with the FAA, a four year collegiate program to prepare aviation-related technical and managerial personnel for government and industry. The Airway Science curriculum was accepted by Mr. Helms in July and will be implemented at colleges throughout the country during the next few years.

The Voyager I encounter with Saturn and the Space Shuttle were the subjects of slide/tape presentations by Barbara Hicks at the August meeting of Minnesota Chapter in Joan Wyland's hangar at Lake Elmo Airport. Barb recently participated in the 1982 Regional Resource Program of the National Air and Space Museum.

by Hope Isaacson

Scioto Valley Chapter

Chairman Marilyn Miller represented this Ohio chapter at the International 99 Convention in St. Louis, and while there was presented with a plaque by the Federal Aviation Administration in recognition of her work as International Safety Education Chairman.

The chapter project of providing "ditty" bags for the men attending International proved a huge success, and may become an ongoing one as a result.

In lieu of an August business meeting and program, the chapter this month staged its annual member/guest picnic. No one took advantage of the fact the site was at a state park in close proximity to a grass landing strip, but it provided an appropriate setting anyway.

by Lee Loffer

Guests from Australia and South Africa provided Wisconsin 99s with many enjoyable hours of flying experiences from their countries.



Hostess Terri Campbell with balloonist Robert L. Zanella, Chairman Dodie Jewett and Vice Chairman Bernice Barris at Lake Erie Chapter's meeting in Wadsworth.

Wisconsin Chapter

Over 120 Ninety-Nines, 49½ers and friends gathered August 4 at the Oshkosh Elks Club to celebrate the EAA convention. A bus transported members and guests from the airport. Guests arrived from as far away as Australia and South Africa. We were extremely pleased to have Charlene Falkenberg, Joan Kerwin and Betty Jane Schermerhorn, among others, attend our party. We feasted on native Wisconsin foods, including brats.

Initially the weather was great, but after dinner the sky turned dark. Later the rain poured and poured, eventually flooding the street on either side of the Elks Club. Even the phones were out. We were stranded there for over two hours, but we had plenty of food and beer to tide us through this emergency. Finally the roads cleared allowing 99s and guests to return to the airport to check their aircraft. Hostesses were Jane Kriha and Joyce Donner. It was a great party, gals!!

by Cindi Cope



A few Wisconsin 99s and a 49½er gather to discuss the day's activities at the EAA convention.

NORTHWEST SECTION

Columbia Gorge Chapter

August was a busy month, with letters and phone calls and ballots to meet the requirements for a separate chapter — the Columbia Gorge 99s. We will hopefully achieve this status — and charter — at the Northwest Section Meeting in September.

We flew to Yakima, Washington, for our August meeting and were met by six Columbia Cascade 99s for an al fresco luncheon: Pat Lundahl, Jeanette Dorney, Dorothy Mercer, Madeline Heesacker, Betty Praken and Hanna Oja. Dorothy gave us a sketch of what's cookin' for the Sectional they are co-hosting in Portland.

New 66er Marveen Loudon flew from Wenatchee with a completed 99 application in hand.

Labor Day weekend is "A Flying Machine Spectacular" at Hood River. The 99s have been asked to serve as hostesses and trouble-shooters.

Plans are shaping up for the Pilot Play Day at The Dalles, on Saturday before the traditional Rotary Air Show on Sunday, September 19. The 99s and The Dalles Chamber of Commerce will sponsor a Poker Run/Treasure Hunt, Spot Landing and Flour

Bombing contest. Saturday night is the Pilots' Night Buffet and Beer at a local pizzeria with awards, excuses and blasphemy handed out.

by Jan Minarik

Eastern Idaho Chapter

Gathering at Tom's Landing, Idaho Falls Airport, the Eastern Idaho 99s planned the

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upcoming fall meetings.

September will highlight a trip to the back country. If accommodations can be worked out, everyone will fly into the Flying B Ranch located west of Salmon. The Flying B, in the primitive area, can only be reached by air. Back country instruction will be available to members of the group.

The October meeting has been set for the second attempt to paint the hangar doors at the Rexburg Airport. Cold weather postponed this project from last spring. Airport manager Merrill Christensen will supply the paint with the 99s supplying the labor.

November has been designated to feature a ground school in Pocatello. Jean Seiber, a certified instructor, will be putting this together for her fellow 99s.

Other topics of discussion included the possibility of the group being able to help out the Red Cross by flying blood, immediately following the blood drives, to Boise for processing. The details of this service are still being worked on by Judy Ramsthaler of Idaho Falls.

Mili Campbell, McCammon, presented a poster to the group promoting membership into the 99s. These posters will be sent to the airports in the area for display.

by Kathy Layman

Idaho Chapter

Idaho 99s will be presenting a most 'exciting' Mountain Flying Seminar October 8-10 in McCall, Idaho ... gateway to Idaho's most beautiful mountains. It will feature ground school, a photo and slide presentation of approaches to many of the back country strips and then actual flight instruction for those who would like to experience the exhilaration of Idaho mountains.

Our Mountain Flying Seminar will be featuring our very own 99, Lyn Clark, who has 3 or 4 or 5 thousand (a lot anyway) hours of mountain flying. And when Lyn teaches something, you do it right and never forget it because if you do, you get to do it over and over and over ... (quote by a former student).

Also on the program will be Bill Doris, owner of McCall Air Taxi and sometimes referred to as Mr. Back Country. And then there will be Jim Larkin, former Chief Pilot for the Forest Service (Ret). Jim has over 20,000 hours in the back country.

Last, but certainly not least, will be Pete Campbell, presently with AOPA. Pete was

the originator of the Safety Accident Prevention Program for the FAA. Pete is one of a kind, licensed to fly and instruct in everything from a hot air balloon to a 747. He will also be giving a Safety Presentation on October 7 at the Fire Center in Boise, prior to our Mountain Flying Seminar in McCall on the 8th. Idaho 99s will be co-hosting that along with the FAA.

Also included in our seminar will be an aircraft maintenance presentation. You are all invited. It will be exciting and educational and a wonderful opportunity to visit Idaho.

Also, on November 20, Idaho 99s will be having a 'local' Proficiency Flight Team Competition in Caldwell, Idaho. Come compete with us

by Mary Curtis

Oregon Pines Chapter

Our chapter is excited about its first Flying Companions Seminar June 19, and ready for more. Ann Littrell, one of our CFII members, did a terrific job as general chairman. Willamette University Graduate School of Business donated the fine lecture room.

Salem Chapter of Oregon Pilots Association co-sponsored the event with us. Speakers from our 99s chapter were CFII Lisa Buswell Dahl and Tower controller Patty Viall. Two male CFIs conducted the other segments of the training. We more than covered expenses and have had many requests for additional sessions.

June was also the month we airmarked Newport on the Pacific coast. After one attempt to get several panelloads of eager painters in past a week-long fogbank, we gave up and *drove over* — frustrated as pilots but happy with the results.

About a third of our members flew in the thirteenth annual Palms to Pines Air Race in July so our regular July meeting was a planning session at Evelyn Lorence's, preceded by an impromptu brainstorming at Betty Griffith's in June.

At our August 25 flyout for dinner at Albany, the racers showed slides and photo albums of the race, and the rest of us vowed



Bill and Betty Griffith's API van helps block off the wind down the taxiway as Oregon Pines gals and 49½ers airmark Newport, Oregon. Fog hung overhead, and the wind blew the paint — but we did the job!

we'd try to go next year.

Plans were made for a September 15 dessert-meeting at Chairman Betty Wittmer's home, and for a surprise farewell at the takeoff point for CFI "Joey" Miller, who's off on a long-dreamed-of transcontinental trip with one of her female students. Our October meeting will feature Joey's tales of her airborne gypsying — if we can lure her home in time!

For a number of reasons, we haven't been

munched from brown bags and listened to their plans for the Northwest Sectional meeting in Portland in September.

The highlight of that sunny Saturday morning came when Evelyn Waldren and Dorothy Mercer agreed to take our Oregon pine tree back to the Forest of Friendship the next week, when the two of them flew to Kansas for the AE memorial program where Evelyn was to be honored as an active pilot of more than 50 years.

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Some of the Oregon Pines members and 49½ers work on the clean-up following the airmarking.

able to report our news earlier this year. May I quickly capsulize our special events?

For new brides in your chapters, we want to recommend the Christmas event we held for our most recent newlywed. At a party with our 49½ers at Betty and Russ Wittmer's home, we each gave Lisa and John Dahl some type of airplane ornament for their first Christmas tree. The variety was amazing, and fun for us all.

At our January no-host dinner, Betty Griffith and Mary Roscoe told us about their recent flight to Mazatlan. We all let our food get cold while we looked at their pictures.

McNary Field's FAA tower chief, Ron Hanna, talked informally to us and our guests at a February potluck hosted by Ann and Earl Littrell. He told us of the latest FAA developments in the Northwest and answered all our questions.

Salem has a great staff in the tower, and we pilots have a good relationship with them. Don't miss chances like this to get to know your local controllers better.

March brought shamrock-decorated carrot cake at Betty Wittmer's while we plied our controller-member, Patty Viall, with questions about her FAA training, and about air control as a career. We celebrated Evelyn Smith's first solo that night — another future 99 well launched.

In April we invited our 49½ers to a pizza dinner. Then we took them and student pilots to a flyout breakfast in Eugene in May.

An unforgettable morning of pilot camaraderie came unexpectedly in May, when Columbia Cascade gals flew down from Vancouver, Washington, and Portland and picnicked with as many of us as we could get together on short notice. Sitting on blankets next to the Independence taxiway, we

For those of us who are Johnny (or Jill!)-come-latelies in the flying game, it was truly a privilege to be in the presence of that lively lady and wave her on her way to her well-deserved honor. Our sturdy little pine tree bobbed its branches at us from the back seat of Dorothy's plane as they took off — and somehow we felt part of the faraway memorial program.

by Betty Wittmer

SOUTH CENTRAL SECTION

Austin Chapter

July 18 an FAA Safety Seminar was attended by Virginia Mattiza, Laura Jobe and Pat Johnson. Virginia signed up a new 99 practically on the spot, Kelly Alexander from Marble Falls, Texas.

Robbie McBride and husband Bob attended the airshow in Oshkosh on July 19. Robbie attended Marion Jayne's seminar.

August 6 several of us met for lunch at Austin's new Hyatt-Regency. Dianne King of the *Austin American-Statesman* staff was our guest.

August 12 our four officers, Virginia Mattiza, Barbara Gard, Robbie McBride and Pat Johnson attended the international meeting in St. Louis. They felt they learned much about chapter organization and activities.

An installation dinner honoring Austin 99s' new officers was enjoyed on August 18. Mrs. Browning of Browning Aerial Service, presented a "one-hour-dual-instruction" gift certificate to outgoing chairman Kathy Grifis. Three guests from San Antonio, I. H. and Virginia Spikes and Margaret Cosby also attended. A door prize raffle for a set of aeronautical glasses was held adding \$18 to our treasury. The glasses were donated by Ragsdale Aviation.

Note: While I have been a member of many clubs and organizations, this was the first that I have joined with a real purpose in mind — continuing education, primarily. After passing my check ride I still felt I didn't know enough. I needed some type of instruction and continuing education that didn't just prepare one for a test but for day-to-day flying. In July I attended my first meeting with the local 99s. The program was a behind-the-scenes view of weather with a local meteorologist — just what I needed.

Plans are that every meeting will include

some type of educational program. Soon after that July meeting I was asked to be the new PR Chairperson. Wow! Talk about getting you in and getting you involved, the Austin 99s know how to do it. The Austin 99s is not just another women's social club.

by Katherine K. Bradfield

Colorado Chapter

Summer activities have kept us in touch with each other amidst our busy schedules. Six members — Charlene Lawrence, Linda Horn, Barb Hobson, Mary Neill, Mary McKilip and Lucille Bledsoe — attended the International Convention in St. Louis. Lucille was the only one able to fly her own plane, and added a few hours of IFR experience to her logbook in the process.

While at the convention, Charlene was surprised and pleased to accept the International Safety Award for the Chapter. We are very proud of this achievement and applaud the members for their involvement in safety oriented activities. Thanks also to Safety Chairman Leslie Lynch for collecting and compiling the information for the Safety Report. It's a joy to be recognized for work in the most important aspect of aviation!

A fly-in to Wray, Colorado, is planned for late August, hosted by Lucille Bledsoe. At the last minute, the planned airmarking had to be cancelled, but many other activities will be available to the members in attendance. A tour of the Bledsoe ranch will be followed by a picnic, swimming and golf. It sounds like a fun way to spend a beautiful Colorado day!

It is with deepest regret that we note Ellen Corder's 49½er, Kevin, has gone to New Horizons. Our thoughts are with Ellen during this tragic time.

Deedo Heise, a long time member and past International President, moved on to New Horizons on July 24, 1982. Deedo is well remembered for the classic film "Flighty Lady." We offer our sincere condolences to her family, especially to her 49½er of 63 years, Herman.

The members are looking forward to the annual installation dinner in September, when we again take time from our busy schedules to enjoy the remarkable women who make up the Colorado Chapter of Ninety-Nines!

by Leslie Lynch

Golden Triangle Chapter

And here come the racers down the home-stretch! The horse finishes first by a nose as the airplane makes a gallant bid. The bicycle is back there somewhere in the dust. Our own Loretta Santos raced her horse, Joker, against a German Storch and a bicycle at the two-day Confederate Air Force Airshow in Denton, Texas. She won easily on Saturday, but Colonel Al Price, the Storch pilot, tightened his pylon turn on Sunday and gave her a run to the finish. The crowd loved it. Loretta is a pilot, a skydiver and now a horse racer.



Loretta Santos on her horse, Joker, races a German Storch at the Confederate Air Show in Denton, Texas.

After the frenzied activity and heat at Denton, we were ready to relax. Our annual prospectives' salad dinner and pool party was held at Loretta's house the week following the airshow. It was also to be a surprise bridal shower for Jackie Breeden Boyd and her new 49½er, Charlie, but the surprise was on us. Jackie and Charlie were called out of town and unable to be present, so we put the cake on ice for a "rain" date.

Mary Wheelock and Pat Chester attended the International Convention in St. Louis.

Eleven members of the Dogwood Chapter flew and drove into Grand Prairie Airport where Dottie Hughes, Helen Hill and Mary Wheelock met them and transported them to Fort Worth Center for a tour of the facilities and lunch. Seeing the air traffic controllers' side of the picture helps us to better understand and utilize the system.

International Board Member Hazel Jones celebrated her birthday by installing our 1982-83 chapter officers at our August meeting. Dottie Hughes is chairman, Loretta Santos is vice-chairman, Pat Chester is secretary and Connie Hull is treasurer. Outgoing Chairman Mary Wheelock presented each outgoing officer with a unique white ceramic airplane planter with N99 and



International Board member Hazel Jones (seated) recently installed Golden Triangle officers. Standing are Mary Wheelock, outgoing chapter chairman; Dottie Hughes, incoming chairman; Loretta Santos, vice chairman; Pat Chester, secretary; and Connie Hull, treasurer.

the individual's initials in blue. Committee Chairmen received a charm from International in St. Louis.

Three members have recently acquired airplanes. Pat Chester is sporting about in a green and white C-177 Cardinal N30461. Shirley Roberts is using her Beech N99BF primarily for business. Linda Wolf is frolicking about in her Champ N83774.

by Beverly Stephens

Houston North Chapter

The Houston North Chapter is preparing to celebrate the third anniversary of their chapter. The past few months have been extremely busy ones, with lots of projects and activities. Our newest money-making project is the making of chocks for sale at airshows. Scrap lumber is collected and cut into 12" chocks at the home of Phyllis Duke, who has the perfect workshop set up for our "carpentry wizardry." They are painted a variety of colors and offered for sale at various functions. The chocks can be personalized with N numbers or aircraft type or anything the buyer's imagination can come up with. They are big sellers since they are so personal and unique.

We were able to assist the Conroe EAA with their airshow and are looking forward to working at the Montgomery County Airshow October 1-2.

Montgomery County Airport itself was the location of another recent project. The Houston North Chapter airmarked the airport with 60-foot letters designating "MONTGOMERY CO. - 122.7." The layout and marking of the letters was quite a chore because of their size, but was a successful project.

One of our members, Olivia Wood, obtained her instrument rating — just three weeks before the birth of her beautiful son, Garrett. That's what you call determination.

The Chapter was able to send four representatives, Susan Alford, Judy Cooper, Paula Bowman and Mary Trusler to Spring Sectional in Corpus Christi. Andrea Chey, our 1982-83 chairman and Duana Robinson, our 1981-82 chairman, were recently able to attend International Convention in St. Louis.

A fly-in is planned September 25 to Ammons, Louisiana, for a catfish lunch on Toledo Bend Reservoir and a spot landing contest is in the works for 1982. Some of our recent speakers included a hot air balloon pilot and instructor, the Goodyear Blimp pilot, Air LifeFlight (a helicopter ambulance), Civil Air Patrol, EAA, Texas Air Life Line (a blood/organ transfer service) and a trip to the Texas A&M wind tunnel for a demonstration and briefing. We have been blessed with outstanding program chairmen doing a terrific job. Meetings are well attended — with such interesting topics, you can see why.

Another airmarking project for May was Weiser Airpark in Houston. Weiser has long been a favorite grass strip with local pilots and was recently hard surfaced. Our group



Houstonians Duana Robinson and Phyllis Duke hold finished airplane chocks while Susan Alford, Diane Titterington-Mercer, Rachel Stella and Dee Kasperitis look on.



Olivia Wood and Dee Kasperitis personalize the chocks at the Conroe EAA airshow.

did the lay-out one Friday, and returned on Saturday to mark the center stripe and fill in the runway numbers. The numbers were outlined in paint with a 2" brush on Friday so the dew, rain and other Houston "elements" would not erase them. The crew on Saturday had a convenient but heavy chore to finish up the job filling in the 30' letters. The infallible striping machine had painted marks every 25' to follow. We've had a busy season, but we're not slowing down now!

by Mary Trusler

Kansas Chapter

The big news this month for the Kansas 99s was the installation of Marilyn Copeland as International President of the 99s at the convention in St. Louis.

Among the Kansans attending were Meriem Roby Anderson, Dorothy Dickerhoof, Lenora Heathman, Lenore Kensett, Carol Lanning and her daughter Vicki, Pam Mitchell, Pat Mlady, Margene Nye, Juanita Prucha, Carolyn Schmalz, Kay Weber, Pat Wilson, Katy Conkling and her 49½er and Debbie Nichols. Also offering congratulations to Marilyn at a champagne reception in her honor were Marilyn's husband, Dr. John Copeland and their son, David, and her parents, Helen and Marion Hall of Rich Hill, Missouri.

Chapter members who attended the Careers Seminar felt it was an unusually good one. They approved of the peer support offered and the shared experiences about jobs, discrimination and the future of their career choice.

All the members I have talked to had a wonderful time and enjoyed it all from the cocktail party to the meetings to the Muny Opera and Showboat presentation. Marilyn says that she is still "in a state of shock" from it all.

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On top of the double decker bus in St. Louis are Kansas 99s Pat Mlady, Kay Weber, Meriam Anderson and Carolyn Schmalz.

In addition to the convention, Kansas 99s were busy co-sponsoring a General Aviation Refresher meeting with the FAA. The event was held on July 30-31 at Copeland Airport. Carol Lanning was the principal organizer with Diana Wittman in charge of the breakfast offering.

Friday's program featured a film on take-offs and landings, stall/spins and density altitude computations and its effect on engine performance. Saturday's program began at 7:00 am with a light breakfast presided over by the 99s. That was followed by a spot landing contest and prizes awarded to the most skillful pilot. FAA Inspectors and Flight Instructors were available to fly with pilots, offer suggestions and demonstrate various maneuvers to help them improve their skills. Mary Aikins and Anne Gallagher were several of our Kansas 99s helping with this project.

Balloonists were at the airport early Saturday and made a colorful display in the early morning sky as they sailed aloft like so many brightly painted butterflies.

It was a successful meeting and the heat of the day clearly demonstrated the need for accurate calculation of density altitude.

by Paula Bruce

Oklahoma Chapter

Quite a bunch of our members attended the International Convention in St. Louis. How nice that the wx cooperated.

Several of our members have been appointed to an International Committee: Jan Million, PR; Ways and Means, Dana Gibson, Charlene Davis and Dru Jones; Lu Hollander, *The 99 NEWS* Editor and Norma Vandergriff, *The 99 NEWS* Advertising Director.

Congrats to Eileen Anderson, as one of the 1982 AE winners. She is the Shreveport Chapter's fourth winner of this award. Quite

San Antonio Chapter

Precision Flight and Safety Contest

After weeks of cloudless skies, the morning of our Precision Flight and Safety Contest skies were overcast and low, IFRing most of the surrounding airports until mid-morning. However, this gave us extra time for sleepy-heads to awaken, and, since most of us had to travel about 50 miles — (by car) to this airport for THE EVENT, to do a leisurely set-up.

Since this was a first for us, the preceding weeks had been spent contacting local FBOs and flight schools, leaving posters, registration forms and contest rules with every student, pilot and instructor. Television newscasters were interested but we found that they have to be advised months prior to any event for their coverage.

The late start permitted us to gather casual fly-in pilots who did not know about the activity. This event was sponsored by our San Antonio Chapter to shore up proficiency according to FAA rules and regulations, and perhaps demonstrate that some of us are not as keen as we think we are.

Treasurer Ruth Nichols was on hand early, heading the Registration table, which included a Safety Check-In, review of medical dates, biennials, aircraft annuals, insurance and FCC Radio licenses. Local GADO were on hand to pick up these numbers, but our 99 member Jane King, who is an Accident Prevention Specialist, gave us instructions on proceeding with the events in a safe

manner according to rules and regulations.

Tom Casey, another local Accident Prevention Specialist, gave a fine demonstration on confusion of color and odor in combining various percentages of av-gas and jet-fuel. His actual *feel* tests of the results of the combinations and grades of gasoline were most vivid. Not many of us will hesitate in the future to feel and see the results of evaporation of gasoline being put in our tanks from trucks, pumps or sumps.

A Ryan Stormscope salesman was in the area and gave an abbreviated presentation on this sophisticated equipment. His weather review was a fine update for our safety program.

Margaret Cosby, safety chairman for the San Antonio Chapter, had considerable help from a member of the United States Flight Team (who just happened to be her son) and who helped as Head Judge. He also gave a pilot briefing inasmuch as he had judged a number of these contests at universities.

We found the logistics for presenting such a program are numerous. Authorization had to be obtained from the City Airport Authority and took several meetings to iron out problems. The Fire Department had a truck on the field all day. A NOTAM was posted on the field, "THERE WILL BE CONSIDERABLE TRAFFIC IN THE AREA OF NEW BRAUNFELS AIRPORT, DUE TO A



Ruth Nichols mans the registration desk at San Antonio Chapter's proficiency fly-in.



Watching the fuel display are San Antonio 99s and other pilots.

Oklahoma Chapter members take a coffee break during airmarking efforts at Fairview, Oklahoma, Airport.



a record for that chapter and this Section.

Our fifth Flying Companion Seminar had a full-house and for the first time, two fellows. So far, we have been blessed with having more applicants than we can accommodate. That's a good sign we're performing a beneficial service to our non-pilot friends.

We have lost a good friend and fellow pilot, Dottie Young. Our deepest sympathy to Pete, Dottie's 49½er.

Fly friendly.

by Nema Masonhall

Space City Chapter

Space City Chapter has a lot to be proud of. Achievements of some of our members must be bragged on.

Mary Byers and Maybelle Fletcher won first place in the Air Race Classic in a Grumman Tiger. That little Tiger surprised a lot of people who didn't think it could do it. All of our members were elated and let Mary and Maybelle know how proud of them we were by surprising them with a cake and refreshments at our July meeting.

Congratulations to Mary Byers on her election as governor of South Central Section. Mary is a good leader and we look forward to the next two years being full of activity in our section.

Judy Covin is the new South Central Section Membership Chairman, and Bernadine Roop is the new section Scrapbook Chairman.

We continue to get calls requesting our assistance in putting on Las Vegas parties, which is our fund raiser. The next one is scheduled for August 28. The Texas Association of Polygraph Examiners has also requested that we put one on for them in October during their statewide conference in Houston.

The Chapter has had several airmarkings scheduled this year, and have been rained out a few times. We were able to get the one done at Polly Ranch on July 25, and it really looks good, even from 4,000 feet.

The Confederate Air Force put on a great Airshow in Galveston. We spent several hours in the heat and sun at the gates taking money. It must have been a great success, as it seemed as if everyone in Galveston came. Most of us were sunburned, but we really enjoyed it.

by Judy Covin



Space City 99s Bernadine Roop and Della Lynch were 2nd place winners in the Memorial Air Derby.

Top of Texas Chapter

May brought Amarillo its first air show in many years. Two days were filled with great performances and displays ranging from homebuilts to modern military aircraft.

Top of Texas Chapter immediately began making plans for some kind of participation. Our "Oasis" provided visitors with a cool drink of water and lawn chairs in the shade

of umbrellas on a lawn of Astro Turf. What a popular place this was on a very hot ramp!

On the Saturday evening after the first day's performance, our chapter hosted a reception for some 350 enthusiastic performers, pilots and civic leaders.

Due to a limited budget, we prepared 80 lbs. of weiners in sweet and sour sauce. We had every pan we all owned full of weiners and sauce. You can imagine what the kitchen looked like with all of us scurrying to and fro, refilling pans, replacing tooth picks while acting as hostesses and then being clean-up crew.

This project served as an inspiration for us to rekindle our aviation spirits. We now have new members and are working on several projects to bring our 66s into a working relationship with the more experienced fliers who are eager to use their know-how to assist them in any way possible.

It has been a fun summer and we are looking forward to a busy fall and winter.

Ladies, rev up your engines and come to Amarillo for Airshow '83!

by Chris McClain

SOUTHEAST SECTION

Florida Gulf Stream Chapter

Ellie Odorico announces Flying Poker Party plans are finalized! On Saturday, Nov. 13 (rain date Sunday, Nov. 14) we will fly to Okeechobee, Stuart, Fort Pierce, Vero Beach, Sebastian Airports. A donation of \$3.00 per hand will be made, and we'll start after 9:00 am at any airport; finish by 3:00 pm at Vero Beach Airport; awards at 5:00 pm at Sun Aviation, Vero Beach Airport.

Airport Manager Bob Rawls resigned his position at Executive Airport, but not before moving All Women's International Air Race, Inc. offices into new, larger quarters. We wish Bob good fortune and hope to see much of him in the future.

Vero Beach's new airport manager must have questioned his sanity during his first few days on the job. Vero Beach Airport was converted to Las Mercedes Airport for the filming of *The Last Plane Out*, story of the American reporters' departure from Nicaragua during the Sandanista takeover.

Our best wishes to Joyce Wilkins who became Mrs. Charles Kimberly on July 10. "Welcome" to new members Cindy Rouse and Wendy Guinta!

by Virginia Britt

Florida Suncoast Chapter

Cardio means heart; *Pulmonary* means lungs; *Resuscitation* means to revive.

CPR — What you can do in the first 1 to 4 minutes can decide life or death! Heart attacks, drownings, electrocution, infant care, choking — how much do you know? Our Suncoast members, 49½ers and guests flew to Peter O'Knight Airport in July. Our hostesses Skip Fernandez and Grace Whitecar, transported all to the Davis Island

FLIGHT CONTEST BY 99s. THERE WILL BE A NUMBER OF WOMEN PILOTS — SO BE CAREFUL." However, we are used to these "announcements" and we are happy to report no incident of any kind occurred.

Despite the weather, low clouds, a late start and a first time, we had some 10 aircraft and 15 pilots. Handsome trophies for pilot and copilot were donated by Western Aero and McKee Aviation at San Antonio International Airport. 49½er Mike Cosby donated another set, and chapter Chairman Virginia Spikes did the 'tail-end' trophy. Participation certificates were given to everyone entering the contest, as well as those non-members who assisted on the field.

We had previously cut, cut, cut and then cut and sewn hundreds of feet of orange fabric to mark the runway for the Spot Landing Contest and for the big "X" for the Lime (bomb) Drop.

Orange crossing guard belts were worn by ramp and taxiway members Dolores and George Scott and Margaret and Mike Cosby. Alice Foeh, Barbara Balk and a prospective member, Carol, rotated between registration and relieving those on the sweltering ramp.

Past Chairman Laura Richter did an all-day stint on the Spot Landing runway, with Barbara and Jack Moore and flagger Eileen Wyckoff and Geils Hegrans. Chairman Virginia Spikes gathered a group to fill the lime drop bags, but with the 15 knot wind, had to resort to face masks and a sheltered corner.

The New Braunfels Aero Service and Windjammer Restaurant put out a German Buffet for everyone. Later, everyone was invited to a Barbecue at the Western Aero hangar.

Virginia Spikes and CPA Geils Hegrans totaled the scores, which were so close as to require an accountant. Spot Landing Contest — first, Bobbie Wonderly-Fulton, 30'3"; second, 99 Barbara Moore, 48'0" and third, Daniel J. Upton, 84'6". Virginia Mattiza, an Austin 99, was runner-up with 85'9".

Lime Drop winners: San Antonio 99 Dolores Scott, first; and second, R. Jerry Falkner of Navasota and Bobbie Wonderly-Fulton.

The Overall Winning Cup went to Bobbie Wonderly-Fulton and co-pilot Rufus Barnes. Bobbie is a newly licensed SEL pilot who gave up everything and learned to fly in 60 days. She is now waiting with fingers crossed to be assigned to flight training with the USAF.

It was a loooong hot day, but with folks laughing and teasing after all the scores tallied — and talking about 'next year' we felt it was a success and are planning BIGGER AND BETTER then!

by Safety Chairman
Margaret Cosby

Yacht Club. A four-man team of CPR Instructors lectured, had films and introduced "Respiration Annie" to demonstrate the CPR method. Then everyone got down and practiced what they learned on the dummies. To sustain — the traditional Tampa Ybor City meal — Cuban sandwiches. Then, back to work to learn saving a choking victim and infant CPR methods. What an invaluable tool CPR is — pilots are as susceptible to being "away from immediate help" as any other group and there is no substitute for being prepared when the time comes.

In June our members provided assistance at the FAA Regional Meeting at the Florida Citrus Building in Winter Haven. The evening was terribly stormy and very wet, which kept the attendance down, but those who waded through were much rewarded. United Airlines Capt. Vern Jobst, pilot of the Spirit of St. Louis replica which toured the



Davis Island Yacht Club was the scene of Florida Suncoast's CPR course.



Don Frankman and Nancy Wright perform two man CPR on "Respiration Annie."

USA, gave a tremendous slide and talk and then retalked to our 99 members after the program. Member Betty Skelton Frankman spoke wonderfully on "Women in Aviation," and Jonathon Howe, FAA Southern Region Director, gave us "National Airspace 20 Year Plan," with question and answer time afterward. We owe thanks to members Hubert, Fletcher, Parker, Sierchio, Fernandez, Henderson, Brantly and Graham. We even met several ladies there that were interested in 99s, who have attended some of our regular meetings since.

by Connie Chancey
and Barbara Sierchio

Los Angeles Chapter

China Tour

Six Ninety-Nines — Berni Stevenson, Sally La Forge, Georgia Lambert, Virginia Showers and Rachel Bonzon from the Los Angeles Chapter, and Vesta Malby from the San Fernando Chapter left Los Angeles on May 6 for a tour of China (included in a larger group totaling twenty).

Shanghai, a city of eleven million, is now the third most populous city in the world, after Mexico City and Tokyo, and it seemed fully one-third of them must be out on the streets at any given time, on foot or bicycles. Automobiles are illegal for private ownership, and everyone who can afford it has a bicycle, which are relatively expensive for their earnings.

Some of us enjoyed the early morning Tai Chi or other exercises with the local groups in the park, where we had a most friendly acceptance. Others concentrated on the shopping, inexpensive by our standards. Everywhere we had a local English-speaking guide, as well as a national guide who accompanied us on the whole trip.

After tours of the city, a commune in the countryside, the botanical gardens and a fantastic acrobatic show, we moved on to Suzhou by train, prompt, spotless, comfortable and serving tea en route. Again gardens, canals and views of the Chinese city life.

A highlight of the tour was the journey by boat from Suzhou to Wuxi on the famous Grand Canal, portions of which had been traveled by Marco Polo. Our boat was a new, ornate replica of a former imperial barge, and the trip afforded us a glimpse of the busy commercial and personal life on the canal.

In Wuxi, our hotel overlooked a beautiful lakeside park with typical Chinese buildings, pagoda and gardens. We visited factories making clay figurines, silk reeling and an acupuncture clinic.

We traveled by train from Wuxi to Zhengzhou, an important transportation center, bustling with rebuilding. There they were proud to show us government housing apartments and several kindergartens. Then on by train to Nanjing.

Nanjing has a long and important history politically, culturally and educationally. There, among other things, we saw Sun Yat Sen's tomb and tombs of ancient emperors. The College of Music and Art presented a fine program of Chinese instruments and music.

Flying to Xian brought us to the recently discovered and now famous terra cotta figures of warriors and horses guarding the entrance to Emperor Quin Shi Huang Di's tomb. It is incredible to

see the vast area still under excavation, with the perfectly modeled life-size figures.

On to Beijing, the beautiful capitol city of China. A most impressive sight was the thousands of people in the "Gate of Heavenly Peace Square," lined up four-abreast, waiting for admittance to the mausoleum containing Mao Ze Dong's embalmed body. A visit to the Forbidden City, Palace Museum, Summer Palace and a train trip to the Great Wall followed. We were able to climb on a portion of the Great Wall and marvel at this great feat of construction, so long that it is visible from space.

Next came a flight to Guilin, with its spectacular scenery, and a visit to a cave with stalactite and stalagmite formations. Then a ride on a launch down the Li River, observing life on the river banks, including water buffalo, the local farm animals.

Our last city in China was Canton, the town built by Sun Yat Sen, more tropical, and busy with craftsmen and bountiful local native markets.

General Impressions of the People's Republic of China — very hard-working, conscientious people — "no work, no eat" we heard repeatedly; friendly, curious crowds eager to learn of American customs and language; helpful service, no tipping allowed; two large Chinese dinners every single day, and some days a special banquet; formality and courtesy at all visits to factories and communes where tea was always served during preliminary explanations; painstaking, artistic handwork: embroidery, cloisonne, ceramic painting, silks, clay figurines, paintings.

After China, we had a few days in Hong Kong, the mecca of shoppers, a chance to relax, and we had the only significant rain of the trip.

In advance of this tour Virginia Showers and 99 Kim in Seoul had corresponded, and our group of six 99s went on to Seoul. We were met at the airport by Kim and two of her friends from the



US 99s visit with their Korean sisters.

Women's Aeronautical Association of Korea, and next day they took us to visit a replica of an old Korean village — a most enjoyable day with these delightful friends.

Then home again — and back to normal.



Monterey Bay Chapter members gather to airmark Vaca gliderport.

Monterey Bay Chapter

The chapter's end of the year installation party was held on June 26 at (new) Chair-

man Bobbie Garin's cabin on the Arroyo Seco River. Other incoming officers include Vice-Chairman Joanne Nissen, Secretary Lynne Kastel and Treasurer Del Hinn. Everyone enjoyed a hot sunny day of barbequing, poolside sunbathing, swimming and inner tubing down the river.

The Hollister EAA Fly-in took place over the July 16 and 17 weekend and the Ninety-Nines were on hand again to feed the crowd. Manning the Monterey Bay carousel booth and barbeques were Ruth and George Huston, Bunny and Dean Croft, Jim and Geri Chappell, Doug and Geneva Cranford, Ann Ulrey, Lynne Kastel and Marlene Aldrich. Dell Hinn and Bobbie Garin had set up the booth the day before. People were lined up "around the block" for those famous hamburgers. The Gavilan 99s were there serving a barbequed chicken lunch. The Fly-in was quite festive. Hundreds of homebuilts, experimentals and antique aircraft were on display and there were constant formation fly bys and flour bombings.

On August 4, Dell Hinn, Bobbie Garin, Lynn Kastel, Geneva Cranford, Sandy Stockinger and Gail Gitt flew up to attend the airmarking of Vacaville Gilderport.

The chapter is now gearing up for a busy October which includes a flying companion seminar, a booth at the California Air Show in Salinas and hosting an air race over the Halloween weekend.

by Lynne Kastel

Getting into the Spirit of Airmarking at a Country Airstrip

On August 4th, the following members of the Sacramento Valley 99s drove and flew to Vacaville for an airmarking: Maryben McClave, Jean Turner, Jeannie Dunlap, Corky Cronin, Shirley Winn and June Devine. June's brother, Casey Blessing, drove up from San Francisco. He invented and made some fancy airmarking tools which were put to good and immediate use. It gets hot in that part of California so Jackie Petty and Nancy Rodgers (Santa Clara Valley 99s) flew up the night before to be on hand early; and right at 8 a.m., Del Hinn, Bobbie Garin, Geneva Cranford, Lynne Kastel, Sandy Stockinger and Gail Gitt flew in to represent the Monterey Bay 99s. In no time at all the snap string was flying, the brush rollers were assembled and before long the words VAC AERO emerged crisp and clear on the runway. A certain amount of incentive was provided by the offer of free rides in a 1928 Travel Air biplane and in the Schweizer 2-32, a 3-place glider. Those who flew in had to wait for the paint to dry before they could fly out, so we borrowed Dell's son's pickup and drove to the Nut Tree for some plain (no pun intended) and fancy



Several 99 chapters combined efforts to airmark a gliderport at Vaca, California.



window shopping. Wish we'd taken a picture of six 99s riding in the back of an El Camino.

by Lynne Kastel

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Palms Chapter member Lillian Camden receives her chairman's gavel from Nina Laughbaum.

Palms Chapter

The Palms Chapter was tremendously busy over the last few months with preparations for the 13th Annual Palms to Pines Air Race which ran this year on July 30 and 31. Still, we managed to sponsor a weekend mechanic seminar on June 12 and 13 at Santa Monica Airport. The seminar was conducted by Alan Madden of Hughes Helicopter in Los Angeles and covered such topics as the electrical system, flight controls, propellers, engines, tool kits, survival kits and non-destructive testing. Alan, who is a Maintenance Instructor, put a tremendous amount of work into preparation of the

Seminar and supplied slides, overheads and hand-out materials. The FAA was represented by Mr. Murray Gross, and C & E Aero Supplies in Long Beach provided a variety of airplane parts for participants to handle.

On June 4, the Palms Chapter held its Annual Banquet at Santa Monica Airport's

was short on business so we could have lunch at the El Jardin Restaurant and listen to Mary Pearson, Sheila Wing, Pam Vander Linden and Kay Brick tell all about the Air Race Classic.

We celebrated our chapter's birthday in August with a brief business meeting and then salad lunch and dip in the pool at Nena

Sacramento Valley Chapter

Sacramento Valley 99s had an unexpected treat one warm Sunday afternoon when Janet Green and Hazel Jones dropped in for some plane talk and visiting. They were on a whirlwind tour of future meeting sites, and we were delighted to spend the afternoon with them at Barbara Goetz's home.

In August we worked with the Monterey Bay Chapter to airmark a nearby glider port — Vac Aero, near Vacaville. And our August meeting combined our annual potluck with a "toast" (we didn't really ROAST them) to Juanita Bailey and Gerry Mickelsen, two of our pioneer 99s.

While many of us were earth bound with daily routine, Bobby Campbell and her husband took to the Oshkosh skies. We are looking forward to seeing Bobby's great pictures, just as soon as she comes back down to earth.

As I write this we are all looking ahead to a wonderful fall section meeting in Santa Rosa!

by Jacqui Koukol

Santa Clara Valley Chapter

We took to the skies in August with flights both real and simulated. Joey Connell organized our tour of the NASA-AMES simulators at Moffett Field on the 26th.

Earlier, Willy Gardner arranged two fly-ins. She, Verna West, Dottie Theurer and Dottie's 49½er, Bill, flew to South Lake Tahoe. After lunch at the California Alpine Club, they took a canoe trip into the wilderness area. On August 20 Willy, Verna and Dottie were joined by Pat Roberts, Vera Arnold, Mayetta Behringer, Evelyn Lundstrom, Kathy Pelta and 66er Pat Blouin for lunch at The Belly Landing in Watsonville. Guests of honor were Glenda Philpott and daughter, Jenny, who were finishing up their US tour. Four-year-old Jenny has attended three "Internationals," so far! They went home by commercial airline this time, but in 1976 Glenda ferried her own Piper Aztec from San Jose to Australia. She is president of Women Pilots of Australia.

Five Santa Clara 99s made it to St. Louis this year: Joan Enyeart (with new son David), Jean Leete, Marilyn Orloff, Pat

CHAPTER NEWS, ETC.



During a Hawaiian vacation, Palms 99 Claire Gould presents Aloha Chapter Lindy Boyes with a Palms Chapter patch.

Kittyhawk restaurant. New chapter officers were installed and Nina Laughbaum officially handed over the chairman's gavel to new Chairman Lillian Camden. First day entries for the Palms to Pines Air Race were opened and trophies were presented to Claire Walters as Woman Pilot of the Year, Claire Gould as Junior Woman Pilot of the Year and Kathy Hollison as Baby Pilot of the Year.

During a vacation in Hawaii, Claire Gould had lunch with Lindy Boyes of the Aloha Chapter and presented her with a Palms Chapter patch. Lindy had just returned from the Baja California Air Race.

by Claire Gould

Palomar Chapter

Our July meeting in Fallbrook, California,

Hewette's home in Rancho Santa Fe, California.

August has been a very busy month for Mary Pearson. In addition to teaching and testing those students anxious to return to school with their licenses, Mary was guest speaker for the Order of Daedalians for their monthly meeting at the Aerospace Historical Center in Balboa Park, San Diego. Mary spoke on the role of women in aviation and was pleasantly surprised to learn that her audience included several WASPs.

Fifteen Senior Girl Scouts from San Diego County were guests of Ginny Boylls and Mary Pearson at Mary and Brad Pearson's Executive Aviation Services in San Marcos for a one-day orientation on careers in aviation. While Mary and Ginny explored the various jobs available, Brad gave the girls experience in their flight simulator. After a picnic lunch at Palomar Airport, Mary took some of the girls for a visit to the tower, Ginny visited some of the FBO's and Brad and Valerie DeFrain took the other girls flying.

by Vi Pfeiler



Sacramento Valley Chapter airmarking.

On final approach to Calaveras County Airport is Santa Clara 99 Mayetta Behringer.



Bill and Dorothy Theurer at South Lake Tahoe.

Roberts and Stella Leis. Marilyn and Jean flew in Marilyn's Bonanza, and picked up Iris Critchell in Long Beach. Stella and her 49½er Ray flew on to the World's Fair at Knoxville after the convention. Though Joan lives in Washington state now, she's still a member of our chapter.

Pat Roberts and Vera Arnold flew Pat's Mooney 201 in the Air Race Classic in late July, picking up a prize for the leg from Cut Bank to Miles City, Montana.

Verna West is in charge of the USPFT meet we will host in November. Pat Roberts and Vera Arnold, who judged for NIFA, will help with the judging.

by Kathy Pelta

Sierra Pacific Chapter

On May 13, 1982, a meeting was held to see if enough women would be interested in forming a new chapter of the 99s in the Chico, California, area.

The group of women, and one interested male, met at Ranchoero Airport in Chico. A slide presentation, "For the Fun of It", showed the first group of Ninety-Nines with President Amelia Earhart and some of the races and fly-ins and many fun and interesting events that the 99s have participated in since 1929.

Everyone was excited about the possibility of a new chapter of our own. Seven

women, now members of the Mt. Shasta Chapter, were in attendance with Jane LaMar, chairman, and Donna Taylor accompanied her. A total of fifteen women were in attendance and they elected to have the seven transferees to hold the new chapter positions. Chairman is Alison Moir (Chico), vice chairman is Linda Opperman (Paradise), treasurer is Colleen Cassidy (Chico) and secretary is Anne Wheelock (Durham).

Everyone present was quite excited about having a chapter of our own, since the Mt. Shasta Chapter was too far away to make all the meetings.

by Rickie Tovey



They come in planes of all sizes and shapes to Oshkosh.



Jayne Schiek, Central Illinois 99s, is chairman of the Women's Forum at Oshkosh '82.



Sherry Marshall and Charlene Falkenberg enjoy a Corn Fest at Oshkosh '82.

by Charlene Falkenberg

Oshkosh bound! As you drive down the highway, you note the yellow signs in car after car. They wave and honk as you pass. You, too, have the sign in your back window.

As you come over a hill overlooking Wittman Field in Oshkosh, as far as the eye can see are acres and acres of planes. It is overwhelming! In the sky there is an even more astounding sight. Spaced hundreds of feet apart are planes of all types — Homebuilts, 310s, Senecas, Taylorcrafts, Cessnas, Pipers, all sizes and shapes — all following the approach carefully laid out for arrival during the convention. Landing, one by one, they quickly leave the runway and follow the flagmen to join the thousands of already parked planes.

The control tower operator drones on and on, never losing his cool, never raising his voice, complimenting the pilots for following instructions so efficiently. More than 10,000 planes arrived the first day.

After parking, you walk toward the center of activity and meet friends — 99s from everywhere. More than 250 Ninety-Nines registered in the Friendship Tent this year, and found it to be a great gathering place, a place to rest, have a cool glass of lemonade or a cup of coffee, visit with friends and meet prospective 99s.

Chicago Area Chapter members, under the direction of Norma Freier and Mary Pansynszyn, manned the Tent as well as

prepared a display on the 99s which was set up there.

Sixty-eight student pilots and 107 prospective 99s signed in during the week. Names of these individuals are forwarded to the chapter in their area for further contact.

Thousands of pilots and non-pilots alike are drawn to Oshkosh each year for this aviation event. Among the activities are many educational forums which are presented on a continuous daily basis. Exhibitors show and sell their wares. Food is available in many locations, and because of volunteer help, there is not a piece of trash on the ground.

Interesting people, such as Senator Barry Goldwater, Jimmy Doolittle, Paul Harvey, US astronauts and FAA Administrator Helms, come to speak. Representing the 99s this year at several educational forums were International officers Charlene Falkenberg and Betty Jane Schermerhorn, EAA Director Jane Schiek, Wittman Aviation Commission Board member Joyce Donner, Air Traffic Controller Diane Kapanowski and Janice Brown, known for her efforts in flying solar powered aircraft.

The crowd of 300,000 on Sunday, August 1, set a record. Over 20,000 people camped out, and that number did not include those who camped under the wings of their planes. Only at the greatest gathering of aviation enthusiasts in the world, Oshkosh, could one experience such a full week of camaraderie.



Co-chairmen of the Friendship Tent are Norma Freier and Mary Panczyszyn of the Chicago Area Chapter.



Joan Kerwin, International Legislative Chairman, enjoys the 99 party at Oshkosh.



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