

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

8

Number 7

September 1981



All this and much more . . .
CONVENTION coverage, page 13

ATTN: 99 NEWS Contributors

99 Chapter News Reporters

1. **Deadline:** Material must reach 99 Headquarters by 1st of month.
2. All material must be typed, double-spaced.
3. Try to limit report to one type-written page. Include news about chapter projects, activities, meetings, outstanding achievements or items of note about individual members, etc. as timely and appropriate. (You are also welcome to submit longer "articles" about significant or innovative activities or projects or experiences of individual members that would be of general interest or provide timely information to other chapters/members. These will be published as space permits.)
4. **Pictures** are heartily encouraged. *Black and white glossy* preferred. Color can be used if picture has good contrast. Attach captions so they are visible below pictures. Include stamped, self-addressed envelope if you want pictures returned.
5. Submit *new ratings* on separate page.
6. Submit *calendar items* on separate page.
7. If contribution arrives after deadline or should the chapter news section ever need to be deleted due to space requirements, material will be held over for next issue.

Special themes/issues Your Help Wanted

We have a theme or special focus planned for several issues coming up over the next year and your articles, participation and

contributions are heartily encouraged. We are fortunate to have several guest editors who will be developing the theme material for these issues and if you wish to contribute, materials may be sent directly to them or to 99 Headquarters. Please let us know right away if you can plan to help.

WOMEN IN SPACE, edited by Beverly Fogle, is scheduled for November '81. Any information, pictures, articles you have on women involved directly or in support of (all the backup, experimental programs, etc.) should be RUSHED to Beverly at 11117 N.E. Sylvan Terrace Vancouver, WA 98665 by September 20th. Do it NOW.

HIGHLIGHTS OF CHAPTER PROJECTS: Jan/Feb 1982. This type of issue seems to be one of vital interest to chapters around the world. Let's share the know-how it takes to put together an effective speaker's bureau, run a Flying Companion Seminar, a Fear of Flying Clinic, work with scouts or school systems in educational endeavors, put on an air race, sponsor a really good general aviation seminar, mount a campaign to save an airport or whatever it is you're doing out there. What made your project successful? Where did you get your background material? What tools, equipment, personnel and materials are necessary? Send us the write-up and lots of pics of your chapter doing it. *We need your help to make this issue a success.* Share your knowledge. To avoid duplication, query editor ahead of time; maybe we can combine info on popular projects. Send materials to 99 Headquarters. Deadline: December 1, 1981.

CANADIAN 99s. Canadian women pilots and 99 chapters will be featured in an issue next spring that will be similar to the one on international women pilots in Jan/Feb of 1981. Please send information, articles and pictures to Roberta Taylor and/or Rosella Bjornson.

A PERSPECTIVE ON HISTORY: June 1982. We'd like to celebrate some of our old-timers and share with everyone their experiences, advice and everything else they have to offer. Contact the women in your chapter/area who began their association with aviation in its early years and capture some of their favorite anecdotes and incidents for us. Naturally, we'd love to have some pictures, too. (We will return them if requested.) Elaine Levesque is putting this together for us and she'd like to hear from you by January 31, 1982. Contact her at P.O. Box 2713, Alameda, CA 94501. Phone: 415-536-3921 (O) or 415-869-347 (H).

WOMEN ONLY: HUMOR IN THE COCKPIT. Have you ever had one of those flights that seemed to progress according to Murphy's Law? (Remember Murphy! "If something can go wrong, it will.") Maybe it wasn't funny at the time but somehow it became hilarious in the retelling later. Whether you slid on bird droppings on the ramp getting into the seaplane, or thought you'd been gunned down when the seat belt you'd closed outside the door started banging against the fuselage, Betty Wright would like to hear your story. Betty has a two-fold purpose: to do a humorous issue for *The 99 NEWS*, and to publish a book on same. She says writing expertise is not a requirement, so jot down your story from beginning to end and rush it to Betty Wright, P.O. Box 1069, Moore Haven, FL 33471.

REMEMBER: Your magazine won't reflect your interests without your input.

Letters to the editor

RE: A.E. photographs donated by Betty Miller (July/August issue)

... They were taken in Honolulu in 1937 by World Wide Photo. In the cockpit with Amelia was Paul Mantz, technical advisor for the flight. He flew along as co-pilot on the first leg of the flight from Oakland, CA to Hawaii.

The group, left to right: Mantz, Amelia, and the two navigators, Harry Manning and Fred Noonan.

After the aborted take-off and resulting groundloop of the Electra at Luke Field the plane was shipped back to the Lockheed factory in California for repair. Manning's leave would soon expire. He therefore

returned to his ship. Noonan stayed on.

Marion Brown
South Louisiana Chapter

Those AE pictures were taken by Carl Bigelow, deceased husband of Alameda County 99 Juanda Bigelow.

Frances Gibson

Public Relations Projects

... I came across the letter to the editor from Connie Gould.* . . . I must say I agree with her entirely. We must start emphasizing the value of General Aviation again — and again — and again! Now that we've had some bad publicity about airplane accidents, and now that noise abatement for their constituents is firmly entrenched in the

minds of supervisors and city councilors, and now that more and more airports are threatened with closure every month, I feel that it's vitally important that we mount a campaign of public awareness as to the positive aspects of aviation.

Connie, the 99s and other aviation friends are doing just that in the Santa Clara, California Valley. They've started a Speaker's Bureau with aviation enthusiasts ready to extoll General Aviation for the Rotary, Lions, and other service clubs and schools, and they're having a Public Awareness Day at their airport, etc. This is the type of public relations we should be doing, and if your 99 chapter is looking for a project, why not take this one on?

cont. on p. 4

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OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

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SEPTEMBER 1981

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ON THE COVER: 99 delegates attend the Business meeting at Convention in Boston. For complete Convention coverage, see page 13.



Calendar

SEPTEMBER

SEPT. 5-7 - CLEVELAND NATIONAL AIR SHOW. Burke Lakefront Airport, Cleveland, OH. Gates open 10:00 a.m., show begins 1:00 p.m. Tickets: Adults, \$6.00, Children, \$4.00, Box seats, \$8.00. AF Thunderbirds, Army Golden Knights, Eagles Aerobatic Team, Art Scholl, and more . . .

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

SEPT. 12-13 - ROCKY MOUNTAIN REGIONAL FLY-IN. Loveland-Ft. Collins County Airport. Construction forums, aerobatic demonstrations. Sponsored by 6 EAA chapters, Antique Airplane Assn. and Colorado Chapter 99s.

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

SEPT. 18-20 - F.A.I.R., Indiana Chapter's Fairladies Annual Indiana Rally, Richmond Muni, IN \$1000 to first place winner, \$900 to next 4 places. Male or female pilots, co-pilots required. Kits \$3 from Theresa Brooks, 7405 Janna Dr., RR #11, Muncie, IN 47302. Entry deadline, Aug. 20.

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

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

OCTOBER

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

OCT. 2-3 - NY-NJ FALL SECTION MEETING. Palisades Chapter hosting. Sheraton Heights Hotel, Hasbrough Heights, NJ. Fly into Teterboro Airport. Featuring Forbes Magazine Balloon Ascension Division.

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

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

OCT. 6-10 - AOPA 26TH ANNUAL CONVEN-

TION AND INDUSTRY EXHIBIT, featuring the Plantation Party. Aviation seminars, training programs, exhibits, entertainment. Orlando, Florida. For information please call (301) 952-3947.

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

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

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

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

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

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

OCT. 31 - OHIO SMALL RACE. O.S.U.'s Don Scott Field, Columbus, OH. (November 1 raindate). Impoundment at 9:30 a.m., race begins at noon. Race kit \$3.00. Contact Tom Harper, 2866 Zollinger Rd., Columbus, OH 43221, (614) 475-1310.

NOVEMBER

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

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

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

DECEMBER

DEC. 1 - NO DEADLINE FOR The 99 NEWS.

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

Aircraft Insurance

by Gene Nora Jessen

The following list went out to my insureds. "As the year closes, it seems appropriate to review our loss record. Our claims over the last several years included:

- Cessna 206 hard landing on mountain airport, AC totaled.

- Cessna 180 ground loop on road, totaled.

- Archer, Baron and Aero Commander taxied too close to parked airplanes, small damage, big dollars.

- Just-purchased Cessna 175 being ferried home, get-home-itis, weather, fatal.

- Helicopter fell 6 feet, cost \$10,000 per foot.

- Cessna 206 landed on soft surface and flipped, totaled.

- Ditto another 206. Repairable.

- Rockwell 114 gear collapsed.

- Mooney threw a prop tip, made excellent landing in snow, damaged engine.

- Hangar fire, multiple aircraft loss.

- Cessna 206 contaminated fuel complicated by weather and terrain, multiple fatal.

- Cessna 182 density altitude accident, fire, injuries.

- Cherokee 140 entered weather, precautionary (long) landing on airport, totaled.

- Swift mechanical, dead stick landing, minor damage.

- Just-purchased Cessna 180 ferry flight, ground loop, major damage.

- T Arrow, engine failure, landed on road, moderate damage.

- T Lance flown by pro pilot, fuel starvation, totaled.

- Cessna 180 not tied down on Primitive Area strip, damaged in wind. Helicopter dropped wings in retrieval causing total.

- Cherokee stolen from FBO, months later reappeared in mountain meadow slightly damaged. Successful helicopter retrieval."

Obviously we insure numerous airplanes and that is spread over several years' time. But the list looks pretty horrendous. You can point at mighty few of those where the pilot was an innocent victim. What makes the airplane fly? The pilot makes the airplane fly. And the pilot usually makes the airplane break.

It seems too obvious to mention that your premium helped to pay on the above losses. If there are more losses, your premium will go up — and a premium increase is tough for the agent to explain to the pristine pure at renewal time. The equation simply is — premium must exceed losses!

Some international Ninety-Nines undergo stiff proficiency exams annually. U.S. 99s are all taking their BFR now and many are participating in the FAA pilot proficiency program. Some 99 chapters (especially Canadian) still actively pursue the 99 APT (annual proficiency training) program. However you do it, keep yourself current and proficient.

Safety is an active, not a passive, word. Keep off the claims list.

Letters

cont. from p. 2

The 99 NEWS could help by devoting an issue to successful projects throughout the world telling of public relations projects. It would sure benefit everybody.

Shirley Winn
Sacramento Valley

*We erroneously put Connie Gould in the Sacramento Valley Chapter when we printed her letter in the July/August issue. She does in fact belong to the Santa Clara Valley Chapter as both Connie and Shirley brought to our attention.

Forest of Friendship

Ninety-Nines and friends gathered in Atchison, Kansas prior to the Boston Convention to celebrate the unveiling of the life-size statue of Amelia Earhart in the Forest of Friendship. Amelia's sister, Muriel Earhart Morrissey was present.

I wish to thank all the Ninety-Nines for their hospitality at the Benedictine dormitory and at the Forest of Friendship. I was sincerely touched by your honoring me as a citizen of Atchison. The smiling bronze statue and the glorious trees on the hillside both lift our minds and warm our hearts.

Gratefully, affectionately,
Muriel Earhart Morrissey

ON THE GO WITH JANET



by International President Janet Green

Going to convention makes me feel like New Years-in-the-summer. The old 99 business gets wrapped up and filed in the Job Well Done file and we are revitalized by the anticipation of new officers, new programs and the thought of cool, frisky and ideal flying weather oncoming in the fall.

Every president seems to be asked, "What do I get for my 99 dues?" For my something just over \$500 for 20 years membership, I have received far more value in lifelong friendships than several new clothes outfits or perhaps a weekend trip to New York. What I have received from the 99s is lasting friendships and being able to visit almost any city in the U.S. and find a 99 or someone who knows a 99 that is friendly and willing to chat or help with a problem. In working through the chapters, sections and international I have learned much about running an organization and working with people. I have enjoyed some outstanding flights and met outstanding people that I never would have met just on my own. These flights and experiences were made by me alone and not in the cocoon of family, so have taught me independence.

At conventions I am reminded about what individuals we are. Remember the study made in 1974 by Novello and Youssef to determine the personality profile of female pilots? They were significantly higher than the average U.S. female on Achievement, Exhibition, Dominance, Change and Heterosexuality. Their conclusion was that piloting, regardless of sex, attracts a person who is courageous, adventuresome, oriented toward demonstrating competency, skill and achievement; one who finds pleasure in mastering complex tasks. Isn't it inspiring to be among those who DO and GO?

A Memento~

Judith Shapiro, Parliamentarian, shared her thoughts about our organization with members at Convention through a poem which captivated the audience. Many commented that they would like to see it reprinted in **The 99 NEWS** so those not in attendance could also enjoy it. With permission of Judith Shapiro, we bring you the following excerpt from her remarks at the business meeting.

We've been together for three years now, you and I, and I've gained much insight into your "raison d'etre." Therefore, and because before I began this second career as a Professional Parliamentarian, I practiced for many years as an R.N., I'll close with my perception of the

Anatomy of a 99

She must be agile as a monkey, because she spends so much time out on a limb.

She has to have strong legs, so she can stand on her own two feet all day, climb in and out of cockpits, and still be limber enough to kneel at bedtime.

She has to have a big mouth, so she won't choke when she puts her foot in it.

And a good appetite, so she can swallow her pride and eat her words.

She needs a deaf ear for flattery, a good ear for criticism, and judgment enough to distinguish between the two.

But most of all, she needs a rubber neck, so she can turn the other cheek, keep an eye out for us groundlings while flying high, face reality, look back at history and forward to the future, confront the issues and face the music — all at the same time!

By our association with each other, we are ever increasing our highly respected voice in aviation. Our programs are more "meaty" and furthering many good hands-on projects of great value to aviation. I always wince when I am told that we are just a social organization, for that is far from true and we are putting more and more distance between the residual image and the reality of our educational and safety programs.

Recently Margaret Kentley, Australian 99 and president of the Australian Institute of Navigation, addressed that almost all male body on "Women of Courage" (The History of Women in Aviation). I'd like to quote her closing paragraph: "Whatever the future, there is always throughout the world, a comradeship amongst pilots; an International Brotherhood of Friendship between people who have been at one with Nature's Might and have known the splendour of aloneness; who, like sailors and mountaineers, know, but never need to say, that they have been there too."

BOARD OF DIRECTORS MEETING

Boston, July 14 & 17, 1981

by Betty Jane Schermerhorn

President Janet Green called the meeting to order at 8:00 a.m., July 14. All Board members as well as Loretta Gragg, Executive Director, and Sylvia Paoli, 99 attorney, were present. The following is not the official minutes detailing the business of the corporation but rather it highlights items of particular interest to the membership.

Sylvia explained that as a private organization we could discriminate in our membership requirements to accept only female applicants. Our bylaws state that sections and chapters may develop their own bylaws as long as they are not in conflict with the International bylaws. If a chapter chooses to adopt conflicting bylaws, it would then be necessary to revoke their charter. The group exemption status of our 501(c)3 requires that the bylaws of participating chapters and sections must be mainly the same in intent.


Samples of the new Memorial Cards were distributed for approval. We now have a fitting method of acknowledging donations to the Ninety-Nines that are made in memorium. For each donation a card will be sent to the family or group that has lost a member and another will be sent to the donor.

cont. on p. 7



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Help wanted

by Joan Kerwin

If we can't get our legislators (Senate and House) to support an Airport and Airway Revenue Bill along the lines of S 1272 proposed by Senators Cannon (NV) and Kassebaum (KS), we might as well fold our wings and silently taxi away — if we can afford even that much fuel for our birds. This bill proposes an increase from the previous 7 cents per gallon for avgas to 8.5 cents per gallon for both avgas and jet fuel used in general aviation aircraft. This tax would remain at that level until October 1, 1985.

Following is the statement of Senator Cannon when he introduced the bill. I think it says it all.

"I am pleased to introduce, together with Aviation Subcommittee Chairman Kassebaum, the Airport and Airway Revenue Amendments of 1981.

"This bill establishes tax levels which are appropriate, in fact generous, for meeting the expenditure levels reported by the Commerce Committee in S. 508. While these suggested tax levels are much lower than those proposed by the Administration, the aviation trust fund will still contain a \$1.3 billion surplus by the end of FY 1985 if this bill is adopted.

"The Administration approach of drastic tax increases for the users of a program who have already been overtaxed by \$3.7 billion is most difficult to understand. The users of aviation have already created the huge trust fund surplus, and I don't believe that it is responsible to talk about aviation user tax

increases until that surplus is substantially reduced. It is understandably difficult for these users to accept the 'government's lectures on the merits of "user-pay" philosophy while the government ignores their tax monies already contributed.

"Taxing users out of the market certainly will not increase user contributions. If there is a Laffer Curve for income taxation surely the same theory applies to overtaxing the users of the airport and airway system. Therefore, I do not believe the Administration's proposal for aviation tax levels is either appropriate or fiscally justified.

"The overriding issues for reauthorizing the airport and airway trust fund are to bring that fund into balance, meet the system's safety needs, and to provide tax levels which account for the overtaxation these users have endured in the past. This bill in combination with S. 508 meets those goals and I recommend its favorable consideration to the Finance Committee and the full Senate."

As of this writing, additional sponsors of the bill are Senators Exon (NB), Reigle (MI), Inouie (HI), Baucus (MT) and Goldwater (AZ). If your senator is listed, a note of support and thanks is in order. If not, a letter of recommendation for his/her support and sponsorship is needed — a phone call would be even better.

It couldn't hurt to call/write your Congressman with suggestions re a similar bill in the House. WRITE ON!

Our international officers have just begun to serve on the second year of their term, but already it is time to prepare to elect new officers for the 1982-84 term. During the spring of 1982, we will elect by mail ballot a new president, vice president, secretary, treasurer, and a five member nominating committee. During the Convention 1982 at St. Louis, Missouri, two new members for the international board of directors will be elected by written ballot.

The Intent to Seek Election form printed with this article will serve as our only means of discovering those who wish to be considered for all these elective offices. The qualifications for each of these offices are printed in your current roster under Article X, Section 1. Check them carefully before submitting your Intent form. Deadline for mailing your form to the nominating committee chairman is November 30, 1981. (Envelopes must be postmarked by that date.)

Please note that the incumbent vice president automatically becomes a candidate for president if she so desires. Also, note that all eligible nominees for office (i.e. those who submitted an Intent to Seek Election form and are qualified according to the by-laws) who did not make the ballot will be a candidate for international director at Convention 1982. Also, those who are on the mail ballot for elective office and are unsuccessful may run for international director at Convention 1982, if they desire.

When Headquarters has confirmed to the nominating committee that they are eligible to run, photos and brief resumes of all candidates will be printed in a later issue of *The 99 NEWS* prior to the mailing of the ballots.

To be considered for an elective office, follow these steps:

1. Complete form #N81-2, "Intent to Seek Election" and make six photo-copies.
2. Send the original and four copies to the Nominating Committee Chairman and one copy to International Headquarters. (Keep one for your records.)
3. Attach to each copy your background resume (see note below).
4. Send one recent black and white photo (passport type) to Headquarters along with the copy of your resume and Intent to Seek Election form.
5. Mail all these papers by the deadline of November 30, 1981.

NOTE: Personal resume, written as you wish to have it appear in *The 99 NEWS*, must not exceed 100 words. Include all information you think others need to know about you and your qualifications (i.e. aviation background, 99 experience, or anything pertinent to the office sought). Only this will be printed in the *NEWS*. Information from the Intent to Seek Election form will be included *only* if you include it in your resume yourself. Please note that endorsement

NIFA

by Pauline Gilkison

As the school year starts in the fall, colleges and universities renew their membership in the National Intercollegiate Flying Association. Flying teams are formed and trained to participate at their regional SAFECONS. Hosting the regional air meet is added work and the following schools have taken that responsibility:

REGION 1 — Metropolitan State University, Denver, Colorado.

REGION 2 — Palomar College at Hemet Airport, California, April 3-4

REGION 3 — Western Michigan University, Kalamazoo at Battle Creek Airport, Oct. 9-10

REGION 4 — Central Texas College, Killeen, Texas

REGION 5 — University of Dubuque, Iowa, Sept. 25-26

REGION 6 — U.S. Air Force Academy, Colorado Springs, Colorado.

REGION 7 — Community College of Beaver County, Beaver Falls, Pennsylvania

REGION 8 — Lewis University, Romeoville, Illinois, Oct. 22-24

REGION 9 — Emery Riddle Aeronautical University, Daytona Beach, Florida, Feb. 26-27.

Perhaps our Canadian Ninety-Nines would be interested in helping three former NIFA schools "reactivate"; Carlton College in Ottawa, Selkirk College, Vancouver, B.C. and the University of Edmonton. We look forward to their renewal in NIFA and team participation at SAFECONS. Contact: NIFA Headquarters, P.O. Box 9910, San Diego, CA 92109.

International Ninety-Nines officers to be elected

Intent To Seek Election

Office Sought _____

Name _____ Phone No. _____

Address _____

Chapter _____ Section _____

99 Member since _____ Classification _____

Date and Class of last medical _____

Date of last Biennial Flight Review _____

Ratings _____ Total Hours _____ Last 2 yrs. _____

Service to Ninety-Nines, Chapter Level:

Committees: _____ Offices: _____

Service to Ninety-Nines Section Level:

Committees: _____ Offices: _____

Service to Ninety-Nines, International Level:

Committees: _____ Offices: _____

No. of International Conventions Attended _____ Sectionals _____

Special aviation-related awards _____

Membership in aviation-oriented organizations and offices held: _____

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

Occupation _____

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

Chairman Signature(s): _____

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

Date _____ Candidate Signature _____

Send: Original plus four copies to:
 Judy Hall
 P.O. Box 193
 Lizella, GA 31052

Send: One photocopy to Headquarters. Attach one recent photo (black and white passport type preferred) to **Headquarters Copy**.
 Attach 100 word personal resume to all copies.

#N-81-2 (Attach additional sheet as necessary.) **DEADLINE: NOV. 30, 1981**

verification of the nominee's own chapter chairman or that of two other chapters in the nominee's own section is required on Form #N81-2. (If no chapter exists, endorsement of section governor is acceptable.)

We encourage all those who are qualified and are willing to make the sacrifices necessary to serve to submit their names. If you are not qualified or do not desire to serve, but know someone who is, encourage them to file the necessary papers right away. This is the only way for others to know that you are ready and willing to serve your sister Ninety-Nines.

Don't delay! Send the necessary papers today to: Judy Hall, Chairman, International Nominating Committee, P.O. Box 193, Lizella, GA 31052, Phone: (912) 935-8244 (home) or 477-7058 (office).

Board meeting cont. from p. 5

Gene Nora Jessen reported on the progress of the committee that is working on plans to apply for grants to fund the establishment of a Ninety-Nine Resource Center. The idea is to make our organization a place for others to come for information regarding women in aviation, not to establish a museum or other facility which would compete with other projects within our organization.

The Career Data bank is slowly growing as our members file information regarding their qualifications, experience and goals. The Careers Committee is working on plans to inform industry that the Ninety-Nines have this information available.

Bids for the position of Public Relations Officer were reviewed. It was decided to retain Joan Kerwin, Chicago Area Chapter, for this position for the 1981-82 year.

Jean Kautter and Doddie Biggs, insurance agents with Cunningham, Jeffrey and Company of Omaha, presented a proposal for a group insurance plan for renter or owner insurance. They were asked to supply more details before the Ninety-Nines could endorse the program.

The next Board of Directors Meeting is scheduled for November 6-9, 1981 at our Headquarters Building, Oklahoma City.

DISCLAIMER

Women's Air & Space Museum

At the Boston convention, material was being distributed by the Women's Air & Space Museum which suggested this is a 99 supported function. It is a separate entity controlled by separate management. There is no connection between the two organizations.

New Horizons

A CELEBRATION OF LIFE

by Dorothy Ryan

On Sunday, May 17, 1981, life came to a close for an extraordinary woman: Balloonist and altitude record-holder, aerospace pioneer, consultant to NASA, Episcopal priest, The Reverend Canon JEANNETTE PICCARD, 86. For five decades she has been a role model for women committed to lives of continuing growth and achievement, of excellence, and of courageous service.

When the Minnesota Chapter 99s hosted the North Central Section meeting in September of 1978, Dr. Piccard delivered the invocation for the Saturday night banquet. She arrived early, carrying her 1934 balloon license wrapped in a silk hankie. During the social hour, she shared her license with us and answered our many questions. She was a person of awesome qualities — powerful intellect, wry humor, warmth, creative and focused energy, great spiritual strength, life-long persistence, and for those who have heard her, an inspired speaker.

At 11, when asked by her mother what she wanted to be, she replied, "A priest." This goal was reiterated to the president of Bryn Mawr when Jeannette Piccard was a freshman in 1914; a goal which took more than half-century to achieve. In 1918 she graduated with a bachelor's degree in philosophy and psychology, in preparation for the priesthood. In 1919 she married her professor, Swiss scientist Jean Piccard,

lived in Switzerland until 1926, and raised three sons. She was drawn by her husband into his efforts to probe the stratosphere in a balloon, and in 1934, just 4 months after getting her license, while her husband studied cosmic rays and other space mysteries, she guided their balloon to 57,579 feet over Lake Erie, a record which stood until 1963. In 1937 the Piccards moved to Minneapolis. In 1942 she earned a master's degree in chemistry from the University of Chicago, and received her Ph.D. in education from the University of Minnesota. She served as a consultant to NASA's Manned Spacecraft Center in Houston.

In 1966, after her husband's death, Dr. Piccard again took up her 60-year-old dream of the priesthood. She was ordained a church deacon in 1971, attended General Theological Seminary in New York two years, passed the ordination examination, and in July 1974, in Philadelphia, she achieved her dream. The controversial ceremony, in which four Episcopal bishops ordained 11 women candidates, was upheld two years later, and it opened the door of the Episcopal priesthood to women in this country. The Reverend Jeannette Piccard served as associate pastor of St. Phillips Church in St. Paul and in early May of 1981 was made honorary canon of St. Mark's Cathedral in Minneapolis. The chasuble of her priesthood was bordered by the water of Baptism and the flame of the Holy Spirit, and had at its center wheat, the symbol of Resurrection, surrounded by the balloon that was so much of her life.

It is appropriate for us, as 99s, to celebrate the life of Jeannette Piccard. As women pilots, the 99s have traveled a similar difficult road. Like her, in the face of stereotypes and tradition, they have insisted that opportunities be accessible to all persons — females and males; they have persisted and, like her, are achieving their goals and their unique destinies.

ALINE SHARP

ALINE (ALI) SHARP, Vice-Governor elect of the Northwest Section, passed through transition (cancer) July 31, 1981.

A longtime air racer, 1980 had been particularly good for Ali, placing in the Top Ten in three events. In the Air Race Classic, she placed sixth, flying with her loyal friend, Berni Stevenson. Ali and her daughter, Jean Flickinger won the Palms-to-Pines Race, and flying solo, Ali placed tenth in the Pacific Air Race.

Ali was a familiar sight at many of the country's airports with her beautiful white Cessna Cardinal, red/black trim, N75AL. A delightful and charming personality, Ali will be greatly missed, and we all shall remember her fondly.

H. Glenn Buffington

JEAN PATRICK

JEAN PATRICK died when the plane she was piloting crashed in a remote mountain area near Ward, California, on June 6, 1981.

Jean was born in England and immigrated to California in 1965. She earned her glider license in 1968. In 1973, she got a commercial rating and crewed for the First Women's International Glider Competition in Poland. She started power flying in 1975, going on to earn a commercial/instrument rating.

She joined the Ninety-Nines in 1976 and was a very active member of the Sacramento Valley Chapter. In her honor and because of her service to the chapter, we have established a Jean Patrick Service Award.

Forty-Nine and a halfers

EMMETT BLOWERS, husband of Vi Blowers, All-Ohio Chapter, of cancer, June 13, 1981. A beloved and long-time faithful supporter of 99 activities, Emmett was twice the recipient of All-Ohio's 49½er Achievement Award. As a special tribute to his memory, the award has been renamed The Emmett Blowers Achievement Award.

BOYD HARMON, special 49½er of Iowa Chapter and husband of Secretary Gloria Harmon, June 10, 1981.

LOUIE BRANDON, husband of Ede Brandon, July 6, 1981. As a 49½er, Louie was always most supportive of Ede's flying as well as all 99 activities. A warm addition to our gatherings, the New Orleans Chapter will miss Louie's gentle character and laughing eyes.

Aviation Careers for Women

by Marilyn Copeland

The 99 Headquarters has established a Career Opportunity Data Bank on our computer and is presently contacting the aviation industry to make this information available to prospective employers. If you are interested in this opportunity, please be sure to register this information at headquarters. One page, double spaced with the following information should be included: NAME, AIRMAN CERTIFICATE NUMBER, ADDRESS, TELEPHONE, CITIZENSHIP, POSITION DESIRED, EDUCATION (Degrees, Educational Institutions), JOB EXPERIENCE, AVIATION EXPERIENCE (License, Ratings, Aircraft Hours Breakdown by Category, Class & Type), WILLINGNESS TO RELOCATE, PERMISSION TO RELEASE NAME AND INFORMATION TO INTERESTED FIRMS and YOUR SIGNATURE.



Aline Sharp

Last Flight

Agnes Cattell, Eastern New England Chapter, June 23, 1981.

Here I come... ready or not!

by Jean Stroobant

Before taking flight lessons, I read every aviation textbook I could get my hands on and purchased a radio that received aircraft frequencies. That radio played day and night, driving my family crazy. It got to the point where I actually could understand tower transmissions but it took quite a while and some flight lessons before I understood why pilots were always bragging about "Boozing it up", and about their passengers — such as, "44 Romeo, landing with whiskey," "64 X-Ray, landing with Papa" or Mike, Charlie, etc. I thought there must be an awful lot of parties going on at the airport for so many planes to be "landing with whiskey"!

One day I heard a pilot who obviously wasn't receiving tower transmissions. He kept reporting his position and altitude and requesting "a green light if cleared to land." (Hm-m-m, what's this green light business?) I looked through my books and found an explanation of the light signals. I thought that was pretty neat. I was somehow impressed.

When I had soloed a few days, always in the pattern, my flight instructor suggested that I go out to the practice area alone. (Me? All that way? Ten miles?) Wow! My first time away from the airport — SOLO! I carefully pre-flighted Cessna 22445, a faded red and white 150 with over 10,000 hours of student touch and go's under her "belt". No fancy nose spinner or wheel fairings, but, dirty belly and all, I loved her as only a student pilot can love the airplane that carried her through her first training hours and solo flight.

The strong aroma of fuel, oil and cigarette butts permeated her interior. (No aircraft has ever had the "right" smell since!) Ground Control cleared me to runway 28L. I completed a thorough run-up and with tower clearance, departed downwind.

It was a beautiful day and the San Francisco Bay Area was a treasure chest of jewels in all directions. After some ground reference work, S-turns along a country road, turns around an old oak tree, it was time to head back to the airport.

I called the tower about 8 miles out. No answer. I checked the radio for proper frequency and squelch and called again, now 5 miles out. No reply. (My heart beat starts to increase.)

"Hayward Tower, Cessna 445, how do you read?" No answer. (Fast heart beat now accompanied by heavy coat of perspiration.) From out of the depths of my pre-student days of listening to that radio came a bulletin — "ASK FOR A GREEN LIGHT, DUMMY."

In my most calm, professional pilot-type voice I transmitted, "Hayward Tower,

Cessna 445, American Pipe, 1500 feet, show a green light if you read me." NOTHING! "Hayward Tower, Cessna 445, St. Rose Hospital, 950 feet, show a green light if cleared to land." STILL NO ANSWER.

Not having flown long enough to recognize various aircraft by name, only if they were low wing or high wing and having been away from the field for little over an hour, from two miles out, the low winged aircraft near the runway appeared to be coming toward me. (Oh-Oh, the wind has changed, or so I thought.) I immediately corrected to the right for what I thought would be a downwind for runway 10L. (Actually, the wind had not changed and I was now flying UP the downwind for runway 28R.) All the while, I was announcing my position and altitude. Abeam the tower, I rocked my wings hard to get their attention.

As it turned out, I already had their undivided attention. (I thought it odd that NOTHING WAS MOVING ON THE FIELD AND THERE WERE NO AIRCRAFT IN THE PATTERN.) Boy, did I have their attention!

I had stayed above pattern altitude and as I turned left crosswind to get to the far side of the field for a downwind for 28L, the sun was full in my eyes. I reached up to pull the sun visor down and it came off in my hands!!!

"This plane's falling apart — I have to land," I thought. With eyeballs glued to the tower on crosswind, I got my light signal — GREEN, RED, GREEN, RED, etc. I shouted, "If you don't think I'm exercising extreme caution, you're crazy. Just let me land."

Abeam the tower, downwind for runway 28L, I finally received THE GREEN LIGHT. I rocked my wings hard to acknowledge. I set up for landing — carb. heat on, throttle back, 10 degree flaps ... 10 degree flaps ... Oh, no; NO FLAPS!!! I knew I had to get on the ground before everything on the plane stopped working. So, here I come ... ready or not!

Heart pounding, soaking wet and with other "personal emergencies" becoming ever more urgent, I made a nice landing and taxied on over to the fuel center. The attendant met me with, "The tower wants you to call immediately." I phoned then and there. "Hayward Tower. Can I help you?" (Oh boy, am I gonna get it.) "Hi, This is 445, finally on the ground," I said in a breezy, cutesy way. "I'm a student pilot and this was my first time away from the field, and I lost my radio, my flaps and my sun visor. Why didn't you give me a green light?" Long pause ... Silence ... "Ma'am, we didn't hear your transmissions and were going to let you land right after the Cherokee 140 until you turned to the right and cut off another plane entering on downwind for 28R. We

didn't know what your intentions were so we stopped all operations until we could get you down. Will you please have your instructor call us as soon as possible?" YES SIR!

The tower suggested that my instructor outline NO RADIO ENTRY into the pattern and actually complimented most of my actions considering the circumstances.

This has never happened again, but if it does, I learned in a manner I'll never forget exactly how to enter the pattern. Also, I learned that one should double check the master switch. Somehow, during my practice, I had accidentally moved the master switch to the OFF position.

BOOK REVIEW

Flight Training Handbook. Federal Aviation Administration. Garden City, NY, Doubleday, 1981. 325 p., illus. \$12.95.

Ground instructors take note. This is a combination of the material from the older *Flight Training Handbook* (AC 61-21), which is now superseded, and the *Pilots Handbook of Aeronautical Knowledge*. As such it would make an excellent textbook for a ground school course, or the book could be used as a supplemental reference source.

Since there are chapters concerned with seaplane operation and transitioning to more complex aircraft, the book can also be of benefit to pilots seeking to upgrade their skills.

The title page carries a notice that it is an exact reprint of an official FAA manual. The \$12.95 price may be a bit steep, but the hard cover will make possible a lot of hard use.

by Dorothy Niekamp
99 Librarian



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1981 AE Scholarship Winners

by Jean H. Pearson

Seven Amelia Earhart Memorial Scholarships were awarded to 99s at the 1981 International Convention of The Ninety-Nines at Boston, Massachusetts.

The scholarships for advanced flight

training were awarded at a luncheon celebrating the 40th Anniversary of the Amelia Earhart Memorial Scholarship Fund.

Betty Gillies, charter member of the 99s

and president 40 years ago, presented the awards to the winners. She had presented the first Amelia Earhart Award to Patricia Thomas Gladney, of Los Altos, California, in 1941.

The 1981 winners were: Carol Clarke, of Salt Lake City, Utah; Evelyn June Craik, of Fullerton, California; Terri Donner, of Madison, Wisconsin; Charlene Giebe, of Honolulu, Hawaii; Suzanne Jablonski, of Encino, California; June Perry, of Kogarah, Australia; and Carol Phelps, of Waterford, Connecticut.



Carol Clarke



Evelyn Craik



Terri Donner



Charlene Giebe

Oregon crash claims the 'Compass Rose'

by Jean Stroobant

An Alameda County 99 and her 8-year-old niece are hospitalized in the burn center of a Portland hospital following the crash of the pilot's 1938 Aeronca in the Klamath Falls area of Oregon in mid-July.

The plane, restored and piloted by Bette Davis (see "Me and the Rose" in April 1981, issue of *The 99 NEWS*), stalled, crashed and burst into flames in mountainous terrain on July 9th, following an aerial tour of the area.

Bette, critically injured from the impact which smashed her face into the yoke, unbuckled the belt of her 8-year-old niece in the seat beside her and threw her from the plane, screaming for the child to leave her and get away from the flaming wreckage. The child rolled on the ground to put out the fire on her body, then ran to the other side of the plane, somehow fought through the flames, opened the door, unbuckled Bette's belt and pulled her from the burning plane. She then threw dirt on her Aunt's burning body to put out the flames, and pulled her further from the flaming wreckage moments before the flames reached the fuel in the rear tank. With 2nd and 3rd degree burns on her own body, the child searched through the woods until she found a house and help for herself and her aunt. After waiting an hour and a half for an ambulance, the two

patients were taken to Klamath Falls hospital and then air lifted to the Burn Unit at Emanuel Hospital, Portland, Oregon.

The child, Barbara Plummer, is now listed in serious condition and has many months of surgery and therapy ahead of her, but she is fighting with more strength than any 8-year-old should have and she will survive.

Bette has 2nd and 3rd degree burns over 85% of her body and will remain in critical condition for many months. Her doctors give her less than a 20% chance to survive. She will need all the prayers and positive energies we can convey if she is going to survive and come home to finish rebuilding her KCA 10.

Bette and Barbara are getting the best care available in the country, and will continue to get it for as long as they need it regardless of the cost.

Friends throughout the San Francisco Bay area have banded together to establish an emergency fund to help Bette, her niece Barbara, and the family. Contributions may be sent to: The Bette Davis Burn Recovery Fund, P.O. Box 272, Mt. Eden, California 94557.

Get well cards would be most welcome. Send to: Bette Davis, Burn Center, Emanuel Hospital, Portland, Oregon 97227.

Carol Clarke is a self-employed flight instructor who will use her Amelia Earhart Career Scholarship to become qualified as a multi-engine aircraft instructor.

Carol is a director of the Utah Pilots Association and an FAA accident prevention counselor. She is also an international aerobatic judge.

She and her husband, D.H. Clarke, have three children, ages 8, 12 and 16.

* * * * *

Evelyn Craik, who holds a private pilot license with an instrument rating, will use her scholarship to obtain a commercial license.

A photographic lab technician for an Orange, California, photographic firm, Evelyn has taken many ground school courses and has 340 hours in single-engine, non-retractable aircraft. Upon completing her commercial license course, she plans to head for an instructor's rating.

Evelyn has served two years as chairman of the Fullerton Chapter and has been active in all of the chapter's projects, from air races to Pennies-a-Pound Air-Rides.

* * * * *

Terri Donner has a commercial pilot license with flight instructor and instrument flight ratings. She plans to use her scholarship to obtain her multi-engine rating.

An airport inspector for the State of Wisconsin Bureau of Aeronautics and a self-employed flight instructor, Terri plans to fly charter trips to increase her pilot time to become eligible for corporate or commercial airline employment.

Terri has worked nearly full-time earning

money for her advanced flight training and to put herself through the University of Wisconsin. She is majoring in meteorology.

Terr's husband, Raymond, is also a pilot and a student at the University of Wisconsin.

* * * * *

Charlene Giebe has a commercial pilot license with instrument, multi-engine and flight instructor ratings. She will use her scholarship to obtain her airline transport license.



Suzanne Jablonski



June Perry



Carol Phelps

Charlene, who is a first officer on DC-6s and DC-3s for D.H.L. Air Cargo, needs the additional license to be upgraded to captain with D.H.L.

When Charlene isn't flying, she is attending night classes at the University of Hawaii where she is studying for an associate degree.

* * * * *

Suzanne Jablonski, who holds a private pilot license with ASEL, AMEL and instrument ratings, will use her scholarship to obtain her commercial license with single and multi-engine ratings.

Suzanne, who is general manager at Alpha Aviation at Van Nuys, started flying in 1977 and joined the Ninety-Nines in 1978. She has been exceptionally active in all of the San Fernando Chapter's many programs and events. Air racing is one of her special interests.

After obtaining her commercial license, Suzanne plans to get her instructor rating and has been assured of a position with Alpha Aviation as an instructor and charter pilot.

* * * * *

June Perry plans to add an instrument rating to her commercial license with her Amelia Earhart Memorial Scholarship Fund award.

June, who was employed 12 years with wool brokers and 17 years in administration of the Girl Guides Association, now is self-employed as manager of "Bookaire", a flying Christian bookshop providing service to isolated communities in the outbacks of Australia.

When funds permit, June loads about 15

cartons of supplies from the Bible Society and Scripture Book Centres into her low-wing, American Traveler. She flies out of Sydney into isolated areas and sets up her wares in church or community halls and county shows.

The instrument rating will give her more freedom from Australia's very strict VFR regulations and greater opportunities to reach tiny communities and lonely ranches.

* * * * *

Carol Phelps holds a commercial certificate with instrument and instructor ratings. She will use her scholarship to obtain a CFII rating.

A staff photographer for the Norwich (Connecticut) *Bulletin*, Carol instructs primary students at a local flight school on weekends and will use her CFII to carry her primary students on through advanced training. She looks forward to eventually becoming a full-time flight instructor.

Ever since joining the 99s, Carol has been a workhorse for the Connecticut Chapter, serving as publicity chairman, three terms as secretary and now as chapter chairman. She is also, currently, public relations chairman for the New England Section.

Carol and her husband have one son, a college student.

Past President Betty Gillies presents AE winner Carol Clarke with her scholarship.



Safety education

by Marilyn Miller

You all have probably heard the statement, "You just can't teach common sense." Well, a very good substitute for common sense is good judgment, and that can be learned.

Good judgment guarantees the positive aspects of flying — the freedom to walk to your aircraft, go flying and return to earth, safely. Good judgment is an intangible component of flying which enhances safety. Good judgment can be a lifesaving edge in the midst of an unforeseen situation.

General aviation flying is a safe mode of transportation, but with good judgment, it can be made even safer.

Through education and experience, pilots can learn good judgment just as thoroughly as they learn the mechanics and basics of good flying. In fact, learning good judgment is just as much an important part of flying as learning to make good takeoffs and landings. What it takes is the ability to assimilate that all-precious commodity called "experience," and then translate it into good judgment:

The very beginning of the training of a good pilot starts with a qualified certificated flight instructor. Be sure you make inquiries and talk to other students to get their reactions to the instructor's ability. This will preclude starting bad habits that are hard to break or that you are not even aware that you have developed.

The best way to learn good judgment is through flying. You don't have to fly every day to be good — to be sharp — but you do have to fly practice often. Practice makes better pilots. What is needed, then, is to gain exposure to flying in small, digestible chunks and to effectively evaluate this experience. This is how judgment is developed.

Ironically, we carefully and meticulously preflight our aircraft, but frequently fail to preflight ourselves — even in a cursory manner. Too often we forget that man is usually the weakest link in that crucial "man-machine" interface. Flying with others can offer an extra margin of safety by providing a back-up if you need it.

We all need to work on improving our judgment, because from good judgment comes the ability to make good decisions and to correctly exercise our pilot-in-command privileges. Good judgment is the priceless element gained through proper training, through purposeful proficiency flying and through experience. Flying is not a trivial exercise; to do it right takes time, effort, discipline, money and above all, precise skills, both mental and physical.

International Convention Business Meeting

by Ruth S. Dobrescu

The 1981 Business Meeting of The Ninety-Nines was called to order by President Janet Green, whereupon she introduced Nancy Wells of Australia who gave the Invocation, Memorial to Last Flights and the International Pledge.

In her President's Message, Janet thanked Roys (Mr. Hazel) Jones for the gift of new recording equipment and microphones he presented to The Ninety-Nines to tape our meetings. It will eliminate the big annual expense of hiring a stenotypist. (We will all add a touch of sympathy for our International Secretary who will have to transfer those tapes to typing pages.) . . . Last year we watched excitedly as the Computer Fund grew before and during the Annual Meeting. This year we can report the computer is in and working well, thanks to our efficient Headquarters staff . . . Evelyn Sedivy is preparing an *A.E. Coloring Book* that should be ready next summer . . . Our Ninety-Nine officers will be chairing the GENAVAC Meetings in 1982 in Oklahoma City.

The report from our International Secretary Charlene Falkenberg stated that there were no new sections, but eleven (11) new chapters: Beachcomber, Scioto, Ann Arbor, Aspen, Lone Star, Mission Bay, London Bridge-Havasut, Gavilan, Central Oregon, East Oregon and Midnight Sun. One chapter became inactive . . . Fifty-six (56) Ninety-Nines became Life Members this year. Add two more to that (58), whose applications were awaiting Loretta on her return from Boston. This sudden activity was probably caused by the proposed (and passed) amendment to our by-laws increasing the life membership dues from \$300 to \$500 . . . Our membership count stands at 5,743 . . . A tree was planted at Headquarters for Jacqueline Cochran . . . Louise Thaden's memorabilia was delivered to our Headquarters . . . Olive Ann Beech received the Wright Brothers Memorial Trophy.

INFORMATION WANTED!

Who was the first woman to earn a pilot's license in your state?

Joan Alyea (Spanish Peaks Chapter) is compiling a list of such women as part of a history of women in aviation now in progress, and some help is needed. There are a few gaps in the list.

Joan needs the names of the earliest-known woman who was licensed (and learned); in some cases, this may be an F.A.I. license, if the date is before 1926. Documentation or source of documentation is important.

The following states are missing on the list: Alaska, Arkansas, Delaware, Florida, Georgia, Idaho, Indiana, Kentucky, Louisiana, Kansas, Missouri, Nebraska, New Jersey, New Mexico, North Carolina, Utah, Washington, West Virginia and Wisconsin.

Please send information to: Joan Alyea, 2117 Ridgewood Lane, Pueblo, CO 81005.

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The Ninety-Nines' contributions for the year 1980/81 were to the NIFA Scholarships, the NIFA Foundation, The Mechanic-of-the-Year and Flight Instructor-of-the-Year Awards and EAA — all not-for-profit organizations.

Budget. A motion was made and carried to accept the 1981-82 Budget as proposed by the treasurer. It is happily noted that there is a 9% reserve, which means we are operating in the black and hope that the rate of inflation won't overtake the reserve.

By-Laws. Amendments 1, 2 and 4 were passed. Amendment 3, Article XIV, Section — Publications B (2) — motion carried as amended (see italics): "No member shall permit the Membership Directory to be used for commercial or political purposes."

Safety Education Awards. The rotating plaque that is awarded to the top section for Safety Education was presented to Australia. The top chapter for the Safety Education Award went to Santa Clara. A round of applause to each of the winners.

Each year we wait with anticipation for the names of the Amelia Earhart Scholarship winners. Chairman Jean Pearson announced that seven (7) scholarships would be presented at the A.E. Luncheon. (See p. 10 for list of winners.)

Chairman Judy Hall of the Nominating Committee announced that the September issue of *The 99 NEWS* will include the Intent to Seek Election form. 1982 is a ballot year. Election will include the international officers, 2 directors and the nominating committee. Judy said that Intent to Seek Election forms will be mailed to all overseas governors . . . Ruth S. Dobrescu (Long Island Chapter) and Betty Jane Schermerhorn (Eastern Ontario Chapter) were re-elected to the Board of Directors for the 1981-83 years . . . The two new Amelia Earhart Memorial Scholarship trustees are: Miriam Davis (Florida Goldcoast Chapter) and Gertrude Lockwood (San Diego Chapter).

The 2nd World Education Congress was recently held in Amsterdam. Fran Grant attended. Fran explained that The Ninety-Nines were members for the 1979/1980 biennial dues years and would like to see us renew that membership for the 1981-1982 years. Two contributions came in to renew that membership but \$50 more is needed for the \$100 biennial dues.

In developing our Resource Center, which is 4-fold (Book Library — Film Library — Archives — Career Data Bank), Gene Nora Jessen explained that we have become *THE* source of information for women in aviation. Smithsonian refers people to us. Our Headquarters staff have full-time duties and cannot spend the time that is needed to respond to these requests. We do not have funding for what we want to do; we would like to assist in rescuing some of the early aviation films and put it on safety film; we are trying to obtain grants to provide funding monies; we will need a full-time archivist to handle these 4 divisions; we are looking into foundation money. PLEASE MAKE THE BOARD OF DIRECTORS AWARE OF ANY IDEAS OR SUGGESTIONS YOU MAY HAVE ON THIS SUBJECT.

Some chapters are growing by leaps and bounds. The Great Race winners were announced:

Category I — Ann Arbor Chapter — increase of 16 members
Category II — Tennessee Chapter — increase of 33 members
Category III — Alaska Chapter — increase of 53 members
International — Caribbean — increase of 11 members

On behalf of all the Ninety-Nines who attended this 1981 Convention, President Janet extended our thanks and praise to our New England Section for the marvelous week of conventioning they prepared for us in Boston. This section, as small as some chapters are large, is certainly to be commended for their stalwart effort and sterling performance.

We were then extended invitations to the 1982 Convention which will be held at The Marriott Pavilion in St. Louis, Missouri August 10-15 (North Central Section); and to the 1983 Convention that will be held in New Orleans (Southeast Section).

The meeting adjourned at 11:19 a.m.



The North Bridge in Minute Man National Park. Visiting this spot where the first battle of the revolution was fought heightens one's appreciation of that fateful action on April 19th, 1775.

Palisades Treasurer Barbara Buehler "steers" the USS Constitution.



Diary of a Convention

by Lu Hollander

Lifted off by a big green Braniff 727, three Oklahoma 99s headed east for Boston and Convention '81. The flight, with a plane change in Dallas to a blue 727, was uneventful — except for the left crosswind landing we made into Logan International Airport!

Our first encounter with a "real" Bostonian was our cab driver, who said he was from Sand Springs, Oklahoma . . . do you suppose he really was? Anyway, a ride with a Boston cabbie is nearly as thrilling as riding with a Mexican cabbie . . . pedestrians and other miscellaneous objects, beware!

After check-in and unpacking, we three headed for the lobby area of the Copley Plaza, looking for other 99s who might be in,

cont. on p. 14



At Lexington Square, visitors were given the story of the start of the American Revolution. The guide felt strongly that the first shot was fired here, although there are others who believe that it was at Concord.

The Colonial Inn, established in 1716, revitalized yet another group of travelers when Tour Number Two stopped here for lunch.



The Concord Antiquarian Museum has 15 period rooms depicting various time periods from the 17th through the mid-19th century. All appointments are authentic memorials of Concord's domestic life throughout its history.



The Museum of National Heritage at Lexington houses displays of American Indians, clocks, pictures and seals of the fifty states.



Diary *cont. from p. 13*

and for a good place to have seafood. Luck was with us — about 15 or so New Englanders were just heading out the door to a nearby restaurant . . . we joined them and all ate well at The Half Shell.

Earlier in the day, a cool front had passed through Boston, leaving a pleasant 69 degree temperature for our walk to and from the restaurant. After Oklahoma's 100 plus readings, it was refreshing to be "naturally" cooled.

Wednesday began with breakfast in the Tea Court, a lovely small eating area just off the hotel lobby. Afterwards, registration — and then a brisk 15 minute walk past the 60-story John Hancock tower, its glass facade reflecting old Trinity Church across the street . . . to Filene's Department Store, famous for its upper and lower bargain basements.

What startled those of us from the "boonies" about a true metropolitan area such as Boston was the bustling activity in the streets — lots of people working, strolling, shopping, occasional mounted policepersons, and swarms of traffic. The

streets around Filene's were pedestrian areas closed to vehicles, with benches, bands, and the good smells from small bakeries to tempt the appetite.

Walking back to the hotel, we passed through the famous Boston Commons area . . . a green oasis in the heart of the old city. It was lunchtime, and many Bostonians were taking advantage of the area to sun, munch on lunch and generally relax. Focal point of the Commons was a small willow edged lake with swan shaped people-powered boats for short cruises. Carefully manicured flower beds and lots of trees and grass provided a welcome change from brick and concrete.

Lunchtime now, and here was an interesting sidewalk cafe . . . a good place to take on a few more of those extra calories we would all groan home with — and we joined several other Oklahoma 99s already seated.

Back at the hotel, it was time for the Hubbub Bazaar and industry exhibits to open. Merrill Lynch was there to give us good money advice; King Radio, Ryan Stormscope, Aviation Simulation Tech-



Tamara Byrd and Sandy Kenney work with the simulator provided in Avemco's exhibit area.

Bob Ewing, representing Edo-Aire, discusses equipment with interested 49½ers.



NY-NJ Governor Nicole Radecki, Hudson Valley's Patricia Barone, Long Island Chairman Carol Richards and Vice-Governor Clarice Bellino aboard the Swan-boat in the Public Garden in Boston.



A beautiful ice sculpture is the only remnant of a bountiful table of hors d'oeuvres

Chanda Budhabhatti, Georgia Lambert and Virginia Showers catch up on the past year's activities at Wednesday's Welcome Party.



99 Executive Director Loretta Gragg, President Janet Green and Convention Chairman Mona Budding compare notes at the Welcome Party.





Hubbub Bazaar booths enjoy a brisk business as 99s shop for "goodies".

Avid exercisers gather each morning at 6:30 for an aerobic workout led by Jean Dougherty.



nology (to name a few) were on hand to display new procedures and products; AOPA and Avemco, too. Meanwhile, "glitches" were being worked out at the registration table, and the Welcome Party went off without a hitch.

Someone said, "Wherever there was a cowpath in early day Boston, a street was later built." Some streets are only one car wide, and many are barely two cars wide, which makes for interesting traffic congestion. I bring this up merely to lead into another wild cab ride . . . two near misses and several finger gestures later, we arrived at Jimmy's Harborside, a wonderful seafood restaurant for dinner. (We were just glad to be alive!) Half of Boston and many 99s had the same idea, but the wait for dinner was worthwhile.

An ingenious form of early morning torture was devised for this 99 convention — an exercise class at 6:30 every morning. Thursday this photographer groped her way to the room where the session was already underway, there only to record the event for posterity, you understand! There were some 40 plus eager (?) 99s energetically bouncing away . . . and not too many groans, either . . . at least not then.

Later, it was Comm Session time — a three hour period devoted to an informal discussion of items of interest to all 99s. Material presented included information on Headquarters procedures by Loretta Gragg; Amelia Earhart Scholarship programs by Jean Pearson and Susie Sewell, 501(c)3 tax information by Sylvia Paoli, information on *The 99 NEWS* by Lu Hollander, and a presentation by Betty Jane Schermerhorn on chapter and section sizes. The session was designed as a pre-business-meeting meeting, to allow free discussion of topics important to 99s.

Then it was time for the Amelia Earhart Luncheon, preceeded by a reception. The luncheon was held in the Copley Plaza Ballroom, a magnificent high ceilinged room resplendent with marble columns, chandeliers, murals, gilt and mirrors everywhere one looked. Muriel Earhart Morrissey, Amelia's sister, spoke briefly, followed by the long awaited announcement of AE Scholarship recipients.

Overseas and Canadian 99 convention-goers gather after the Business meeting for a picture. Front row: Chanda Budhabhatti, India; Margaret-Anne Thomas, Australia; Suzanne Brooks, British Section; Nancy Wells, Australia; Heather Sifton and Shirley K. Allen, East Canada. Back row: Connie Fricker, British Section; Shauna Megill, East Canada; O. M. McInnes and Sheila MacAllister, East Canada; Angelee Keeley, Western Canada; Joan Mitchell, Betty Innes and Erna Scriven, all from East Canada.

cont. on p. 16

Elaborately decorated, the Copley Plaza Ballroom provides an elegant setting for the Amelia Earhart Luncheon.

Honored guest at the AE Luncheon is John Polando, 80-year-old aviator who, along with Russell Boardman, set a non-stop long distance flight record July 28-30, 1981. They took off from Floyd Bennett Field in the early morning of July 28 and flew via Paris and the Alps, landing at Istanbul on July 30. John, a guest of Board member Ruth Dobrescu, is an active charter pilot with Hyannis Aviation.



Muriel Earhart Morrissey, Amelia's sister, speaks to a "full house" at the Amelia Earhart luncheon.

WASPS gathered for a meeting while at Convention are: (seated) Betty Gillies, Marjorie Gray, Kay Brick, Ann Baumgartner Carl and Marty Wyall. Standing are Lois Auchterlonie, Mary E. Fearey, Mildred H. Ferree, Gerry Mickelsen, Selma Cronan, Ruth Fleisher, Miriam Nooy Anderson, Helen P. Sheffer, Sara P. Hayden, Betty Nicholas, Jean Hixson and Vivian G. Nemhauser.

Aloha 99 Eleanor Sharp and Louise Sacchi, Eastern Pennsylvania Chapter, enjoy the lobster at the Clambake.





Moonlight above Boston Harbor tops off a great "Clambake" evening.



Colorful red vests and black tri-cornered hats identify New England 99s working with the Convention.

Afternoon time was devoted to educational seminars, Hubbub Bazaaring, etc. Then it was time to relax, change into jeans, climb aboard a bus and head for the Boston Aquarium and the evening's entertainment — a clambake. What can we say about the fabulous aquarium — a 60 foot high tank, filled with ocean creatures of all kinds — with a spiral ramp all the way to the top for pedestrian viewing? Then there was the clambake itself . . . on a grassy plot behind the aquarium overlooking Boston harbor . . . a cool night with a beautiful full moon . . . and lots of good food being cooked before our hungry eyes. Lobster, steamed clams, barbequed chicken, corn on the cob, slaw and all the trimmings. What a feast . . . and if you want to see something funny, just watch an inlander tackle a whole lobster . . . it was work to get to the meat, but good when the job was done.

The next day began with a continental breakfast and lines waiting to go into the ballroom for the official business meeting . . . and smoothly it went, too . . . with Janet's able leadership and guidance on parliamentary procedure provided by Judith Shapiro.

Lunch convened for the Oklahoma group at Ken's Deli across Copley Square from the hotel, where we discovered a delicious Greek salad. Back to the hotel to check on the progress of the shops at the Hubbub Bazaar, and to listen in on several educational seminars . . . Ken Johnson on engine life; Barry Zielinski on charts and the airspace; Dr. Jerald D. Cockrell on stress management for the pilot — to name a few.

After a change to comfortable shoes, it was time for a trip to Faneuil Hall and Quincy Market to browse in the many shops and feast in the numerous eateries. We elected to sample food at The Salty Dog, a tiny basement restaurant, and found ourselves overdosing on fantastic broiled halibut and fried scallops . . . oh, the pounds were beginning to add up!

This was also the night for Boston Pops, and part of our group chose to enjoy that good music. However, back we went to Ken's Deli for one of their great looking desserts, then to the hotel for an early night.

Saturday morning's schedule included a seminar on careers for women in aviation, moderated by past President Susie Sewell. Speakers included Ann C. Smethurst, Captain USAF; Katherine D. Stinson, Captain, U.S. Army; Janet R. Malouin, Aviation Safety Inspector, FAA; Lorraine Jencik, Corporate pilot; and Donna Gropper, Supervisory ATC Specialist. Each of their career stories was fascinating and sharing their experiences vicariously was entertaining listening. A question and answer session followed.

A group of 99s finds eating a lobster a real challenge, and fun as well.

Lining up for lobster, 99s enjoy New England hospitality.



cont. on p. 18

249 ballots, cast by voting delegates attending the Business meeting, reelected Ruth Dobrescu and Betty Jane Schermerhorn to their Board positions.

Oklahoman Dana Gibson finds space a premium at the continental breakfast prior to the Business meeting.



The "Pops" is Boston and many 99s enjoy their regular Friday night concert.

Lunch at Ken's again (we hadn't had enough Greek salad), then a cab to Metropolitan Center for "My Fair Lady" starring Rex Harrison — only to find on arrival that Mr. Harrison had laryngitis and would not perform. Our faces must have reflected our disappointment, for a vendor standing nearby remarked, "It will be a better production." She was certainly right, as Michael Allenan (Professor Higgins) and the rest of the cast proved with their superb performances.

With an outside temperature of 78 degrees, we enjoyed a leisurely after-theater walk back to the hotel — Boston, you out-did yourself on weather!

Back at the Copley, relaxation in a wonderful high ceilinged elegant paneled bar, then up to dress for the final night's reception and banquet.

Copley Plaza's ballroom, filled with 500 plus 99s, 49½ers, and other guests, echoed with the sounds of camaraderie and background music provided by a trio. We were honored to have Cliff Robertson, movie star and private pilot, as our surprise guest speaker. It was difficult to find him, surrounded as he was by admiring 99 autograph seekers. He spoke briefly, sharing with us samplings of his writing, and generally letting his charisma flow around the room. (Ask New England Governor Evelyn Kropp how it feels to be kissed by Cliff!)

The banquet itself was elegantly served,

beginning with vichyssoise, on to tossed salad, prime rib with vegetables, dessert and complimentary California chablis. All too soon, the sparkling evening came to a close. Thanks, by the way, to Cliff Robertson for staying behind until the last of the autograph seekers was satisfied.

Sunday dawned a little hazy (especially when viewing the city from the top of the John Hancock building) and it was time to head for home. Toting our blue "Snoopy" bags and crates of live lobster, we said goodbye to Boston, Convention '81 forever a memory. Thanks go to the New England Section members for putting together such a super week!

Still glowing from the week's excitement, we returned home full of enthusiasm and new ideas. The inspiration of the Boston conference has truly generated a "rediscovery of spirit" for the 99s.

Speaking at the Women in Aviation Careers Seminar is US Army Captain Katherine D. Stinson. Other speakers included (from left) Donna Gropper, Supervisory ATC Specialist; Lorraine Jencik, Corporate pilot; Janet R. Malouin, FAA Aviation Safety Inspector; and AF Captain Ann C. Smethurst.

Edna Gardner Whyte and Ida Van Smith discuss presentations made at the Women in Aviation Careers Seminar.





International Board members and officers gather for a picture. Seated are Vice President Hazel Jones, President Janet Green, Secretary Charlene Falkenberg and Treasurer Barbara Goetz. Standing are Board members Betty Jane Schermerhorn, Ruth Dobrescu, Marilyn Copeland, Gene Nora Jessen and past President Thon Griffith.



Can't you almost hear her heart skip a beat? Charlene Falkenberg is all smiles beside Cliff Robertson, surprise banquet speaker.

Surrounded by eager 99 autograph seekers, Cliff Robertson graciously obliges long after the final banquet had ended.



Seated at the head table for Saturday night's banquet are Convention Chairman Mona Budding; New England Section Governor Evelyn Kropp; Lorraine Helms; International Treasurer Barbara Goetz; FAA Administrator J. Lynn Helms; International Vice President Hazel Jones; Master of Ceremonies Joe Benkert; International President Janet Green; Actor pilot Cliff Robertson; International Secretary Charlene Falkenberg; Convention Co-Chairman Lois Auchterlonie; and Convention Secretary Lillian Emerson.

1981 Convention — a learning experience

by Jeane Wolcott

It is difficult to attend INTERNATIONAL Convention and not learn a great deal. For instance: the New England Section worked their wings off to do a fantastic and successful job; International officers and board ran a smooth and interesting general business meeting; and if a person wanted to become over-gross, Boston can assist with its abundance of seafood restaurants.

And there is another important part of the convention, a real learning experience for those who take advantage of it . . . the Educational Seminars.

Jeppesen-Sanderson spokesman, Barry J. Zielinski, presented three separate seminars on Jeppesen IFR Departures, Enroute Charts and the Terminal Environment. Each session was well attended, and it was interesting to learn that many pilots who are not instrument rated utilize the charts and plates published by Jeppesen.

As everyone knows, there are Jeppesen and National Ocean Survey charts and plates available for subscription. Jeppesen presented their case well through Mr. Zielinski, who illustrates all the additional material available on one plate versus the NOS plate and/or charts. Whether a pilot elects one over the other does not really

matter since they both have similar information and it boils down to personal preference. So, sitting through the sessions really updates or, if you will, refreshes the instrument pilot, helps the student instrument pilot become more familiar with their aids and gives the VFR pilot a chance to learn from an expert.

The first afternoon Barry emphasized the importance of always visualizing, whether it be sitting at home carefully planning the trip, or while in the air the well-thought-out plan. Not being an expert, but admitting to a few IFR hours under my Toga, I know it is essential to visualize where you are and what to expect next.

The preplanning of the flight starts with the departure airport. A perusal of the plate will provide all the necessary information; airport identifiers, frequencies, takeoff and departure procedures, filing for alternates, noise abatement procedures, etc. In all, there are 44 items on this plate which a pilot can use to obtain more than adequate information for a safe IFR takeoff.

Next comes the SIDs (Standard Instrument Departure). A separate plate is available (comes with the subscription) with the climb gradient, transitions, lost

communications procedures and other information necessary to transit from takeoff to arriving at the enroute portion of the trip.

The preplanning chart which was used in the planning of the trip is small enough that it is not necessary to place a number of charts on a table to find how to get from here to there. With the Victor Airways chosen, it is simple to place the numbers on a flight plan and then follow them on the low en route chart. The sample en route chart provided by Jeppesen includes a list of items (41) depicted on their charts and NOS. Just reading this list will refresh the pilot with all the information available at a glance.

Arrival at the Initial Approach Fix from en route can be compared with finding the ultimate solution of Rubik's Qube, but with the appropriate STAR (Standard Terminal Arrival Route), the transition is easily made.

Completion of a well executed approach using the proper plate and utilizing the wealth of information provided can only be topped by the squeak of the mains as they kiss the runway.

This type of educational, well-presented program is highly recommended to all 99s and 49½ers who attend International Convention each year.



Jeppesen-Sanderson spokesman, Barry Zielinski, prepares to discuss his topic, "Charts in the Airspace System."



Ken Johnson, Customer Relations for Lycoming, speaks on achieving maximum engine life during an educational seminar.

"Stress Management for the Pilot", a session by Dr. Jerry Cockrell of AOPA's Air Safety Foundation, draws a large audience of 99s.



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News, Activities and Projects

AUSTRALIAN SECTION

As Governor of the Australian Section, I was invited to attend a tree planting ceremony on April 27, 1981 commemorating Amelia Earhart who was lost over the Pacific Ocean in 1937. The ceremony was arranged by the Zonta Club of Melbourne. Amelia was also a member of Zonta International, the Club of Boston and later of New York.

The ceremony was performed by His Worship, Councillor J. W. Woodruff, the Lord Mayor of Melbourne. Among the guests were Margaret-Anne Thomas, the president of the Victorian Branch of the Australian Women Pilots Association; Debbie Wardley, a pilot with Ansett Airlines of Australia, and Mr. Wolcott of the American Consulate.

by Margaret Lyon, Governor



Councillor Woodruff performs the tree planting ceremony commemorating Amelia Earhart in Melbourne, Australia. Behind him stands the Lady Mayoress, Mrs. Woodruff. The remainder of the women are Zontians, sponsors of the event, including (second from right) Mr. Robin Patton, President of the Zonta Club of Melbourne.

SOUTH AFRICA SECTION

Flame Lily Chapter

Hello! It's great to be back. The war is over, our sorely missed 99 NEWS is arriving once more and we don't feel so cut off from the rest of the world.

Our new name is Zimbabwe, if you are writing to us. Flying has assumed more normality — not that our girls ever stopped flying, but it was with increasing trepidation. New ratings have been achieved and two young pilots, Alyson Malloch and Debbie Jopling, in Salisbury have been granted instructor ratings, and are kept very busy at the Flying Club.

The Royal Aeronautical Society decided that the 99s were just the right people to give a talk on "Women in Aviation Over 50 Years." We took along "For the Fun of It" to start the programme and then the girls spoke on different aspects of aviation: Val Barbour on competitive flying; Zee Witham on flying into bush strips in the forward areas, and the (sometimes amusing) surprise of forces finding a woman amongst them where no women usually venture! Jane Souchon, from the point of view of a farmer's wife and also on flying over isolated and sensitive areas; and Betty on what the 99s are about. From their helpfulness and hospitality, they're about the nicest girls around.

The success of that evening was reflected when the 99s were invited, months later, to join the Royal Aeronautical Society for their annual prize-giving banquet and the local chapter was presented with an award for the



Flame Lily Chapter members Jill Adair, Val Barbour, Betty Ambrose, Chairman Jane Souchon, Zee Witham, Governor Sally Sandeman and Caroline Puze accepting the Royal Aeronautical Society Award for the best local lecture of the year.

"best local lecture of the year".

Our cross-country rally was held between Salisbury and Karoi (in the north of the country towards Lake Kariba) ending at "COSMO", a lovely tobacco farm which is the home of Jane and Louis Souchon. Sally Sandeman won this event which included questions on what we had seen.

Husbands and friends are roped in to set the course and act as marshals (so that the maximum number of 99s can fly the rally) and one 49½'er, timekeeping on a check point, found his aircraft completely surrounded by cattle. Over the radio one heard the voice, "If you're the last aircraft, I'm getting out of here!" Vic didn't appreciate the cows using his new plane as a rubbing post!

In the evening farmers gathered around for the fabulous party (Jane's crepes suzette are famous now — especially when one 49½'er tried to eat a paper one that had been

slipped into the sauce!) then carried off visiting pilots to their homes for the night — to reassemble at the Cochrane's farm "RENROC" next morning for tennis and roast lamb on the spit. We thank Thea Cochrane and her husband for their super hospitality and the Souchon's for coping with 15 planes and over 60 people for the magnificent party. The warm hearts of these Karoi pilots made it a memorable weekend.

WEST CANADA SECTION

Canadian Rockies Chapter

Don Barton of Fernie took first prize in the Poker Run Air Rally which terminated at Cranbrook Airport Sunday, June 21.

Barton, flying a Cessna 172, turned in a poker hand of four seven's after completing the 400 mile course well before the 3 p.m. deadline.

Cranbrook manager for Pacific Western Airlines, Pat de Sa, presented Barton with a trip for two anywhere in Canada on PWA routes.

Runner-up in the poker rally was Cornel Sawchuk of Cranbrook.

Over sixty prizes worth more than two thousand dollars were awarded at the terminus. Sixteen aircraft participated in the rally, with a total of 241 hands being played. Passengers on board the aircraft, as well as the pilots, were allowed to compete for the prizes.

Participation airport stops were Invermere, Golden, Elko, Take-five Ranch and Cranbrook.

This is the first time a Poker Run Air Rally has been held in the B.C. interior.

by Roberta Taylor



Jean Harris, Virginia Chapter Chairman, presents Maxine Walker with life membership in the Ninety-Nines at Maxine's retirement party.

Bad weather prevailed, preventing the West Virginia Mountaineer Chapter from taking part in the planned Mystery Airport Fly-in.

We were able, however, to hold a successful Pinch-Hitters course in Charleston, West Virginia. The members enrolled thirty non-pilots for the day-long course. Bonnie Plowman started as instructor for the course with Barbara Baron and Ruth Gwinn assisting. Jackie Woods gave a review of First Aid procedures that might be needed in an emergency.

A hands-on flight with a CFI was provided as part of the course for all who wanted to participate.

Several members served a delicious lunch to the non-pilots and their spouses. Pilots had a Biennial Flight Review session in conjunction with this in which they were brought up to date on methods and regulations.

All in all it was a very busy but rewarding day for the West Virginia Mountaineer Chapter.

by Marlene Logston

CHAPTER NEWS, ETC.

MIDDLE EAST SECTION

Greater Pittsburgh Chapter

Helen Davison and Sophie Payton, piloting a Cessna 182 RG, were among the top ten winners of the 1981 Air Race Classic. Both were original members of the Greater Pittsburgh Chapter when it was chartered in 1973.

Helen Davison, who resides in Gisbonia, Pennsylvania, is the governor of the Middle East Section. She has been a pilot for 13 years, and has flown in two Powder Puff Derbys and placed 1st and 9th in the 1978 and 1979 Air Race Classics.

At our June meeting, the chapter painted "Butler County Airport." There were eight "professional" painters plus El Davison, our dependable hard-working friend through all our activities. The chapter meeting was held during our rain break.

by Carol A. Seitz
M. Y. Markiewicz

Virginia Chapter

The Virginia Chapter recently gave a party to honor Maxine Walker who retired after twenty-one years as an Air Traffic Control Specialist at Richmond, Virginia's Byrd International Airport. During Maxine's forty year aviation career she also worked for a fixed base operation and an airline. For the past thirty years she has held a current CFII rating. An active 99 for over twenty-one years, Maxine was presented a life membership in the Ninety-Nines by Jean Harris, chapter chairman.

Betty Philpotts, one of the newest members, has attained her commercial and instrument ratings and is working toward her CFI. Betty works for Ram Aviation at Hanover County Airport.

Our immediate past chairman, Jane Pairo, is currently serving as Commander, West Richmond Cadet Squadron of the CAP. Jane was recently awarded the Paul E.

Garber Award for outstanding performance in CAP senior member training programs.

Chairman Jean Harris has served as secretary of the Virginia Aviation Trades Association for many years. She recently received a certificate of recognition for continuing participation and achievement with the VATA and Ninety-Nines in support of Virginia Aviation.

Jean Rand and her 49 $\frac{1}{2}$ er husband John received their wings for completion of Phase II of FAA Pilot Proficiency Award Program.

Harriet Mickel has had some difficulty getting the family plane this past year due to her son Michael's addiction to flying. Proud mommy confesses the sacrifice was worth it when Mike, at age 19, had his CFI and multi-engine ratings.

by Jean B. Rand

Washington, D.C. Chapter

The Washington, D.C. Chapter was treated to an informal history of women in aviation at its June 17th dinner meeting and installation of new officers. Fay Gillis Wells introduced Velta Benn, Jean Ross Howard and Blanche Noyes who spoke about their exciting years of flight. Thirty-four members and guests appreciated the lovely evening.

While the Washington, D.C. Chapter has flown in to Gettysburg, Pennsylvania and Hummel Airports, it has been rained out twice on plans to fly to Tangier Island in the Chesapeake.

by Frances J. Wehman

West Virginia Mountaineer Chapter

Barbara and Bob Baron along with Jackie and Bud Woods flew their respective Apaches to Abaco, one of the out Islands of the Bahamas. They stayed at Treasure Cay in a two bedroom villa and had lots of fun in lots of sun.

The chapter welcomed two new members, Martha Roe and Clara Tinney, who recently received their Private Pilot Licenses.

NEW YORK- NEW JERSEY SECTION

Greater New York Chapter

Main topic before the June meeting of the Greater New York Chapter, held at the Wings Club in the Hotel Biltmore, was planning for the "Meet the Authors" cocktail party which the Greater New York Chapter will co-sponsor with a social committee of the Wings Club. The 99s plan to invite and honor a number of authors who have written books in the field of aviation. Eleanor Friede, who publishes aviation books (as well as other subjects) at Delacorte Press, is chairman of this event which will be held at the Wings Club on November 12.

Greater N.Y. also plans a fly-in at East Hampton Airport including "A Day by the Ocean" at Eleanor Friede's beach house in nearby Bridgehampton on Saturday, September 19 — fog date, Sunday, September 20. Most of those who attended last year's fly-in had to come by car, as the airport was below minimums and the guests couldn't even see the ocean which is about 500 feet in front of the house. We're hoping for CAVU weather this time. The Long Island Chapter is invited.

by Eleanor Friede

Hudson Valley Chapter

Hudson Valley Chapter members had a fly-in to Groton-New London Airport as a starting point for a day of sightseeing in July. First on the agenda was a trip to Mystic Seaport.

Mystic Seaport Museum is involved in the collection, preservation, and exhibition of artifacts, vessels, and skills related to nineteenth century American maritime

history. Along the waterfront section were exhibits of three masted whaleship, lobstering, salmon house, ropewalk, sail loft, rigging loft and hoop shop to name only a few. Demonstrations were given on sail furling, whaleboat in action and breeches buoy rescue. A coal fired steamboat left every half hour on a cruise along the Mystic River.

We all had lunch at the Seamen's Inn to have a break and rest our weary feet. After we finished our sightseeing at Mystic, we flew to a small island retreat called Fisher's Island where the very wealthy and elite have summer homes. From here, some members went flying on to Block Island, R.I. The town was only a short walk from the airport so on we went to complete our tour by checking out all the little shops in the area. As the sun slowly sank in the west, we landed at our home airport well pleased with our day's outing.

At the June meeting, members arrived at Orange County Airport, Montgomery, New York at 7 a.m. to combine a number of activities. First, members set about airmarking runway 29, including numbers, threshold and arrows. While the first coat dried, breakfast was provided by the airport management. When the airmarking was finished, members held their regular monthly meeting which included voting on a delegate for the International Convention. After the meeting adjourned, everyone went over to the EAA fly-in which was in progress at this time.

Mary Matthews, one of the members who completed the eight week safety course given by the GADO office, flew three hours with the instructor and received a set of bronze wings.

June Simpson, charter member of Hudson Valley Chapter, has been elected President of The International Flying Nurses Association. She is also very active in the Civil Air Patrol and recently received the N.Y. Wing Public Affairs Officer Award for 1981. Her work in CAP covers a wide range from flying search and rescue missions to orientation flights for the cadets. Her assignment as information officer keeps all concerned up to date on latest happenings on missions.

by Mary E. Matthews

Long Island Chapter

June 13, 1981 was proclaimed "The Ida Van Smith Flight Clubs Day" by the Jamaica Chamber of Commerce in recognition of Ida Van Smith (a L.I. chapter member we're proud to say) and her work with children and aviation. The Flight Club sponsored its annual Aerospace Exhibition at York College in Jamaica, N.Y. on that date.

June was a busy month. Four gals flew the Garden State 300. Pat Bizzoso and Ronni Minnig came in fourth while first timer Roberta Pistorius was so intent on making great fly-bys that co-pilot Diane Fisher's words were a constant "Watch the trees!"

The race was flown in haze and more haze and Pat, very close to obtaining her instrument rating, really wished she had it the next day when they couldn't make it home because of IFR conditions.

The same weekend Jane Duggan, Joan Malden and Paula Pozzoli manned the 99 booth at the EAA Fly-in at Brookhaven Airport while Nancy Davis, Mae Smith and Rikako Carpenter represented the chapter at the 50th Anniversary of Floyd Bennett Field. They had the honor of being hostess to Amelia Earhart's sister, Muriel.

The week before the convention, Nancy Davis, chairman of the uniform committee for the chapter, received our new uniforms. As a result our 19 girls wore matching blue vests with white or matching blue pants or skirts in Boston. We've been working on this project for 5 years and it finally got off the ground and onto our backs thanks to Barbara Evans, Ruth Dobrescu, Doris Abbate and Nancy Davis.

The July meeting was bubbling over with champagne and cake provided by Chairman Kathy Lusteg as a thank you to everyone for their help and cooperation during her two years as chairman. Phylis Cacoulidis presented us with an interesting safety story and some hints as to inner ear problems and in-flight solutions.

by Patricia Rockwell

Palisades Chapter

A monumental "Salute to Aviation" parade on the 4th of July in Ridgewood, NJ found five Palisades Chapter members riding in an open 1940 touring car along with aviation floats, bands, service organizations, fire engines, horses and clowns. A crowd of over 10,000 people gathered to pay homage to the parade Grand Marshall, Astronaut Edwin E. Aldrin, Jr.

"Buzz" Aldrin was the Lunar Module Pilot of Apollo 11, first manned lunar landing mission, July 16-24, 1969. He and his crewmate, Neil Armstrong, landed the lunar module, EAGLE, on the moon July 20, 1969, and were the first humans to walk on the moon. It was a dizzying experience to shake hands and talk with such a super-hero at the pre-parade coffee at the Village Hall held to welcome Buzz by the local dignitaries.

Astronaut "Buzz" Aldrin and NY-NJ Vice-Governor Clarice Bellino at the Village Hall coffee before the 4th of July Aviation Parade in Ridgewood, N.J.



Girl Scout Dawn Galusha and Palisades Chairman Valerie Dempsey display the "Sky's the Limit" cake decorated with 99's insignia and GS trefoil.



Parents, leaders, scouts and Palisades members gather at Hanover Airport for Essex County Girl Scouts Aviation Day.

The parade theme was "A Nation of Aviators," honoring important historical events in the history of the US from the first flight of the Wright Brothers to the inter-planetary travel of today.

In spite of the threatening skies and several downpours drenching their navy jumpsuits, the spirits of the Ninety-Nines were not dampened. It was an honor to be the only women pilots in the entire three hour parade, and Buzz showed his appreciation by throwing kisses as we passed the reviewing stand!

An "Aviation Oriented Day" sponsored by Palisades Chapter was recently held at Hanover Airport to stimulate interest in women and aviation for the Essex County Council of the Girl Scouts. Clarice Bellino and Connie Moser, aviation advisors for the council were assisted by chapter members Valarie Dempsey and Pam Sheeler.

A mini-course and discussion was presented on aerodynamics, the Ninety-Nines, parts of the airplane, weather and careers in aviation.

The group was divided into mini-groups for a tour of the airport and a close examination of the tetrahedron, taxiway and runway airmarked by Palisades two years ago. Pre-flight and cockpit checks were demonstrated. Powder Puff Derby and 99 memorabilia were displayed in the airport office.

The Girl Scouts witnessed the official "pinning" of new member Rae Rettig into Palisades Chapter by Clarice Bellino, and

observed the camaraderie shared by all the chapter members.

A super BAR-B-Q prepared by the Girl Scouts was followed by a "Sky's The Limit" cake baked by 99 "scratch only" baker, Sue Palmer. It was a great day shared with 99s, Girl Scouts, parents and leaders.

by Clarice Bellino

Western New York Chapter

The Western New York Chapter under the leadership of Pat Kneiss, chairman, and Darla Richter, vice chairman, set goals to increase membership and promote participation in aviation events at some of the local airports that are on the verge of closing.

The 99s actively opposed the proposed TCA II at Buffalo International Airport and it was dropped.

The cost of international dues was deterring many of our members from active membership in the chapter so the group decided to give \$2.00 towards membership cost for each work event held. These events have included: selling roast beef sandwiches at an airport square dance; selling baked goods at a fly-in breakfast; and selling hot dogs, pop, and chocolate airplanes at a local Aviation Day. Numerous raffles were also held. All events have been well attended and were financial successes.

The group has decided to try and host a few meetings a year where pilot's wives in the area are invited in hopes that some of them will become future pilots.

by Dorothy Hake

NORTH CENTRAL SECTION

All-Ohio Chapter

All-Ohio 99s are recovering from a hectic summer of events. With the Buckeye Air Rally behind us in June, July found us active at the International Convention in Boston and at the Dayton Air Show.

Jean Wolcott, Vi Blowers, Jan Van Doren, Jan Kuechenmeister, Pat Fairbanks, Joan Hrubec, and Jean Hixson represented the chapter at the Boston International Convention. The All-Ohio Chapter placed tenth internationally in the air safety education category, thanks in part to the efforts of Joan Mace, who chairs the aerospace education committee.

Over 185,000 flying enthusiasts crowded Vandalia, Ohio's James Cox International Field on July 25-26 to enjoy the annual Dayton Air Show. Vi Blowers, who has been chairman of activities for the last seven years, pointed out that Dayton's air spectacular is second in attendance only to the world-renowned Paris Air Show.

Breathtaking aerial maneuvers performed by the Thunderbirds and the balloon ascents highlighted the two-day show.

All-Ohio 99s and 49½ers who manned the lost and found department and information booth included Rosanne and Tom Defibaugh, Salley Berryhill and Ken

Graham, Marcia Greenham, Lois and Dick Taylor, Mary and Dick Seslar, Bernita and Roger Nickell, Pam Lightner, Barbara and Charles Deeds, Kathy and Steve Samuelson, Carol Ferris, Roberta Jones and Vi Blowers.

All-Ohio 99s, the Aladdin Flying Nobles, and Aero Squadron are co-sponsoring the Ohio Small Race, a 250-mile, 3-leg navigational rally, scheduled for Saturday, October 31, at Ohio State University's Don Scott Field (Raindate is Sunday, Nov. 1), Columbus. Impounding begins at 9:30 a.m., with the race starting at 12:00 noon. Race Kits can be obtained for \$3 from Tom Harper, 2866 Zollinger Rd., Columbus, OH 43221 (614-457-1310).

Proceeds of the race are earmarked for the Aladdin Temple Shrine activities.

by Mira Gearhart

Ann Arbor Chapter

We are just finishing out our first full year as one of the newest North Central Section chapters. We started with 13 charter members and now have 16 plus another 12 interested in joining and who attend meetings with us as associates.

We recently co-sponsored (with the FAA) our first FAA Safety Seminar — and successfully squashed over 100 people into a small meeting room at the Ann Arbor Municipal Airport! We have also presented programs on hypoxia, ADF's, the Michigan CAP, EAA and homebuilding, in addition to supporting pancake fly-in breakfasts, air rallies and our first airmarking! We are currently establishing a lending library of aeronautical materials for the local schools and other interested groups. In addition, we have an excellent safety education coordinator in our group — Ilene Hemingway — who works to make sure we are always reviewing, learning and practicing our flying safely.

Our plans are to become even more involved in the local workings of aviation in our community and to lend support whenever and wherever needed.

by Jean Martin

Chicago Area Chapter

June was another busy month for the Chicago Area Chapter. On June 6th and 7th, over thirty of our members participated with the AAA in the D-Day celebration held at Midway Airport. We sold tickets and programs and were able to enjoy the static display and fly-bys of the World War II aircraft. The weather was perfect for the show, with beautiful blue skies and bright sunshine, and a great time was had by all of us.

The following Sunday, June 14th, we held our annual Aircraft Safety Seminar at Air Chicagoland at Waukegan Airport. The facilities could not have been more perfect nor our hosts more co-operative, and the number of chapter members who showed up to work was probably a record. The Pilot's Seminar was given by a number of

Flight Instructors and the Nervous Navigator Course was given by our chapter members.

In July our chapter meeting was a pancake breakfast held at Galt Airport in Greenwood, Illinois. It was a chance to relax and just enjoy one another. On July 16, we had a fly-in luncheon at Lake Lawn in Wisconsin, which was very well attended.

The last weekend in July found a number of our members flying off to Keokuk, Iowa for the WOW Derby. The morning of the race dawned with low clouds and poor visibility, but the weather cleared enough later in the morning to allow the race to be run. Bob Frantz and Ruth Frantz, of the Chicago Area Chapter, took home the second place trophy.

by Marjorie Sundmacher

Greater St. Louis Chapter

Outside of rotten WX on the return flight, STL members Liz and Rich Jordan, Jan Quick, Stevie Lipnick, Martha Norman, Joy Harvey, Libby Phillips, Val Johnson, Dorothy Haupt and Amy Laws had a grand time in Boston and said that the 1981 Convention will be a tough act to follow; however, we'll give it a bloody go! Incoming Chapter Chairman Audry Casper made the trek to Boston via commercial airlines, so the weather didn't delay her!

July meeting at Stevie Lipnick's home, featuring swimming, eating, and fun, followed by our August installation of officers will undoubtedly mark the end of relaxing for our chapter for the next year. Our new officers will be faced with running the show while we fervently get things together for 1982 in good 'ole St. Lou!

Most flying in the metro area lately has been a wash-out, but we were, at least, able to see the inflation of a hot air balloon at our June meeting. Thanks to Vivian Waters and Lyndell Buckles, the balloon was inflated at Arrowhead Airport, but due to the adverse winds, unable to fly. Still, it was an interesting sight and quite informative. Hope to have lots of news from another of our balloonists, Nikki Kaplan, who is off to Europe on a fantastic trip including ballooning in the Swiss Alps.

by Jan Pockock

Kentucky Blue Grass Chapter

Chapter member Elvia Conlin made her first parachute jump on Sunday, July 12, at Bardstown, Kentucky.

by D. Arnett

Lake Erie Chapter

Lake Erie Chapter members met at Concord Airpark in Painesville for their June meeting (hostess Pat Stoltz of Geneva) but rain marred plans for runway number airmarking. A week later the airmark committee returned and completed the work.

Rose Ray was hostess for the July meeting at Cuyahoga County Airport when plans were made for the 99s' group



Lake Erie Chapter members ask, "Why is it always CAVU when we air mark and cloudy when we fly?" Marg Juhasz, Bev Demko and Dodie Jewett finish the "20" on the runway at Concord Airpark.



Margaret Juhasz has been taking pictures of the Lake Erie Chapter for two years. Her fellow members wanted to share her happy face with other 99 NEWS readers.

participation in the annual National Air Races in Cleveland over Labor Day.

The chapter sent a good representation to the International Convention in Boston. Those attending included Dodie Jewett and Rose Ray (who flew with husband Gary Ray and son Mike in their A36 Bonanza). Going commercial were Bev Demko, Marg Juhasz, Helen Sammon and Helen Keidel. Edye Maxim flew with All-Ohio's Joan Hrubec in Joan's Musketeer.

by Marg Juhasz

CHAPTER NEWS, ETC.

Lake Michigan Chapter

The Lake Michigan Chapter has been busy hosting the 1981 Michigan SMALL Race held on August 14-15-16 in Battle Creek, Michigan. Besides the many activities necessary for the running of a successful race, members have managed to hold the April chapter meeting at the home of Colonel Clair and Joan McComb in Lowell. The McCombs live RIGHT ON the airport, having completely remodeled a former hangar, and the house features a helicopter landing area just outside the kitchen window plus close observation (!) of all planes landing and taking off on a runway adjacent to the living room window. After the meeting a tour was conducted of the missionary training school run by the McCombs for the Grand Rapids Bible School. Missionary pilots are trained in the art of tail draggers, an almost lost method in the field of modern aviation.

In May we went just the opposite direction, trying our hands at the controls of a jet simulator at the National Guard Headquarters in Battle Creek. We also inspected the OA-37 training jet and were briefed on training methods for land and air strategy. The officers of the 110 TAC Support Group really rolled out the red carpet for us!

June brought us together for a picnic at

the home of Ed and Betty Bytwerk on the shores of Spring Lake. A potluck meal brought plenty of food for everyone.

July found us in Kalamazoo at the home of Jim and Maisie Stears. Another potluck! Then swimming in the pool following a work session on the race plus a race clinic for those participating in the actual flying.

We would like to report the success of our Memorial Award. This award is offered three times a year to any qualified member of the chapter. It is an attempt to bring financial assistance in these troubled times

closer to the chapter members who may need it for an update on a BFR or for just plain flying time. The Shirley Lamphere Memorial Award (named for a member recently killed in a plane crash) is financed solely by money-making chapter activities, thus bringing the gals closer together in a common project. The idea for the award has been picked up by other chapters and illustrates the need to bring financial aid closer to the members. We have issued four awards since "hatching" the idea in June, 1980.

by Betty Bytwerk

Michigan Chapter

The Michigan Chapter met in July for a potluck luncheon at the lovely home and garden of artist Lorraine Chambers McCarty in Royal Oak, Michigan. Vice Chairman Grace Shearer conducted the meeting, and the most significant order of business was a vote to transfer \$500 into the Mary E. Von Mach Scholarship Fund. The scholarship is awarded each January to a female CAP cadet to enable her to attend the Michigan CAP solo encampment in June. We were most pleased to have this year's CAP scholarship winner in attendance at this meeting. Kathleen Chaussee was sporting her "solo" wings and reported on her marvelous experience in Alpena, Michigan.

Our hostess, Lorraine Chambers

McCarty, gave a tour of her studio and brought us up to date on her many travels and art exhibits. She has received numerous prizes and honors for her work. Capitol City Airport (Lansing, Michigan) has purchased and commissioned paintings by Lorraine and they can be viewed in the main terminal. Her works are very large, aviation oriented, and in a word — OUTSTANDING!

New Ratings

Middle East Section

Barbara Baron - West Virginia Mountaineer - Written Examiner
Susan Drake - Washington, D.C. - IFR
Ellen Lisl - Long Island - ME
Jean Pickering - West Virginia Mountaineer - CFI

North Central Section

Sandy Bacsanyi - Ann Arbor - ATP
June L. Beers - Michigan - COMM, BGI
Pat Fairbanks - All-Ohio - Jet Ranger School
Sharon Roberts Grealey - Show Me - CFII, ME
Rene Hammarbach - Minnesota - ATP
Glenda Martlew - Michigan - CFII
Renata McLaughlin - Michigan - COMM, CFI
Cherie McMullen - Ann Arbor - IFR
Sylvia Otyпка - Minnesota - CFII, ME
Instructor
Shellagh Wagner - Kentucky Blue Grass - IFR

Northwest Section

Phyllis Baer - Greater Seattle - ME
Karen Dapp - Willamette Valley - IFR
Dodie Gann - Greater Seattle - ME
Nadine Lowe - Greater Seattle - IFR, SE, COMM, CFI
Bobbie Lynn - Eastern Oregon - COMM, IFR, ME
Ginger Mitchell - Greater Seattle - CFI, Ground

South Central Section

Janet Ducote - Shreveport - IFR
Marjorie Hardcastle - Shreveport - IFR
Renee Sharp - Shreveport - COMM, IFR, MEL
Nancy Smith - Oklahoma - IFR

Southeast Section

Lisa Cook - New Orleans - CFI
Mary Donahue - New Orleans - CFI
Norma Gaultier - New Orleans - IFR

Southwest Section

Linda Allan - Aloha - CFI
Maureen Barnes - Aloha - COMM
Beth Fuhrman - Mt. Diablo - CFI
Janet Hagberg - Aloha - COMM, CFI
Leslie Jose - Mt. Diablo - COMM
Karen Masterson - Mt. Diablo - CFII
Barbara Persons - San Fernando Valley - IFR
Sonia Schelberg - San Fernando Valley - IFR
Amy Stevens - Aloha - CFII
Lucy Young - Aloha - CFI



Colleen Bradley and Linda Druskins chaired the Poker Run-Pig Roast in Midland, Michigan. Pictured are Linda, Claire Ojala and Becky Thatcher working on hands.

A progress report on our new "Keep-em-Flying" grant reveals that recipient, Adele Binsfield, completed her biennial flight review in July. Adele rented a Cessna 150, and after weeks of boning up on the regs, subjected herself to the checkride. She did a tremendous job, and a happier lady pilot we've never seen! Again, the purpose of the three (3) \$100 grants is to assist our members in staying safe in the air. The grant offering brought an enthusiastic response among members, and is highly recommended to other chapters as a means of encouraging flight safety and/or rewarding loyal, hard-working members. All too often, we are so busy supporting outside concerns that we forget our own.

Our annual Poker Run event coupled with a Pig Roast took place in June. It was most successful and we thank the two most responsible for that, Colleen Bradley and Linda Druskins. They organized everyone from the airport workers to the pig roaster and even the pig, but they forgot one important person . . . the weatherman. We had the longest IFR day you could imagine but it didn't dampen our spirits. Top prize for the best hand, a full-house held by Cindy Rupp, was \$99. We had a fine turnout, lots of good food and fun. We were delighted to have two special guests from Florida join us, Bill and Pat Race. Pat was a former Michigan Chapter member.

Our members have been getting in lots of air work for proficiency and new ratings. Two members, Mary Anglin and Bev Price, are sporting PHASE III wings. In addition, we recently had the pleasure of hearing Dr. Theodore Roumell of Rochester, Michigan speak on a topic near and dear to all our hearts "Hormones are Flying".

The Michigan SMALL Race is just around the corner and offers \$2000 in prizes and trophies. The race is scheduled for August 14, 15, and 16th and we'll be expecting some beautiful weather.

by June Beers

Minnesota Chapter

A tornado ripped through Minneapolis as we were concluding our June meeting at an adjoining airport. The meeting, a scheduled poker-run, was completed without incident.

In view of the destruction to homes, cars, trees, etc. we were thankful the tornado did not cross our flight path and all planes returned safely. Poker-run Chairman, Joan Sommerfeld, reported that after deducting the cash prizes for the three top hands, there was still a sizable contribution to our chapter treasury. With 25 donated prizes, many of the participants were happy winners.

On the morning of our July meeting, the skies were again threatening, yet over fifty eager and optimistic would-be glider pilots arrived by car at the Osceola, Wisconsin Airport ready for lessons should the weather improve. Just as we finished a ground school session on the basics of gliding and had viewed the fanciful movie "Dawn Flight", patches of blue sky appeared overhead! There was barely time for a hasty lunch before the first student was airborne.

With three gliders, three instructors, and two tow-planes, 22 Ninety-Nines and guests took lessons and had their logbooks signed. The reaction of first time glider pilots was: "It's fantastic!" "I love it." "When can we have another meeting like this?" "Not until I get back from International Convention in Boston," said Mary Hudec who made all the arrangements for the event.

by Clara Johansen



North Central Section Governor, Valera Johnson, presenting charter to Marilynn Miller, Chairman, Scioto Valley Chapter at Spring Section Meeting.



Gavel made by 49 $\frac{1}{2}$ er Ed Shaw for the newly formed Scioto Valley Chapter bears the number N SV1981. The chapter will treasure this one-of-a-kind gavel made from mahogany and plans to hand it down to chairman after chairman.

CHAPTER NEWS, ETC.

Quad City Area Chapter

The "Airmarking" for the Quad City Area Chapter in May was a "different" project for us and a rewarding one. The next time you are at the Quad City Airport, in Moline, Illinois, and admire the centerline taxiway reflectors on Delta & Gulf, smile — the 99s put them there. We sandblasted the paint off the centerline at marked internals and glued down approximately 100 reflectors on some of the unlit south taxiways. It was a lot of work but fun too and was greatly appreciated by the Airport Authority and other pilots. It's now easier to find your way at night to the south T's.

June 27 was our annual "Plane Wash." With the help of the local C.A.P. squadron, we were plenty tired but proud of some mighty clean planes.

Other spring activities have included a talk by Jim Wiggins of the National Weather Service and a tour of the control tower radar facility.

Tara Harl-Odom has been flying the "Traffic Watch" plane for a local radio station. Edna Hirsh was one of the pilots to land 3 planes on a street and taxi to a shopping center parking lot for an FBO promotional display.

by Judy Pobanz

Scioto Valley Chapter

The Scioto Valley Chapter was chartered

with eleven members and currently has fourteen.

The chapter is vitally interested in having Aviation Safety and Education programs. The April meeting was devoted to Spring Flying by showing a slide presentation from the FAA. The May meeting had a book review presented by Myra Jamison telling of the early formation of Eastern Airlines. The June meeting had Leah Schofield telling the trials and tribulations of ballooning. The July meeting had Bev Griffin's 49 $\frac{1}{2}$ er showing slides and telling of their building a T18 Thorp.

Pictured also is the gavel made for the Scioto Valley Chapter by 49 $\frac{1}{2}$ er Ed Shaw. It is made from mahogany and is one-of-a-kind. He has put on an N number of N SV 1981. The chapter will treasure this and hand it down to chairman after chairman.

by Marilynn Miller

NORTHWEST SECTION

Eastern Oregon Chapter

The Eastern Oregon Chapter of the 99s was officially formed on the 13th day of May, 1981. We began with nine members and are now up to 10.

Our upcoming main event is an Eastern Oregon Fly-In to be held August 22, 1981 in Baker, OR.

Bobbie Lynn Hill recently received her

instrument, commercial and multi-engine and is flying for the U.S. Forest Service. She recently returned home from flying co-pilot in a Beech Baron as lead plane for tankers.

Upcoming events in September include airmarkings of the John Day and Joseph, Oregon Airports.

by Linda R. Nave

Greater Seattle Chapter

News from the Northwest Corner includes the annual fly-in picnic on the island farm of 99 Dodie Gann and airman/author Ernest K. Gann. One highlight of this event is the hayride from the airport to the farm, with Ernie in the controls of the tractor. The hay wagon becomes the picnic table and a circle of hay bales provides seating. Always a fun affair.

Exciting plans for the Northwest Sectional Convention August 27-30, were discussed. Picnic host Ernie Gann was scheduled to be Convention guest speaker. Congratulations were given to Phyllis Baer and Dodie Gann for their participation in the recent Air Race Classic. After a couple of unexpected happenings, the ladies went on to finish "mid pack", said Dodie. At press time, Dodie and Illovene Potter were making plans to enter the Palms to Pines Race in Dodie's twin-engine Derringer.

Another recent event for Greater Seattle was a fly-in picnic for Northwestern 99s and families at Roche Harbor Resort on San Juan Island. Hostesses were Karen Anderson and Sue Pal.

Julie Abston and Ginger Mitchell attended the AOPA CFI Refresher Course in Seattle July 11-13.

by Jean Thomas

Idaho Chapter

Idaho has magnificent mountains, severe clear weather and . . . 99s . . . With ratings in everything from a Super Cub to Helicopter to Lear Jet, Idaho 99s thoroughly enjoy all those mountains and weather. March fly-in to Council Airport was graciously hosted by Clinton & Phyllis Yates, airport managers, at their lovely home on a hill overlooking the airport. April was a costume meeting of "Come as Anything That Flies." It was attended by everything from a barnstormer to an astronaut.

A highlight in May was not only flying to Sun Valley, the land of beauty and transient celebrities but also our "Flying Companion Seminar." It was well attended by twenty enthusiastic ladies wanting to know exactly how their companions got from point A to point B. The book written by 99 Ava Carmichael and husband, *From White Knuckles to Cockpit Cool* was used as a text. Jack Walsh, our local FAA Safety Officer gave a very valuable demonstration on spatial disorientation. I would greatly encourage all 99 chapters to offer this course on a yearly basis.

June meeting for Idaho 99s was held in Sun River, Oregon via breakfast at a local Boise, Idaho restaurant. Sun River weather turned to less than desirable during pre-



Attending the Idaho 99 meeting at Nampa were (front row) Zina Jenkins, Pat Jenkins, Karen Marchbanks and son, Ruth Garrison, Cindy Jeah, Carla Hettinger, (back row) Bev LaBrie, Laurel Asbury, Jean Anthis, Sue Ranney-Grimes, Jody Hisaw, Gene Nora Jessen and Terri Daniels.

flight and the decision to stay on the ground wasn't difficult . . . Oh well, the omelettes were good!! Watch out Sun River, Idaho 99s are on their way next year.

Coming up . . . Aviation Career Day, sometime in October, for the Idaho-Oregon Region of the Girl Scouts.

by Mary Curtis

Willamette Valley Chapter

The Willamette Valley Chapter conducted sessions in aviation for 4-H Summer School in Corvallis June 9 through 12. There were two classes each day held for a total of about 80 boys and girls. Each class was shown a film and learned about charts and the panel of an airplane. They also got a close-up look at planes.

Our June meeting was hostessed by Jane Capizzi and Betty Cameron at Betty's beachside home in Newport. It was a beautiful flying day. Everyone enjoyed helping Betty celebrate her birthday.

In July a few planes braved IFR conditions to North Bend for a meeting with Sue Spargo and Vera Bruer. After lunch at Vera's, a tour was taken of the North Bend FSS.

One of our members, Sally Plumley, has been chosen Pilot of the Year by OPA. Congratulations, Sally!

by Mary Ellen Hobin

SOUTH CENTRAL SECTION

Colorado Chapter

Precedence Setting Event . . . it didn't happen over night, but it did happen through the efforts of Nan Gaylord, chairman and Babette Andre, P.R. person. The ladies worked with Dr. Roscoe Baker, key man, in planning a "first" with the Quiet Birdmen of the Hangar.

No one knew exactly who belonged to the Denver Hangar as the Ninety-Nines were told it would be a precedence setting event and a time when we could meet with a large group of male pilots. The time arrived, 1800 hours, for cocktails and conviviality as the Colorado Chapter of 99s met for a formal



Colorado Chairman Nan Gaylord and Linda Schreffler speak with a QB as Pat Knox listens.



Jet pilot Hoffman converses with 99 Edie Whistle about her around-the-world flight in her Bonanza.

gathering with the QB's. At 2000 hours, a reception line was formed and introductions to all of the QB's came about. One 99 was overheard saying that she had never been kissed by so many men in such a short time in her entire life.

Following dinner, Nan Gaylord and Dr. Baker shared highlights of their respective organizations. A video presentation on the Lear Fan, a few exchanges of stories and the evening was a total success for both 99s and QB's.

An airmarking took place in June at Arapahoe Airport in southeast Denver. According to Mary McCoy, airmarking

chairman, with information from Noel Keane, control tower chief, Arapahoe is the 13th busiest airport in the world. This was possibly the first time a runway on a major controlled field was airmarked. The tower closed 10-28 as 99s and a few 49½ers chalked and painted 50 foot white letters "ARAPAHOE" on the runway.

by Barb Hobson

El Paso Chapter

El Paso Chapter really sent up a cheer for Michelle Miller and Marilyn Cragin when they came in fifth in the Angel Derby!

Amigo Airsho was a very exciting "first" for El Paso in May. The two-day show,

featuring the Confederate Air Force and the Eagles, to name a couple, was an outstanding success and plans are already under way for 1982!

The chapter held its "first annual airplane wash" at International Airport on June 13 and 14. Fun, work and money, not necessarily in that order! Election of officers at a breakfast preceding the wash will give us in 1981-82: Freda Young - chairman; Michelle Miller - vice chairman; Didi Shaffer - secretary; and Becky Shindo - treasurer. Enthusiasm is high in El Paso and a busy year is ahead.

The July meeting at Dickshire Coors (courtesy of Suzie Gardy, El Paso 99), included a showing of the WASP tape,

movies from the Angel Derby, and Amigo Airsho movies on "tap". A fly-in to the MacGuire's is all set for the second Sunday in September, early morning.

Didi Shaffer, Stella Teran, Marsha Mascorro, Jan Scott (and her 49½er), and Lynn Stover made the "Boston scene" in July.

by Lynn Stover

Golden Triangle Chapter

The Golden Triangle Chapter has been busy with several activities this summer. Shirley Roberts, assisted by Gary Starnes of Staci's Jet Center, conducted a fuel handling seminar at Meacham Field. We toured Staci's facility and received pointers on fire safety and quality control on procedures and equipment used by those who fuel our planes.

The chapter airmarked Love County Airport at Marietta, Oklahoma, by painting the name on the hangar roof. Some energetic 99s and 49½ers contributed to safety and airport beautification by mowing the taxiway and areas around the hangar at this grass strip.

Pat Evans and Jean Lemmon invited us to a flour bombing/spot landing contest at Air-O-Acres. We didn't win any prizes, but we had a lot of fun. We were also invited to a meeting of the North Texas Hot Air Balloon Association. We saw several films and members gave demonstrations on the inflation of the balloons. One of our members, Shirley Roberts, was given a ride and reported that it was delightful.

On another hot July Saturday we flew to the famed Stagecoach Inn, Salado, Texas, for lunch. We heartily recommend this as a flying activity as the Inn will send a car to the airport if called.

Loretta Santos hosted our July meeting at her house with a swimming party and buffet for prospective members and 49½ers. Chairman Mary Wheelock coolly conducted business from poolside. What a way to meet!

Judy and Wayne Bruce flew (via airline) to Hawaii for the weekend and rented a plane to tour the islands. Their check pilot was Barbara Scimeca of the Aloha Chapter! Barbara gave them a grand tour and Judy reports it was quite a thrill to fly over Pearl Harbor and see the submerged USS ARIZONA.

by Beverly Stephens

Lubbock Chapter

May's Angel Derby found Lubbock 99s Angela Boren and co-pilot Captain Stephanie Wells ready for takeoff from California. Doug Boren flew commercial to meet Angela in Acapulco and return to Texas in their Bonanza N9AB. After their race finish in Acapulco, they treated our chapter to a fly-in meeting at Biggin Hill Farms Airport and good Mexican hors d'oeuvres on June 28th.

Pat Cantrell and 49½er Bill flew their Piper Cherokee Charger (235) in the Okie Derby



Industrious workers at the El Paso Chapter airplane wash included Lois Hailey, Estelle Kirkpatrick, Didi Shaffer and 49½er Aksel Stover.

CHAPTER NEWS, ETC.

Jan Churchill — Museum Curator

The Mid-Atlantic Air Museum, Middletown, Pa., announced the appointment of Jan Churchill (Delaware Chapter) as Curator last June. Jan, ATP/CFII, is type-rated (DC-3) in the Museum's flagship, a restored Navy R4D Skytrain, and flies it as co-captain to air shows in the U.S. and Canada. At an airshow in Columbus, Indiana, Jan invited Margaret Ringenberg and Esther Berner (Indiana Chapter) to sit in the cockpit. Margaret and Esther were WASPs in World War II, flying many types of military aircraft. They both received their instrument ratings in the C-47.

The Mid-Atlantic Air Museum is open to the public and guided tours can be arranged in advance by contacting Jan Churchill. The Museum is collecting civil and military vintage aircraft and preserving them for static as well as flying display. A library of reference materials is available covering the restoration, maintenance, and history of aircraft.



Margaret Ringenberg, Jan Churchill and Esther Berner standing in front of the R4D that Jan flies for the Mid-Atlantic Air Museum. Photo by J. Arentz.

Proficiency Race in Norman, Oklahoma on August 1st.

Lt. Airwoman Roxi Slemp joined our section while stationed at Reese Air Force Base in Lubbock. Roxi left for California and survival training on June 29, 1981.

Chairman Mary Kitchens has asked members to investigate the feasibility of putting on a "Fear of Flying" seminar for our city and those persons who fly in commercial aircraft. The chapter is also planning a Sky Pals Seminar for the month of September. Capt. Stephanie Wells is seeking permission from Reese AFB to conduct one there for instructor and student pilot wives as participants.

Janie Bailey flew to Plainview, Texas and represented our chapter at the annual safety flying seminar. She won a prize from FAA at the same function in June.

Oklahoma Chapter

Our July meeting found most of us winging our ways to Hammer International, Betty's new strip near Taloga. Would you believe it would have been paved, but for all the rainfall in western Oklahoma? Five airplanes landed at the ranch; two chose the alternate airport in Seiling. Only in Oklahoma would you be greeted by a 3-wheel Honda saying "FOLLOW ME" after landing on a beautiful 2500' strip carved out of the middle of a wheat field. We taxied to the house for a sumptuous feast of barbeque and all the trimmings. Afterwards, we enjoyed video tapings of Oklahoma Chapter activities during the past year including tapes of the "Mellerdrammer", South Central Section meeting, Okie Derby and Fairview Flylady proficiency contests. Members and 49½ers were given Hammer Enterprises yellow caps and the first plane landing received matching jackets.

Then it was off to Merrie Old New England and Boston for a good-sized delegation from the Oklahoma Chapter. For some, it was their first time back East. All reported a good Convention and were delighted with the WX; 80 degrees ain't bad after those 100's in this part of the country.

Some hostesses go all out for a 99 meeting. Betty and Ray Hammer not only put in a strip at their place in Western Oklahoma, but even had the power lines buried at the end of it.



It's Okie Derby time again. There were 21 entries, some from Missouri, Kansas, Texas and, of course, the Arkansas Connection. Kay Newth runs a tight ship and never misses a thing, race-wise. Results, elsewhere in *The 99 NEWS*.

by Nema Masonhall

Omaha Area Chapter

When the Omaha Area 99s begin their meetings in September after the summer break, we will have our new officers in charge. Elected in May, they are Rosemary Block - chairman, Pat Krueger - vice chairman and Billie Pesek - secretary/treasurer. This will be Pat and Billie's second year in their respective positions. Rosemary was nominated after Shirley Risk declined a second year as chairman due to other commitments. We thank Shirley for a job well done and wish her our best as she continues her education.

May also saw our first airmarking for 1981. On Saturday the 16th, six of us met at the Plattsmouth Airport to paint the city's name on a hangar roof. It was a windy day (windsock was straight out) and suspicious looking clouds were closing in by afternoon, but we were not going to let that stop us. Due to the wind, most of us took home souvenirs of our handy work (yellow paint on clothes, shoes, etc.), but we still managed to save enough to finish the roof. We want to thank 49½er Don O'Brien for his support and assistance.

Five Omaha Area 99s and three 49½ers went to the South Central Spring Sectional held May 1-3 in Oklahoma City. They enjoyed some of their free time with the FAA, 99 Headquarters, and Cowboy Hall of Fame tours. They brought back good ideas and the news that we took fourth place for having the most members in attendance for the farthest distance traveled.

Last but not least, the Omaha Area bids welcome to our newest members, Gail Browning and Judi Sorensen. We look forward to seeing them and getting their input at our meetings beginning this fall.

by Kristie Horn

Oklahoma 99s had no trouble navigating on the taxiway at 'Taloga International' when Ray Hammer met them on his 3-wheeler "Follow Me" vehicle.



San Antonio Chapter

The San Antonio Chapter manned a booth at the Tropicana Hotel. Laura Richter, chairman, Barbara Moore, Geils Hegranes, Ruth Nichols, Margaret Cosby and Alice Foeh helped for the entire time. A breakfast was held early one morning for about thirty 99s before the opening of the show. Evelyn Sedivy, International Aerospace Education Chairman, gave us a nice talk about the 99s' plans in this area at the breakfast. We are very proud of our display booth and sorry the pictures do not do it proper justice.

On Saturday, June 19th, San Antonio members went to nearby Castroville Airport for a morning of glider flying after our monthly meeting. This is an annual affair and looked forward to each year.

by Mary Ann Greer



San Antonio Treasurer, Barbara Moore and Chairman, Laura Richter with chapter display booth at the National Congress on Aerospace Education.

Shreveport Chapter

Shreveport held its June meeting at Helen Wray's home in the form of a swim party to introduce and welcome our new slate of officers for the coming year.

The July meeting was conducted by our incoming chairman, Becky Netherton, as Barbara Ringold was on an extended trip with 49½er, Larry, through the Rockies. Becky gave a very interesting and informative talk on wake turbulence.

Marian Piper was crying real tears after taxiing her little Mooney's nose wheel into a hole at a Toledo Bend Lake Airport, cracking its prop. It's in the hospital now, and she hopes to have it flying again, real soon.

Mary Walton and husband, Don, bought a Cessna 172. They manage the DeSota Parish Airport at Mansfield, La. Stop in to see them.

Amy Pilkinton, executive pilot for Cameco Industries in Thibodaux, flew in recently with her boss. He is as fond of Amy as we are, so we are going to let her keep on working for him.

Martha and Ray Christy are on a flying vacation in their Twin Comanche to the Northeastern Section of the U.S. Martha combined pleasure with pleasure and attended the 99 International meeting at Boston.

Shreveport will miss Nell Jobe who has moved to Hattiesburg, Miss. Her husband, Don, will be airport manager at the Hattiesburg/Laurel Airport.

Marjorie and Ken Hardcastle are spending their summer taking short flying vacations. One to Gaston, Ark. for fishing and relaxing. Another to Bogolusa, La. to

participate in a Civil Air Patrol Search and Rescue Test, then on to Biloxi, Miss. for fun in the sun. Marjorie is using her new instrument rating and making approaches at every opportunity.

Also participating in the CAP Search and Rescue Test at Bogolusa was Eileen Anderson who flew her Bellanca down for the event.

Helen Hewitt, with Mary Jo Voss assisting, just finished a 7 week ground school course for private pilots. I don't know who learns more, the students or the assistant teacher.

Mary Phillips took charge of our Shreveport 99s to assist her two sons in Monroe, La. at the recent NIFA Regional Meet. Mary's two sons attend Northeast La. State University and were in charge of the NIFA meet for the school.

by Mary Jo Voss

SOUTHEAST SECTION

New Orleans Chapter

Gloria Burlette, New Orleans 99, with her husband, Ron and sons spent a delightful weekend camping out next to their 1950 Cessna 170 at the Gulfport EAA Shade Tree Fly-In. Amelia Shepherd flew her red Luscombe over to watch her husband, Bill, put a Christian Eagle through a fine demonstration of precision aerobatic flying in the airshow. A P.D.Q.'s early morning flight was an alarm clock for the campers, and an impromptu airshow was entertainment for those eating breakfast under the oaks. What could be more fun than a grass roots fly-in during the summer?

Our group joined Mississippi 99s and Civil Air Patrol members in a 4th of July fly-in picnic at Glorice Wills' beautiful grass strip near Poplarville, Mississippi. We played dodge-the-rainshowers going up, and babysit-the-airplanes during a thunderstorm while there. The rain did cool things off and lots of good food and hangar flying was enjoyed by all. The tower personnel at Lakefront Airport even got into the spirit of the holiday with "Information Firecracker" that evening!

Thirteen members of the New Orleans 99s distributed Aids for Aviation Education compiled by a committee of the Curriculum Laboratory, Civil Air Patrol and National

Aviation Education Workshop. Twenty-six aviation packets were placed in local schools with introductory talks that were enthusiastically received by students who for the most part expressed surprise that a woman could fly.

by Patsy Zeringue

Tennessee Chapter

James W. "Pete" Campbell, longtime friend and supporter of the Ninety-Nines, was awarded the General Aviation Award by the Tennessee Chapter on June 6, 1981.

This award is given to someone, not a 99, who has made significant contributions to the advancement of General Aviation. This person may be a man or a woman; however, the person must be a citizen of the State of Tennessee.

Tennessee Chapter started this award in 1968 to pay tribute to someone who takes the time to advance aviation. We do not give it to a 99 because the purpose is not to pat ourselves on the back, but to call attention to someone out of our group who is worthy of special notice.

The award was made at our annual awards luncheon, held in Nashville so that 99s from all over the state may attend. We are especially proud that Pete Campbell received this award for 1981.

by Evelyn Bryan Johnson

SOUTHWEST SECTION

Alameda County Chapter

The May meeting was a pot luck/meeting held at the home of our treasurer, Monya Helgerson. Everyone enjoyed the food and a great time was had by all with hangar talk and jokes, followed by a successful meeting. Present at the meeting was the chapter's Haywood-Bakersfield-Las Vegas Air Race 9th place winner, Bette Davis with her trophy.

Alameda County Chapter purchased three 99 History Books which have been donated to three Bay Area colleges: California State University, Haywood; the College of Alameda; and Ohlone College in Fremont. Ohlone College's History Book was presented to Jacqueline Waide, Bay Cities 99 and Director of the Aeronautics Department at the college, by Jean Stroobant, Alameda County Chapter, who is the Technical Advisor for the Aeronautics Department at the college. The Daily Review was present to provide press coverage of the donations.

On Sunday, June 14th, we held our annual spring 5-cents a pound airlift, which is one of our major chapter fund raisers. Many members assisted the airlift committee chairman, Jean Stroobant, and co-chairman, Willie Harrison, by making signs, assisting with press coverage, weighing, boarding and deboarding of our many passengers as well as the general organization of the event. At last count, we had 125 passengers. The Daily Review was kind enough to publish the event in the Sunday paper.



New Orleans 99 distributed 26 aviation packets and gave introductory talks on aviation at local schools. Pictured are seventh grade students at Our Lady of Perpetual Help School in Belle Chasse, La. who are helping to show an aeronautical chart of the state to their class.



"Home away from home." Youngest son of New Orleans 99, Gloria Burlette, sleeps under the fuselage.

June 22-26, during which time Air Race Classic contestants were in Georgia, was declared "Women in Aviation" Week by Governor George Busbee. Looking on while the Governor signed the proclamation were members of the Deep South and North Georgia Chapters as well as two racers and two officials from the Air Race Classic.



Our next fund raiser will be the Livermore Air Show, where we have a booth to sell books. It has been a great success in previous years.

by Bette Davis

Aloha Chapter

At the 13th anniversary dinner meeting of the Aloha Chapter, the group's two individual awards were presented to Sheri Pizl, scholarship, and Lindy Boyes, recognition. A special scholarship award was made to Marian Kuzma.

The scholarship presented to Sheri Pizl is a cash award that she will use toward earning her commercial pilot license and flight instructor rating. Pizl is a private pilot and holds the Basic Ground Instructor Rating. She hopes eventually to fly commercially or have a combination flying-management position. She resides with her husband, Michael (a professional pilot), in Alewa Heights.



Sheri Pizl, left, receives the Aloha Chapter Scholarship Award from last year's recipient, Barbara Silva. The purpose of the scholarship program is to help a chapter member to further her pilot training with the goal of a career in or related to aviation or to supplement her business-related skills.

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For the first time, a second scholarship was awarded by the chapter. This was made possible by a contribution by Marguerite Gambo Wood, owner of Hawaii Country Club of the Air, who is also an Aloha Chapter member. Her award for flying time was made to Marian Kuzma, a flight instructor, who will use the time in connection with her instrument rating and night flying. Kuzma resides in Pearl City.

The chapter's Recognition Award goes to the member who has contributed most significantly to the organization during the past year. This year's recipient, Madaline "Lindy" Boyes, who founded the chapter in

New officers of the Aloha Chapter for 1981-82 are: (seated) Eleanor Sharpe, chairman, and Nelwyn Choy, vice chairman; (standing) Marion Leong, secretary and Marguerite Holecek, treasurer.



1968, is the outgoing chairman. This is the first time that the award has been given to an officer. She resides in Moliili.

The 13th anniversary dinner meeting was held at the Waikiki Yacht Club, June 13. New officers for the coming year were also announced.

The highlight of our May activities was the Kalaupapa Fly-In. Thirty-five 99s, spouses and friends flew nine airplanes to the tiny airstrip on Molokai for an eventful "hayless hayride" over lava and sand to the historic site of Father Damien's Church. The May 25 flight was complete with picnic baskets, coolers and tour guides. (If this one had gone into the drink, at least we would have had full tummies and entertainment while we waited for our rescuers!!!) As it was, it was a safe and fun flight with only one mishap: our jitney that was used to transport us to the site of the church developed two flat tires during our stay — but our clever tour guide got us out by pulling out the hayless hay wagon and returning us to our waiting planes in the most unique way yet!!

Our 12th Annual Apuepuelele proficiency flying contest is scheduled for August 16th, 1981.

Diane Kapanowski has been promoted to Team Supervisor at Honolulu Center.

by Beth Terry

Mission Bay Chapter

Just about the time our India travelers Jan Gammell, 49½er Del Gay, Isabelle McCrae Hale and 49½er Bob and Leah Liersch returned to San Diego, Anna Bledsoe and 49½er Jim headed for New Zealand.

They met Pam Collings as they passed through Christchurch and in Anna's words, they "traveled the length and breadth of the country," and were most

impressed. They had the opportunity to become acquainted with some of the local 99s, Pat Rainsford and Sue Campbell in particular. Such gracious hospitality was extended them that, upon returning home, Anna has become a one woman good-will ambassador, arranging for Pat and Sue to meet 99s across our country on their way to the EAA Convention at Oshkosh.

Marge Brown and 49½er, Bruce, hosted our May pot-luck meeting just prior to departure to their "other" home in HNL. Our guest was Pam Krueger, a Navy Lieutenant stationed at Miramar Naval Facility. Del Gay gave a most interesting and informative slide presentation of the trip to India.

Aileen Mellot missed the meeting; she was off flying down in Mexico. Mission Bay Chapter, in joint venture with the other local 99 chapters are working feverishly on the Woman in Aviation Wing of San Diego's Aerospace Museum. Marge is heading the MZB group with primary assistance from Leah Liersch.

Our June meeting consisted of a Sunday brunch at the Cafe del Moro Rey, Balboa Park, followed by a tour of the Aerospace Museum.

by Virginia Renn

Orange County Chapter

The Orange County Chapter held their annual P.O.Y. Banquet July 9 at the South Shore Yacht Club once more, thanks to Joan and Hank Hill who are members. Betty and Dean Carrier handled the chow line again, with Betty cooking up all the delicious goodies including an airplane cake for dessert and Dean with the steaks at the BBQ pit.

The P.O.Y. Awards were handled a little differently this year with just one trophy for the Pilot of the Year going to Beverly Allen for most outstanding achievements in and for the chapter. Then four engraved plates were given to the following members . . . Eleanor Todd for most hours flown. Carol Nielsen for most professional hours flown. Betty Carrier for participating in the most flying events and Bonita Kent for handling all that public relations. Congratulations!

At the same time the new board members took office with past Chairman Beverly Allen handing over the gavel to Jan Gerber.



Orange County Pilot of the Year recipients are Eleanor Todd, Bonita Kent, Beverly Allen, Carol Nielsen and Betty Carrier.

Vice Chairman is Diane Hixson, secretary is Pam Mahonchak and treasurer is Marci Mauthe.

by Gwen Haynes



New Orange County Chapter officers are Marci Mauthe, Pam Mahonchak, Diane Hixson and Jan Gerber.

Reno Area Chapter

Even though the skies were threatening, at least four people flew into our March night fly-in. The rest flew low. After dinner, there was a tour of the Reno tower and Approach Control Facility, assisted by Craig Hillman and Jim Brownfield.

Not only is our chapter going to work at Reno National Championship Air Races

son Mark came in 2nd in Take-off Performance Computations. This is computing distance to clear a 50' obstacle using the airplane's operating handbook. She and Mark had a computation just 38' over actual, flying a Cessna. Irene Smith tried it in a Piper Warrior and managed to clear the 50' obstacle at least 500' short of the computed estimate.

Those who didn't get to Kathy Gray's cabin, "Cookie Jar", in Columbus, California, for Getaway Weekend really missed a treat. Not only did they use Kathy's cabin in the small mountain community of Long Bar, but her friend's cabin also. Kathy and friends Jean and Bill prepared a super barbecued chicken dinner which they enjoyed on Bill and Jean's new deck. After dinner the group went star gazing under the direction of Lois and Bob Neville (he's an astronomy teacher), and then went to the local bar for some drinking and dancing. Among the group who flew over for the weekend were Jerry Gardiner and Bob and Irene Smith.

Our fellow chapter member, Sheryl Jones, writes that she is the newest Regional Sales Manager of Bell Helicopter, and is being moved to Ft. Worth, Texas where she will get her helicopter rating and 100 hours. She'll then demonstrate and sell helicopters somewhere in the US as Bell's first woman in outside sales.

by Hazel Hohn

with all race teams getting off the ground except for one. Those San Fernando Valley Chapter members participating were: Lorrie Blech, Elizabeth Dinan, JoAnn Linder, Louise Martin-Vegue, Barbara Michaels, Delores Pynes, Virginia Rainwater, Elynore Rickabaugh, Jeanne Rumm, Sonia Scheimberg, Joan Taylor, Shirley Thom and Coralee Tucker.

During the last weekend in May, most of us headed for Bullhead City, Arizona (where we were greeted with 100+ degree weather, whew!!) to attend the Eighth Annual Jim Hicklin Memorial Air Rally. This event was started in memory of KMPC Radio's "Airwatch" helicopter pilot/reporter, Jim Hicklin. (The SFV 99s have sponsored this race since 1977.) It is an all men's cross-country competition, with the start and terminus at Bullhead City. To make the event more interesting, the course is not given out until the aircraft are impounded. Trophies and cash prizes are awarded to the top five finalists. The rest of the proceeds are placed in the Jim Hicklin II Education Fund and the Jim Hicklin Memorial Air Rally Scholarship Fund.

That time of year again . . . Our Installation Banquet was held on June 13, 1981. The following officers were installed for the year 1981-82: Melissa M. Vreeland, chairman; Cecilia M. Stratford, vice chairman; Monie W. Pease, recording secretary; Jeanne Rumm, corresponding secretary; and Barbara Persons, treasurer. We all wish them much success in the coming year and pledge our support of their efforts.

On that same evening, we had the pleasure of presenting scholarships to three deserving young men. The three winners were: Joe Langenberg, Nick Mancini, and Rafael Prieto. Sixteen men and women applied for the scholarships — and what a challenge for the committee to choose only three!!

July got started in a good old-fashioned way with a fly-in celebration to Agua Dulce. Lots of food and fun were enjoyed by attending 99s and friends. Games included water balloon throwing, paper airplane throwing and the infamous "Count the Jelly Bellies." The spot landing contest fizzled because, according to fly-in Chairman Judi Drinker, "nobody came anywhere near the spot!"

The traditional July Potluck was held at Brigitte Wegmann's home. What a feast! This year the potluck served a dual purpose — not only did we gather to feast, but also to say farewell to member Mary Dee Totans and her 49½er, Bob. They have moved to the peace and quiet of Willets, California, although it shouldn't be too quiet for them since there is an airport "just down the road a piece" — and they probably will have many, many visitors!

Sue Jablonski has been selected as one of the seven winners of an Amelia Earhart Memorial Scholarship. The Scholarship will enable Sue to attain her Commercial Certificate with both single and multi-engine ratings. Congratulations, Sue!

by Sylvia Sanderson

CHAPTER NEWS, ETC.

again this year, but we have already started to help. One 99 a day for each week day from now till Race Week will work at Race Headquarters. The races are a great time for us all to get together to contribute time and energy toward earning money for our Scholarship Fund. Any 99s coming to the races, be sure to stop in at Race Headquarters and say hello.

Perhaps the shortest term as a chapter chairman in 99 history was that held by Lucy Snyder. Elected on June 24th and offered a flying job on June 25th, Lucy is now flying a twin Otter in Alaska for fire control. Vice Chairman Ferrel assumed the duties of chairman, and Jan Bishop those of vice chairman.

EAA Chapter 403 held its annual picnic at Alpine County Airport, just one week after our 99 chapter airmarked it. The response from the homebuilt group was all positive. The eight people who spread 23 gallons of paint in a little over two hours were Nancy and George Patterson, Lucy Snyder, her friend Brian, Ruthy Deer, Rick from Public Works Dept., and Bob and Irene Smith.

Jan Bishop and Irene Smith were our only club members showing up at the FAA Take-off and Landing Pilot Seminar at Carson Airport on June 13. We received credit for helping at the seminar even though the CAP had everything under control. Prospective 99 Sue Miller, accompanied by Dee Baer's

Sacramento Valley Chapter

Following a banquet at the Mather Air Force Base Officers' Club, Jean Turner was installed for a second term as chapter chairman. Corky Cronin, vice chairman; Isabel Warmoth, secretary; and Jeannie Dunlap, treasurer completed the new slate of officers.

Jeanette Fowler was named Woman Pilot of the Year and Jean Patrick and LaRue Brown were recognized for their service to the chapter. George Patrick was thanked by the chapter for his support as a 49½er.

Two young people who are pursuing careers in aviation, Lynn O'Connor and Reuben Meeks, were each awarded \$500 scholarships.

San Fernando Valley Chapter

During the first week in May, our chapter hosted the Angel Derby start. In order to keep the racers from getting bored, we put together the following schedule: Monday — Margarita Pool Party; Tuesday — Tour of El Pueblo State Historic Park; specifically, Olvera Street (the first street in Los Angeles which was founded in 1781), and observance of Cinco de Mayo festivities; Wednesday — Take Off Banquet, which was also attended by many local and visiting dignitaries; Thursday — THE BIG DAY!! Take-off commenced promptly at 9:00 a.m.,

Whirly-Girls

SCHOLARSHIP APPLICATIONS NOW AVAILABLE

by Jean Ross Howard

Applications are now being accepted for the three Whirly-Girls 1982 Scholarships which will be awarded next February to three deserving women pilots for use toward obtaining an initial and an add-on helicopter rating.

Each year since 1968, The Whirly-Girls, international women helicopter pilots, have awarded the Doris Mullen Whirly-Girls Scholarship in memory of Whirly-Girl #84, Doris Mullen. The 1982 \$3,000 scholarship will be awarded to a U.S. woman pilot to assist her in obtaining a helicopter rating.

In 1978, the first Whirly-Girls/Enstrom Helicopter Corporation Scholarship was established. The 1982 scholarship will provide training to a Whirly-girl toward an add-on rating.

A new \$3,000 1982 International Scholarship in memory of Hanna Reitsch, Whirly-Girl #1, will be awarded to a woman pilot from a country other than the U.S.A.

Scholarship applicants must hold a current pilot certificate, demonstrate financial need, explain usefulness of helicopter rating to her present or future helicopter-related career, and intend to make use of the helicopter rating to further the involvement of women in helicopter-related activities.

Organized in 1955 with the then 13 women helicopter pilots in the free world, the Whirly-Girls now number 348 in 21 countries. In addition to the member's dues, the Whirly-Girls scholarship program has had the support of The Flying Physicians Association, the helicopter manufacturers and The Men's Auxiliary of The Whirly-Girls, whose members are international industry leaders, husbands of Whirly-Girls, military aviation and civilian friends.

Deadline for receipt of completed application is *November 2, 1981*. Applications are available from the Whirly-Girls, Suite 700, 1725 De Sales Street, N.W., Washington, D.C. 20036, USA.

The winners of the 1982 scholarships will be announced in February.

The 15th Annual Doris Mullen Whirly-Girls Scholarship and the fifth Whirly-Girls/Enstrom Helicopter Corporation Scholarship and the 1982 Hanna Reitsch Memorial Scholarship will be presented at the Whirly-Girls Awards Dinner, February 18, in Anaheim, California.

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Now Hear This!

The Fortieth Anniversary of the first Amelia Earhart Scholarship Award was commemorated at our convention in Boston, July 16th, 1981 at the Amelia Earhart Scholarship luncheon.

In honor of this event, the AE Scholarship Trustees had 100 of our original Amelia Earhart 1963, 8 cent airmail stamp First Day Covers re-cancelled at Boston on July 16th, with the addition of the Blanche Stuart Scott 28 cent international airmail stamp. *In addition*, the covers have been signed by Betty Gillies, 1941 Ninety-Nines president who made the first presentation of the award and by Patricia Thomas Gladney, the first recipient.

More than half of these special covers were bought at convention! The remainder are available at \$15.00 each from: Alice Hammond, 15 Oakdale Drive, Millville, NJ 08332. Make checks payable to: Amelia Earhart Memorial Scholarship Fund, 99s. Also include a size 10, stamped, self-addressed envelope.

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NOTAM

ADDRESS LABELS: 1/2" x 1 3/4" self adhesive, peel off/press on address label. 99 Compass Rose in blue on left side. 20 letters & spaces allowed per line, 4 lines per label. Any message that fits. Current prices: 225 - \$7.95; 450 - \$10.50; 1,000 - \$18.50, ppd. Golden Triangle Chapter, P.O. Box 243, Hurst, TX 76053. (Change from Roster)

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Air Racing update

Air Race Classic

Twenty-two contestants finished the 1981 ARC, and when the scores were in, Florida team Juanita Blumberg and Bonnie Quenzler were number one. Fresh from winning the Grand Prix, their Beech Baron buzzed the Terminus with a plus 30.6 to capture \$5000 in prize monies.

In her 50th year of flying, Texas pilot Edna Gardner Whyte placed second. She and co-pilot Pat Hyde of Arkansas had a plus 26.1.

Veteran racers Sammy McKay and Pauline Mallary were 3rd, followed closely by oft-winner Marion Jayne and daughter Nancy.

The race had started from Georgia's beautiful Jekyll Island. Two old pros flew by the wrong airport at the first Stop, proving that anyone can goof. The east-to-west course made for a necessarily low-altitude race. It was said, "If the cattle weren't running, you weren't low enough," and "Don't go over the fence if the gate is open!"

Weather was good until the last leg from Garden City, Kansas to Afton, Oklahoma, when three planes were unable to make deadline and were disqualified.

At the Awards Banquet, prizes were so numerous that almost every team won a gift. Here, too, the exciting announcement was made that the 1982 ARC will terminate at the World's Fair in Knoxville, Tennessee.

For information, contact ARC Headquarters, Box 187, Addison TX 75001.

1981 ARC TOP TEN WINNERS

1. Juanita Blumberg, Bonnie Quenzler
2. Edna Gardner Whyte, Patricia Hyde
3. Sammy McKay, Pauline Mallary
4. Marion Jayne, Nancy Palozola
5. Dottie Anderson, Marilyn Miller
6. Pat Jeton, Elinor Johnson
7. Betty C. Klein, Esther Lowry
8. Margaret Ringenberg, Janet Williamson
9. Sophia Payton, Helen Davison
10. Barbara Goetz, Thelma Cull.

Oklahoma hosts 3rd Okie Derby

It finally happened. Betty Hammer, Oklahoma Chapter, with numerous (would you believe a whole wall full?) of 2nd, 3rd and other place trophies to her credit, finally walked away with first place honors in the Okie Derby on August 1, 1981. Betty and co-pilot, Robin Smith, also took several other prizes (Best 99, Best Piper, Best NPR), but as far as Betty was concerned, it was that first place trophy that counted. Betty and Robin were flying a Piper Lance.

Arkansas Mooney pilots Dolph Oglesvy and son took second place, while Dick Hall, Norman, took best FAA and third. Ed Morris, another Arkansas Mooney pilot, with Oklahoma 99 co-pilot, Ann Catlin,

finished fourth.

Twenty-one planes competed in the 319 mile round-robin proficiency course out of Westheimer Field, Norman, Oklahoma. Pilots came from Kansas (99s Pat Mlady and Sonya Nixon), Missouri and Texas (Lubbock 99 Pat Cantrell), as well as Arkansas (99 Emmy Hall) and Oklahoma to participate. Arkansas 99 Kay Newth was the NRP official for the event.

This was the 3rd Annual Okie Derby sponsored by the Oklahoma Chapter 99s. Race Chairman Dru Jones did a fantastic job of organizing the weekend's events with the enthusiastic support of many, many chapter members and friends. Fun and warm, plentiful hospitality were the bywords of the race, and everyone is looking forward to number four next year.

99 wins Arkansas Proficiency Race

Ninety-Nine Emmy Hall from North Little Rock, Arkansas, was the elated winner of the Arkansas Aero Club proficiency race taking place in Hot Springs on June 13, 1981. Co-pilot Claude Holbert, Beech dealer (Central Flying Service, Little Rock) good naturedly took the kidding of friends who threatened to put up a banner at his FBO proclaiming, "Mooney pilot shows Beech dealer how to win."

Second place trophies went to Oklahoma pilots Betty Hammer (Oklahoma Chapter) and Robin Smith, flying a Piper Lance.

Low ceilings, delayed the race start, but Arkansas 99 Kay Newth, NRP judge for the event, quickly plotted a new course and refigured handicaps, enabling the 25 aircraft to compete as planned.

Super hospitality by Aero Club members included a smoked turkey buffet after the mandatory briefing Friday evening and a lovely banquet plus dancing on Saturday night.

Buckeye Air Rally

by Connie McConnell

On Friday, June 19th, 26 airplanes arrived at the Seneca Co. Airport, Tiffin, Ohio, for the 6th Annual Buckeye Air Rally. Lois Taylor and her committee greeted the pilots and co-pilots with lemonade, and impound and inspection then began with Marcia Greenham and crew. Bev Hirzel registered the 52 pilots and co-pilots.

The rally route was revealed at an evening briefing by Tim Wise. A "mystery airport" was included! "Skip" Beebe, from Findlay FSS gave a gloomy weather report of low visibility and possible thunder-

showers for Saturday morning.

Luckily, the day proved to be a little better than forecast, except for the area around the "mystery airport". That leg of the route had to be eliminated, giving a total of 169 sm.

With the help of a mobile tower, 49½er Les Bryant flagged 99 Jeane Wolcott and Gertrude Derman off at 0930. Spectators anxiously awaited the return of the 1st plane. Buckeye #2 flew over the finish line at 1045, and from then on, eyes were turned to the NE watching for arrivals.

Pat Fairbanks and her crew timed each plane as it returned.

Contestants ate lunch while Chief Judge Rose Burchett, with the assistance of Vi Blowers, Pat Fairbanks, Joan Hrubec, and Edie Maxim determined the winners. Pilots then competed in a Bomb Drop and a Spot Landing Contest. Bill Pailthorpe was the winner of the Bomb Drop and 49½er Bill Hirzel won 1st place in the Spot Landing contest.

By 6 p.m. winners had been determined and a banquet was held for pilots, co-pilots, guests, and friends. The 1st place winners were William Clapper, from Willoughby, Ohio and Bernice Barris; 2nd place went to Michigan 99 June Beers and Ted Berz; while Tom Harper and co-pilot 99 Margaret Gollodge came in 3rd.

Many All-Ohio 99s volunteered their time to help make our 6th Annual Buckeye Air Rally a fun-filled and successful event. Without their help our rally would not have been possible.

99s "Show 'em How"

by Jean Stroobant

The beautiful "Best 99 Pilot" Perpetual Trophy, awarded annually by the Alameda County Chapter at the terminus of the Hayward-Bakersfield-N. Las Vegas Air Race, was won by JoAnn Painter of the Hi-Desert Chapter. Alameda County Chapter also presented JoAnn with a wall plaque which is hers to keep as a permanent memento of her outstanding skill.

The Perpetual "Best 99 Pilot" Trophy will be returned to Hayward one month prior to next year's race, May 14-16, 1982. All chapters and members are encouraged to compete. A number of non-Ninety-Nines have even been inspired in the past to seek membership in order to compete for this trophy.

Of the six 99 pilots competing for the special trophy this year, four took race awards home. JoAnn Painter took the 2nd Place trophy in addition to "Best 99." She and 49½er, Wen, were only 18 points out of first place in their Cessna 140. Bette Davis, Alameda County Chapter, took 9th place; Donna Vasco and Geri Wiecks, Golden West Chapter, 10th place; and Jaunda



1981 Air Race Classic first-place winners, Bonnie Quenzler and Juanita Blumberg, greeted by Juanita's hubby, Lew, at the Shangri-La terminus, June 29th. Photo by Glenn Buffington.



Second-place pilots in the '81 ARC were Pat Hyde and Edna Gardner Whyte beside the Comanche 400. Photo by Glenn Buffington.



Pat Mlady awards two of the Cessna trophies to '81 ARC third-place pilots, Pauline Mallary and Sammy McKay. Photo by Glenn Buffington.



Arkansas 99, Emmy Hall with co-pilot Claude Holbert, took first place honors in the Arkansas Aero Club Proficiency Race in June. Emmy also won the beautiful "Best 99" trophy. Photo by Fran Adams.



Kay Newth explains the NRP formula to contestants in the Okie Derby.



Okie Derby officials Fran Adams and Kay Newth with "Ramp Rats" Bill Jones and Bill Halpain.



B.A.R. president, Jeane Wolcott, explains the rules for the H.A. award.



Hard at work in the transportation car for the Buckeye Air Rally are 49½ers Jim McConnell, Glenn Greenham and Les Bryant.



Veteran racers Betty Hammer and Robin Smith took home a table full of trophies from the Okie Derby in August, but in their minds it was the one that said "first place" that counted.

Bigelow, Alameda County, 11th place. Also competing and placing well up on the list of 36 aircraft were Kathleen Snaper, 19th place and Bonnie James, 20th place, both from Las Vegas Valley Chapter.

Prior to the race, Jean Stroobant, Alameda County Chapter Trophy Chairman, challenged all pilots of the Aircraft Pilots of the Bay Area Club to do better than a 99 pilot. She bet \$25 that a 99 would do better than an APBA pilot. She was right! She walked away \$25 richer and carried a million dollars worth of pride in the accomplishments of sister 99s.

Winners of the Buckeye Air Rally: Ted Berz, June Beers, 2nd place; William Clapper, Bernice Barris, 1st place; Tom Harper and Margaret Golledge, 3rd place.



WOW!

**Time flies too!
Make your reservations
now for the
26th AOPA Convention
& Industry Exhibit . . .**

Tuesday, October 6

| | |
|-----------------|---------------------------------------|
| 9 a.m. - 7 p.m. | First-day registration |
| 10 a.m. - noon | Aviation film theater |
| 1 p.m. - 5 p.m. | Industry exhibits & aircraft display |
| 2 p.m. | Ground school/ flight training clinic |
| 4 p.m. | Flight student/instructor meeting |
| 6 p.m. - 8 p.m. | Welcome party |

Wednesday, October 7

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|------------------|--|
| 9 a.m. - noon | Women's program: "Woman Hours" |
| 9 a.m. - 11 a.m. | Aviation film theater |
| 9 a.m. - 3 p.m. | Industry exhibits & aircraft display |
| 10 a.m. - noon | Safety program |
| noon - 2 p.m. | Women's program: "Wonderful Crises of Life!" |
| 2 p.m. - 4 p.m. | Women's program (AOPA Air Safety Foundation) |
| 3 p.m. | Aviation clinic |
| Evening | Open for visiting local attractions (Walt Disney World, Sea World, Circus World, etc.) |

Thursday, October 8

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|-------------------|---|
| 7 a.m. - 3 p.m. | AOPA/AVEMCO "Beat the Pro" golf tournament with host professional Bob Galby |
| 8 a.m. - noon | Tennis tournament |
| 9 a.m. - 11 a.m. | Women's program (AOPA Air Safety Foundation) |
| 9 a.m. - 11 a.m. | Aviation film theater |
| 9 a.m. - 3 p.m. | Industry exhibits & aircraft display |
| 10:30 a.m. - noon | Aviation Law Seminar |
| 1 p.m. - 4 p.m. | Women's program: "Woman Hours" |
| 3 p.m. - 5 p.m. | Safety program |
| 3 p.m. - 5 p.m. | Women's program: "The meek will inherit the earth, they won't have the courage to refuse it." |
| 5:30 p.m. | "Good Old Days" party at the Contemporary Hotel, Disney World |

Friday, October 9

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|--------------------|--|
| 9 a.m. - 3 p.m. | Industry exhibits & aircraft display |
| 9 a.m. - 11 a.m. | Aviation film theater |
| 10 a.m. - noon | NASA Seminar |
| noon - 3 p.m. | Women's program: "Woman Hours" |
| 1 p.m. - 2:30 p.m. | Aviation Law Seminar |
| 1 p.m. - 3 p.m. | Fashion shows |
| 5 p.m. - 7 p.m. | "Wings and Wheels" party (barbecue, cocktails) |
| 7 p.m. - 10 p.m. | Industry exhibits |

Saturday, October 10

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|-------------------|--|
| 9 a.m. - 3 p.m. | Industry exhibit & aircraft display |
| 9 a.m. - 11 a.m. | Women's program: "Silver Wings and Santiago Blue" |
| 9 a.m. - 11 a.m. | Aviation film theater |
| 10:30 a.m. - noon | Aviation Law Seminar |
| 1 p.m. - 4 p.m. | Women's program: "Winner Takes All" |
| 3 p.m. - 5 p.m. | FAA Clinic |
| 7 p.m. | "Plantation Party Night" - dinner, big band, Dixieland, grand prize drawings |

So make your reservations now. Come to Orlando, Florida this October for one day, two days, three days, four days, or come for all five days — but don't miss this incredible adventure in airplane learning and suntime fun. Package plans cover admission to all AOPA-sponsored activities except the golf and tennis tournaments and AOPA Air Safety Foundation Courses. Price per person: 5-day

package plan, \$125; 4-day plan, \$118; 3-day plan, \$115. No advance reservations required for daily registration — we'll see you at the door. (Daily registration \$7.50 per day for AOPA members; \$8.50 per day for non-members.)

Either way - come to Orlando this October.

Simply Call Collect: (301) 951-3947

Or write: AOPA Convention & Industry Exhibit, PO Box 5800, Washington, DC 20014