

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 10

SEPTEMBER 1983

NUMBER 7



Overview:
Convention '83



Letters to the EDITOR

Dear Editor:

We would like to make three additional points regarding "A Challenging Flight."

First, although the "connector rod" was bent slightly, it was the valve stem that bent at an 80-degree angle (our error).

Secondly, we have developed a 30-slide presentation (including a tape of the original May Day) entitled "Crisis in the Sky," which we have already given for the Middle East Spring Sectional, the Aviation Safety Week Seminar at Manassas, Virginia and the Washington, D.C. Wing of the OX-5 Club. A fourth is planned for the Grasshoppers at the Val-karia Airport, Florida, July 27. This presentation, given by an FAA accident prevention counselor (Gerda), qualifies as a Safety Seminar and might be of interest to other chapters.

Finally, there is a very instructive, safety-related sequel to the February 16 takeoff during which, you recall, Gerda was aware of a "new highovertone" in the engine sound. Two months and 42 hours after the installation of the rebuilt engine and new turbocharger at Camdem Field, Gerda had to abort a takeoff into IFR conditions at Williamsburg because, in checking the gauges on the takeoff roll, she saw the engine was developing no power. It turned out that a "loose bolt" (how it got there is impossible to determine) which, while stuck in the turbocharger, caused that high-pitched whine, broke loose suddenly and chewed off the spines of the turbocharger, seizing up the entire mechanism! Fortunately, it did not happen on February 16 on that snow-banked runway and it did happen later on the ground. Moral: always glance at the gauges during takeoff to be sure the necessary RPM and manifold pressure are actually being developed.

Gerda and Lin
Reston, Virginia

Dear Editor:

We had a fantastic weekend. The Forest of Friendship was superb and made us proud to be a part of it.

We had a lovely time visiting with so many Ninety-Nines from all over the world, especially Fiorenza de Bernardi and Anne Giroud.

Fay Gillis Wells was a marvel; just the conception of the Forest, and now so well maturing only 10 years later, and so well respected by the local people and other groups.

It was fun, but the culmination of the weekend was our visit to International Headquarters. It truly is impressive and I am proud to be a 99 with all our heritage.

Doris Abbate
Long Island Chapter

Dear Editor:

Thank you for your recent guidelines in *The 99 NEWS* for submitting articles and chapter news. I can see now that I have been wordy in the articles I have submitted to date. We are used to submitting articles in local newspapers where the longer the article and the more information in the article, the more likely someone is to see and read it.

I am a little late submitting the enclosed article because I reduced it from two pages to one after reading the guidelines in *The 99 NEWS*. Hope this is no problem.

You all do an excellent job in publishing *The 99 NEWS*, and I have learned a great deal about the 99s through reading the magazine. If you ever need any assistance with any articles or doing research for articles, please feel free to contact me. I enjoy writing and learning.

Keep up the outstanding work.

Ramona O. Young
Pascagoula, Mississippi

Dear Editor:

This letter refers to the "President's Message" in the July/August issue of *The 99 NEWS*.

You give well-deserved recognition to the pilots, Capt. Giuliana Sangiorgio, Capt. Barbara E. Akin and First Lt. Terri A. Ollinger, who flew the first all-woman transAtlantic flight on a C-141 on May 9.

Also on board were two women flight engineers, TSgt. Donna L. Werty (instructor FE) and SSgt. Denise G. Meunier (FE). Two women loadmasters, Sgt. Mary K. Eiche (LM) and A1C Bernadette C. Botti (LM), rounded out this sharp crew.

While there are 157 women military pilots (Air Force), there are also 38 flight engineers, 42 loadmasters and 77 navigators as of June. Some are also active civilian pilots. They work just as hard but are more in the background, and frequently their contributions go unrecognized by the public.

Keep up the good work. It lets all of us keep up with what women are doing in aviation, and is great encouragement to improve our flying abilities.

SSgt. Mary L. Barker
FE [C-141, B-727], CFII, ATP, ASMEI
Charleston AFB, South Carolina

Dear Editor:

There is a mistake in the report of the Air Race Classic on page 6 of the July/August 99 *NEWS*. I would appreciate your cooperation in printing a correction in the next issue of the magazine.

Under "Air Race Classic Results," it is customary to list the pilot's name first and the copilot's name second. Places second through 10 were listed in that order. First place was Gini Richardson, pilot and Marian Banks, copilot. It was incorrectly shown as Marian Banks and Gini Richardson; it should have read Gini Richardson and Marian Banks.

Thank you for your cooperation.

Gini S. Richardson
Yakima, Washington

[Editor's note: See pages 54-55 for correction.]

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ON THE COVER: "Let the good times roll..." And they did at Convention '83!
(see pages 16-25)

Calendar

SEPTEMBER

Sep. 9-10: South Central Sectional. Amarillo, Texas. Hosted by Top 'O Texas Chapter.

Sep. 10: Greater Winnipeg Chapter 11th Annual Poker Derby.

Sep. 10: Capitol Proficiency Race. sponsored by Washington, D.C. 99s. Dulles International Airport. Race kits, \$3, from Gerda Ruhnke, 11208 Wedge Dr., Reston VA 22090.

Sep. 10: Back to Basics Air Race. sponsored by Los Angeles Chapter. Speed race open to all licensed pilots and to any handicapped airplane. Copilot need not be licensed, but over age 16. Round robin, less than 300 miles starting at Santa Monica Airport. \$35 entry includes lunch for pilot and copilot. Race kit, \$3.50, from Sally LaForge, 3330 Inglewood Blvd., Los Angeles CA 90066. Deadline August 26.

Sep. 10: Greater Winnipeg Chapter Poker Derby. terminus airport, St. Andrews. Rain date Sep. 17.

Sep. 10-11: Amigo Airho. Biggs AFB, El Paso, Texas. Contact Marilyn "Didi" Shaffer, 316 Rio Verde, El Paso TX 79912.

Sep. 12: 1984 Ninety-Nines Calendar available with air marking theme. \$4 plus 85¢ postage for singles; \$4 post-paid for bulk of five or more. Barbara Guptill, 200 S. 95th Pl., Chandler AZ 85224. Limited supply — order now.

Sep. 15-17: Space Jamboree, Northwest Sectional. Hilton Inn, Casper, Wyoming. Hosted by Montana, North Dakota and Wyoming Chapters.

Sep. 18: Eastern Ontario Poker Run. Ottawa. Contact Betty Jane Schermerhorn, (613) 832-1207.

Sep. 23-25: Fall Southeast Sectional. Coconut Grove, Miami, Florida. Hosted by the Florida Goldcoast Chapter.

Sep. 23-25: Western Canada Fall Sectional. Edmonton, Alberta. Hosted by the Alberta Chapter.

Sep. 23-25: Southwest Sectional. Sacramento, California. Hosted by Sacramento Valley Chapter.

Sep. 30-Oct. 2: North Central Sectional. Kansas City, Missouri. Hosted by Greater Kansas City Chapter.

Sep. 30-Oct. 2: Empire State 300 Proficiency. open to all licensed pilots. Entry kits, \$4, from Patricia G. Barone, Wurtsboro Airport, Wurtsboro NY 12790.

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

OCTOBER

Oct. 7-9: 2nd Annual Mountain Flying Seminar. McCall, Idaho. Contact Karen Marchbanks, 4390 Freedom Dr., Meridian ID 83642.

Oct. 7-9: Kachina Doll Air Rally. proficiency event sponsored by Phoenix Chapter at Deer Valley Airport. Entries accepted through Sep 30. Kits, \$3, from Donna Reaser, 11624 S. Jokake, Phoenix AZ 85044.

Oct. 15: Gulf Stream Chapter Flying Poker Run. 0900-1500. Start at any of the airports: Ft. Lauderdale Executive (Hydro Pac), Lantana Palm Beach County Park (Florida Airmotive), Clewiston (Keep 'Em Flying Air Service), La Belle (La Belle Aviation), North Perry (Terminal Building). Finish at Executive Airport (Hydro Pac). Rain date, Oct. 16. Contact Ginny Orosz, 311 N. 70th Ave., Hollywood FL 33024.

Oct. 15: Pacific Air Race. Gillespie Field to McCarran Field, Las Vegas, with fly-bys at Gila Bend and Prescott, Arizona. Sponsored by San Diego, El Cajon Valley and Las Vegas Chapters. Race kits, \$3, from Vi Chambers, 9255 Magnolia, Sp. 299, Santee CA 92071, (619) 448-1759.

Oct. 15: Ohio SMALL Race. Don Scott Field, Columbus, Ohio. Choose your speed and fly it, no fuel est. Race kit, \$3, from Tom Happer, 2866 Zollinger Rd., Columbus, Ohio 43221, (614) 457-1310.

Oct. 15: Long Island Chapter Poker Run; rain date, Oct. 16. Contact Jill Hopfenmuller, 17 Scott Dr., Melville NY 11747, (516) 549-4090.

Oct. 17: Fly Without Fear Clinic. Phoenix Sky Harbor Airport. Sponsored by Phoenix Chapter. Contact Stacy Hamm, 5710 E. Camelback Rd., Phoenix AZ 85018, (602) 994-8741.

Oct. 22: Sunflower Air Rally. proficiency air race open to all licensed pilots, sponsored by Kansas Chapter. Race starts in Hutchinson, Kansas. Contact Carol Lanning, 338 Rainbow Lakes, Wichita KS 67235, (316) 722-4492. Copilot need not be licensed, but over age 16. Round robin course 300-plus miles. \$30 entry fee.

Oct. 22: Steel Valleys Poker Run. at an airport in the Pittsburgh, Pennsylvania area. Contact Debi Pfisterer, (412) 243-6420, or Sue Simler, (412) 372-1262; or write Steel Valleys 99s, P.O. Box 504, Monroeville PA 15146.

Oct. 23: Survival Clinic. sponsored by Southern Cascade 99s, Medford, Oregon. Eight-hour seminar by Skip Stoffel, author of "Survival Sense for Pilots and Passengers." Contact Molly Hufford, (503) 899-7951.

Oct. 28-30: 8th Annual His 'n Hers Great Pumpkin Classic Air Race. co-sponsored by the 99s and the Salinas Owners and Pilots Association. Approximately 250 miles. Entries accepted August 1-October 15. Entry kits, \$3, from Carol Hill, P.O. Box 5494, Salinas CA 93905, (408) 722-7969.

Oct. 31: The 99 NEWS deadline for December issue.

NOVEMBER

Nov. 9: Orlando's WASP Reunion on NBC's "Real People "

Nov. 18-19: Fall International Board of Directors meeting. Oklahoma City.

Nov. 30: No deadline for The 99 NEWS.

Winners of the Silent Auction

Janet Churchill, Delaware Chapter, put in the highest bid for the last of the 100 Amelia Earhart eight-cent airmail First Day Covers recancelled at Atchison, Kansas, July 24, commemorating the 20th Anniversary Fly-Away and autographed by four Charter 99s who participated in the original 1963 fly-away. Her donation was \$227 to the AE Scholarship Fund.

Miriam Davis, Florida Suncoast Chapter, had the winning bid of \$250 for the original AE First Day Cover autographed by eight Charter 99s who participated in the 1963 fly-away.

The sealed bids were opened on the final day of the New Orleans Convention.

Gifts to International Headquarters

Resource Center

New York-New Jersey Section

Esther Combes Vance. Charter Member memorial by Dorothy Niekamp, Indiana Chapter

Helen Kelly, Aux Plaines Chapter by chapter members Sue DeWulf, Carol Dreyer, Ruth Erickson, Dee Griesheimer, Sharon Greth, Susan Johnston, Fran Hicks, Tony Reinhard and Mary Wedel

Archives

Mr. Rufus Hunt, FAA Chicago (memorabilia)
Karen Lord-Wright, Steamboat, Nevada (memorabilia)

THE PRESIDENT'S MESSAGE



by International President Marilyn Copeland

Thanks to all of you members and the thrust of the Seek & Keep Membership Committee, we have reached our goal for the 1982-83 year of 6,000 members. Let's make an even stronger effort to increase our membership in the coming year; 7,000 members is a very realistic goal.

I believe it is of utmost importance that all of us set a good personal example and show our style in the very best manner at all times. The strength of our organization depends upon what we do, how we act, how we fly and how we plan our 99 course of direction. We are a great organization and are becoming much better known with aviation organizations and in the aviation industry. We must continue to emphasize the *prestige* of becoming a 99 (or temporarily a 66). Our good image, our good works and good personal example as a 99 member will attract other fine women who share equal or even more talents.

As I am a firm believer in personal contact, getting to know each other better in order to fulfill the needs of the membership and to expand the benefits of belonging to the 99s, I have given a great deal of time this past year traveling to 99 and other aviation meetings. These travels have included numerous section meetings.; AOPA meeting in Las Vegas; GENAVAC meeting in Washington, D.C.; USPFT National Competitions in Carbondale; World Aerospace Education Congress in Washington, D.C.; EAA Convention and dedication of their new EAA Aviation Center in Oshkosh; the renaming of the DeQueen, Arkansas Airport to the J. Lynn Helms-Sevier County Airport; two International Board of Directors meetings in Oklahoma City; the Forest of Friendship Ceremonies and Flyaway; the STS 7 space launch at the Kennedy Space Center; as well as several chapter meetings other than my own Kansas Chapter meetings. My travel to International meetings was to beautiful Vancouver, British Columbia to attend the Joint Canadian Section meeting. It has been my pleasure to represent the 99s as International President, and make presentations on what the 99s are and what they accomplish, to various civic and aviation groups.

The super active International Committee Chairmen have sparked excitement in many of our chapters and sections to accomplish outstanding project work this past year. Thanks to their great leadership, we have had a very productive year. Our 99 NEWS continues to improve in all respects and is more widely distributed than ever before. Our public relations are better than they have ever been, with the fine reception at the Amelia Earhart Ceremony at Headquarters, the International Forest of Friendship Flyaway, TV coverage during the STS 7 launch and landing, the new International modular display, the new press kits, the chapter displays, the new Singer Caramate project, TV coverage on the cable weather channel and distribution of *The 99 NEWS* to flying centers and FBOs. We want to continue the placing of 99 posters in all airports and other places visited by pilots.

May I suggest that our outline of the 99s for the 1983-84 year be:

Charts for Flying and MAPS for Activities

- M** Membership through Seek & Keep and Medical flying (promoting daffodil flights, blood platelet flights, the Corporate Angel Network, DFR) and other charitable flying.
- A** Aerospace activities (using new packets emphasizing NASA), Airmarking and Aviation weather via the cable weather channel.
- P** Proficiency flying (USPFT, proficiency contests) and Public relations projects.
- S** Safety education (for ourselves and other pilots) and Scholarships (Amelia Earhart, ATE and local).

I believe that, in this coming year, we must focus our attention on not only what we are doing at the present, but also focus on what the 99s should and will be in the future. Let us respect the past accomplishments of 99s, but focus our goals on the needs of current members and the future of women in aviation and space.

The large attendance of 99s and 49½ers at our 1983 International Convention was wonderful. We are so happy that so many could attend. Now, at the end of this first year of my term as President, I thank you for the opportunities afforded me in getting acquainted with so many active and innovative members. It is not practical or possible to name each of you, your work and your helpful suggestions which have helped to continue to build our 99s into a most meaningful group, but I do thank you!

Let's continue to set the highest standards in all of our flying and public relations. I am positive and joyous about working with each of you in the coming year. We are looking to a bright future and the events we are going to make happen in the coming year. The future of the 99s looks bright and clear.

Book Review

Fowler, Ron. *Preflight Planning*. New York, Macmillan, c1983. 257 p., ill. \$17.95. ISBN 0-02-540300-1

The FAA states that inadequate preflight planning is a primary cause of pilot error and accidents. In this book Fowler gives the pilot, both novice and expert alike, an in-depth look at how to accomplish a complete preflight planning.

Three main sections cover planning for the pilot, the aircraft and the environment (weather). Preflight planning for the pilot covers establishing your own minimums, keeping yourself flight-ready and how to gauge your own accident potential.

In planning for the aircraft, some of the subjects covered deal with evaluation of aircraft performance, what the figures in the flight manual tell us. Other topics are the preflight walk-around and qualification of the aircraft for instrument flight.

Six chapters cover the flight environment from tips on obtaining a complete weather briefing to compiling the radio and navigation logs. In all sections there is a chapter on complying with the FARs.

Throughout the book are samples of various forms that if, if filled out before the flight, would do much to eliminate some in-flight surprises.

Recommended reading for all CFIs in order to pass along the information to their students.

by Dorothy Niekamp
99 Librarian

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Clema M. Granger
September 25, 1894-June 27, 1983

A resident of Palm Springs from early 1934 through 1980, Clema Granger, born in Oskaloosa, Iowa in 1894, moved with her family to Pasadena, California about 1909. In 1911 she met and married James E. "Jim" Granger and bore three sons before her adventurous life in aviation began. Jim had been responsible for the auto promotions at the Los Angeles County Fairs, and it followed that, with his wife as a partner, they moved into aviation together. In 1926 they bought a World War I surplus "Jenny" with a water-cooled OX5 engine, leased a hangar at Santa Monica's famed Clover Field and went into business. At that time a license to teach flying was not required; so with little experience, Jim did the teaching and Clema ran the office. The school was a success, and they remained in Santa Monica until Jim's death in 1934, which also marked the start of Clema's residency at Palm Springs.

During the time they operated the Pacific School of Aviation at Clover Field, they graduated hundreds of students and the trade was somewhat Hollywood-oriented; Spencer Tracy, Hoot Gibson, Ruth Elder and others of equal prominence were their students.

Clema took up flying about 1929, and her license is signed by Orville Wright, as was Jim's. It followed that they would teach their sons to fly as soon as each reached age 16.

By 1933 the family became known as the "Flying Grangers." In addition to the school, they were the west coast distributor for

Swallow airplanes, a then popular sport and training plane, and they enlarged their facilities to a hangar that would store 15 to 20 airplanes. Their business prospered well through 1929 when the stock market crashed and created the Great Depression of the early '30s. When it became necessary to supplement the income, Clema and her husband started doing motion picture sequences involving airplane stunts and aviation scenes. Their work appeared in "Dawn Patrol," "Wings," "The Yellow Ticket" and many Hoot Gibson flying westerns.

Clema raced in the famous Air Derbies of 1930, 1931 and 1932. In the three events she competed against and became good friends with, Amelia Earhart, Gladys O'Donnell, Bobbie Trout, Pancho Barnes and many other aviation notables, including Cliff Henderson, the early promoter and manager of the National Air Races and developer of Palm Desert. In the 1930 Derby, Clema led the race as far as Bartlesville, Oklahoma, where she lost time that cost victory.

While Clema did not fly the Hanriot or the Rider, she did fly every other plane in the Grangers' stable of planes, including Swallows, Stinsons, English Moths, Black Hawks and Jennies, plus a few borrowed planes. As a general practice at Clover Field on Sunday afternoons, Clema would demonstrate the safety of airplanes by taking off, climbing to a few thousand feet of altitude, cut off the switch, and then perform a dead stick landing. All the while, her ticket barker for



passenger rides would be shouting, "Just watch a mere woman..." and Clema would proceed to land without the aid of an engine. Clema was also known as the "Loop the Loop Queen." At air meets, as they were called in those days, oil companies would give cases of oil as prizes to the woman who could do the most loops. Clema won often because she needed the oil back at the flying school!

Clema was in Cleveland at the meeting when the 99 Club of women pilots was formed during the 1929 National Air Races; she was a member for many years after that. She was secretary-treasurer of the western area when Amelia Earhart was president. She was also a member of the famous OX5 Club, a group of flyers who were associated with the famous old engine. Importantly, Clema was solely responsible for the original Aviation Breakfast Club meetings held in Palm Springs in the mid-thirties. That club still reigns popular among pilots' social clubs in southern California. The club's opening song still begins with: "To the desert down in Palm Springs, to the place where Clema dwells, to the Chi-Chi bar we love so well..."

Clema was honored in 1977 by being appointed an honorary starter in the 30th Powder Puff Anniversary Commemorative Flight from Palm Springs to Tampa, Florida, along with Jackie Cochran and Vee Nisley. Currently there is a television story being composed by Bob and Margie Glover of Sylmar, California in which a young woman enters the first National Air Derby. The Glovers have researched Clema's history very thoroughly, and their own comment about her record is: "She represents the stable and performing end of a lot of true pioneers."

Clema's husband, Jim, was killed in the early testing of the Rider R3 race plane which he intended to enter in the Mac Robertson Air Race to be held between London, England and Melbourne, Australia. After the fatal crash, Clema decided to sell the business and move to Palm Springs where she and Jim had spent many a leisure weekend.

Clema Granger is survived by her three sons, Norman of Yucca Valley, Harry of Palmdale and Jim, Jr. of Lakeside, California, 10 grandchildren, 33 great-grandchildren, three great-great-grandchildren and one sister, Blanche, of Palm Springs.

by Eva Parks

New Horizons

Carlton F. Rinck

Husband of Lois Rinck, Western New York Chapter

Recently retired, he was in charge of the dental section of the Manchester, New Hampshire VA Hospital.

Rose Ann Inzerillo

May 8, 1983

New York-New Jersey Section

Maxie Anderson

1934-1983

A Friend of the 99s

Martha I. "Cullie" Holst

July 23, 1983

Martha "Cullie" Holst, chairman of the Indiana Chapter, died unexpectedly of heart failure on July 23.

Cullie was retired from the Indiana Cooperative Extension Service at Purdue University. She was licensed as a pilot in 1958 and was a member of Purdue Pilots, Inc., having served as that organization's faculty adviser, 1959-1974. She was also a member of Flying Farmers.



Cullie was scheduled to greet two fellow Indiana 99s at Indianapolis International Airport on Sunday to commemorate Amelia Earhart's birth with the planting of a tree from Atchison, Kansas.

We will all miss Cullie's dedication and enthusiastic leadership in aviation. She was a warm, sincere and full-of-life person, and our lives have been truly enriched by having known her.

AVIATION ACTIVITIES

by Clara Johansen

The Australian 99s, with the help of the Australian Women Pilots Association, will begin their 10th successful "Fear of Flying Clinic" in September.

The course consists of nine three-hour sessions. Two evenings, they meet at ATC to visit the tower and radar room, and they listen to talks by the controllers. On the first, fifth and ninth evenings, a psychologist teaches relaxation exercises and gives each registrant a cassette of exercises which they are to practice at home.

Six sessions are at Qantas Jet Base. The group is shown operations, workshops and flight simulators for Boeing 747s. They listen to talks by a Qantas captain, flight engineer, weatherman and safety man, and are shown the plane from top to bottom, from cockpit to cargo bay.

At the conclusion of the course, they meet at the terminal, Sydney Airport, and go on a one-hour flight in a Boeing 747 from Sydney to Melbourne. On this flight, a woman pilot sits alongside each man or woman taking the course, and the psychologist is also along on the flight. At Melbourne, they go by bus in the company of the plane's crew to a restaurant for lunch. After flying back to Sydney that evening, each graduate is presented a peacock feather in a long cylinder and a badge with a peacock feather on it and the inscription, "Relax and Enjoy Your Flight."

The clinic has received very favorable coverage in newspapers and magazines. The women who worked out plans for this clinic in Australia are grateful for the help and suggestions they received from Fran Grant, Golden West Chapter, and Jeannie McElhatton, Santa Clara Valley Chapter. The director of Qantas Airlines is delighted with what these women pilots are doing, and the graduates themselves when they meet for reunions tell how happy they are to have taken the course.

Australian 99s Glenda Philpott, Shirley Harris, Senja Robey, Fran Waggott, Nancy Wells and Aminta Hennessy of Sydney (with a membership in Santa Clara Valley Chapter) are coordinators of these clinics with an average attendance of 14. The \$200 fee collected from the registrants is used for air and space education, and best of all, the women have made it possible for these people to use air transportation, and to even enjoy it.

The activities chairman appreciates Glenda Philpott sharing this information when they met at the Forest of Friendship.

Legislation Information

by Joan Kerwin

In a letter to DOT Secretary Elizabeth Dole, Larry Burian, president of the National Air Transportation Association, noted that NATA "supported the Administration's proposal for increased aviation user taxes only because of the good faith promises of the Administration to demand full aviation spending during the annual appropriations process.... It is apparent to us, now, that NATA and other organizations were misled to garner support for the Administration's tremendous increases in aviation taxes."

Mr. Burian was referring to the fiscal 1984 DOT appropriations bill, which is awaiting President Reagan's signature, that provides funding levels much lower than those authorized by Congress when the Airport Improvement Act was passed in 1982. This bill now calls for a total of \$800 million in airport development grants, \$750 million for facilities and equipment and \$263 million for research and development. The original authorization had called for \$993.5 million for airport development, \$1.393 billion for facilities and equipment and \$286 million for research and development.

Burian told his members in the NATA newsletter, referring to earlier promises by various Administration officials that the increased revenues generated by the higher tax levels would be spent, "Until now, I thought I had seen all of the Congressional

puffery, legislative strategies, Administration maneuvering and governmental boondoggles that political expediency could produce. But never have I, or anyone on NATA's staff, been lied to so blatantly."

Another industry lobbyist said, "I think we've just been had."

So there you have it. Increased taxes, lowered funding and decreased services from the FAA. The only item which is growing, besides the taxes, is the Aviation Trust Fund.

As a result of underspending in the fiscal 1984 appropriations bill, the surplus in the Trust Fund will hit \$3.6 billion by the end of fiscal 1984.

One solution to this surplus was proposed by Rep. Norman Mineta (D-CA), chairman of the House Aviation Subcommittee. "With these kinds of surpluses looming, I see no valid argument against cutting aviation user taxes across the board."

That sounds hopeful, but I have yet to see Congress act on decreasing taxes for the aviation community which they seem to regard as fair game for generating money to make the federal government's budget look better.

And next month, boys and girls, tune in for the latest from the Congressional Budget Office. They have their eyes on you, too.

WRITE ON!

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theme

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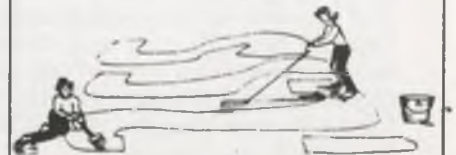
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Robin Hosenball, Potomac — CFI, AMEL
Jean Pickering, West Virginia Mountaineer — CFII

NEW YORK-NEW JERSEY SECTION

Nancy Goering, Hudson Valley — IFR
Carol Ann Schneier, Hudson Valley — IFR
June Simpson, Hudson Valley — IFR
Darla Richter, Western New York — COMM, AMEL

NORTH CENTRAL SECTION

Carol Dietsch, All-Ohio — BGI
Connie McConnell, All-Ohio — COMM, CFI
Dolores Weimer Pavletic, Chicago Area — IFR
Mickey Pinkston, Greater Kansas City — CFII
Myra Dunn, Indiana — COMM

NORTHWEST SECTION

Ann Littrell, Oregon Pines — ATP, CFII, AMEL
Jenny Harris, W. Washington — Seaplane
Anita Hapka, W. Washington — COMM

SOUTH CENTRAL SECTION

LaNell Easley, Coastal Bend — COMM
Estelle Kirkpatrick, El Paso — IFR
Marilyn "Didi" Shaffer, El Paso — AMEL, COMM
Jan Scott Swager, El Paso — IFR

Pud Patterson, Texas Dogwood — CFI, CFII, ASMEL, AGI
Karen Greenawalt, Tulsa — AMEL
Fran Rankin, Tulsa — IFR

SOUTHEAST SECTION

Susan Maule, Deep South — COMM, IFR, BGI, CFI
Gudrun Lashbrook, Florida Suncoast — CFI
Nancy Wright, Florida Suncoast — AGI

SOUTHWEST SECTION

Deborah Burroughs, Aloha — ATP
Sammy Fleishmann, Aloha — AMEL
Donna Frost, Aloha — IFR, Helicopter, Type Rating - CH47 Chinook
Coral Hansen, Aloha — ATP
Lori Hill, Aloha — IFR
Sabrina Pauling, Aloha — COMM, IFR, AMEL
Andrea Rice, Aloha — ATP
Lucy Young, Aloha — CFII, ATP
Cindy Bergstrom, Monterey Bay — AMEL, CFI-AMEL
Hallie McGonigal, Monterey Bay — ATP (Lear)
Diana Peterson, Monterey Bay — IFR
Suzanne Jablonski, San Fernando Valley — CFI
JoAnn Linder, San Fernando Valley — AMEL
Ferrel Salen, San Gabriel Valley — AMEL
Jean Leete, Santa Clara Valley — COMM Helicopter
Lois Letzring, Santa Clara Valley — CFII
Sherry Moore, Santa Paula — Glider

Safety is the art of reducing risk to the least possible chance of occurrence.

This really says it all. It is what we are always working for in the 99s Safety Education Program.

Some short safety topics follow.

Propellers

How many pilots give their propellers more than a cursory swipe of the hands along the edges? Cracks in propeller blades, which can start from very small nicks, will show on the reverse side of the prop before any sign appears on the front. So be smart! Look at the reverse side of those props for any fine line cracks near any nicks.

Preflight

In addition to the economical factor, there is the safety factor in getting the most from your aircraft. This entails attention to many details. During your preflight check is a good time to examine your aircraft to see that baggage doors, entrance doors, landing gear doors, flaps, oil cooler doors and cowl flaps are correctly aligned. Misalignment of any of these can cause drag and reduced efficiency from your aircraft.

During this preflight check is also a good time to check for nicks and dents on the airflow surfaces. By paying close

attention to minute details, you may spot any conditions that could make your aircraft unsafe.

Water Contamination of Fuel

There are several ways to get water contamination of aircraft fuel.



by Marilyn Miller
International
Safety Education Chairman

First, and maybe the most common, is leaving the aircraft tanks partially filled overnight with low night temperature and high day temperature. This causes condensation inside the fuel tank. If the tanks are refueled just prior to flight, the water will be suspended in the fuel and will not be apparent during the preflight check. However, this suspended water

will eventually settle to the bottom of the tanks and can cause engine stoppage.

Second, water contamination can come from poor fuel storage. While most fuel suppliers adhere to FAA approved procedures for fuel storage and inspections, others do not. These procedures are not mandatory for general aviation, so we have to look out for ourselves.

Pilots may ask for storage tank inspection when they believe it is in their best interest of safety.

Ask that a sample of stored fuel be placed in a clean and dry one-quart container. After allowing it to sit for a few minutes, the sample should be clear of any sediment and the color should be bright — in other words, no haze, since haze would indicate suspended water. Free water would be seen as a layer at the bottom of the container.

Note to All Section and Chapter Safety Education Chairmen:

If you didn't get to the Safety Education Roundtable at International Convention, send me your comments and suggestions on how to make the Safety Education Program more viable and the Achievement Award form easier to use.

This is for your convenience, so let me know your thoughts.

Seek & Keep

How many times have you been asked, "What do you like about the 99s?" Take a moment and think about your answer. Possibly it would be one of the following obtained from questionnaires completed by 99s:

The opportunity to: learn about aviation; share the love of flying with other women; participate and learn; hangar fly; compete (NIFA, USPFT, air races)....

I like: the chance to discuss goals, problems, events relating to flying with other women who understand; re-enforcing my accomplishments in flying; encouragement to assume responsibility; receiving recognition for a task well done....

I like: the range of activities; keeping up with new events; the fact that 99s are active, enthusiastic, intelligent and too busy to be petty....

I like: camaraderie of women who make it happen rather than those who watch it happen; being in the environment of those who are interested in other people, other parts of the world, and in new things; the pride I feel when reading and seeing what 99s all over the world are doing....

I like: finding traveling friends; friendships developed; wonderful people!

I like: the organization "per se" — EVERYTHING!

No wonder we are proud to be 99s. It is enlightening to stop and think what a wonderful organization the 99s is.

Let's never stop trying to share this privilege with all women pilots! Seek new members. There are many ways — information booths at air shows; posters at FBOs; publicity via TV and newspapers. Make a special trip to all FBOs in your area requesting names of student pilots. Actively seek out groups to show our slide presentations. Have an active 66 program and treat participants as if they really belong and are important to your chapter. Sponsor events like proficiency and speed races that encourage flying. If you are a flight instructor, tell all women student pilots about the 99s from the first lesson.

The world is learning who we are, but still many women pilots don't get invited to join. I recently interviewed 14 women pilots. All knew about the 99s; two were members and the other 12 had never been invited to join. Let's make sure we extend an open hand.

We have reached the 6,000-plus mark. Will you be the one to sponsor the 7,000th member?
by Charlene Falkenberg



Cruise Inside Passage Ketchikan - Juneau

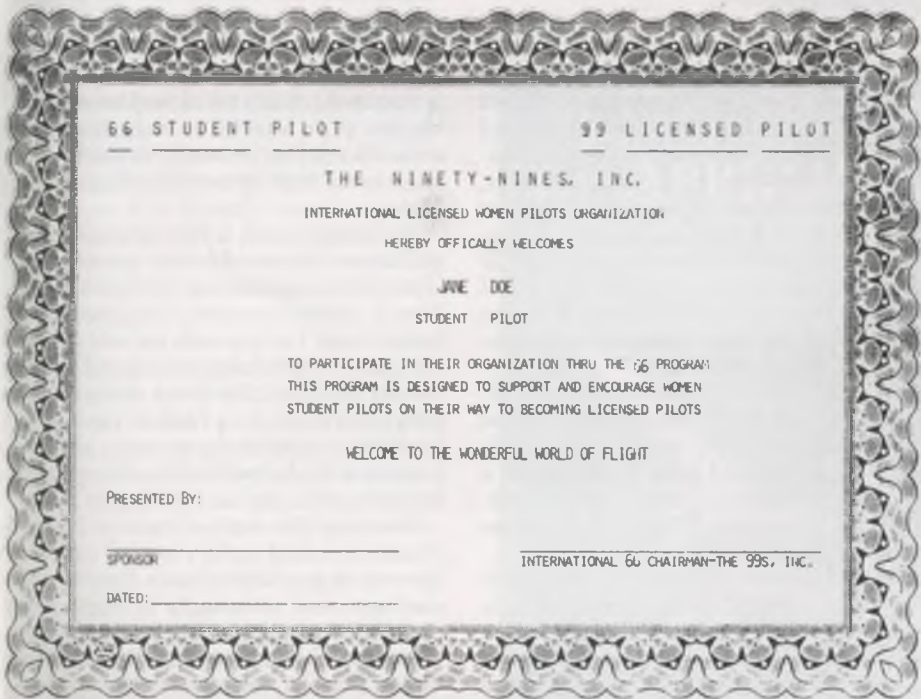
Fly commercial Juneau to Anchorage
for Convention and back to Ketchikan*

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*Low cost add-on commercial
air fare available.



66 NEWS A recent phone call from one of our International Board members prompted the idea of presenting a certificate to a 66, welcoming her participation in 99 activities. Hazel Jones presented just such a certificate to Lorraine Helms, wife of J. Lynn Helms, administrator of the Federal Aviation Administration. Blank certificates can be obtained through a local printer, and the wording can be just as you see it above, or rearranged to suit each chapter's particular needs. Or, if you need a supply already printed in this manner, drop me a note, and I will provide them for the cost of the certificates and postage.

This certificate will always be a reminder to the student that she was helped in some way by the 99s, and it may be an enticement for others to join.

by Carol Zander

**Pride . . .
don't keep it inside.**



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Wear your personal aircraft "N" number. Each character, 5/16" high, is available in sterling at \$7.25 ea. or gold plate at \$8.75 ea. Matching ladies 15" chain is \$23.95; matching mens 19" chain is \$44.95. Add \$3.50 for postage and handling. Ohio residents add 6 1/2% sales tax. Send your check or money order today. **Outer Markers, P.O. Box 23184, Euclid, Ohio 44123. DEPT. N9**

Transportation then and now.

Wien Air Alaska

by Diane Sullivan



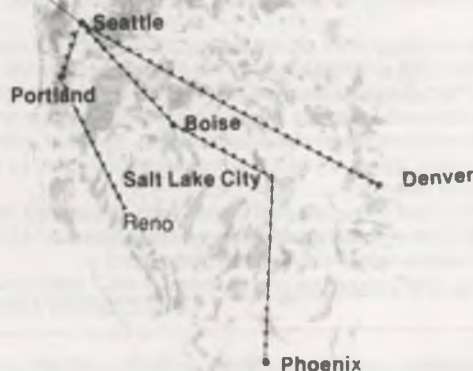
In 1975, Noel Wien, founder of what is now Wien Air Alaska, was chosen by state-wide ballot as Alaskan of the Year. We hope you enjoy this brief history of Wien and his airline, and read on for a description of the sights available via Wien's Alaska Passport.

In 1924, Noel Wien began operating commercial flights for Jimmy Rodebaugh to mining camps and villages in the Fairbanks area. Aviation became a welcome solution to the prohibitively expensive and often unfeasible methods of trying to create water, road or rail transportation in Alaska's unique geography and climate.

During those early days, Noel Wien accomplished many flying firsts, including the first flight across the Arctic Circle in 1924, the first commercial flight to Pt. Barrow in 1928, the first round-trip flight between the North American continent and Siberia in 1929, and the first flight from the United States to the then Territory of Alaska by the northern interior route in December 1930.

The history of Wien Air Alaska would not be complete without mentioning the arrival of Ray Petersen in April 1934. Petersen arrived in Anchorage from Chicago and the following year moved westward to Bethel on the mouth of the Kuskokwin River. From there he served the surrounding mining camps, native villages and canneries with flights in the area and between Anchorage and Bethel. The flights of both Ray Petersen Flying Service and Wien carried mail, passengers and freight under fixed tariffs. However, schedules were on a demand basis.

During the 1940s, Ray Petersen Flying Service and Wien continued to grow and merge with other carriers. At that time, Wien served most of the northern portion of the state out of Fairbanks. Petersen, after merging with three other carriers to become Northern Consolidated Airlines, served western Alaska out of Anchorage and Bethel. Wien's expansion took it into southeastern Alaska when it acquired Pan American's Fairbanks/Whitehorse/Juneau run in 1963.



In 1968 the Civil Aeronautics Board agreed to a merger between Wien and Northern Consolidated. The merged system was called Wien Consolidated Airlines, and provided the service to all interior points in Alaska north and west of Juneau with the exception of the Aleutians and Gulf of Alaska communities. Kodiak, the site of the first Russian settlement, and Prudhoe Bay, site of the North Slope oil field, were added to the system in 1970.

In 1973, Wien Air Alaska adopted its present name, recognizing its roots in the state's aviation history. Wien's new livery in royal blue, gold and white incorporates a specially designed signature which highlights the Wien name. The colors reflect the colors of the state flag.

The expansion of Wien into the Pacific Northwest system, which occurred with the addition of Seattle to its route system was not without precedent in the airline's history. It was the unfortunate deaths of Wiley Post and Will Rogers near Barrow, Alaska in 1935 that gained Noel Wien international fame and began commercial air service between Seattle and Alaska. In a competition between William Randolph Hearst's International News Service and the Associated Press, Noel Wien received \$3,500 for flying the first photographs to Seattle, winning the race against time for INS. Wien took the \$3,500 and made a down payment on a surplus Ford Tri-motor, which he flew back

to Fairbanks. Since he carried several passengers in an attempt to make his investment start paying for itself, this was the first commercial flight between Seattle and Fairbanks.

The equipment is a little different, but it still offers the northbound passenger a super deal—on schedule, of course. Called Wien's Alaska Passport, the package is fairly simple. For the base price of a ticket from your original departure point (Boise, Denver, Phoenix, Salt Lake or Reno, with possible additions) to Alaska, you are offered the option of flying to various places of interest in Alaska within Wien's routes for one price. And you have 29 days to do it.

Now you can explore more of the real Alaska. Included in the Passport system is Barrow, on the Arctic Ocean. Barrow is the northern-most community in North America and headquarters of the North Slope Borough. You may purchase items such as baleen etchings and baskets, bone and ivory carvings, raw and treated furs and Eskimo clothing.

Moving south, there's Kotzebue, on a spit about 13 miles long and less than a mile in width. Due to the drainage of the Noatak, Kobuk and Selawik river systems into Kotzebue Sound, OTZ has become the transfer point between ocean and inland shipping, as well as the air transportation service center for the villages in the region.

Visit Nome on the Seward Peninsula,



Noel Wien in 1924 with his Hiss-Standard J-1 — and, right, today's streamlined craft



bordered on three sides by the Bering Sea. Nome is the transportation and commerce center for northwestern Alaska, and also home of Alaska's reindeer industry. It is the terminus for the Iditarod, the annual late-winter dog-sled race from Anchorage; and the home of Leo Rasmussen, mayor and part-time worker-without-passport for the State Department in the recent Greenpeace adventure.

The Baranof Museum and the Russian Orthodox Church on Kodiak Island bear witness to the island's czarist origins. Kodiak, located in the Gulf of Alaska between the Kenai and Alaska Peninsulas, is noted for its fabulous fishing and its bears, the largest species in the world.

Fairbanks is known as the "Heart of the Interior," and is a busy and rapidly growing city. It is the home of the University of Fairbanks and offers such interests as gold dredging, a wonderful museum of Alaskan artifacts and culture as well as wildlife, and a herd of musk oxen at the University of Alaska at the Fairbanks Experimental Farm.

King Salmon is a must in August for avid fishermen. The area offers wonderful salmon and trout fishing, and the surrounding tundra is ideal for spotting wild game such as moose, caribou or brown bear. It is the gateway to Katmai National Monument, which provides all kinds of photographic wonders. Bring your fishing gear and your camera and don't miss.

There are many more places of interest offered within Wien's Passport System. These are just a few of the highlights. Stay tuned to this spot in the coming months for some more. And in the March issue, see how we'll work our other special tours into Wien's offerings.

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Third Forest Fly-Away Is a Rousing Success

Kansas' July heat wave did not deter some 100 Ninety-Nines and others who participated in Forest of Friendship activities, July 23-25 in Atchison.

Benedictine College's Newman Hall was headquarters for the out-of-towners. Members of Zonta, as well as other Atchisonians, provided their usual brand of hospitality—transportation anywhere in town or from Kansas City.

Friday evening's activities included a get-reacquainted session with cocktails and cold buffet. Slides from previous celebrations flashed across the screen as guests greeted each other.

On Saturday college buses and miscellaneous cars transported participants to the Forest of Friendship for the morning's ceremonies. A brisk breeze helped make the heat mostly tolerable as honorees were recognized by 99 Fay Gillis Wells and Joe Carrigan, co-chairmen of the Forest.

The 1983 honorees included Dr. Joanne Baldwin, Clarice Bellino, Joseph N. Bellino, M.D., Harriet Sackett Black, Marilyn Copeland, Gene Teresa FitzPatrick, Cornelia Fort, Wally Funk, Shirley Dobson-Gilroy, Lois "Gil" Bunnell, David D. Hatfield and Beulah Norris Kee. Also honored were William N. Kee, Jimmie Kolp, Muriel Earhart Morrissey, Carol Osborne, Jean Langston Pate, Dr. Sally K. Ride, Adela Scharr, Joan Merriam Smith, Carol Odou Tatnall, Becky Thatcher, Judy G. Wagner, Hideko Yokohama and Italian pilot Mario de

Bernardi, whose daughter, 99 Fiorenza, attended from Rome, Italy.

That evening, through the glass window-wall of the college cafeteria, several hundred diners watched while a hot air balloon (called the "Bubblegum Machine"), commemorating the 200th anniversary of man's first flight, was inflated outside on the lawn. Although it remained tethered, the craft became a photographer's delight when Muriel Earhart Morrissey, AE's sister, was lifted into the gondola for a brief ride. Secretary of Transportation Elizabeth Dole, one of the evening's speakers, also shared the spotlight in the balloon.

While the balloon floated gracefully just outside, guests enjoyed a buffet dinner, and welcoming comments from Atchison Mayor Norm Ellis, International President Marilyn Copeland and U.S. Senator Robert Dole, who introduced his wife.

An attractive woman, Elizabeth Dole spoke enthusiastically of aviation's future and the involvement of 99s. Her comments, though brief due to another engagement, were most welcome.

Main speaker for the evening was 99 Janice Brown, recent recipient of the prestigious Harmon Trophy (see the April issue of *The 99 NEWS*, page 9). Janice discussed her flights in the solar-powered Penguin and Challenger, and presented slides and a video tape of her record-setting work in both machines.



Canadian 99s Betty Jane Schermerhorn, Heather Sifton and Margo McCutcheon sing the Canadian national anthem.



Aerial view, above, of the Forest from 300 feet. (Photo by Doris Abatte)

Fay Gillis Wells, right, begins presentations at Saturday morning's Forest of Friendship ceremonies.



by Lu Hollander

After a "cold" front passed through during the night, Sunday dawned bright, clear and cool. With a weather briefing at 0700, fly-away participants arrived at Amelia Earhart Airport to find flags from the 50 states and many foreign countries adding color as they snapped in the cool, northeast breeze.

Blue spruce seedling trees were distributed among the 30 Ninety-Nines who were to deliver them to the various state capitals and Canadian provinces. In addition, Ruth and Sheldon Stafford would leave for Europe via Newfoundland in their plane with seedlings and First Day Covers for European capitals.

Elizabeth Dole, starter for the fly-away, spoke again and then we were off. One after another, 99s took flight for their respective fly-away stops and local ceremonies.



Prior to ceremonies, 99s strolled through the winding paths of Memory Lane looking for honorees' plaques.



International President Marilyn Copeland, above, welcomes participants to Forest of Friendship activities.



Forest of Friendship honorees pause for photographers.

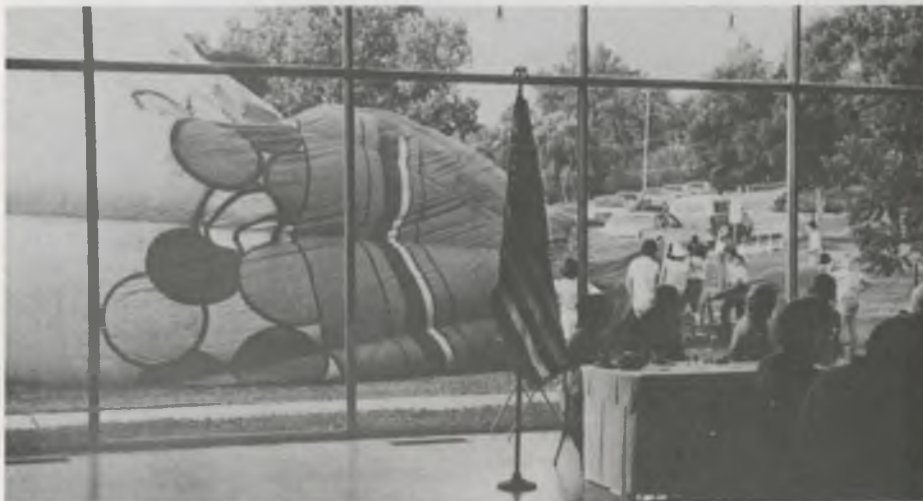


Italian 99 Fiorenza de Bernardi and prospective 99 Anne Giroud, below, display the Italian flag.



continued on next page

Third Forest Fly-Away *continued from previous page*



Banquet-goers were fascinated with the balloon being inflated, above, just outside the window wall. Enjoying a brief ride, right, is Amelia's sister, Muriel Earhart Morrissey.



Main speaker for the banquet was Harmon Trophy winner Janice Brown, left, while Fay Gillis Wells, right, thanks 99 balloonist Nicki Caplan for providing the hot air balloon tethered outside the dining room.



Secretary of Transportation Elizabeth Dole responds to remarks made by her husband, U.S. Senator Robert Dole, during his introduction of her.

Edmonton Tree Planting Ceremony

by Mary Oswald

It is with a great deal of pleasure that I report on our Forest of Friendship Tree Planting Ceremony in Edmonton, Alberta.

The ceremony was held in Edmonton's beautiful new Convention Centre, July 29, with the following guests: Henry Woo, member of the legislature, representing the Province of Alberta; Alderman Bettie Hewes, City of Edmonton; Ekkehard Kolesch, general manager of the Convention Centre; Stan MacMillan, an early Alberta pilot and member of Canada's Aviation Hall of Fame; Moe Baile, inspector of air regulations, Transport Canada; and Joe Hunter, Canada Post Office Philatelic Services, who was on hand to hand-cancel the official 99 First Day Cover, AE Memorial.

Members of the Alberta Chapter who attended included Chapter Chairman Mary Oswald, Jo Harris, Dr. Karen Rutledge, Rosella Bjornson, Eva Bellwood and Helen Lavender.

The seedling was picked up by Eleanor Bailey, Calgary, in Helena, Montana on July 27, and it was flown on July 28 to Edmonton. It was accepted on behalf of the Province of Alberta by the Honorable Mr. Woo, and all guests participated in the placing of the soil. It can now be seen in the northwest corner of the uppermost level in the main foyer of the Convention Centre, which overlooks our beautiful river valley. We plan to order an informative plaque to place beside the seedling.



Assembled guests for Alberta's Fly-Away Ceremony are, above, Henry Woo, Karen Rutledge, Jo Harris, Rosella Bjornson, Eva Bellwood, Helen Lavender, Alderman Bettie Hewes, Moe Baile, Stan MacMillan, Mary Oswald, Ekkehard Kolesch and Joe Hunter. Mary Oswald, right, presents the seedling to Mr. Woo.



99s gather around the weather briefer, right, for last minute information on weather along their respective routes of flight.



Conducting the final briefing for fly-away participants, below, is 99 Irene Wirtshafter.



International President Marilyn Copeland, above, taxis out to deliver First Day Covers and a seedling to Topeka, Kansas' capital city.

East Canada Section Ceremony

At Toronto-Buttonville Airport, Bert Green of Canada Post, assisted by Hetty Dekeyzer of the Maple Leaf Chapter, cancels the special First Day Cover brought, along with seedlings, from the Forest of Friendship by Margo McCutcheon and Heather Sifton. East Canada Governor Peggy Smith and First Canadian Chapter Chairman Donna Deaken watch. The Honorable Pauline McGibbon, far left, planted one of the trees, and the other three were flown to Quebec, Nova Scotia and New Brunswick.



"Let the good times roll..."
And they did at Convention '83!



Wednesday's schedule began with a "Future Planning" session in the President's suite, attended by International Board members, section governors and International committee chairmen.

Easter French (second from left) makes a point during discussions at the Future Planning meeting. Listening are Barbara Goetz; Bonnie Carr; LCDR Rosemary Mariner, USN, and Carol Clarke.





Guests at the Past Presidents/Charter Members breakfast included Charter Member and Past President Betty Gillies; Past Presidents Gerry Mickelsen, Kay Brick, Alice Hammond, Thon Griffith; current International President Marilyn Copeland; and Charter Member Irene Green. Standing are International Board members Gene Nora Jessen, Secretary Barbara Goetz, Vice President Charlene Falkenberg, Treasurer Betty Jane Schermerhorn and Board member Judy Hall.

(Photo by Fran Salles)

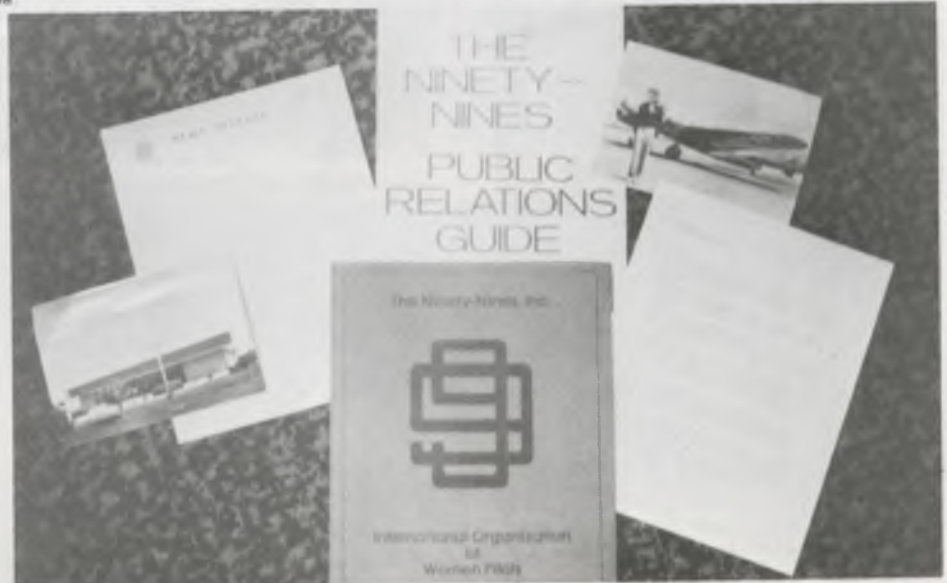


International President Marilyn Copeland greets governors at the Governors' Luncheon in the Riverview Restaurant atop the Marriott.



Introducing herself to the governors and other guests is Caribbean Governor Yvonne Smith.

International Public Relations Chairman Marie Christensen presents the soon-to-be-completed Press Kit at the Future Planning meeting. Designed for chapters to use locally for publicity, the Press Kit will contain several photos of general interest, along with historical information on the organization. Chapters can then add their local photos and information for submission to newspapers and other media.



Convention '83!

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New Orleans 99s welcome Clara Johansen, left, and other Minnesota 99s to Convention '83.

[Photo by Fran Salles]

At the opening wine and cheese party, 99s were entertained by a barbershop quartet and the remarks of a New Orleans city councilman, who presented International President Marilyn Copeland with a plaque. The party was held in Gallier Hall, a beautifully restored building in downtown New Orleans.



Presenting helpful information at the Seek & Keep session is Space City 99 Judy Covin.



Early morning exercise class was well-attended by energetic 99s.

[Photo by Fran Salles]



Wearing an anti-bellum dress, New Orleans 99 Pat Besselman greets Welcome Party-goers in Gallier Hall.

Credentials for speakers at the Women in Aviation and Space Seminar were most impressive. Michelle Stauffer is very successful in aircraft sales, while Pam Mitchell began as a flight attendant for United, then decided to work her way to the other side of the cockpit door. She started her own company ferrying airplanes, and now is production flight testing Cessna aircraft. Her comments included, "Keep your eyes and ears open, make contacts with others in corporate aviation, and above all, be ready."

LCDR Rosemary Mariner was one of the first eight women selected for flight training

in the Navy a full four years before women flew in the Air Force. Now carrier-qualified, she is based on the aircraft carrier *Lexington*. She feels the best way to attain a career in the military is to attend one of the military academies, be very athletically inclined, have a thick skin and a good sense of humor. Commenting about carrier flying, she said, "I get paid for this!"

Space does not permit excerpting from all the speakers. However, Dr. Jane Cook's topic deserves mention. Entitled "Removing the donkey from Assertiveness," she summarized with four steps to follow. A truly

assertive person will (1) feel free to reveal herself, (2) feel free to communicate with people openly, honestly and assertively, (3) have an active orientation to life, and (4) act in a way she respects.

Astronaut Dr. Story Musgrave commented there was no taxi test with STS/6... "You just light it off, and it goes." His mission included a five-day love affair with zero gravity.

All too soon the morning was all used up... not even time for questions and answers. The AE Awards Luncheon awaited...

continued on page 20

[Photos by Fran Salles]



Moderator Easter French welcomes 99s to the Women in Aviation and Space seminar.

Gertrude Lockwood and Kaye Combs Moore visit with Astronaut F. Story Musgrave.



The presentation of colors began a full morning of speakers at the seminar.



Michelle Stauffer



Pam Mitchell



Bonnie Tiburzi



Dr. Jane Cook



Lt. Col. James Graham



LCDR Rosemary Mariner



Dr. F. Story Musgrave

Convention '83!

continued from page 19



Waiting for the luncheon to begin, 99s found time to visit with each other.



Responsibility for the AE Luncheon and decorations fell to the North Georgia Chapter. Centerpieces for the tables were decorated with brightly painted wooden airplanes.



Mistress of Ceremonies Sara Hiern, North Georgia Chapter, introduces those seated at the head table.



Award presentors are Dave Wotring of American Flyers/ATE and Permanent Trustees Jean Pearson and Dr. Dora Strother.



AE Scholarship Trust Chairman Thon Griffith reviews the past year's activities of the Trust.



Guest speaker was the delightful Louise Sacchi from Eastern Pennsylvania Chapter.

Scholarship winners, right, who were able to attend gathered afterward for a group photo. (See pages 26-27 for complete information on all the winners.)

[Photo by Fran Selles]





The Country Store did a land office business during breaks between sessions of the International Convention.



With Mardi-Gras beads to toss to Orleanians, several hundred 99s paraded down French Quarter streets, following a dixieland band to the riverboat Natchez for a dinner cruise (Umbrellas are a regular part of a New Orleans parade, not just for the rainshowers which serve to cool the evening.) On board, mooring lines were released, the whistle blasted, and we were off — gliding downriver past freighters and other river traffic. Dinner was served buffet-style, and the band played throughout the evening, occasionally leading impromptu parades around the ship. Sunset brought city lights sparkling, and before we knew it, the dock was ahead... a delightful evening!

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Convention '83!

continued from page 21



It's Business Meeting day, and 99s gather around the Credentials table to collect their ballots.



Carolyn Westerman Schmalz enjoys a product demonstration in one of the exhibitor's booths.



At the head table during the business meeting are Barbara Goetz, Loretta Gragg, Judy Hall, Parliamentarian Judith Shapiro, Marilyn Copeland, Charlene Falkenberg, Betty Jane Schermerhorn, Gene Nora Jessen and Ruth Dobrescu.



Receiving the section Safety Education Award from International Safety Education Chairman Marilynn Miller is Middle East Section Governor Betty Jo Ault.

Keep Going

There's no skill in easy flying,
When the skies are clear and blue
There's no joy in merely doing
Things that anyone can do.
But there is great satisfaction
That is mighty sweet to take,
When you reach a destination
That you said you couldn't make.

— Author Unknown

(Quoted in remarks by
Parliamentarian Judith Shapiro)



India Section Governor Chanda Sawant Budhabhatti issues an invitation to 99s to join her in India in 1985 for the World Aerospace Education Congress.

Board member Ruth Dobrescu discusses the new International display (photo at right) which has just been completed. Joining her in this project were Doris Abbate, Long Island Chapter, and husband Ron, who manufactured the display.





Positions filled by election at the Business Meeting included AE Scholarship Trustee Barbara Evans, as well as International Board Members Marie Christensen and Pat Roberts.



Issuing the invitation to come to Alaska in 1984 are Alaska 99s Ellen Panesk and Claire Drenowatz.



99 Executive Director Loretta Gragg announces plans for upcoming International Conventions — 1985 will be in Baltimore, Maryland; August 12-17, 1986 at the Hilton Hawaiian Village in Oahu; August 9-15, 1987 in Vancouver, British Columbia at the Hotel Vancouver; and 1988 at Shangri-La Resort near Tulsa, Oklahoma.

continued on page 24

Convention '83!

continued from page 23

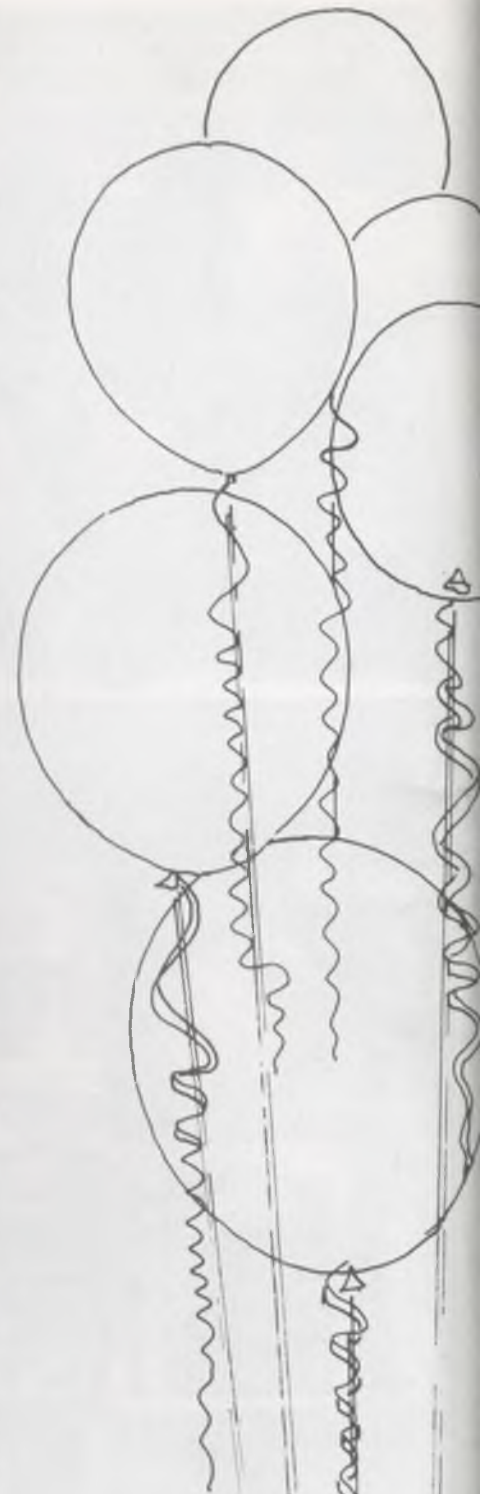


AOPA's display, *above*, draws the attention of several 99s on Saturday morning. Hope Isaacson, *left*, recreated her speech and slides, which were presented to the recent World Congress on Aerospace Education in Washington, D.C.

During the afternoon, Marilyn Copeland, *below*, hosted a reception for 99s in the President's suite, complete with munchies and liquid refreshments.



A great BIG THANKS to Convention Co-Chairmen Pat Besselman and Judy Maggiori and all the people from the Southeast Section who helped to make this Convention the best one yet!!!





Clockwise from upper left: Saturday evening and it's Mardi-Gras time! The ballroom was filled with balloons in rich greens, purples and golds, with handmade Mardi-Gras masks at each place setting. Topping off a delicious meal was baked Alaska, prepared with a flourish, presented to the audience with a mini-parade (complete with umbrellas) and served flaming to guests. A large orchestra played big band sounds for the guests. Part of the head table enjoys the parade. One of the many New Orleans Krewes presented their richly costumed royalty to the audience. Then it was time to present our 99 "royalty" to the court. Finally, "critters" from Alaska presented a skit inviting everyone to Alaska in 1984

[Photos by Fran Salles]

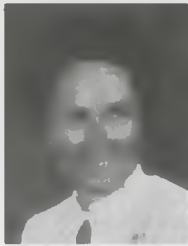
Linda "Mike" Alexander started her flying career unexpectedly when her father gave her a log-book and a gift certificate for one-half of her private pilot training. "I took the first lesson and was hooked," she said.



Mike has since earned her commercial license with multiengine and instrument ratings and is a certified flight instructor for both instrument and multiengine training. She will use the award toward her airline transport pilot license.

Recently she was appointed general manager of M. Able Aviation Company, a fixed base operator with flight school, charter and maintenance service, and she was elected president of the Greater Houston Association of Flight Instructors, an organization she helped to found.

Patricia Ann Bizzoso, a commercial pilot with an instrument rating, will use her scholarship to obtain a multiengine rating. She acquired her commercial license in February, and in March, while recuperating from a broken leg, she obtained her ground in-



structor rating. A 99 since 1976, Pat is incoming chairman of the Long Island Chapter and an avid air race contestant.

A production control supervisor for Hazeltine, Pat assists her 49½er, Pete, a pilot with the Suffolk County Police Pilots Association, in beekeeping.

Pat's aviation goal is to operate her own flying business.

Carol Bloch, a flight instructor for Avcal, Inc., Compton, California, will use her award to obtain her multiengine airline transport certificate. Carol already holds commercial, instrument and multiengine ratings.



In addition to her professional flying, she teaches aviation weather at Cypress College and assists in coaching its flying team. Carol actively serves the NIFA and regional PCIFA organizations as a judge and regional 99 coordinator.

Carol's ultimate goal is employment in corporate aviation, flying a combination of fixed wing and rotorcraft equipment.



Lori Brand, who holds a commercial pilot license with instrument and seaplane ratings and basic ground and flight instructor certificates, will use her American Flyers/ATE Scholarship to assist her in becoming an instrument flight instructor.

Lori is currently a freelance instructor in the Sacramento area and a Civil Air Patrol check pilot.

1983 Scholarship Winners

by Jean H. Pearson

A record number of Amelia Earhart Memorial Scholarships — 10 — were awarded to members of The Ninety-Nines, Inc. at the 1983 International Convention.

The scholarships, which provide for advanced ground and flight training as well as aviation-related academic courses, are given in memory of Amelia Earhart, first president of the Ninety-Nines.

Money for the scholarships stems from contributions of individuals, chapters and sections to the Amelia Earhart Memorial Scholarship Fund.

One of the scholarships was made possible through a special account within the fund — the Jane Zieber Kelley Memorial Account of the Aeons.

Another of the scholarships was made possible by a donation from the North Central Section in memory of Becky Thatcher, who was organizer and chairman of the 49½er Membership Committee for the 99s and died Christmas 1982.

The 1983 winners, all of whom will use their scholarships for flight training are Linda "Mike" Alexander, Houston, Texas; Patricia Ann Bizzoso, Ronkonkoma, New York; Carol Bloch, Signal Hill, California; Bonnie Carr, Harbour Heights, Florida; Candalyn Chamberlin, El Paso, Texas; Lisa Marie Cook, Metairie, Louisiana; Margaret "Marcy" Glaesemann, Minneapolis, Minnesota; Michelle Miller, El Paso, Texas; Melody Rich, Port Hueneme, California; and Sylvia Rickett, Inglewood, California.

An Amelia Earhart Research Scholar Grant, the first given since 1978, was awarded to Shirley Render, Winnipeg, Canada.

Five American Flyers/ATE Career Scholarships were also awarded at the International Convention. These scholarships are \$1,000 certificates of credit for flight and/or ground training at any of the American Flyers/ATE flight training centers in the United States. The winners were Lori Brand, Sacramento, California; Diane McCormack, Grand Junction, Colorado; Ann McCracken, Ashland, Ohio; Susan Murray, Durant, Oklahoma; and Jeanne Vandersloot, Grand Rapids, Michigan.

Her ultimate aviation goals are to fly as a corporate pilot and eventually own a flight school.

Bonnie Jeanne Carr has a master's degree in aerospace education and a flight instructor certificate with a multiengine rating. She will use her scholarship to obtain an instrument flight instructor certificate.



Currently a high school English teacher, Bonnie also teaches a high school aviation course, which she developed and introduced to her school. She is the sponsor of a high school aviation club and also serves as adult advisor of Aviation Explorer Post 707, which she started in her community.

Serving as an FAA accident prevention counselor, Bonnie conducts monthly safety meetings. She also serves as regional resource person for the National Air and Space Museum. Bonnie is the aerospace education chairman for both the Southeast Section and the Florida Spaceport Chapter.

Candalyn Chamberlin, who holds a commercial pilot license with multiengine and instrument ratings, flight instructor certificate and advanced ground instructor rating, will use her scholarship for an instrument instructor rating.

In 1982, Candalyn was graduated from Metropolitan State College in Denver with a B.S. degree in "Aerospace Science: emphasis Professional Pilot." She competed for three years on a college flight team and in 1981 won the NIFA Top Woman Pilot Award.



Currently, Candalyn is working in El Paso, Texas as an air traffic controller.

Her ultimate goal is to fly the Boeing 767.



Lisa Marie Cook, a single and multiengine land and sea commercial pilot who also holds instrument and flight instructors' ratings, will use her award to obtain a multiengine airline transport pilot license.

Currently she is a flight instructor and charter pilot, contract copilot on a Westwind and King Airs, a captain in the Civil Air Patrol, vice chairman and chairman-elect of the New Orleans Chapter and candidate for vice governor of the Southeast Section.

Lisa holds her B.S. degree in zoology (pre-med). Her ultimate aviation goal is to become captain for a major airline.



Margaret "Marcy" Glaesemann, a part-time instructor at Thunderbird Aviation, Flying Cloud Airport, and full-time accounting clerk at Mt. Sinai Hospital in Minneapolis, will use her scholarship to obtain a multi-engine rating.

She has already acquired her commercial, instrument, certified flight instructor and instrument ratings, plus advanced and instrument ground instructor ratings. Most of the ratings, along with selected business courses, made up her bachelor of science degree from the University of Minnesota's Inter-College Program.

In addition to instructing and dispatching for local fixed base operators, Marcy has also flown aerial photography missions photographing crop land for Orty's Company, Waconia, Minnesota.

Marcy's aviation goal is to own or manage a fixed base operation.

Diane Douglass McCormack, a registered dental hygienist, plans to use her American Flyers/ATE award to help her obtain a flight instructor certificate. She already has a single and multiengine commercial license and an instrument rating.



Diane travels regularly with a flying medical/dental team to a Navajo Reservation in New Mexico where she screens children for cavities and teaches health care. She is also a member of the Civil Air Patrol.

Her ultimate aviation goals are to fly a corporate plane and to provide an air service to needy rural areas with her husband, who is completing his residency in family medicine.



Ann McCracken, a registered pharmacist at Hursh Drug, Inc., Mansfield, Ohio, will use her American Flyers/ATE award for instrument training.

Ann currently is organizing a 66 membership program for the All-Ohio Chapter, chairing

the Air Fare Committee for the Ashland County Pilots Association and advising an Aviation Explorer Post.

Her career goal in aviation is to work in air traffic control and as a certified instrument flight instructor.

Michelle Miller is employed as a charter pilot and director of marketing for Air Transport, Inc., El Paso.



She holds a single and multiengine rating, and a flight instructor rating.

She plans to use her scholarship for an instrument instructor rating.

Michelle's aviation experience includes a

job as a scheduler for Royal Hawaiian Air Service, a charter company in Hawaii, and six years of flying as a stewardess for Pan American Airlines. She hopes to work for the airlines again, but this time on the other side of the cockpit door.



Susan Murray holds a commercial pilot license with instrument and multiengine ratings and both flight and basic ground instructor certificates. She will use her American Flyers/ATE award for her multi-engine instructor rating.

Currently she is working on a bachelor of science degree in aviation at Southeastern Oklahoma State University. The university's Aviation Department promised her a flight instructing job as soon as she obtained her instrument instructor certificate this summer.

Susan hopes to become either a corporate or airline pilot.

Shirley Render is completing her master's degree thesis on "Canadian Airways Limited: The Study of the Development of Commercial Aviation in Western Canada."



She plans to continue her academic work toward a Ph.D. in history at the University of Manitoba.

A member of the 99s since 1980, Shirley is museum coordinator for the "Women in Aviation" exhibit at the Western Canada Aviation Museum.

Shirley will use her Amelia Earhart Research Scholar Grant to research and write a scholarly paper on Canadian women pilots.



Melody Lucille Rich, who holds a commercial license with an instrument rating, will use her award to obtain her flight instructor rating.

Melody is currently chairman of the Santa Paula Chapter. She has worked with the FAA in presenting accident prevention programs and has served this year on the boards for two air shows in her area. She has participated in four air races and is enthusiastic about ultralight aircraft.

Melody, who hopes to teach aviation courses at the community college level, is now working as a technical manuals editor for the Naval Ship Weapons System Engineering Station in Port Hueneme.

Melody, who hopes to teach aviation courses at the community college level, is now working as a technical manuals editor for the Naval Ship Weapons System Engineering Station in Port Hueneme.

Sylvia Rickett, outgoing chairman of the Los Angeles Chapter and 1982 Woman Pilot of the Year, was the first woman maintenance instructor at Northrop University Institute of Technology, Inglewood, California.

She holds both an airframe and power plant mechanic license and a private pilot certificate with an instrument rating.

She will use her award to obtain a com-



mercial certificate with a multiengine rating.

Sylvia has a series of goals for her aviation career, including obtaining a flight engineer certificate for a B-727, employment combining flying with maintenance of the aircraft and, ultimately, flying for an airline.

Jeanne Vandersloot, a flight instructor at Riverview Airport in Jenison, Michigan, will use her American Flyers/ATE award toward earning a multiengine rating.

She plans to use the new rating in charter and corporate flying.

Jeanne is presently vice chairman and membership chairman of the Lake Michigan Chapter.

She and her husband, Glenn, have a one-year-old son.



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A Thank You from an AE Scholarship Winner

by Ginger Mitchell

"Ladies and gentlemen, I'd like to welcome you aboard San Juan Airlines Flight 180, service from Seattle to Victoria, B.C. Flying time today will be 45 minutes. Please make sure your seatbelts are fastened.... My name is Ginger. If I can do anything for you, please let me know."

Who would believe, a year ago, I would be saying those words! But let me start from the beginning....

Back in April '81, I was just another 24-year-old, struggling pilot trying to make a living by flying. I was a flight instructor and 135 charter pilot in Vancouver, Washington, giving scenic rides around Mt. St. Helen's. (I was sure the mountain was going to blow every time I flew in front of the crater....) Then I took a part-time job flying cargo at night (didn't everyone?)... five hours every night really works havoc on your social life! All that flying still didn't pay the bills, so stuffed in my busy day for six hours, I played being an accounts payable computer operator for one of my students. What a way to spend the summer.

How did I last the summer? Wow! I wouldn't want to go through all that again. But I was lucky; I had help and a lot of moral support. You see, I'm a 99 — have been since 1979. The Greater Seattle Chapter was (and is) my moral support. In our chapter, we have everything from airline pilots (Alaska, Republic and Horizon) to mechanics and Boeing Simulator Instructors. A wealth of knowledge to pull from and believe me, I did.

Enough of the background — let me continue. Earlier in the year, our Amelia Earhart Scholarship chairman sent me an application for the scholarship. Heck, why not? So I filled out the necessary paperwork for my airline transport pilot license and sent it in. (I never realized how painful it is to get those little 2x2 passport photos taken.) Unbelievably, my chapter picked my application to send on to sectional — and they sent it on to International! The suspense lasted for months (worse than Christmas). And then the letter last July. I had been awarded the scholarship! (I think I startled a few people when I started screaming in the street.) The biggest disappointment in my life was when I realized I couldn't even *tell* anyone.

With the advent of the summer and the scholarship letter, I decided to move back to Seattle to work on my ATP. And did I work. Flying in a Beechcraft Duchess, I spent 10 hours sweating out each flight as my instructor. Duke, pulled engines, turned off radios, pulled circuit breakers and covered instruments. ("But, Duke, how can I tell where I'm going if your dumb little suction cups cover my

VOR and my ADF and my DG? What, you say, my compass?) Seriously, all my flights were fun and instructional. Duke did have a small sadistic streak in him though, and on my last ride before my checkride, he gave me a single engine, partial panel, gear failure, DME ARC approach — one I had never done before. Talk about a challenge! But I did it and my FAA checkride was ridiculously simple after Duke's wonderful instruction.

With the support of the 99s, I had my ATP. Now what do I do? The typewriter came out and letters, resumes and updates started going out. It's amazing what a little license will do for you. An interview with Cascade Airways, a leading commuter in my area, came two weeks later. And a possibility of being in their second class came in letter form a week following. Unfortunately, with the downturn in the economy, the second class may start anywhere from 1984 to never. So, I kept looking.

After a chance meeting with an old college friend, I applied with (his suggestion) San Juan Airlines. Located out of Port Angeles, Washington (on the Olympic Peninsula), SJA has been in existence since 1947. Recently acquired by one of the nation's youngest airline executives, SJA has undergone a new and wonderful transformation — more flights, more planes, more destinations and (ta-da!) more pilots. Happily, I was hired and put through a rigorous and thorough initial training (including 10 grueling hours in a new ATC-810 simulator where the instructor didn't believe in flying with two engines!).

And then I was really flying — with passengers! And that's where this story started. I'm captain on a Cessna 402. Along with being a pilot for San Juan Airlines, I have the privilege of representing my airline to the public every time I greet my passengers at the gate. I take pride in giving them the smoothest and most scenic flight in the Pacific Northwest that I can.

So where do I go from here? Well, I think I have a good start on my career, one I intend to finish as a 787 captain (or whatever the airplane is then). Thanks to the Amelia Earhart Memorial Scholarship, I can only go up, up, up! My final goal is to be captain with a trunk carrier, and I have some wonderful role models in the Greater Seattle Chapter to help me achieve this goal. But right now I'm content where I am... learning and enjoying.

I'm proud of my accomplishments, my airline and being a 99. I hope to repay the 99s some day by introducing, guiding and assisting another aspiring pilot to the ranks of the professionals.

Thank you, one and all!

News, Activities and Projects

AFRICA SOUTH SECTION

The Transvaal Chapter held their monthly meeting at the home of Jeanette Fraser-Jones on May 24. Six members attended, plus yours truly. The main topic, of course, was the annual convention and Lanseria '83 with reports on progress being made with the goodies to go on the stand at the show. Val Barbour's letter was read, with enthusiastic support for the idea.

The proposal to hold a navigation rally next July has been put before Aero Club, and it's now a matter of hearing their reaction.

The Flying Companion course may get some wide publicity in the form of TV coverage which would be a tremendous boost.

Lyn Scott, with husband Andy navigating, came in 19th in the State President's Air Race and won the Wakefield Trophy for the third year running.

Juliette Serrurier, Maureen Forrester and Mrs. Terblanche with husband navigating all finished with very good placings, Mrs. Terblanche placing 23rd in a C-210L and Juliette and Maureen coming 41st in their B-58.

Val Humphreys took 10 hours to get to Margate over the EAA annual fly-in on May 12-15. Val, in an Aeronca Chief, played nursemaid to a PD-Q all the way from Nelspruit to Margate at the heady speed of 50 knots.

Lindsay Glaum sat in the jump seat for circuits and bumps in a 737 at Capetown. Courtesy of Jenni Arton and the SAA simulator, of course, what an experience!

"We flew upside down at Nelspruit." This was the legend on a lapel button which was on sale when we went to Nelspruit for an aerobatic seminar June 17-19. Val Humphreys must be congratulated on the tremendously vital and enthusiastic flying club she has going there. The whole atmosphere at the LASC is one of wholehearted interest in flying aeroplanes to the very best of one's ability.

This was borne out by the large number of amateur aerobats who turned up to try their hand at going upside down. Pilots who had never thought about it before came away totally hooked on this concept of perfect control in all attitudes. It says a lot for the standard of Val's instruction, that private pilots of the LASC were able to fly a competition sequence after one short introductory lesson—no small achievement and indicative of the emphasis placed on proficiency days which Val organizes and which keep their flying skills honed.

The 99s were represented by Val and me. She fell in love with the Zlin and I fell in love with the Pitts, and neither of us could wipe the silly grins off our faces for days! Let's have more aerobatics!

by Lindsay Glaum



99s Yae Nozoki, Chanda Budhabhatti and 66 Noriko Toyoda, above, had lunch together recently when Chanda was en route to India. Chairman of WAEO, Mr. Kamal Naguib, below, presents an award of merit to Chanda



INDIA SECTION

On May 1, the Bombay Flying Club organized a spot landing competition for its members. About 20 participated in the competition, which was witnessed by a large number of members, their families and friends who had camped on the fields near 26 runway of the Juhu Airport.

The race started at 10 a.m. and every member was allowed to make one sortie at an altitude of 700 feet. The time logged was non-chargeable—a goodwill gesture on the part of the club. Rules were: (1) it must be a three point landing; and (2) no restriction on use of power. All competitors flew only one type of aircraft—PA-18 Piper Super Cub (tail-



Spot landing contest winners are Rajee Anand, 99 Mohini Shroff and Arun Desai.

dragger).

The Bombay Flying Club Trophy for first place went to Mr. Rajee Anand. The Marion Barnick Memorial trophy, donated by India Section for second prize, went to Mr. Arun Desai. Third prize was bagged by Mohini Shroff, the only lady participant in the competition. This cup was also given by the Bombay Flying Club.

The race was followed by a Prize Distribution function presided by the president of the club with a luncheon party on the club's premises.



Mohini Shroff presents a bouquet to Margaret Kentley, while Mrs. Prabhavati Dixit looks on.

Members of the India Section welcomed World War II Australian pilot Margaret Kentley of Sydney to Bombay on June 29.

At a dinner function hosted by the section at Hotel President, Mrs. Kentley narrated her flying experiences to the guests and press reporters.

When questioned, "How did you get interested in flying?" Mrs. Kentley quipped, "because of my boyfriend."

Mrs. Kentley flew across India in a single engine plane while participating in a race from Australia to England in 1969, and the longest hop was from Karachi to Calcutta where she landed with her son. Margaret won a prize for herself in the New South Wales race in 1974.



At the head table during the business meeting are, left, Western Canada Governor Kate Merry, East Canada Governor Peggy Smith and Audrey Webster, secretary. Margaret Fane Rutledge, center, former member of B.C.'s "Flying Seven," speaks at the banquet. And 49½ers, right, Lorne McClure, Jim Jeffery, Thor Lynum, Ken Gregg, George Webster, Jerry Valousek and Doug Merry, are initiated during the wine and cheese party.

All-Canada Conference Report

The spring All-Canada Conference, hosted by the British Columbia Chapter, was held in Vancouver April 11-13. The conference got off to a grand start Friday evening with a well-attended wine and cheese get-acquainted reception sponsored by Western Canadian Governor Kate Merry. During the evening several gentlemen were bestowed with the honorable title of 49½er. The initiation was presided over by B.C. Chapter Vice Chairman Judy Hess, and the men made solemn vows to behave properly when flying with a 99. The conference marked the fifth birthday of the B.C. Chapter, which was celebrated with a cake lit with sparklers. The cake was the creation of Carmen Walker, an aspiring pilot and sister of May Primeau, chapter chairman. Door prizes added to the festivities.

The morning of the conference's second day was filled with a seminar on "Flying to Alaska" and "Flying the B.C. Coast." Speakers were Scott Cameron and Dan Schuetze, a veteran B.C. coast pilot who gave a number of useful tips to those pilots interested in planning a trip in the area. Dan stressed safety and weather conditions throughout his talk. When the discussion reached the northern coast of B.C. and Alaska, Scott Cameron took over. He gave sound advice on navigation aids and customs. Useful sources of weather information are lighthouses, and Scott recommended that pilots avail themselves of their services whenever possible.

The next topic of discussion was flying to Alaska through the interior of B.C. Scott pointed out three common routes: the Trench (which comes out at Watson Lake, B.C.), the Alaska Highway and the Stewart-Cassier route. The discussion centered on the Alaska Highway as it is the most traveled route and includes the most facilities.

Following the seminar, the 99s lunched at the hotel's Look-Out Restaurant overlooking Vancouver International Airport, while the spouses were off on tour of the Canadian Museum of Flight and Transportation Restoral Site.

Western Canadian Governor Kate Merry and East Canada Governor Peggy Smith chaired the business meeting. International President Marilyn Copeland gave an informative report on the activities at the International level. After the All-Canada meeting, the two sections held individual section meetings.

Highlight of the conference was the Saturday evening banquet. After an enjoyable dinner of fresh B.C. salmon, guests were treated to a parade of distinguished speakers, including former Concorde Check/Training Pilot Peter Duffey, who talked about flying the Concorde, and Margaret Fane Rutledge, a former member of B.C.'s "Flying Seven," who gave a view of B.C.'s early flying history. Entertainment was provided by the Ray Ban Gold Aerobatic Team (formerly the Canadian Reds), Canada's only civilian aerobatic team.



A wine and cheese reception, above, opened the All-Canada Conference. Among those attending were, below, Marilyn Nouch, Marilyn Copeland, Margaret Clover and Alison Jeffery.



At both air shows a highlight was the flying display of a perfectly restored Tiger Moth from the Western Canada Aviation Museum. Many pilots present that day took their first lessons on that aircraft.

Jocelyn Meadows has been accepted for the two-year aviation course at Mt. Royal College in Calgary.

Our members were saddened at the unexpected death of Enid Kaake's husband. Enid is an active, willing member of our chapter.

Congratulations to Judy and Bob May on the birth of a son—a new pilot for Keewatin Air!

Membership Chairman Shirley Render attended a special gathering in Edmonton, Alberta, May 18-22. A director of Western Canada Aviation Museum, Shirley was a guest at the World War I Flyers' Reunion.

Sixty gentlemen, ages 84-98, always ready to relate another flying story, made up this articulate, mobile, active group. Shirley met

some of Canada's first flying instructors. Tom Williams, age 98, was always pushing for and encouraging female pilots. He commented, "If I were flying across the ocean, I'd rather fly with a woman than with a man." Tom flew until he was 84.

Members of this group were pioneer bush pilots and are in Canada's Aviation Hall of

Fame. Their tales of flight training and their thoughts on women pilots make for colorful listening.

Western Canadian Section Governor Rosella Bjornson hosted a barbecue so Shirley could meet the members of the Alberta Chapter.

by Edna Fowke

URGENT!! WOMEN PILOTS PLEASE NOTE!!

Are you or do you know of an early Canadian pilot or a bush pilot—past or present? Please write Shirley Render, c/o Western Canada Aviation Museum, P.O. Box 99, Postal Station "C," Winnipeg, Manitoba R3M 3S6.

Shirley is museum coordinator for the Canadian Women in Aviation Collection, and she requests assistance in the effort to permanently record the achievements of these unique women.



Combining efforts to air mark Carrll County Airport are Potomac and Maryland Chapter members and 49½ers.

MIDDLE EAST SECTION

Maryland Chapter

Chapter members were happy to join the Potomac Chapter in painting a compass rose at the Carroll County Airport in May.

In June, a picnic was held at the Falston Airport which included all 66s.

Other projects found Pat Zinn, Janice Colvin and Sally Williams taking a Scout troop to Martin State Airport. We also manned a booth at the Open House of the Edgewood Arsenal Flying Club, set up a simulator and held a bake sale. Chapter members are eagerly planning a way to celebrate our 20th anniversary this year.

Lucy Browne is our first 66 to become a 99.

by Joan M. Kosek

Potomac Chapter

We spent two weekends in May with the Washington, D.C. Chapter, assisting with Virginia General Aviation Safety Week. Selling home-baked goods and raffle tickets for a TV-cassette recorder and offering pennies-a-pound rides to an enthusiastic public at Manassas Airport added to our growing fund to help support the 1985 International Convention in Baltimore.

To wind up Virginia General Aviation Safety Week, we helped conduct tours at Washington Center in Leesburg. On our fourth birthday, June 22, members celebrated at a dinner meeting at Amelia's Restaurant in Crystal City, Virginia. Twenty-four of us, including 49½er Bob Deckelbaum and John Rogers, Robin Hosenball's fiance, toasted AE, Sally Ride and 99s everywhere with champagne. Elizabeth Matarese, who relinquished her chairmanship to Pat Garner, shared her experiences at the launch of Space Shuttle 7. At the dinner we welcomed our new member, Michelle McMurtry, who, with Carol Roberts, works for NTSB.

Three of our members have moved, and we wish them well and hope they'll keep in touch with the chapter. Denise Bourgeois is now in Houston, Texas, and 66 Sharon Horton is spending the next year in Hong Kong, where



With actor Cliff Robertson are Potomac Chapter members. They participated in General Aviation Safety Week at Manassas Airport.

she hopes to continue her flying. Marcy Deckelbaum has moved to Orlando, Florida, where she is a copilot for Air New Orleans, flying Navajo 1020s.

Shenandoah Valley Chapter

Four chapter members marked special achievements recently.

Janie Tarrant soloed June 14 at Shenandoah Valley Airport. Her mother, Mary Horner, recently received her Safety Wings.

Emily Thompson, our ATP pilot and flight instructor, recently had her licenses revaluated in Atlanta, Georgia.

Theresa Brents, a new 66 from Fishersville, Virginia, graduated from VCU and the University of Richmond and completed additional graduate work at James Madison University in Harrisonburg, Virginia. She is presently employed as a librarian at Staunton Correctional Center, a state facility with around 525 adult male prisoners. In September 1982, she took the ground school course offered at Mary Baldwin College, and her flight training began this past January. She is now studying for the FAA examinations and hopes to solo as soon as the rains stop.

by Virginia Thompson



66 Theresa Brents, Shenandoah Valley Chapter, is working on her flight training.

Washington, D.C. Chapter

Mary Ellis, Rosemary Doud, Gerda Ruhnke and Lin Clayberg manned a booth at the 16th Annual Fathers' Day Air Show, June 18-19, at Shannon Airport, Fredericksburg, Virginia. They passed out brochures to prospective 99s and sold baked goods and raffle tickets to augment funds for the 1985 Convention.

New officers were installed June 21 at our annual banquet at Amelia's Restaurant, Crystal City, Alexandria, Virginia. They are: Fran Wehman, chairman; Rosemary Doud, vice chairman; Lin Clayberg, secretary and newsletter editor; Joan Stalk, treasurer; Beverly Sharp, membership; Hedy Jaffe, flying activities; Polly Carico, aerospace editor; Patty Viers, AE Scholarship. Guest speakers were Ken Medley, president of the D.C. Wing, OX-5 Club, and Lt. Commander Catherine Mills, USN.

During the evening of July 9, Gerda and Lin once again provided escort service, this time for Amalie Maltidz, a 99 from Johannesburg, South Africa. After supper at Clyde's in Georgetown, Gerda, our resident tour guide, gave the most interesting and appreciative visitor a personal tour of the nation's capital before returning Amalie to her hostess, Adele Cotton.

At the July 16 luncheon meeting and swim at Hedy Jaffe's, Lin Clayberg and Rosemary

Doud were appointed delegates to the International Convention.

by Lin Clayberg



West Virginia Mountaineer 99s (and 66s) Jean Pickering, Sharon Watson, Lois Fida, Dottie Thompson, Pat Hines, Wanda Gabritsch, Estelle Peters, Mary Lou Lewis, Sharon Peters, Sonja Moberly and Margaret Skeen take a break from frying sausages and pancakes at Mason County Airport.

West Virginia Mountaineer Chapter

We met at the Mason County Airport in Point Pleasant, May 15, for our 1st Annual Fly-In/Drive-In Pancake Breakfast. Unfortunately, the temperature and the dewpoint also met in Point Pleasant on that same day, and we were overwhelmed with "visible moisture in the form of rain and fog."

We didn't let the weather dampen our enthusiasm, however. We had a great turnout of 99s and their families, as well as several other brave souls who drove in, and we actually made a nice profit on the breakfast. The CAP from the Mason County area gave us a tremendous amount of support, and we have in turn volunteered to assist them with their Pancake Breakfast to be held Labor Day Weekend in Point Pleasant. Our chapter enjoyed this project so much that we are already planning to repeat the breakfast during Memorial Day weekend in 1984. Lois Fida was project chairman for this event.

We have several safety-related achievements to report from West Virginia. Kathy Brown has received her Phase I Pilot Proficiency Award Wings, and Jean Pickering and Sharon Watson have both received their Phase II Wings. We're also proud to announce that Sharon Peters has been appointed FAA Safety Counselor.

Our chapter was well represented at the Middle East Spring Sectional held in Latrobe, Pennsylvania. Twelve 99s and 49½ers flew despite low clouds and even lower temperatures. One highlight of the weekend was a delightful dinner with several other 99s and 49½ers from various Middle East chapters when we shared our "most embarrassing aviation experience" with one another. With the help of a good cartoonist and illustrator, we think we might have a potential best-seller!

by Sharon Watson

NEW ENGLAND SECTION

Connecticut Chapter

Air marking season was ushered in with beautiful weather for the chapter's June meeting. There is never a lack of airports for an air marking, but Waterford-New London's unicom frequency is 123.3, making it the logical first choice for the chapter's 1983 project.

Sandy Gardner, air marking chairman, worked closely with Laurie Reeves and 49½er



The Waterford-New London air marking is in full swing, with Connecticut Chapter Chairman Sharon Simmons in the foreground.

Ed who run the FBO at the field. Early birds were welcomed before 0900 with all of the necessary materials to lay out and paint the unicom frequency on a taxiway. Approximately twenty 99s, 49 1/2ers and friends went through five gallon paint containers so quickly that we decided to mark Runway 33 as well.

A picnic lunch and business meeting followed. If you are in the Waterford-New London area, look for the new Runway 33 and taxiway (Unicom 123.3) markings. And, hopefully, some pilots' jobs will have been made a little easier with the new air markings.

Regarding our Nutmeg Air Rally in May, Mary Harwood and Tom Phelps, who were the photographers for the day, did a fine job capturing the rally activity. In addition, Peg Davidson's son, Rick, was responsible for the computer scoring of rally participants, not 49 1/2er Don, as was earlier reported.

by Leila Baroody



Eastern New England 99s air mark the new Nashua Street Downtown Boston Heliport.

Eastern New England Chapter

It's kinda hard these days not to act smug when you know that you belong to the same organization that Sally Ride belongs to. Inside, I'm sure that we are screaming, "WOW!!"

And now on with the mundane. Would you believe that we painted the centerline at Falmouth Airport? Would you also believe that we air marked the brand new Nashua Street, otherwise known as the Downtown Boston Heliport?

Harriet Fuller, our resident guru and air marking expert, provided the brain for the layout, and her coolie, Jean Doherty, supplied the brawn. Dave Graham, chief aeronautical inspector for the Massachusetts Aeronautical Commission, provided the supplies, including lunch at a fabulous East End Italian Restaurant and sandwiches and iced tea the following day for the crew.

The 99 crew who sweated and toiled on this project included Nancy Keith, Mona Budding, Marie Lepore, Irene Risberg, Ginnie Ursin, Elie Marland and Harriet and Jean.

On July 16, we held a most successful and "funtastic" poker run hosted by Nancy Keith. Contestants flew in to Newport, Rhode Island; Windham, Connecticut; Worcester, Hopedale and Plymouth, Massachusetts. Forty-one hands were played. First prize of an oil painting done by Nancy's husband, Bob, was won by Frankie Sutton, and the second prize, a helicopter lesson donated by Sterling Airport's Howie Fuller, went to Nancy Keith.

great success. The paper may also be purchased directly from Eleanor (45 W. 12th St., New York NY 10011). There are 10 notes with matching envelopes per pack for \$4. Eleanor grew up in Valley Stream and was toddling around there when the photo was taken, unbeknownst to her.

Also at the Convention we had on sale a selection of Eleanor's aviation books to raise money for our chapter. Eleanor Friede Books for Pilots at Macmillan is the most extensive list of outstanding authors in the country, and includes such stars as Captain Bob Buck, Richard Taylor of Ohio State, *Flying Maga-*

CHAPTER NEWS, ETC.

This is *not* mundane—the T-Birds are coming to Hanscom Field July 30, and the ENE 99s will present a mini-introduction to the aviation seminar in conjunction with their appearance.

By the time this article appears, we are hoping that all of you who attended the New Orleans Convention have either purchased or ordered one of ENE's famous fabulous sweaters; if not, see our ad in the back of this issue. We are very proud of our sweaters and we guarantee satisfaction or your money back!

by Jean Doherty

NY-NJ SECTION

Greater New York Chapter

Eleanor Friede had the classic photograph of the very first 99s' meeting reproduced in first-class style as notepaper, and launched sales at the New Orleans Convention with

zine's editor, Dick Collins, and Richard Bach.

Doris Renninger-Brell has been asked to be a speaker at the Long Island Fliers in September, along with Nancy Hopkins Tier, a Charter 99.

Nina Claremont is going full speed ahead as chairman of the New York-New Jersey Sectional to be held May 19-20, 1984 in New York City. Every active member of the GNY Chapter will be assisting in this major project.

At our last meeting we established a regular meeting date. Beginning with the new fiscal year, the chapter will meet the second Tuesday of every month.

by Julie Talbert

Hudson Valley Chapter

Ninety-Nines recently co-sponsored an FAA seminar featuring sessions on such topics as "Keep the Engines Running," "Pressing the Weather," "Medical Facts for Pilots" and "Did You Know—Tips on Flying."



Garden State Chapter member Arlene Butler Feldman, New Jersey director of aeronautics, presents a 99s' history book to New Jersey Governor Thomas H. Kean for the people of New Jersey from the Garden State Chapter during the signing of the New Jersey Airport Safety Act of 1983. The passage of this landmark legislation was spearheaded by Arlene and members of her staff and establishes New Jersey as a leader in providing state aid to privately-owned as well as publicly-owned airports.

June Simpson, chapter chairman, attended the Aerospace Medical Association Convention—Flight Nurse Section. Mr. Helms, FAA administrator, was keynote speaker. Scientific programs related to physiology and flight, transportation of the patient by air, environment and flight and air ambulance systems. Sixty-four nations were represented and 1,650 people attended. Medical/nursing aspects of flight for pilots were demonstrated.

On June 18 we dedicated our meeting to honor all nine 66 members. Everyone brought a dish and a beautiful cake completed the refreshments. After the business meeting, Gertrude Coles, one of our 66s, and her husband Ray talked about their recent trip to Russia. The Aeroflots, the world's largest airline with Tu54, I162 and I186, were described.

by Mary F. Matthews

Long Island Chapter

Several 99s were among the 150 members and guests attending the 25th anniversary of the Silver Wings fraternity in Niagara Falls. Membership is limited to those who have soloed a powered aircraft at least 25 years earlier. Betty Drilling from Batavia will be eligible next year, and Pat Rockwell from Long Island is currently a member. Canadian 99, Whirly-Girl and Silver Wings member Marion Orr received the Silver Wings' Canadian Woman of the Year Award.

One of the speakers, William Lutkin of Rochester GADO, talked about ultralights. (Many folk flying ultralights are safe, but there are some who have never been in the air before. Be careful. The ultralight next to you in the pattern may have someone flying it who has just bought the kit, read the manual on how to assemble and fly it, driven to the airport, put it together and taken off for the first time in his or her life.

Part 103 of the FARs is trying to deal with this new method of sport, but it has a long way to go. At the present time, no license, instruction or medical is required to own or fly an ultralight. They're pretty, but don't watch them because of that. Watch them because you could be flying next to someone who hasn't the foggiest notion what flying is all about or what rules and regulations are supposed to be followed in the air or on the ground.

by Patricia Rockwell

[Editor's note: Our apologies to the Long Island Chapter for not printing more of their chapter report. Somewhere between the in-basket and the typesetter, it was misplaced.]

New York Capital District Chapter

Members recently bade a sad farewell to Andee Rappazzo at a party in her honor at the home of Chairman Stephanie Szelwian. Most of the chapter turned out to thank Andee for her active interest in the 99s and for her support in various air rallies and air marking projects. Andee's move from Albany was necessitated by a job change, but she will be returning periodically to continue with chapter activities. She is currently residing in Amherst, Massachusetts.

Chapter activities have taken off in several directions. A balloon safety seminar was co-sponsored by the chapter. Don Piccard was



Andee Rappazzo at farewell party

guest speaker. Chairman Stephanie Szelwian is a balloonist, holding a commercial license. Several other members of the chapter are also active in ballooning, which adds a different dimension for the "power pilots."

Our May meeting was preceded by a tour of the Albany County Airport tower and radar facilities. Since many of our members fly in and out of Albany, the visit provided an opportunity to meet some of the faces behind the voices. We kept the controllers busy with our questions, and they kept us entertained with their answers!

One of our most active members has been busy projecting to the public the image of the 99s. Harriet Bregman, past chapter chairman, has spoken to various local groups. A slide show presentation organized by Harriet, Stephanie Szelwian and Florence Dooley accompanied the talks.

Working hand in hand with the FAA and local GADO offices, the chapter also co-sponsored another safety seminar—"Weather II"—at the Rensselaer Polytechnic Institute.

Capital District 99s co-sponsor a balloon festival



Ruth Green, a long-time member and early organizer of the Capital District Chapter, has added a new dimension to her flying experiences. Ruth, owner and operator of Greenland Air (school of aviation), recently received her basic ground instructor's rating. Being quite active in the aviation community, Ruth also provides a rather unique addition to local 99 activities. The chapter is proud of Ruth's achievements and wishes to extend congratulations to her.

by Trish Bianchi

Western New York Chapter

The chapter had its annual plane wash in July. We also took donations for coffee and doughnuts at the Niagara Falls Air Show and made enough money to continue our flight scholarship program for another year.



Dorothy Hake, Debbie Kneiss, Pat Kneiss, Mary Sand, Rosemarie Sutherland and Doris Prechiel participate in the Western New York 99 plane wash

NORTH CENTRAL SECTION

All-Ohio Chapter

The Buckeye Air Rally was held in June, and all went well except the weather. Participants were confined to one kind of flying—hangar flying. Many people worked hard before and during the rally, and we were all disappointed by nature's lack of cooperation.

Jan Kuechenmeister, All-Ohio's nominee for the Governor's Service Award, received a certificate of appreciation from the section. Several chapter members had a luncheon celebration in her honor.

Our July meeting was at the home of Jessica Hedges, Upper Arlington. A delicious luncheon was served, and Tony Hirsh spoke on aviation insurance.

Margaret Bryant spoke about the 99s to an Aerospace Education workshop sponsored by the USAF Museum and the NASA Lewis Research Center. She and other Springfield pilots also gave airplane rides to the 32 teachers participating in the two-week workshop at Wright-Patterson AFB, Dayton.

June featured widespread travel by chapter members. Joan Mace and Jane Myers flew a Cherokee 180 to Oakland, California, with stops in Tulsa, El Paso, Phoenix and Los Angeles. Jessica Wimmers Hedges worked her 99th AOPA flight clinic in Ocean City, Maryland, and also spoke to the Kappa Kappa Gamma Alumnae Association on "Highlights of 10,000 Hours." And Barb and Fred Golan flew to their "Fabulous Forties" reunion at the University of Nebraska.

At the annual Dayton Air Show, chaired by Vi Blowers in July, the chapter manned the lost and found booth.

by Jayne Herman

Ann Arbor Chapter

We have enjoyed several fine programs in the last few months. Leo Koepke, Detroit Aeronautical Institute, presented his slides on the commemorative retracing of Amelia Earhart's last flight. We were impressed with the amount of work and dedication the crew showed, and felt with them the excitement of that flight.

Dick Kupka, local AI, shared maintenance tips for private plane owners, stressing legalities. He also went through various procedures on how to do some of our own maintenance. This meeting was preceded by a barbecue near the airport ramp, where we viewed many types of landings, in all kinds of aircraft!

In addition to these activities, we are in the midst of preparing an "Aerospace Adventure" for the Ann Arbor Area Girl Scouts, slated for August 27. The program ranges from general information about 99s to principles of flight, aviation careers and discussions with a Lear pilot. Olivia Bottum is chairing the event. A "Mini-Aerospace Adventure" was conducted June 17 for a visiting group of Girl Scouts from Washington, D.C. Nydia Meyers, wife of the late Al Meyers, has donated printing for booklets to be used for the Adventure—"Let's Go Flying."

by Jean Martin



Gail LaPook and Nancy Haraldson (in Nancy's Mooney) arrive at Shangri-La Airport for the Grand Prix Air Race.

ter) and Cindy Wenk (Gail Wenk's daughter-in-law). We now have over twenty 66s in our chapter.

Legislation Chairman Karen Mansfield came prepared with all the information and stationery necessary to write to our congressmen in reference to the DOT proposed plan to close the Chicago Area DuPage FSS. Needless to say, many letters were written, and it is a super way for everyone to write.

The Nominating Committee announced the results of our election of officers: Chairman Mary Panczyszyn, Vice Chairman Marge Sundmacher, Recording Secretary Dolores Pavletic, Corresponding Secretary Madeleine Monaco and Treasurer Karen Acker.

CHAPTER NEWS, ETC.

Chicago Area Chapter

The Waukegan Air Show, June 4-5, sponsored by the AAA, was an exciting event for many of us. First of all, we have members who are now officially air show performers.

They had to sign the GADO waiver and attend the briefing with such air show greats as Leo Loudenslager, Jim Tomasino, Earl and Paula Cherry and the USN Leap Frogs Jump Team. Six 99s, with their copilots, flew in pre-show activities, while the crowd was regaled with commentary regarding each airplane, the pilots' names and the phrase, "They're all lady pilots." Diane Hormek, Susan Murray, Bev Greenhill, Gail LaPook, Marge Sundmacher and Madeleine Monaco were the lucky participants on Saturday. On Sunday, Marie Hamann joined Marge and Madeleine for another fly-by.

Three of our other members were fortunate to be able to ride as passengers with the War Bird demonstration. Karen DeRam and Susan Ficek went up in Stearmans, and Rita Adams rode with the crew on a Japanese Torpedo Bomber.

Ilene Helfand spoke to the Rockford Zontas. She showed the slide presentation, "Women in Aviation," and discussed the history and purpose of the 99s, as well as how she became interested in flying.

Our June meeting was held at Lake In The Hills Airport with Susan Murray as hostess. We were happy to welcome Bonnie Rapier as a new member. Last month we welcomed Karen DeRam, and after reading this report, you will see that Karen is already a busy 99.

Since June is 66 month, 66 Chairman Karen Acker was delighted to have five 66s present—Candy Brennan, Marilyn Clark, Cassy Reinart (Norma Freier's daughter), Ann Sundmacher (Marge Sundmacher's daugh-

Our July meeting was held at the Museum of Science and Industry, which houses our 99 exhibit on "Women in Aviation." Joan Kerwin collected memorabilia and arranged for the display, which will be shown for the month of July. Meeting hostess Nelda Ewald made arrangements for transportation from Meigs Field to the museum. Many took advantage of the fine weather and found landing at Meigs Field on Lake Michigan a real fun experience.

Rita Adams organized an expedition for 20 Girl Scouts from Appleton, Wisconsin, who are participating in an aviation career program. They flew into O'Hare at 0900 and were hosted by the chapter for the day.

Diane Cozzi, Joannah Grieco, Joan Kerwin, Gail LaPook, Susan Murray and Marlene Winters were fortunate to be able to attend the Forest of Friendship 10th Anniversary Fly-Away in Atchison, Kansas. This was a time to walk down Memory Lane and see the marker honoring Dr. Joan Baldwin, who went on to New Horizons last year. Joan Kerwin had as her guests, Fiorenza de Bernardi, a 99 from Rome, Italy, and Anne Giroud from France. Both are officers of the Federation of European Women Pilots. Joan flew them to Atchison for the celebration and participated in the fly-away by flying to Springfield, Illinois to deliver First Day Covers and blue spruce seedlings to the Illinois capital.

by Mary Story

Greater Kansas City Chapter

Theda Beningfield received the 1983 Aviation Award given annually by the Missouri Pilots Association to the person selected for "outstanding contribution to Missouri aviation" during the past year.

Ruth Stafford organized a group of pilots to give plane rides to 30 autistic children and 15

teachers from the Sherwood School.

Marie Christensen is on special assignment to develop a press kit for International to tell the story of the 99s.

Following the Forest of Friendship celebration at Atchison, Kansas, Ruth Stafford and husband, Sheldon will fly away to Europe in Ruth's Bonanza, delivering covers and seedlings. Marie Christensen will fly covers and seedlings to Little Rock, Arkansas.

New chapter officers installed at our June meeting are Chairman Marie Christensen, Vice Chairman Helen Hamilton, Treasurer Marilyn Dickson and Recording Secretary Babs Tuley. Marie was awarded the trophy as Kansas City 99 of the year.

We are saddened by the death of former member Bobby Miller, who died as a result of injuries suffered in a car accident. Bobby was for many years an active 99 and held office at chapter level. She served the North Central Section as treasurer, secretary and vice governor and was elected to the board in 1976 for a two-year term.

by Ginny Pacey



Indiana Chapter Chairman Cullie Holst visits with Lt. Colonel George Young, Indiana Wing Commander CAP, and Sergeant Robert Hunt, Indiana State Police helicopter pilot, speakers at a recent chapter meeting.

Indiana Chapter

It is Saturday, July 23, and as I start to type this report in final form, I am stunned by the news I just received. Our chairman, Martha "Cullie" Holst, died unexpectedly last night. It is difficult to continue, but reports must be given and deadlines must be met.

June 19 we met in North Vernon where hostess Betty Cull had arranged our get-together at the Muscatatuck Country Club. This was preceded by the poker run which helped swell our treasury and added to that of the five winners.

Our meeting, called to order by the chairman, began promptly at 1000 and business was conducted while we enjoyed coffee and rolls.

In the absence of Air Marking Chairman Anne Black, Midge Moore reported on the project just completed at Fowler where 49½ers Emmett Black, Dennis Parks and Archie Moore assisted their spouses and other members, Donna Rupe and Barbara Simmons. An unfortunate incident occurred during the marking when Dennis Parks stepped in a can of the paint, but stepped out with one very colorful pants leg.

Our garage sale netted \$966.30 the first go-around, and Dorothy Smith volunteered to follow it up with another in order to clear out her garage. So we made another \$70 for our F.A.I.R.

A delightful buffet luncheon followed the program, with speakers Lt. Colonel George Young of the Indiana Wing of CAP, and Robert Hunt, an Indiana State Police helicopter pilot.

New member Paula Pratt of North Vernon received her pin the day after our meeting. Dora Bradley, who has attended several meetings, passed her written with a grade in the 90s and immediately went out and bought herself a Cessna 150. Donna Rupe has been accepted for US Army flight training as a helicopter pilot. After a 16-week basic training period at Ft. Dix, New Jersey, beginning January 3, 1984, she will take flight training for 34 weeks at Ft. Rucker, Alabama.

Several of our members worked at Mt. Comfort Airport June 25-26 for the Confederate Air Force Air Show and also for the 99s selling soft drinks and chips.

Minerva and Larry Mahoney and daughter, Autumn, took their 1941 Waco UPF-7 to the annual Waco Fly-in at Hamilton, Ohio, June 25-26.

Lois Kennard and Jane Roy appeared in "The Man Who Came to Dinner," June 25-July 2 at the Indianapolis Academy of the Arts. Anne and Emmett Black took part in the Gilbert & Sullivan "Gondoliers" production at the Monon Theatre, July 7-10.

During the Spring Sectional, Betty DeBaun won a week's stay at a Thrifty Scot Motel in Brainerd, Minnesota, donated by manager Ruby St. Onge, a 99. Being unable to use it, she gave it to Midge and Archie Moore. They had a marvelous time and highly recommended the Thrifty Scot for excellent all-around service, especially since Ruby's bosses, the owners, are both pilots.

In July, we joined the Indianapolis Aero Club for their annual picnic at June and Joe Norman's. We did convene to transact some important business. Dorothy Niekamp reported that she and Judy Graham (former AE Scholarship winners) would be participating in the Third International Flyaway from Atchison, Kansas, arriving in Indianapolis the afternoon of July 24. What a great way to celebrate a great lady's birthday!

by Rae Cawdell



Participating in the Iowa Air Derby are (kneeling) Karen Stinson, Marcene Grant, (second row) Barb Brotherton, Verna Mae Prochaska, Ruth Schleusner, Geraldine and Don Walker, Nancy and Ron Cherkas, (back row) Tom Brotherton, Kathleen and Al Chapman, Richard Sweeney and Jackie Kilburn.

Iowa Chapter

Jean and Lem Ellingson arranged for winter survival training for our June meeting in Mason City. It was given by Park Ranger Wendy Van Giendy at the Clear Lake picnic site. The 16 people who came to the meeting were divided into three groups to solve a winter survival exercise. Then Wendy demon-

strated an interesting way to start a fire with two flashlight batteries and steel wool. We then took a nature hike through the woods to learn about different edible plants.

The July meeting was an Iowa Air Derby in Waterloo. Karen Stinson and Sue Jorgenson worked hard to prepare our meet, going from Waterloo to Charles City, Iowa Falls and returning to Waterloo. Barb and Tom Brotherton served as judges.

We named our Air Derby after Debbie Sorenson, a CFI from Charles City. She was severely injured earlier in the summer in an automobile accident. We learned this month that she is expected to have 100 percent recovery and should be flying again.

First place went to Geraldine and Don Walker who flew a V-35 Bonanza; second place went to Kathleen and Al Chapman in a C-180; and third place went to Nancy and Ron Cherkas in a C-182. Verna Mae Prochaska and Ruth Schleusner flew a Citabria. They were both members of the Upper Iowa Chapter during World War II.

Our first Air Derby was a complete success and we hope to have many more.

by Jackie Kilburn



Lake Erie's new members, Grace Beam, Kathy Brown and Pat Ventling, pose with Judy Cross, Pat's daughter, and Ruth Schuster at Youngstown Muni.

Lake Erie Chapter

Members held their June meeting at Geauga County Airport with Bev Demko as hostess for a picnic. Guest speaker was Al Kothera, who spoke of his many trips to Guam where, during World War II, he believes he spotted the wreckage of Amelia Earhart's plane. Special guest was Grace Shearer of Long Beach, who had just flown in the Rubber City Air Show.

Ruth Sittler was on the Board of Trustees of the air show in Akron, and Trish Davenport was in the General Aviation Fly-by. Other members assisting during the three-day show were Ann Carlisle, Dodie Jewett, Bev Demko, Pat Stark, Meigs Adams, Rose Ray, Marg Juhasz and 66 Tari Parker.

Marg Juhasz flew to LaCrosse, Wisconsin to pick up her three nieces for a two-week stay on the farm. After this flight, the first of the girls, ages 7, 11 and 13, they wanted to return by Cessna rather than drive. Look for at least one more 66 in about five years!

Our July meeting was held at Youngstown Municipal with Ruth Schuster and Judy Cross as hostesses. New members introduced at the meeting included Grace Beam of Hinckley, Kathy Brown of Youngstown and Pat Ventling of Poland. They join June's new member, Karen S. Jones of Ashtabula.



Lake Erie's Ruth Sittler introduces Grace Shearer (center) as Bernice Barris, Jeannette Dudek and Dodie Jewett look on.

The annual Awards Banquet will be held on September 24 at the Holiday Inn, Cleveland, when the chapter's new Pilot of the Year will be named. New officers to be installed at that time include Bernice Barris, second term as chairman; Trish Davenport, vice chairman; Susan Simpson, secretary; and Ruth Sittler, treasurer.

Bea Rieseke is to be congratulated as the first member of the chapter to complete Phase IV of the Wings program.

by Marge Juhasz

Michigan Chapter

The July meeting at Detroit City Airport was exciting in that the Detroit Air Show was in progress when we concluded our business. Member Lillian Snyder, who is very involved in the air show each year, did some great radio work on local stations telling people about the fine pilots, exhibits and other activities on tap for the day.

Winnie DePerow lead the energetic group, which did a fantastic job on registration, hospitality, impound, scoring and transportation for the Air Race Classic.

Elizabeth Sluhan did a fine job as poker run chairman in June. The weather cooperated, and the chapter was able to donate \$500 to the Mary E. Von Mach Scholarship Fund. A first for this event was the 99 fly-in Elizabeth arranged into Willow Run Airport, where participants also enjoyed an air show.

Susan Dyer won the grand prize of \$99 for the best poker run hand. Now we hear she spent all the money on stamps to advertise the upcoming Michigan Air Tour, which she will chair.

This is the fifth annual commemorative Michigan Air Tour, leaving Pontiac September 23 and visiting Boyne Mountain, Pellston,



Toni Babcock and Renate McLaughlin prepare to lead members in our new 99 song

Beaver Island, Marquette and Traverse City. While in Traverse City, the Paul Bunyan Clan will reunite and initiate new members at Branch Rudolph. The traditional planked white fish dinner will be served, followed by a bluegrass music hoe-down.

New chapter officers for two-year terms are: Chairman Toni Babcock, Vice Chairman June Beers, Secretary Renate McLaughlin and Treasurer Linda Druskins.

by June L. Beers

nology, who accepted the cover for Governor Perpich. The second cover was presented to Rita Orr, who accepted it for the Ninety-Nines, Inc. Arthur Widerstroh, State Department of Natural Resources, accepted the seedling for the state, and he and Tim Callister, Metropolitan Airports Commission, officiated at the tree planting near the front of the terminal building.

Laurie Mezura is completing an internship with the Metropolitan Airports Commission

and instructional. We participated in the Bucyrus Air Show, July 9-10, manning a special 99s informational display. Also in July the chapter held its annual Scioto Valley picnic for members and guests.

Individual activities of members found Mary Ellen Keil attending a meeting in Chicago for military pilots, at which time she had the good fortune to meet Sally Ride, our first female astronaut in space. Also, Marilyn Miller and her 49½er, Bob, took second place in the 14th Annual Illi-Nines Air Derby.

The EAA Convention at Oshkosh will find Chairman Bev Griffin serving as co-hostess of the Welcoming Committee, taking crews onto the field to greet and orient incoming pilots.

by Lee Loffer

CHAPTER NEWS, ETC.



With Governor Perpich are Minnesota 99s Clara Johanson, Rita Orr, Joan Sommerfeld, Jan Young, Joan Wyland and Mary Hudec.

Minnesota Chapter

Retiring Chairman Clara Johanson turned over the gavel to Joan Sommerfeld at Minnesota Chapter's June meeting at Joan and Gene's home. Terry Ludtke is vice chairman/membership. Following the installation of officers and a brief business meeting, fifty 99s, 49½ers, 66s and guests enjoyed late lunch, conversation and the initiation of 49½er John Westling. Certificates of appreciation were given to all of the 49½ers present.

Red Cross Lifeguard pilots participated in the 35th Anniversary Celebration of the St. Paul Regional Blood Services Program, June 11-11 in St. Paul. Rita Orr, Sally Woodburn, Clara Johanson, Terry Ludtke and Hope Isaacson were on hand to answer questions about the chapter's volunteer air transport of blood.

Joan Sommerfeld and Hope Isaacson attended the World Congress on Aerospace Education held in Washington, D.C. Hope presented the International 99s on the program. Her speech, "The Ninety-Nines in Service to Community and Aviation," addressed the theme of the Congress, "Aerospace Education in Service to Mankind."

Clara Johanson, Joan Wyland, Rita Orr, Jan Young, Mary Hudec and Joan Sommerfeld represented the chapter at the capitol ceremony at which Governor Rudy Perpich proclaimed July as the "Month of the Bicentennial of Air and Space in Minnesota."

Jan Young, Rita Orr, Jimmie Olson, Clara Johanson and 49½er Arnie flew to Atchison, Kansas for ceremonies marking the 10th anniversary of the groundbreaking for the Forest of Friendship. Amelia Earhart Scholarship winner Jan Young, flying in a Bonanza piloted by her mother, Rita Orr, brought back two First Day Covers and an evergreen seedling from the Forest of Friendship. A Forest of Friendship Day ceremony was held at St. Paul Downtown Airport on July 25. Jan presented the First Day Cover to Sally Martin, director of the State Office of Science and Tech-

as a part of her aviation management major at St. Cloud State University. Laurie will complete her degree this summer.

We have lost two of our 66s—and gained two 99s. Shirley Larson and Kay Nesse both earned their licenses in July.

by Hope Isaacson



Awaiting a turn in the A-7 simulator are (seated) Marilyn Miller and Janice Weiser. (standing) Berneta Mosher, Connie Copeland, JoAnn Prater and Julie Roane.

Scioto Valley Chapter

Ballooning was the program topic for the June meeting of this Ohio chapter as Alice Jackson, an avid balloonist, shared her experiences and slides.

Busy summer activities have included simulator training, air show participation and a chapter social event.

Members flew the A-7 simulator at Rickenbacker AFB which proved both challenging

Scioto Valley Chapter Chairman Bev Griffin is outfitted for flight in an A-7 simulator at Rickenbacker AFB.



Members of Scioto Valley Chapter manning a display at Bucyrus Air Show are Julie Roane, Myra Jamison, Bev Griffin and Marilyn Miller.

Three Rivers Chapter

In keeping with our goal of aviation safety and sharpening our navigational skills, we had nine planes compete in our first Proficiency Air Rally on July 9. It was part of the Aviation Bicentennial Celebration Day held during the nine-day Three Rivers Festival at Ft. Wayne.

Winners were none other than 99s Wilma Ashe, pilot, with Margaret Ringenberg. Second place went to International Vice President Charlene Falkenberg, with 49½er Walt as pilot; third place, 49½er Dick Warford, pilot, with Bill Lovett; fourth place, Carl Nahrwald, pilot, with 66 Cheryl Josse; and fifth place to 99s Dee Ditton, pilot, and Marcia Nellons.

Rally Chairman Sheila Dick kept everyone busy on the ground seeing that things went very smoothly. The judges reported some very funny answers to the rally questions. Could it be that some didn't find the objects and guessed at the answers?

99 Linda Rice served as exhibit chairman for the day and sends a great big thank-you to everyone for their help in promoting aviation in the Ft. Wayne area. A tremendous amount of work went into the display area, including experimental, ultralights, antique and classics, and many military aircraft exhibitors.

Presentation of the Colors by the Color Guard from Ft. Benjamin Harrison, while the Star Spangled Banner was played, and a hot air balloon launch opened the afternoon ceremonies with a "Parade of Flight" covering the 200 years of air and space with a very informative narration by Thomas McKinley,

past president of the Ft. Wayne Aviation Association. A very impressive presentation by the Air Force Presidential Drill Team from Washington, D.C. and fly-overs by a C-141, A-10 fighters, T-37s, F-4C Phantom fighters and many other planes from our area demonstrated the part they play in general aviation.

Ten days later found Chairman Judy Graham of Auburn and Dorothy Niekamp of Bloomington, former AE Scholarship winners, participating in the Third International Fly-away in Atchison, Kansas.

While mother Judy was gone, sons Andy and Blake, Purdue University students, both took their check rides and added two more pilots to the family, making it four including husband Doug who is an instrument rated pilot.

by Linda Rice

CHAPTER NEWS, ETC.



Riding the 99 float in the 125-year-old Ripon Parade are 99s Jane Kriha, Lois Truchinski, JoAnn Bush, Cindy Cope (Amelia) and Linda Carpenter (Sally Ride)

Wisconsin Chapter

Neither haze nor humidity could dampen the excitement felt by the chapter as they toured the nearly completed EAA Museum in Oshkosh. Our tour guides were Pat Packard and Joyce Donner.

In the museum, we traveled with ease and comfort from the experimental to the very old and on to the War Birds. We viewed a spotless shop where an experimental aircraft will be built from start to finish during the week of the EAA Convention. A view from the lobby leaves you breathless as three biplanes, strategically placed, seem to soar skyward in a spectacular skyburst effect. The museum is a must for anyone traveling to Oshkosh.

After the tour, lunch was served at the Oshkosh Terminal where plans were made for the upcoming Ripon Parade. An airplane, constructed by Linda and Bob Konroff, will be used for the float and will be piloted by Cindi Cope, complete with helmet and goggles. Bob and Linda donated the plane to the chapter for further publicity use. There were 110 floats in the 125-year-old parade held at Ripon.

by Carolyn J. Arnold

NORTHWEST SECTION

Alaska Chapter

Memorial Day weekend saw seven aircraft winging southwest to Lake Iliamna for a two-night stay at Iliamna Lake Lodge. The lake,

largest in Alaska, looks like a small ocean, especially when the wind kicks up the whitecaps.

The route through Lake Clark Pass was open. Clouds sat on the tops of the mountains, but visibility was good. Once there, we had some folks camped out in tents, while others enjoyed the soft life in the lodge. Few of us could afford it "in season"—for about \$2,500 a week, the lodge lays on air transportation twice daily to the best fishing spots, super food, guides who really know the fish and the area. This is definitely not a hard place to get comfortable and catch fish.

The weather turned to low clouds and blowing. The tents stayed up, but some of the tenters ended up sleeping in the lodge after all. George Pappas, 49½er of Ruby, was called out by the Alaska State Troopers to go

check on a boat that was swamped. Fortunately it wasn't necessary to land the Wid-geon — George didn't think the waves were compatible with his brand new restoration.

On the trip home, the clouds were higher, but so were the winds. It was a relief to get out of the pass and into calmer air.

The weekend of June 18 found 99s from all over the state getting together in Circle Hot Springs. We had a total of about 25 from Midnight Sun, Alaska and Cook Inlet Chapters. The reasons for the trip were twofold: fun and to work (a little, anyway) on plans for the 1984 Convention. The lodge is almost fully restored in authentic 1920s style, and the giant natural hot spring-fed swimming pool is super. The winds were just strong enough to keep the mosquitoes down.

We celebrated the 4th of July with a fly-in north of the Arctic Circle to the Kobuk Valley jade mine of Oro and Ivan Stewart. Four airplanes headed out from Anchorage around noon on the 2nd under grey skies and uncertain conditions in Ptarmigan Pass. The weather and pass were flyable, so with a gas stop in Galena, we arrived at the Dahl Creek strip in time to fix supper well before dark. (There were only 24 hours of daylight.) The Stewarts provided us with a cabin and cots, welcome protection against the mosquitoes.

On Sunday, we did some flight-seeing over the Great Kobuk Sand Dunes, visited the Eskimo village of Kobuk, panned for gold, tried our hand at catching sheefish, watched the jade cutting operations, and just plain battled the mosquitoes. At a potluck dinner Sunday night, the Stewarts provided fresh bear meat (killed harassing the camp two days before) and "jade juice" to go with our assorted hot dogs and strawberries.

We made the 450-mile return trip to Anchorage on Monday by various routes, under mostly sunny skies and a few rain-showers. We brought back a few pieces of jade, lots of bug bites and wonderful memories of hospitality on the Kobuk.

by Claire Drenowatz
and Carol Farnsworth

Columbia Cascade Chapter

On the first day of summer, four members flew to Longview to meet with new pilot Lois Brundi and two 66s, Holly Hardisty and Judy

Davis, who had heard about 99s and were interested in knowing more about the organization. Section 66 Chairman Mary Wohlge-muth was eager to meet and encourage these gals to visit our upcoming chapter meeting.

Our section patch is on the countdown and the winner will soon be announced! Section members can look forward to purchasing these nifty new patches at Casper, Wyoming's Sectional in September.

Eight members donned petticoats to fly the Third Annual Petticoat Derby Proficiency Race, sponsored by Willamette Valley Chapter, July 15-16 at Albany, Oregon. We are happy to report two of our members, Dorothy Mercer and Gayl Ratigan, were successful second place winners.

As we go to press, we will be helping Columbia Gorge Chapter in their first air marking project of Hood River Airport, Oregon, with several of our members attending. We will also be assisting with the 99s Third International Fly-away of seedlings to be delivered to Salem, Oregon and flown to Olympia, Washington.

Florence Lee, Pegge Blinco and Chairman Mary Wohlge-muth are looking forward to attending International Convention in New Orleans. We hope to "steal" some clever ideas for the AE Luncheon table decorations, a project we are co-hosting with Willamette Valley Chapter at Anchorage, Alaska in 1984.

by Pegge Blinco



At the Windssock Cafe are 99 Dorothy Mercer, prospective member Lois Brudi, 99 Pegge Blinco, 66 Holly Hardisty, 99 Mary Wohlge-muth, 66 Judy Davis and daughter, and 99 Hannah Oja.



Heading for the Albany Petticoat Derby are 66 Tammy Armour and Jan Minarik in a 1946 Champ.

Columbia Gorge Chapter

There seems to be some confusion over our Northwest chapters. We're being mixed up with Columbia Cascade and Mid-Columbia Chapters—an easy mistake because the Columbia is a magnificent river, one we're all proud of and want to identify with. So try to think of our chapter as the Gorgeous Gorge Chapter! That will set us apart.

We "Gorgeous" gals had to call off the second attempt at the Hood River air marking and glider riding due to (you guessed it) bad weather. We will persevere.

Three "Gorgeous" 99s and a 66 flew the Albany Petticoat Derby, July 15-18. What a super, fun event! Marveen Louden and Lois Lumenstein entered as a team; and Jan Mlnarik and student Tammy Armour entered a 1946 Champ. They aced the spot landing trophy—one foot over the line!

Judy Newman and sister Pat Titus, San Joaquin Valley Chapter, again flew the Palms of Pines, Judy as the only Oregon entrant. They had a great time, clear down to the exciting final fly-by!

Our scarf project is gathering momentum. We plan to take them to New Orleans.

The Vintage 200 Air Proficiency has been opened to all age planes, but in two categories: pre and post-1955. Medals and patches are on order; deadline is August 20. Labor day weekend is going to be an exciting one in the "Gorgeous Gorge" with the Hood River Flying Machine Spectacular on Sunday and Vintage 200 and The Dalles Rotary Air Show on Monday. There are plans in the making for a portable booth for the 99s to make their mark at these and future events.

by Jan Mlnarik



LaBrie, 99 engineer who plots out runway letters so Bill, flies the F-111 simulator, above, along with Ann Ott, while other Idaho 99s, below, air mark the Jerome port.



Idaho Chapter

We are relishing beautiful weather, painting runways and flying F-111 simulators.

Our latest runway was in Jerome, which we decorated with 50-foot letters spelling out "JEROME. ELEV. 4038'." Jerome is a wonderful little town in the middle of farmlands whose aviation claim to fame is the world's biggest little air show. August 6-7 they are featuring "Bobby Bishop and His Silver Bullet," which happens to be the world's smallest jet. The Silver Bullet has a wingspan of 17 feet and is only 12 feet long, but flies at speeds up to 300 mph.

Earlier this spring, we visited our local Air Force base where we participated in a hands-on display of an F-111 and were able to "fly" the simulator. It was exciting to be able to

experience some of what our young men and women do in those marvelous machines.

Onward to the Challenger.

by Mary Curtis Christofferson



Attending the rape prevention meeting are Jonalea Tonn, Millie Shinn and Katie Reikofski

Intermountain Chapter

Eight civilian airplanes flew into Fairchild AFB, Spokane, Washington, for the April 16 meeting. Susan Scott made all arrangements for 30 99s, 49½ers and guests attending. A film was shown, and various tours made it the best trip yet to the air base. Susan has 80 hours in the T-37 and 90 in the T-38!

May's meeting at Coeur d'Alene, Idaho on rape prevention was presented by 99 Gloria Tornbom and John Wheelock, crime prevention specialist with the Kootenai County Sheriff's Department. Both gave many suggestions on how to avoid rape as well as suggestions in the event of attack. A film was shown demonstrating safety measures a woman can take. Statistics included the fact that one of every four females will be molested in her lifetime; youngest rape age is three months, oldest is 90 years. Fifty-six percent of all rapes occur in the home, 15 percent in autos; 66 percent are by strangers, and 78 percent of rapists convicted and released will commit the same crime again. Remember S.A.F.E. (secure, avoid, flee, engage). Statistical information shows that fighters are more successful than pleaders in avoiding an impending rape; more adult women deter rape by reacting with anger than those whose first reaction is fear. Each woman must decide by judging the particular situation. You don't

have the chance to refuse to be raped, but you do have the right to choose whether to fight or submit—and feel no guilt about the choice later.

by Beryl Fitzpatrick

Montana Chapter

We are all looking forward to the Northwest Sectional in Casper, Wyoming, September 15-18. In preparation for the meeting, our members got together for a statewide meeting in Belgrade July 16 at the Road and Ranch Supply. We stuffed some exciting, fun-filled "goodie bags" which will be given to registrants at the convention, and also made favors and centerpieces as part of our work session.

In addition, we discussed plans for our flying competition in Bozeman, August 26-27. This competition is being held in conjunction with Bozeman's Centennial celebration and is one of the official centennial events. Members attending Saturday's meeting were Linda Marshall (and her mother-in-law, Gretchen Biggerstaff), Sally Shortridge, Dorothy Curtis, Lynn Kitto, Anita Gigoux (and her mother, Kay Roam) and Patty Mitchell.

Patty Mitchell and Linda Marshall will be flying the Montana leg of the July 26 Fly-Away. They will pick up AE First Day Covers and seedlings in Boise and bring them to Helena. Patty has arranged for many dignitaries to be present at the postmarking on the 27th, and the Montana 99s are looking forward to meeting the Canadian 99s from Edmonton on that date.

by Mary McKamy

Oregon Pines Chapter

Fresh blueberries and red raspberries over ice cream helped inspire us July 27 at Chairman Betty Wittmer's house as we made plans for our September 10 Flying Companion Seminar in Salem.

Two CFII members, Lisa Dahl and Ann Littrell, will head the technical part of the

On June 6, the Intermountain Chapter completed their year-long SOS (Share Old Spectacles) project for Direct Relief International by delivering 4,112 pairs of eyeglasses to the headquarters in Santa Barbara, California. The week before the flight, the chapter met to sort and pack the glasses.

While the original goal of 1,000 pairs seemed high last July, things really got going when a request was made to all chapters to help. Many sent glasses. One in particular—Phoenix Chapter—was very generous!

It has been a very rewarding project, and we are proud to say that the 99s have helped to bring the gift of sight to thousands of needy persons around the world.

by Dorothy Fowler



At Fairchild AFB, above, are Intermountain 99s Susan Scott, Shirley Hauer, Kathy Perry, Katie Reikofski and Barb Thisted. Loading the airplane to deliver eyeglasses are, left, Barbara Thisted and Dorothy Fowler.



seminar. Lisa is the busy young head of her own flying service, Buswell Aviation, and Ann is one of her instructors.

In a meeting at Betty Wittmer's, we checked on our currencies, and were reminded about the FAA safety program. We also re-elected all of our officers, on the premise that two-year terms might be more practical for a small chapter of working women.

We hit a new record in May: only one member absent and several student pilot guests present when we gathered at Lisa Dahl's new suburban home. We enviously looked over at her neighbor's grass strip where Lisa is allowed to bring in her little Luscombe and John's Arrow from time to time. It being the third anniversary of the eruption of Mt. St. Helen's, slides with a sound tape were shown of progressive stages of the 1980 eruption and its aftermath. Patty Viall then added her recent shots of the new crater and the return of snow to what was once one of our loveliest snow-capped peaks.

Most of us are also members of the Oregon Pilots Association (the oldest pilots' association in the US), and at least half our chapter attended the OPA State Summer Fly-in at Sunriver. Mary Roscoe won the OPA award for the title of the event: SUNsational Fly-in. Joey Miller won the Wrong-Way Corrigan Award for the OPA member taking the longest flight by light plane. The following week, part of the chapter went to the Polk County OPA Safety Seminar.

When the AE First Day Covers and seedlings from the Forest of Friendship reached us July 26, we had the fun of lunching with Columbia Cascade 99s Sylvia Stimson, Pegge Blinco and Mary Wohlgemuth, who brought them.

by Betty Wittmer



Southern Cascade members made a baby quilt for Dana Hardie.

Southern Cascade Chapter

In June, six of our members attended the Oregon Pilots Association Convention in Sunriver. IFR weather prevented another planeload of gals from joining them. We assisted in registration and attended a survival clinic.

The March of Dimes Air Show kept us busy in July. Our group served pizza and beverages to all the performers and volunteer workers. Joani Heysel and Linda Kiernan made butcher-style aprons with biplanes featured on the top.

A baby quilt was made for member Dana Hardie. Each member embroidered a square with either their own airplane (including N-number and appropriate colors), or an airplane of their choice. We ended up with a seaplane, helicopter and biplanes. Our names were put on each square with the middle square being the 99s compass rose.

Betsy Allaire and Linda George competed in the Petticoat Derby in Betsy's new Mooney 231. One second off arrival time and 75 feet off the spot landing didn't earn them an award, but it sure earned our admiration. Especially when one considers that Betsy does all her flying with one arm.

by Molly Hufford



Anita Hapka explains the unique features of her J-3 Cub to Western Washington's Flying Companion Seminar attendees.

Western Washington Chapter

Our June 8 meeting was a "show and tell" with everyone bringing some favorite pictures or flying memorabilia and telling about some of their flying experiences. Anita Baker told about her experience piloting a blimp; Jenny Harris and Jayne Alice Pykonen described flying in Europe; Gayle King told about learning to fly in Hawaii; and Ginny Andrews flew with Terry Kellog in the Powder Puff Derby one year.

We had planned a fly-in dinner at the Kitsap Airport for our July meeting, but the weather was uncooperative, so an impromptu but enjoyable dinner at La Villa Taxco on Boeing Field was substituted. It was nice to get together anyway, and the Kitsap fly-in was rescheduled for August.

June 25 and July 19, a number of our members flew to Ephrata for demonstration rides in gliders with Boeing Soaring Club members.

Jean Kope and Anita Hapka were sponsored by the chapter to fly in the Palms to Pines Air Race. It was a fun and challenging race from Santa Monica to Sunriver, Oregon, and definitely a learning experience for first-time racers — also a wonderful opportunity to meet other 99s and get a few days of sunshine.

New member Sally Fuller joined us in June. Sally works in Flight Deck Systems at Boeing.

by Jean Kope

Western Washington members honor Doris Wolfstone for her service to the chapter.



Winners of the Oregon Petticoat Derby are Gayl Ratigan (copilot) and Dorothy Mercer (pilot), second place; Phyllis Baer (copilot) and Dodie Gann (pilot), first place; Jan Amundson (pilot) and Verda Giustina (copilot), third place; and Jan Mlnarik (pilot) and Tammy Armour (copilot), spot landing.

Willamette Valley Chapter

The 4-H summer school aviation class was a big success again this year with a total of 85 students attending the four days of classes. Chairman Majorie Watson spent many hours working on this project.

Also a big thanks goes to the members who volunteered each day with transporting the students from Oregon State University to the airport and their help in teaching the class.

The students learned a little bit of everything. They were introduced to chart reading, the function of each instrument and preflighting the airplane. The big hit, of course, was being able to sit in the cockpit. They all wanted to "go for a fly."

Our June 22 meeting, hosted by Lola Skirvin and Mary Ellen Hobin, was held at the Corvallis OPA Lounge. Gary Ward from the Hillsboro GADO was our guest speaker. He conducted a Safety Seminar for us, which was very timely for those working on the FAA Proficiency Wings program.

The July 20 meeting was conducted on the lawn at Corvallis Airport. Our hostess for this meeting was Liz Utzig, who provided a marvelous lunch. A report was given on the sales of our new 99 decorative windsocks. We sold several at the Petticoat Derby, and an ad will appear in the new 99 Directory this fall. We are also planning to run a booth at the Corvallis Aero Expo '83, August 20-21, at which we will sell several different models of windsocks.

Verda Giustina gave a report on our Petticoat Derby held July 15-17. It was well attended this year with 22 airplanes entered from Oregon and Washington. Jan Amundson and Verda Giustina placed third overall. Shirley Teutsch and Mary Ellen Watson took home the "best costume" trophy for their "Catch 22" costume. Full race results are in the Air Racing Update section.

by Wanda Joyner

SOUTH CENTRAL SECTION

Coastal Bend Chapter

Officers for 1983-85 are Chairman Lael Martin, Vice Chairman Vel Morgan, Secretary Katherine Caraway and Treasurer LaNell Easley. Installation of officers and initiation of 49½ers was held at 1900 at El Campo Metro Airport, July 16, followed by dinner at the Branding Iron Restaurant.

Meeting place and time are now El Campo Metro Airport at 1400 on the third Sunday of each month.

We are all so proud of LaNell Easley and Steven Kurtz. LaNell has received her commercial rating, and Steven, Barbara's 49½er, received excellent grades in his ground school course and on his written exam. On July 12, he soloed!

by Barbara Kurtz

Colorado Chapter

The JeffCo Expo held at the Jefferson County Airport, June 25-26, was a rewarding success. The USO Hangar Dance was enjoyed by 1,100 people. The Great Colorado Air Race, held in conjunction with the JeffCo Expo, was won by Lucille Bledsoe, a 99 from Wray. Ginny Goshorn and Eddie Whistle finished in fifth place, flying a Mooney. In spite of the weather and a few hours of postponement, the race was an exciting event.

The installation dinner was held at the Aviation Club in Lakewood, Colorado. New officers are Chairman Barb Hobsen, Vice Chairman Mary McCoy, Treasurer Linda Horn and Secretary Diana Williams. "C3" was the keynote of the installation message—*continuation* of all established programs; *coordination* among the various activities in the chapter; and *cooperation*, a key word with affiliated aviation groups. A part of the "C3" program will be the continuation of the internship program whereby those 99 members who are interested in active participation in any special area are encouraged to become an assistant. This program thus creates the dual advantages of (1) the 99 gains experience and (2) the chapter gains the additional expertise.

Congratulations go to Leslie Lynch. She is relaxing and enjoying her new baby daughter. Vanita Gallo and Linda Horn participated in the July 16-17 Denver to Jackpot Air Race. Linda finished in sixth place. August 28 will bring us another air marking event at the Greeley Weld County Airport.

SERVICE with capital letters was demonstrated during our tour of the new Flight Service Station at Arapahoe County Airport. Eldon Kern, Bud Schenefelt and Dennis Lamgna provided us with a general overview of the new and on-going services available prior to the tour of the new facilities. We got to see how our flight plans are handled, to better understand how weather information is collected and reported, and how valuable flight watch service is. From all the many useful aspects of the FSS, it was brought to mind that the three most important points we need to consider are: (1) to remember to cancel flight plans, (2) PIREPS, an actual on-the-scene pilot report tells it more like it is, and (3) general aviation's active support of the real live FSS is needed for many obvious reasons.

by Phyllis J. Kramer

El Paso Chapter

Chapter officers for 1983-84 were installed in June, and new Chairman Didi Shaffer has many activities lined up for an exciting year.

The 1984 Spring South Central Sectional will be hosted by El Paso 99s, May 4-6 at the Granada Royale Hometel. Members are busy with preparations for the event and look forward to having a big attendance in our "Sun City," just across the border from Juarez, Mexico.



Lynn Stover (right) installs new El Paso Chapter officers Didi Shaffer, chairman; Louise Austin, secretary; Estelle Kirkpatrick, vice chairman; and Marsha Mascorro, treasurer.

Air Race Classic entries stopped in El Paso, June 24-25, and we had a busy couple of days in the tower and on the ground.

In addition to the fly-in to Kay Barnett's home at Cielo Dorado Estates in July, 99s hosted a fly-in breakfast at West Texas Airport. Ron Swierski, GADO, demonstrated the vertigon chair, and flying enthusiasts entered spot landing, takeoff distance and flour bombing contests.

Marsha Mascorro (and husband Robert and baby Mike) attended International in New Orleans in August along with 99s Didi Shaffer, Michelle Miller, Freda Young (and husband Jim) and 66 Sandy Walker. Evelyne Underwood was vacationing in Scotland.

CHAPTER NEWS, ETC.

Members met several evenings to update the mailing list for the Amigo Airsho fliers. The Amigo Airsho, which has become a very popular annual event, is scheduled September 10-11 at Biggs AFB in El Paso. We'll juggle that one with the South Central Sectional in Amarillo!

by Lynn N. Stover



El Paso 99s visit member Kay Barnett at her new home in Cielo Dorado Estates, new fly-in community in New Mexico near El Paso.

Golden Triangle Chapter

We are saddened at the death of former 99 Dorothy Carmichael in an auto accident on July 22. Dottie became a 99 in 1971 and served as chairman of several chapter committees. She held commercial and instrument ratings.

Karen Mott, Pat Chester, Mary Wheelock, Dottie Hughes, Linda Wolf and Beverly Stephens assisted at the Confederate Air Force AirSho at Denton, Texas, July 9-10, by serving water and Gatorade to the thirsty workers and pilots. They didn't see much of the show but enjoyed "saving lives" in the July heat.

The weather cooperated July 2 when we had a fly-in breakfast at Barbara and D.J.

Pereira's. Those participating were Dottie and Bob Hughes, Connie and Daryl Hull, Shirley and Evan Roberts, Helen Hill and John Robertson, Mary Wheelock, Suzanne Frias and Shawn Soni, who won first place in our USPFT competition.

Suzanne Frias is our newest member. She received her private license in 1981 and is very active in aviation. She helped organize the Texas Christian University Flying Club and is a member of the Ft. Worth Independent School District committee to organize a high school aviation program. She is aviation exploring advisor for Boy Scout Post 501 and owns an aircraft parts company.

Our own Angela Armstrong and the University of Texas Flying Club placed second in the college regional trials.

Judy Bruce surprised us with a visit at our July meeting at Mangham Airport. She had to be back in St. Paul, Minnesota the same afternoon, and we appreciated her dedication in attending on such a busy schedule.

Beverly Sims attended the Paris Air Show and wrote that there was not enough time to see everything. She was disappointed that the public is restricted to certain days and times of attendance.

Beverly and J.C. Stephens are proud owners of a Cessna Cardinal acquired on July 28!

by Beverly Stephens

Heart of Texas Chapter

Lynn Zapalac hosted our July 5 meeting, which included an education program on emergency procedures by John Mattingly, flight director, Ragsdale Aviation.

After three trips, we have finally finished air marking Lago Vista 15.

Robbie McBride flew her C-140, along with Virginia Mattiza, to the June EAA fly-in at Kittie Hill Airport, Leander. Robbie and Virginia have diligently been working on a new, updated 99 membership poster/flyer. Some 1,500 copies will be distributed at International Convention in New Orleans. This version is as updated as today's women's activities.

Imogene Chamberlain and 49½er Howard are off to Scotland where Howard will be teaching at the university this summer. Imogene is listed in "Who's Who of American Women," 13th edition, 1983-84. She wrote an article entitled, "Driving on the Shoulder of the Highway: A Texas Tradition." This was published by the *Journal of the Texas Driver* and the Traffic Safety Education Association.

Judy Carpenter, 66, has been working for seven months building a Long Eze with Carlin Johnston. She is now learning to fly and is taking ground school at Austin Community College.

Virginia Mattiza flew the Palms to Pines Air Race with copilot Evelyn Urban. The Mattiza Mooney will continue on to Oshkosh after the race where she will meet Robbie and Bob McBride and Bonanza. Work is progressing nicely (but too slowly) on the McBride's Glasair, a fiberglass homebuilt.

by Robbie McBride

Houston Chapter

On our second try for a joint fly-in to College Station with Houston North and

Space City Chapters, the heavens did a repeat performance by relentlessly pouring rain on Southeast Texas.

Fourteen determined aviators and friends hit the road and drove through the wall of water to the Texas A&M campus for the long-awaited tour of the wind tunnel, lunch at the student center and a most interesting tour of the Meteorology Department.

Our July meeting was a fun, relaxed event. Sue Frantz invited us for a pool party at her lovely home and co-hostess Alice Bull brought hot dogs and other goodies for supper. To top off the evening, Joe Frantz gave an informative talk on radio communications.

CHAPTER NEWS, ETC.

Our chapter's annual Ann English Memorial Scholarship has been awarded to Rachael Innis, who graduated at the top of her high school class and will be entering Rice University in September to study astrophysics. The scholarship provides for her introductory flying lessons, along with our high hopes that her interest in aviation will bring her much joy.

by Suzanne Thweatt

Lubbock Chapter

After coming in second in attendance at the San Antonio Sectional, those who were present are enthusiastic to get the six remaining members to Amarillo in September. Members who attended the meeting were Angela Boren, Pat Cantrell, Betty Hampton, Linda Peterson and their 49½ers.

Pauline Glasson, director of the Air Race Classic, arrived to meet with 1983 Stop Chairman Angela Boren, Janie Bailey, Reese AFB officers and FAA representatives to finalize plans for the June 24-27 race.

Janie Bailey heads the Timing Committee of Janie Bartos, Georgeanna McKinney and Pat Cantrell. An extra crew of controllers will be on duty for the Classic, headed by planning and procedures specialist Eddie Upchurch and data systems specialist Dick Loveless.



Air race timers Jane Bartos, Janie Bailey, Georgeanna McKinney and Pat Cantrell watch for incoming Air Race Classic planes.



Helping with race plans are Robena Eppler, Chamber of Commerce; Susie Todd, Hostess Committee; Janie Bailey, chief timer; Angela Boren, stop chairman; and Betty Carr, Chamber of Commerce.

The Women's Division of the Chamber of Commerce is preparing "goodie bags of food" for air race contestants. Greeting Committee members in bright green blazers will be Robena Eppler, Betty Carr and Susie Todd.

A leg prize of cash will go to the racers with the best time from El Paso to Lubbock. New members Betty Hampton and Nancy Viaille will take fuel orders for Wes-Tex Aviation, while husbands will be parking and tying down aircraft.

To celebrate the election of new officers, July 9, we'll load two or three planes and fly to Midland-Odessa Airport for brunch. New officers are Janie Bailey, chairman; Linda

Peterson, vice chairman; Georgeanna McKinney, secretary; and Angela Boren, treasurer. Jane Bartos, air marking chairman, is looking for a runway to paint, and the Cantrells have entered the Okie Derby in Norman, July 15-16. Happy summer flying!

by Pat Cantrell

Nebraska Chapter

This chapter has completed two air markings this spring, in spite of several postponements. Nine members put new lettering on the Tecumseh Airport in June, with the monthly meeting sandwiched in between showers. Cozad got a re-do in June thanks to Carol Magarin, Holstein, and Jan Foote, Hastings, with the help of four non-member friends.

July 3 was the date scheduled for the Nebraska 99s poker run with no rain date. It was a beautiful day as 14 members met at the Norfolk Airport to receive final instructions and their packets from project coordinators Cay Hutton and Edith Williford. Manning the five stops were: Norfolk, Edith and Cay; Columbus, Betty Edison and Carol Sutton; Scribner, Sharon Meyer; Wayne, Sally Van Zandt and 49½er Dean; and Neligh, Carol Magarin and Heloise Bresley. Participation wasn't as heavy as the committee had hoped, but plans are underway to do it again next year.

Our loss is Kansas' gain as Eleanor England Lillienthal and husband Ron have moved to Wichita where Ron will work with a local aircraft company.

Nebraska looks forward to an excellent 1983-84 under the capable leadership of Mildred Meyer, chairman; Jan Foote, vice chairman; Carol Magarin, secretary; and Carol Nowka, treasurer.

by Heloise Bresley

Northeast Kansas Chapter

Attention! Once we were known as the Topeka Chapter. Now we want you to get to know us as the Northeast Kansas Chapter of 99s. Our name change was officially approved by the International Board last spring, and we are in the process of adjusting to our new name. All of us have special memories associated with the Topeka Chapter, but we recognize that most of our members do not live in Topeka. We believe that our new name more accurately reflects the composition of our membership.

We are pleased to welcome Virginia Colbert, Joey O'Connor, Kim Herres and Judy Needham as new members. Our chapter now boasts a total of 19 members, our largest number to date.

Francie Park, a former WASP, spoke at our May meeting. Francie, a member of the last graduating class of WASPs, entertained us with some hilarious—and sobering—stories of World War II flying days. The pictures and memorabilia which she graciously shared with us enhanced our understanding and appreciation of the WASPs.

Chapter Chairman Michele Stauffer will be speaking at the Careers Seminar at International Convention for the second year. Michele is aircraft sales manager for Kansas City Aviation Center.

by Lonnie Steele



New Oklahoma 99 Diana Monday watches while first time racer (and brand new 99) Carla Lowry gathers up trophies for her efforts in the Okie Derby. Carla's comment — "Now I'm hooked!"

Oklahoma Chapter

June and July have been busy times for us. Jan Million's article last issue took care of the Oklahoma Connection re: the Arkansas Air Derby.

Jody McCarrell and Linda Hooker assisted with USPFT finals in Carbondale, Illinois. Congrats to Terri Trenary on being an alternate to the Internationals in Norway. After Carbondale, the team spent time at De Queen, Arkansas, Jody and Linda's home base, for extended practice before departure in August.

It was Jan's turn this year to do the Okie Derby. There were 37 entries, with representation from Arkansas, Kansas, Texas and the Tulsa Chapter, as well. Ray Hammer, Betty Jo's 49½er, decided to get in on the flying part of the Derby this year. How's this for an aircraft roll call: an Aero Commander 112TC; Beech had Barons, Bonanzas, a Debonair and a Sport; Bellanca's Super Viking; Cessnas 310, 182, 172, 152 and 150; Grumman, a Tiger and a Cheetah; a Mooney 20C; then came Mr. Piper's namesakes, a Seneca 11, Cherokees, Arrows, a Dakota and a Warrior. Rita and Leonard Eaves' "Skeeter," a home-built, was an interested spectator. Betty Jo and Robin Smith got back on their winning ways, but Sue and Bill Halpain gave them all they wanted.

Lu Hollander and I "Aero-Commandered" up to Atchison, Kansas for the 20th Anniversary of the Amelia Earhart Air Mail Stamp Fly-Away, the Forest of Friendship and Memory Lane doings. Janice Brown, the 99 Solar Challenger pilot, was the guest speaker.

99 Fiorenza de Bernardi, president of the European Women Pilots Organization, and her French friend, Anne Giroud, prospective 99, flew back with us to visit 99 Headquarters. Doris and Ron Abbate, Long Island Chapter,

brought back our luggage and also visited Headquarters.

We and the 99s lost a friend when Maxie Anderson was killed in West Germany during the Gordon Bennett Balloon Race out of Paris. All of us will miss him, he was a true gentleman.

Fly friendly!

by Nema Masonhall



With Oklahoma 99 Nema Masonhall, center, are Italian pilots Fiorenza de Bernardi and Anne Giroud.

Shreveport Chapter

Bad news first. Kay Carpenter, our very best WX briefer at SHV FSS, is leaving us for Oklahoma. The good news for Kay is that she will be the area supervisor at Ponca City, Oklahoma, FSS, which is a satellite to OKC. Kay wants to visit Tulsa and Oklahoma Chapters as she will be half-way between. We really hate to lose her, Oklahoma, so take care of her for us.

Martha Christy has been promoted to principal at Bossier Elementary School. She and Ray are now on a trip to visit daughter, Brook, in Portland, Oregon. Ray is doing very well following his stroke last Christmas.

Amy Pilkinton has started working for the US Department of Agriculture as a "bug trapper." She covers parishes (counties to you non-Louisianans). No flying, but lots of driving. Works in nicely with her AG OP license. If she finds some, maybe they'll let her spray them.



Shreveport 99s fly in to dedication of J. Lynn Helms Airport at De Queen, Arkansas. With Mr. Helms are Becky Netherton, Jere Saur, Helen Hewitt, International President Marilyn Copeland, Mrs. Helms, Renee Sharp, Amy Pilkinton, Mary Phillips, Marjorie Hardcastle, Mary Jo Voss and Joan Carroll.

Ten of us flew to De Queen, Arkansas in July for the dedication of the J. Lynn Helms-De Queen Airport. Meeting Mr. Helms, FAA administrator, and his wife, Lorraine, was a pleasure.

Those attending included Renee Sharp and Mary Phillips in Mary's C-182; and Becky Netherton, Jere Saur, Joan Carroll and Helen Hewitt in Becky's Piper Warrior. Amy Pilkinton and sister Lisa rented a C-152 as her Pawnee only carries one, and Marjorie Hardcastle and Mary Jo Voss were in CAP's C-182.

It was IFR both ways due to the haze. We also enjoyed visiting with several other 99s who had flown in from several other states. Delicious barbecued chicken and all the trimmings were served. Linda Hooker and Jo McCarrell are to be commended for their contributions to the day.

We are very happy to have a new member, Lisa Readheimer. Lisa was our 66 and got her license July 8. A student at LSU, she flies a C-152. She has faithfully attended our meetings, work meetings and our fun activities. She will be a good member.

Mary Friday, one our aerobatic pilots, is convalescing after surgery. Mary and husband, Don, built a Skybolt in their garage.

Evelyn Snow, who is in Houston at Methodist Hospital having some diagnostic work done on an eye, is expected home in a few days. Jere Saur went over with her to keep her company.

by Mary Jo Voss

Space City Chapter

At our June meeting we were pleased to have Kitty's husband, Mike Lounge, as our speaker. Mike presented an excellent program about approach and departure patterns for Ellington AFB, which is potentially dangerous for many of us, since we fly in their area.

The Explorer Post that we sponsor was well represented at this meeting, also. We were presented their charter as well as a lovely rose for Cheryl Baker and Judy Covin. Members will participate in a contest next month in San Antonio for which our chapter is paying one-half of their expenses.

Our proficiency derby, which was flown out of LaPorte Airport was a big success, with over 20 airplanes entered. All three chapters in the Houston area were represented, and someone from each chapter walked away with trophies. Our Explorers were out in force to help us on the ramp, and they did a super job. Some of them flew the race in several aircrafts as passengers.

Kitty Havens and Linda Godwin made the fly-in at Matagorda, while Cheryl Baker and Debbie Rihn went to the Lone Star Contest (aerobatics) in McKinney, June 24-26. Debbie took third place in the Unlimited Category. They both assisted with the judging in all four categories.

by Judy Covin

Topeka Chapter

[See Northeast Kansas Chapter]

Top 'O Texas Chapter

We held our installation of officers in a most unique ceremony presented by out-going Secretary Ann Crouch, June 4. She constructed a floral arrangement with aircraft parts for each new officer, and each designated aircraft assembly was related to the officer's respective duties. Officers are Chairman Mary Vermeulen, engine; work and order; Vice Chairman Jannis O'Briant, prop; momentum; Secretary Virginia Pownell, controls; guidance; Treasurer Chris McClain, fuel tanks; funds.

Anyone wishing a copy of the presentation should contact Ann Crouch at our office address.



New Top 'O Texas officers are Chairman Mary Vermeulen, Treasurer Chris McClain, Vice Chairman Jannis O'Briant and Secretary Virginia Pownell.

We have two new members—Celia Fry and Kathy Landreth (a former 66). We also have a new 66—Peggy Brandon.

We are looking forward to seeing you all at our Fall South Central Sectional, September 9-11 in Amarillo. Marsha Meredith is the registration chairman, 3611 S. Ong, Amarillo TX 79110.

by Mary Vermeulen



Tulsa 99s and helpers who participated in the Seminole air marking are Deanna Robertson, Bill Landrum, Hazel Watson, Ozelle Landrum, Melissa and Evan Whitehead, Janet Minnerath and Karen Greenawalt. Not pictured are Deanna Robertson's husband and son.

Tulsa Chapter

Inspiration to enter the Okie Derby occurred at the joint chapter picnic held at Harvey Young Airport. Over smoked ham and turkey prepared by Bill and Ozelle Landrum, Oklahoma Chapter members described the July proficiency race. Deanna Robertson, Diana Raines, Karen Greenawalt and Tiana Pickle decided to enter. To complicate a hectic schedule, Karen had to earn her multi-engine rating before the race. Tiana picked up the trophy for "Low Time Pilot."



Tulsa and Oklahoma Chapters met jointly at Harvey Young Airport for a summertime picnic, hosted by Tulsa. 99s and guests work their way around the bountiful picnic spread.

Chapter members, family and friends all helped with the air markings at Cushing and Seminole. Deanna Robertson flew the Seminole reporter over the field at the end of the afternoon for a bird's eye view of our handiwork.

Melissa Whitehead installed new officers at a candlelight ceremony at AVTEC, Riverside Airport, at our June meeting. Installed for the second term were Chairman Charlene McCullough, Vice Chairman Hazel Watson and Treasurer Betty Phillips. Newly-elected secretary is Karen Greenawalt.

Fifteen members assembled at Melissa's ranch outside Bristow to begin planning the October 1984 section meeting. The Planning Committee will be working closely with representatives from the Sheraton Kensington, an exciting new hotel being constructed in south Tulsa.

Carol Thompson flew several young people to Lackland AFB in mid-July for the National Explorer Fly-in.

We are trying to persuade Ozelle and Bill Landrum to submit their vacation slides to the Weather Channel so you can all see the Spruce Goose from the porthole of their room on the Queen Mary.

William K. Kershner presented a most interesting program on spins. He is well known as an aviation writer from Sewanne, Tennessee. Fourteen 99s, three 49½ers and one guest speaker enjoyed lunch.

by Nadine Rose

Blue Ridge Chapter

In spite of dark clouds and threatening tornadoes, the Blue Ridge 99s had a very informative meeting May 22 at the CAP Building in Hendersonville, North Carolina. Louise White, with Neal's help, showed the film, "For the Fun of It, Too."

Mark Hogue, representative for Air Life Line, gave an interesting talk about his organization. He explained that Air Life Line is a non-profit service organization originated in California in 1978 by Tom Goodwin. There were 22 pilots present at the meeting. By 1982 the organization had grown to 11,000 members, 600 of whom are pilots. These pilots and ground personnel provide emergency and other services, such as flying blood, food and organs in needy situations. They do not fly patients. In order to organize a chapter, one must have 20 pilots who pass Air Life Line

be attending Middle Tennessee State University this summer to begin work on her master's in aerospace education. She'd like to thank Bonnie Carr for her support!

A beautiful 99 compass rose was painted at the Asheville, North Carolina airport. Our 49½ers, Neal White and Ed Gilreath, and Neal's son, Randy, played a big part in the two-day project.

There was a celebration at Louise and Neal White's home in the beautiful Blue Ridge Mountains, featuring swimming in their lovely pool, a cookout and wonderful 99 fellowship.

The July meeting was held at Ocean Isle Beach, North Carolina. The Gilreaths were hosts at their beach cottage, greeting pilots as they flew their planes to the airport. Later in the day, it was seafood for dinner at the famous Calabash.

by Virginia Gilreath



Florida Crown and Spaceport 99s and guests joined forces for a tour of St. Augustine, Florida.

Photo by Cindy Donovan

CHAPTER NEWS, ETC.

A Flying Safety Seminar was co-sponsored with the Bristow Flying Club the last week of July. FAA GADO Safety Officer Jay Nelson was guest speaker.

by Janet Minnerath.

Wichita Falls Chapter

The first five months of 1983 have been very busy for our chapter. Roger Moore, a local CFII and commercial pilot, spoke to our members in February on safety tips as well as on good safety habits to form. Roger, an experienced pilot, related the details of his aircraft incident, adding sound advice on how "not" to have an incident.

In March, Lou Ellen Foster and Linda Colwell attended the Amelia Earhart reception at International Headquarters in Oklahoma City. Turning the skies over to thunderstorms, they dove in lieu of braving IFR minimums.

Members visited the local Radar Approach Control Facility in March. Wichita Fall's RAPCON facility is unique because it serves the civilian sector as well as the heavy military traffic for Shepard AFB, a NATO jet training base. The base currently serves 10 countries, instructing with both American and foreign CFIs. RAPCON boasts serving T-33s and T-38s, leaving a 3,000-foot trail separation.

We would like to welcome new members Carolyn Baker, Martha "Tuck" Harvey, Helen Hutchinson, Linda Colwell and Barbara Culey.

by Linda Colwell

SOUTHEAST SECTION

Alabama Chapter

The June 4 meeting was held at the North Huntsville Airport. Hilda Ray presided over the business meeting, and Rachel Hunt gave the secretary's report.

qualifications. Mr. Hogue requested help from anyone in the area who is interested in helping others.

Louise White has been invited to become an advisor and to serve on the US Congressional Advisory Board by 238 Republican and Democratic senators and representatives in the Coalition for Peace through Strength Caucus.

Caroline Grubbs received a B.S. degree in management science at Limestone College and plans to continue studying toward her master's. Martha Stubbs, 66, graduated with an associate degree in emergency medical science from Asheville-Buncombe Technical College. She continues to work toward becoming a full-fledged 99. And Dot Penney will



An aerial view, above, shows the compass rose painted by Blue Ridge 99s. below, Louise White and Dot Penney and 49½er Ed Gilreath at Asheville, North Carolina.



Florida Crown Chapter

On June 11, the chapter welcomed members and guests of the Spaceport Chapter to St. Augustine for a luncheon and tour of the nation's oldest city. Florida Crown Chapter consists of members from the greater Jacksonville area and St. Augustine.

The two chapters held meetings in the terminal building at St. Augustine Airport, then traveled to La Margarita Boutique where they enjoyed lunch on the shop's screened-in porch. Afterward, the 30-member group toured St. Augustine via sightseeing bus. Chairman Irene Kramar organized the event.

Florida Gulf Stream Chapter

Nineteen intrepid 99s and one 49½er rendezvoused at Clewiston's Keep 'Em Flying Air Service on July 10 where "professional student" Suzanne Harper greeted them and



Outgoing Florida Gulf Stream Chairman Dianne Johnston passes the gavel to incoming Chairman Gini Orosz.

arranged for transportation to the charming Clewiston Inn for lunch and meeting.

With emphasis on future activities, committees for the coming year's programs were appointed and the members opted for another flying poker run in October.

Members Alexis Montague and Dianne Johnston were applauded, respectively, as new Southeast Section governor and Nominating Committee chairman.

Our flying actress, Pam Rochowiak, was congratulated for her award as director of "Inherit the Wind," and new member Ruthie Brown was congratulated for garnering the Women's State Powerlift Championship by lifting 355 pounds.

Ellie Odorico displayed nationally disseminated clips of our beloved "Shatzy," which she flew in the Air Race Classic. (Ellie thinks Shatzy is hers, but Shatzy has become a particularly prized possession of all of us.)

by Virginia Britt

Florida Panhandle Chapter

In June, Janet Batterby, Cam Westbery, Ann Jernigan, Barbara Bethea, Iva Walter and Stuart Brown had a fun day at the Naval Air Station at Whiting Field near Pensacola. Janet Batterby's husband, Bob (deputy director of the Helicopter Maintenance Services Project), set aside some time on the Huey UH1 helicopter simulator.

Six excited 99s were able to get their hands on the controls and actually have the feel of flight in these simulators. Barbara Bethea did a couple of rolls in the T-34 Charlie and loved it. I can't say enough good things about the instructors and personnel at Hangar 1406. Bob, Dick Joyce (site manager) and Gerry Hertzler (assistant site manager) showed us around and explained how the pilots are trained in these simulators.

Our helicopter instructors, Mark Vogt and Steve Wilson, and T-34 Charlie instructor Cliff Gifford understood that we had much more enthusiasm than knowledge.

Chairman Winkie Fortune is going to be stationed in Texas soon. She has done a tremendous job and we'll miss her. Barbara Bethea is our new chairman.

Another fun meeting coming up is a spot landing contest in July at Crestview. Joann Jones was our last winner.

by Stuart Brown



Suncoast Chapter members Sophia Peyton and Bette Reeves enjoy "hands on" mechanic instructions at a recent meeting.

Florida Suncoast Chapter

In June we met at Clearwater Executive Airpark with mechanic Chuck Wylber for "hands on" instruction. After a morning of classroom instruction, we spent the after-

noon in the hangar of Suncoast Aviation where 33 people enjoyed getting grease under their fingernails.

Betty Skelton Frankman, who trained with the seven Mercury astronauts, was a special guest at the launching of Sally Ride and was on the *Today Show*.

July found us at Peter O'Knight Airport in Tampa where 23 people braved the heat wave to see a slide presentation by Citizens for the Preservation of the Waterfront Airport, St. Petersburg. Mary Fletcher briefed us on the efforts of the committee to preserve Albert Whitted Airport, which has served the bay area for 65 years and is the seat of commercial aviation in the bay area.

Bette Reeves is "Queen of the Florida Flying Farmers," and Ethel Gibson was elected their Woman of the Year.

by Barbara Sierchio

Mississippi Chapter

The chapter recently joined with members of the New Orleans and Florida Panhandle Chapters for a fun-filled day and meeting hosted by member Evie Hopkins at her condominium clubhouse on Dauphin Island, Alabama.

Virginia Midgette, a private pilot from Mobile, was welcomed as a new member. She is working on her instrument rating.

Chairman Miriam Loe informed members the chapter has grown from 22 members to 28 this year.

Janet Green reported that Gary Fisher, the winner of the USPFT competition hosted by the chapter last October, placed third in regional meet at Jekyll Isle, Georgia, and would compete at the national competition in Carbondale, Illinois.

New officers for the 1983-85 term were elected: Ramona Young, chairman; Faye Shearer, vice chairman and program chairman; Kathryn Green, secretary; and Jerry Sumrall, treasurer.

The July meeting was at Glorice Wills' strip in Poplarville, with 99s from Mississippi and New Orleans, CAP members and 49½ers celebrating the 4th of July.

by Ramona O. Young



Mississippi, New Orleans and Florida Panhandle members enjoy a combined meeting at Dauphin Island, Alabama.

New Orleans Chapter

This month we are proud to report that we have two new potential members: Karen Stierwald, who owns a C-172 and is about to take her test, and Catherine Coe, who has just started taking flying lessons.

by Lisa M. Cook



At the Southeast Sectional are New Orleans 99s Judy Maggiore, Carolyn Goings, Pat Besselman, Gloria Burlette, Glorice Wills and Amelia Shepherd.



New Orleans Chapter members (standing) Carolyn Goings, Amelia Shepherd, Lisa Cook, (seated) Gloria Burlette, Linda Charles, Glorice Wills, Pat Besselman and Judy Maggiore joined members of the Florida and Mississippi Chapters at an annual get-together at Dauphin Island, Alabama.

North Georgia Chapter

Chapter members have been busy making table decorations for the Amelia Earhart Luncheon at International Convention, with Tanya Johnson working on the final design.

The one pretty weekend in May, Holly Roe flew her Cardinal to pick up Sara Hiern, with paint brushes and rollers, to South Fulton Skyport near Atlanta where Linda D'Allen and Beth Cowart were waiting with paint to repaint the numbers and "landing spot." 49½er Anton D'Allen was on hand to provide help and encouragement. After several hours of work by the small crew, the FBO provided lunch and cold drinks.

Wendy Hurst was most successful in June as CAP coordinator for a statement training mission held in Rome.

Carolyn Upton and Bobbie Chapin have been busy this past year in school, with Carolyn completing her degree requirements in June and Bobbie still working hard.

by Sara Hiern



Painting the numbers at South Fulton Skyport are North Georgia 99s Beth Cowart, Sara Hiern, Anton and Linda D'Allen and Holly Roe.

SOUTHWEST SECTION

Aloha Chapter

February 2 was a triple-header - Fred Fehner of the Honolulu GADO advised us of the problems in wind shears, quite prevalent here

in Hawaii, and even offered free in-the-air demonstrations. Fay Gillis Wells happened to be in town, returning from visiting her son in Japan. The "mother" of the Forest of Friendship told us of the Forest and also the early days of the 99s and her flying adventures. The newer, younger members were especially wide-eyed. One of the newer members, Donna Frost, on her way to assignment in Korea, answered all questions regarding her recent training as an Army helicopter pilot, with all its challenges and rewards.



Visiting with Fay Gillis Wells, right, are Aloha Chapter members Vivian Fagan, former WASP and Donna Frost.

February 18, at 0300, Brooke Knapp was greeted by Melissa McCluney and Chairman Eleanor Sharpe as she stopped for a brief turnaround, customs inspection and refueling on the last lap of what proved to be her recordbreaking jet flight. Her new world record in the Learjet, "The American Dream," is 50 hours, 32 minutes, 45 seconds (15 hours better than the previous record), and she covered 23,500 miles. She was presented with flower leis and a warm invitation to join the 99s.



Recordbreaker Brooke Knapp is greeted by Melissa McCluney on her stopover in Hawaii.

Later in the month, seven planes were winging across the water to the pineapple island of Lanai for a ground tour of pineapple fields, wide, white beaches, petroglyphs and a glimpse of "old" Hawaii, followed by lunch at the Lanai Lodge (the one and only hotel).

On March 2 we all became acquainted with another facet of Vivian Fagan's life as she told of her training and subsequent flying adventures as a WASP. After deactivation, Vivian came to Hawaii and was hired by Aloha Airlines—not as a pilot, but to teach ground school to male pilots. A later 99 member, Mimi Tompkins-Beltrano, was the first woman pilot hired by Aloha in 1979.

After attending one of two ground school sessions on takeoffs and landings sponsored



Selling sandwiches and soft drinks from the back of a pickup are Mary Cutting and Andrea Rice.

by the Honolulu GADO, on March 19 the 99s participated with other pilots in the flight portion, doing short, soft field and density altitude takeoffs and landings. As a bonus, the scholarship fund was enriched, as members sold sandwiches and soft drinks from the back of Andrea Rice's pickup — colorfully identified for the 99s.

by Eleanor Sharpe



With beautiful sailboats of Ala Wai Harbor providing the backdrop, this year's 15th annual banquet in June featured installation of officers: Nora Chee, secretary; Marion Lee, vice chairman; Nelwyn Choy, chairman; and Eleanor Sharpe, past chairman. Nelwyn is the first Hawaiian-born chairman in the chapter's history.

Arizona Sundance Chapter

At the NIFA competition in Battle Creek, Michigan, our gal, Lisa Mathews, won again. She emerged as "Top Woman Pilot."

Gabrielle Thorpe is another chapter member who has made outstanding achievements in the field of aviation. Gabby has completed the T-37 phase of pilot training with the USAF. She has now started training in the T-38 and is loving every minute of it.

Melba Beard will be attending the Forest of Friendship activities in Atchison, Kansas.

Practically everyone in the chapter attended the overnight fly-in to Douglas. Chairman for this event was Daphene Downs. Sandy Christison, Bonnie Krentler and Marge Thayer helped to make it so popular. The success of this event was made possible mostly through the efforts of Dan Barrera, Douglas Airport manager. Among the activities Dan arranged were a trip through the Copper Mine at Bisbee, a delicious barbecue dinner and a tour of the Slaughter Ranch. The townspeople of Douglas pitched in as cooks, taxi drivers and general all-around "nice guys" for the days we were there. A Saturday night dance was held at the historic Gadsden Hotel where we all stayed, and there were side trips into Agua Prieta, Sonora, Mexico. With all that fun you can bet we are planning another fly-in to Douglas this fall.

by Daphene Downs

Monterey Bay Chapter

We would like to welcome three new members: Lynne Ulicki, Diana Peterson and Jayne Overgard. Lynne and Jayne are air traffic controllers at Monterey Peninsula Airport and have just returned from flying the Air Race Classic. Diana is a long-time pilot who has added the instrument rating to her achievements.

Varied activities at the Southwest Spring Sectional in Santa Clara proved entertaining for Bobbie Garin, Joanne Nissen, Geri Chappell, Carolgene Dierolf, Judy Dake, Harriet Brin, Lynne Kastel, Geneva Cranford and Dell Hinn. The M*A*S*H party was most inventive, and the Saturday banquet with witty Moya Lear was outstanding. Great America was terrific—a light rain kept most of the public away. As always, it was fun seeing old friends and meeting new ones. And finally, our chapter received the nod to host the 1986 fall section meeting at Asilomar.

In May, Lynne Kastel was appointed to the Salinas Airport Commission. She is the first woman appointed to the Airport commission since 99 Geri Chappell was a member.

The annual chapter dinner meeting, at the Mt. Madonna Inn, was attended by about 50 people. The dinner drew both old and new faces and was quite a good reunion.

In July, the chapter will have a booth again at the annual Hollister EAA Fly-in and will picnic at the Arroyo Seco River.

by Lynne Kastel



Outgoing Orange County Chairman Marci Mauthe presents her outgoing vice chairman, Pam Mahonchak, with a T-shirt appropriately inscribed.

Orange County Chapter

The chapter held their annual Pilot of the Year Banquet in July at the South Shore Yacht Club in Newport Beach. Betty Carrier outdid herself with her scrumptious menu while 49½er Dean presided over the barbecue with steaks done to perfection.

Multitalented Lois Scura Dillman not only made the table decorations depicting runways throughout the United States where we have landed, but the unique dessert, hand-made chocolate airplane suckers. Carl Gage, Aeronaut Instruction & Research, Costa Mesa, donated helium-filled balloons, from which more chocolate suckers were suspended to fly throughout the room. The wonderful bay front setting was arranged by Joan Hill, while 49½er Hank contributed to the evening's merriment by serving behind the bar as "chief mixologist."

A surprise guest, welcomed by her old friends, was Marie Christensen, former chapter chairman, now a member of the Greater Kansas City Chapter.

Highlight of the evening was the presentation of the Pilot of the Year trophy to Carol Bloch, a CFII at Compton Airport and instructor of meteorology at Cypress Junior College. Also honored with engraved serving plates were Joan Hill for "Most Non-Professional Flight Time," Pat Noyes for "Most Flight Time by a New Member," and Marci Mauthe for "Dedicated and Outstanding Chapter Service."

This was also the occasion for the installation of new chapter officers: Marci Mauthe, serving a second year as chairman; Lois Scura Dillman, vice chairman; Elaine Williamson, treasurer; and Margo Weiss, secretary.

The banquet concluded a most successful year for our chapter, which has participated in USPFT and PCIFA meets, donated two scholarships to local college girls, presented a Flying Companion Seminar, sponsored a Flight Instructor Revalidation Clinic, taken school children on airport tours and, in general, been very involved with all phases of aviation.

by Eleanor Todd



Air Race Start Co-Chairman Marian Banks, above, and Pam Vander Linden, chairman of the Strawberry Festival, present the many race prizes. Lois DeLay, below, is Palomar's Pilot of the Year.



Palomar Chapter

The Fallbrook Strawberry Festival, sponsored by the chapter to raise money for the Air Race Classic, was very successful. Janice Brown of Gossamer Condor fame spent the day with us, autographing pictures, as did Bob Stevens with books and shirts. We are proud that we attracted interested pilots and friends from all over San Diego County, as well as a few from as far as Santa Paula.

The entire month of June was devoted to working parties — making ticket books, name badges and all the other chores to prepare for

handling the registration table at the race start. The regular June meeting on the 11th was well attended, and we were honored by a visit from Gerry Michelsen, former International president and Southwest Section governor.

"Early Birds' Fiesta," June 19 at Anna Hayes' beautiful home decorated with pinatas and many gorgeous flowers and plants, enabled us to host the early race arrivals, install our new officers and initiate our new 49½ers. Lois DeLay is our new chairman; Sheila Wing, vice chairman; Connie Francis, treasurer; and Louann Unger, secretary. Lois was also named Pilot of the Year. 49½er Brad Pearson brought his Spanish teacher, Jose Riviera, to serenade us throughout the afternoon.

Air Race Classic participants, Mary Pearson and Nena Hewette, and Kay Brick and Pam Vander Linden reported on their experiences at our July 9 meeting. Kay Brick was chosen to be our delegate to International Convention.

Kay is looking forward to seeing our AE Scholarship winner, Candi Chamberlin, who is currently an air traffic controller in El Paso, at the Awards Luncheon in New Orleans. She will use her scholarship to obtain her CFII. Ginny Boylls is our AE Scholarship chairman.

CHAPTER NEWS, ETC.

After the business meeting, 11 members took off for an afternoon picnic at Camarillo.

Sheila Wing and Lois DeLay, both working on their instrument ratings, flew to Van Nuys for the poker race sponsored by the San Fernando Valley Chapter. They had lots of fun, but the heavy overcast weather prevented them from completing the race.

by Vi Pfeiler

Phoenix Chapter

Kim Hermanek was awarded the chapter's annual Memorial Scholarship, given to a college student pursuing a degree in aeronautical science or technology. Kim, the first 99 to have won the award, is in the aeronautical engineering program at Arizona State University.

Seventeen student pilots in the 66 program provide mutual excitement and enjoyment to chapter activities. Six teams composed of a 99 and 66, respectively, participated in a 66 Fly-Out on July 23. The round robin event of 119 statute miles featured flight planning on the basis of answers to a true-false quiz (if your answer was wrong, so was your direction), identifying check points and flying with non-essential instruments covered.

Shirley Rogers gets a big hurrah for planning and arranging the affair and for making two freezers of delicious ice cream to counteract the 110-degree dog-day weather. Sunburst Aviation at Deer Valley Airport was our gracious host.

Last spring we hosted a luncheon in Prescott for the women pilots of that community. As a result, the Heart of Arizona Chapter was chartered with Gray Bower as chairman. A good turnout and great fun prevailed when the two chapters sponsored a spot landing contest at the Showlow Airport in Arizona's White Mountain country on June 11. The rap-

pore with the Showlow Airport Boosters drew a return trip for five Phoenix 99s and two 49½ers July 16 to air mark the runway. The Boosters rewarded the painters with a fabulous picnic luncheon.

Our traveling display was set up in several shopping malls throughout the city during Arizona Aviation Week. The sign-up sheets provided 17 prospective clients for two Flying Companion Seminars, the names of several prospective 99s as well as several student pilots.

The fourth Fly Without Fear Clinic sponsored by the chapter will begin October 17. Thirty grateful people have been helped to overcome their apprehensions about flying in the three previous sessions.

Anne Rambo, former Southwest Section governor, a most interesting lady of 83 years, has moved to the Valley of the Sun to recuperate from two major surgeries. As she regains her strength and health, we anticipate hearing her tales of adventures that have taken her all over the world in the company of high-ranking public figures. By the way, Anne was a victim of the old bylaws that required dropping membership in the 99s when the medical was lost, and she was not aware of the change in membership qualifications.

Reno Area Chapter

APT Day was held May 15 at Carson City Airport, and it was a great day in spite of the wind and frozen hamburgers. Barb Manha, Jan Bishop, Nellana De Graff, Carin Cooper, Colleen Hillman and Lila Ferrel were "APT'd."

Our thanks to Lucy Snyder and Craig Hillman for being such patient flight instructors and to Irene Smith and Nevada Aero for supplying the Piper Warrior. 49½er Herb Bishop took a few gals around the patch in his and Jan's Citabria. After the APT flying we all traipsed over to Colleen and Craig's for a barbecue. It was great to have Bill Hisle and Barbara Mouchou with us again.

Sandra Sweeney, Lila Ferrel, Jan Bishop, Barb Manha, Jerry Gardiner and Ann Batty helped the Truckee 99s, FAA and CAP at the Mountain Flying Seminar at Truckee Airport.

Sandra Sweeney and Jerry Gardiner joined the Nevada Aero Squadron, and Lila says she would also like to wear one of their snazzy uniforms. Sandra Sweeney likes being outnumbered in the CAP but would nevertheless encourage more of us female pilots to join. At the May meeting it was voted unanimously to keep the same slate of officers who have done such a great job this past year. With the 1983 four-day Reno National Championship Air Races and 1984 Spring Sectional coming up, they'll need support from everyone.

The June 12 Fallon 99s versus Lahontan Flyers Spot Landing Contest made our members realize we need a little more practice. It was nice to meet Julia Rutherford, a 99 from Kenya, who will be in Reno for two months.

New members are Nancy Frybarber, Tamara Lemons and Annaliese Odencrantz. Chrystal Cleft is a prospective member. The rest of you don't know what you've missed by not getting a ride from a recent meeting in Nancy's Rent-A-Wreck.

by Hazel Hohn

Sacramento Valley Chapter

The chapter's annual awards and officer installation dinner was in June. Maryben McClave was elected chairman. Before the evening ended, she was busy forming committees and contemplating plans for an adventurous year.

Two scholarships were awarded students in flying related fields. The Thelma Drew Memorial Scholarship for a student under 25 years of age and the Educational Scholarship for one over 25. These awards were presented to Cheryl Bennett and Lorraine Knowlton respectively.

The Woman Pilot of the Year Award was presented to Lori Brand. She was a well deserving recipient.

Plans are underway for the fall section meeting, which will be hosted by this chapter. A "work night" was held in July.



San Gabriel Valley 99s Lori Peterson, Terri Robertson and Sandy Lanham.

Fullerton Chapter, participated in our poker run. 99s who worked or flew included Bill and Helen Blanchard, Harold and Eve Hunt, Julia

Thanks go to Phyllis Cleveland, fly-by chairman, and to all who helped — Annette Baker, Martha Byous, Roberta Gottschalk, Janice Gray, Jean Murray, Marilyn Hancock and Jean Prouty—for all their efforts to ensure a successful race stop.

by Susan Tarabetz



Newly installed officers of the San Luis Obispo County Chapter are JoAnn Levin, chairman; Cheryl Cooney (standing in for Vice Chairman Dixie Hoagland); Dawn Foster, secretary; and Michelle Reynolds, treasurer.

CHAPTER NEWS, ETC.

Several members enjoyed the Palms to Pines Air Race. In fact, many 99s flew to Oregon to greet the returning racers.

by Sharon Ormosen

San Fernando Valley Chapter

Recently we held a competition to select a patch for our chapter. The winning patch was designed by Will Kaven, assistant airport manager of Van Nuys Airport. At the June meeting, the new chapter patch was given out to all attending members. Committee Chairman Libby Svenson announced that an award will be presented to Will at the annual installation banquet.

Our Flying Companion Seminar was held June 4 at the Van Nuys Airport office. Thirty attendees left the seminar at the end of the day with their brains buzzing after having been saturated with information about theory of flight, weather, instruments and, of course, after having had a turn at one of the six simulators available.

Highlight of the seminar was a skit by SFV members depicting pilot incapacitation during flight and how the companion, with the help of the tower, saved the day! This skit was so well done that it had everyone in the room sitting on the edges of their chairs. Because this continuing activity is in such demand (and because so many had to be turned away), Committee Chairman Diana "Ace" Nichols announced that the chapter has decided to repeat the seminar August 27.

Our Grey Thumb Clinic was presented June 18 at Blue Sky Aviation by two of our ever-faithful, supportive 49½ers. Al Tucker spoke about batteries and alternators, and Ray Schutte explained the handling of emergency situations in flight caused by failure of batteries or alternators.

by Sylvia Sanderson

San Gabriel Valley Chapter

Our chapter meeting in May featured Maurine Wilson, Inland Chapter 99 and former WASP, as guest speaker. Maurine described many interesting experiences ferrying airplanes during World War II and she even wore her WASP uniform!

Seven planes, including one from the

and Don Downey, Marion and Bob Marriott, Ilse and Jack Cook, Sheryl and Bob Sandhagen and Nancy Gordon. The airports flown to for cards were Cable, El Monte, Hemet, Corona and Riverside.

Seventeen people attended our first Greasy Thumb Seminar chaired by Claire Kopp and Margaret Lawson at Glendale Community College.

The June installation dinner completed a very successful year. Nancy Gordon presented red roses to our four new members and introduced the new officers and chairmen. Dorothy Barden presented the Pilot of the Year Award to a most deserving Jan Wright. Bob Edmonds, Jet Propulsion Laboratory, gave a very enlightening program with pictures of and by the Voyager.

by Eve Hunt

San Joaquin Valley Chapter

Recent luncheon meetings have been at the homes of Sally Ellison, Martha Byous and Pat Pearson, all with fantastic food and great scenery. The slide show, "For the Fun of It," was shown recently to help educate our newer members to the purposes and history of the 99s and stimulate the rest of us.

Five aircraft flew supplies from Modesto to Santa Ynez in May for DRI. Santa Barbara was near VFR minimums, so we unloaded in Santa Ynez and had a hefty lunch in Solvang. Otherwise, we were blessed with beautiful weather. Pilots were Pat Titus, Molly Flanagan, Rosie Hijos, Martha Byous and Susan Tarabetz, with passengers Janice Grey, Roberta Flanagan, Karen Curutchet and Annette Baker.

Pat Ruweler and 49½er Howard hosted a potluck lunch at their Columbia home June 25 so that we could meet the 49½ers we heard about over the years. The pies were out of this world and the entire day was so much fun that we hope to do it again next year.

Our chapter not only timed the Modesto fly-by for the Palms to Pines Air Race July 22, but also had four entrants in three planes—Pat Titus and her Central Oregon 99 sister Judy Newman, Pat Pearson and Santa Clara Valley 99 Pat Gladney, and Karen Curutchet and Susan Tarabetz. Although none placed in the top 10, all look forward to our next race.

San Luis Obispo Chapter

The chapter held its annual dinner meeting last June and enjoyed a Hawaiian style buffet. The new board was installed: Chairman JoAnn Levin, Vice Chairman Dixie Hoagland, Secretary Dawn Foster and Treasurer Michelle Reynolds. Carol Hallett spoke on aviation in the state, urging us all to communicate and foster good will if we want to keep our airports and rights.

Our Flying Start Grants of \$500 each to aid women on the way to their private pilot licenses were presented to Terri Hidenger and Loraine Barron. One of the grants was presented and donated by Sherman Butler, who has most generously supported our chapter. The Pilot of the Year Award was presented to Shirley Moore by Nancy Stacy, and the Member of the Year Award was presented to JoAnn Levin.

The Sunday following the dinner meeting, nineteen 99s and guests flew to the new Flying Lady Restaurant in San Martin where we were serenaded by a New Orleans jazz band with "Lady Jane in a Plane" dedicated to the San Luis Obispo 99s' "aerosquadron."

by P. Kamm

Santa Barbara Chapter

Jenny Wright, chairman-elect, and Joan Steinberger, in Jenny's Piper Dakota, did it again when they came in fifth in the Palms to Pines Air Race despite alternator problems all the way. Pam Pesenti, racing a Piper Saratoga, placed 24th in the Hayward-Las Vegas Proficiency Air Race.

Renate Tesch flew to Auburn to visit a friend and go skiing at Tahoe. It turned out to be a pretty exciting trip when she lost her radio in the middle of the valley — no VOR — and about two miles of visibility. She found Merced, but no one there knew anything about radios. Fortunately her radio came back and has caused no trouble since.

Erma and John Christian have had a couple of fun trips in their Bonanza — one to Phoenix and another to attend Erma's 50th high school reunion in Seattle.

Rachel Watkins has been babysitting a C-172 for a friend, with instructions to get it in the air. So she and Lydia Meissner flew to Harris Ranch. Memorial Day weekend Rachel

nd 49½er Bib flew to San Carlos, and then rove to the Watsonville Air Show from there. achel's mom, who was visiting from Eng- and, was treated to a fly-in luncheon at xnard Airport. Audrey Johns, Lynn Barber and Joan Steinberger also took in the interesting aircraft at Watsonville.

Connie Howerton and Marion Fickett flew to Catalina for a buffalo burger and hopefully do some whale watching along the way.

Shirley Hopkins has been doing a lot of flying to real estate business meetings, as well as taking fun trips to San Francisco and Corvallis.

Our June 26 fly-in to Santa Ynez was well attended. Norm Steinberger, our master volunteer" chef, barbecued delicious shish-abobs, and then we had spot landing and our bombing contests. All the bombardiers were recognized for their skill—they all hit the airport!

The next week, July 4, Chairman Lynn Barber invited us all to a potluck outing at her new home above the Santa Ynez River. Norm again did the barbecuing, and we all had a great day, including some of us swimming with our clothes on because we hadn't brought our swimsuits.

by Erma Christian

Santa Clara Valley

Congratulations to Colleen Anderson, who graduated with honors from San Jose State University School of Aeronautics in June. In addition, Colleen received the Edwin Morison Memorial Award for being the 1983 "Outstanding Aeronautical Student." This award has been given only five times since 1952.

Under Evelyn Lundstrom's able guidance, we again provided a booth at Moffett Field Open House in July. We distributed information about women in aviation, and also acquired an impressive list of potential attendees for our fall Flying Companion Seminar.

Liz Schrick and 49½er Clem presented a slide show at the June meeting on the activities of Flying Physicians. Many weekends a year this group of volunteer medical and aviation people provide health services and dental care in rural areas of Mexico.

Our July meeting was a combination birthday party and installation. Del Hinn, Monterey Bay, came to cut the cake and tell what it was like in 1954 when SCV Chapter was organized. Del was a charter member, along with 12 others (including Pat Gladney, Jeannie Collins and Natalie Bossio, who are still active).

Mayetta Behringer missed her installation as new chapter chairman; so did our new recording secretary, Stella Leis. They were in the Palms to Pines race. Other officers installed were Sue Schiff, vice chairman; Ann Chapay, secretary; and Julie Kays, treasurer.

Nancy Rodgers (with daughter Carol) placed ninth in the Palms to Pines. Other SCV pilots in the race included Andrea Nassimene, Willy Gardner, Pat Gladney, Donna Wink, Carole Lushbaugh and Joan Valor.

by Kathy Pelta

Santa Paula Chapter

June 4 was a special and happy day for member JoNell Kocisko, for she organized our recent balloon outing and suspiciously on the drawing to rise with the sun over

Tierra Rejada Valley near Thousand Oaks, California. We all arose early to be at the drawing. We (the not-so-lucky 99s), Jeanie Pool, Gail Gross, Sherry Moore, Melody Rich, Martha Esponde, Gwen Dewey and guest Debbie Traylor, contributed \$5 toward the one ride. We toasted JoNell with champagne anyway, and ate fresh croissants and apricot preserves. We later talked the pilot into taking us all up for touch and goes.

On Memorial Day weekend Jan Evans and her husband, Wes, flew their KR11 Special to the Watsonville Fly-in, where the Evanses received an award for their KR11. Melody Rich flew to Fantasy Haven on that Friday for an Antique Glider Fly-in, then flew to the Watsonville Fly-in for the Saturday night barbecued chicken dinner. On Monday Melody stopped off at Costerisan Farms for an ultralight fly-in.

Our newsletter editor, Gail Gross, just returned from an eight-day assignment in the Dutch West Indies after vacationing in Houston and making a business trip to Dallas. Other notable achievers include Maggie Bird, who traveled across the Atlantic for the Paris Air Show; Sherry Moore, who earned her glider rating during a weekend in Tehachapi; and Nadine Beliveau, who has been accepted for the nursing program at Ventura College. Jan Evans broke the 200-hour mark flying back from our last meeting at the Elephant Bar in Santa Barbara.

Members Jeanie Pool, Jan Evans and Melody Rich camped out at the Porterville moonlight fly-in, June 11-12. It was Jeanie's



Santa Paula 99s, above, Jeanie Pool, Gail Gross, Sherry Moore, Melody Rich, Martha Esponde, guest Debbie Traylor and Gwen Dewey toast JoNell Kocisko (in the hot air balloon below), who organized the outing and then suspiciously won the drawing to rise with the sun over the Tierra Rejada Valley near Thousand Oaks.



SFV Chapter member Jerri Brooks Snyder wins one of the airplane weather vanes raffled off by the Santa Paula Chapter at the Santa Paula Airport Air Festival and Open House. Santa Paula 99 Jeanie Pool presented the airplane while Gail Gross watched.

first time in a Champ, and without a radio to boot. She also got lucky when she got a ride in a P-51! Jan Evans took a wild ride in the Learjet, and they both managed rides in a hot air balloon with the traditional champagne over the head.

Forty-five wonderful people showed up for our 10th annual barbecue June 18. Members present were hostess Sherry Moore, Betty Swift, Trudy Leonard, Gail Gross, Jeanie Pool, Martha Esponde, Nadine Beliveau, Gwen Dewey, Jan Evans and Melody Rich. Member Norma Emery, who was unable to join us, received a "Special Thanks Award" for a job well done during the past year. To get other local aviation groups together, we invited them to our June barbecue where we supplied hamburgers, side dishes, salads and desserts.

by Melody Rich

Santa Rosa Chapter

Pat Johnson, visiting Santa Rosa from Austin, Texas, joined us on June 11 for our fly-in to the Shasta Caverns. A group of 18, which included family members and friends, flew into the Redding Municipal Airport, where a mini-bus took us to the Tail of the Whale Restaurant overlooking Lake Shasta.

After an enjoyable lunch, a small ferry boat took us across the lake to another bus. Then a trip up the wildest mountain road ever! The driver never stopped telling jokes, which was a clue to the condition of the road. At the cavern entrance, we were met by a guide who led us into the dark, cool, 58-degree mountain.

Six of our chapter members were among the 63 entrants who flew the Palms to Pines Air Race and came home with exciting reports of the events.

Helen Bamber and Hialiah Reilich came in 18th, with Heide Cronquist and Heather Cissna 31st, and Kay Albright and Betty La Guire in 39th place. Heide and Heather brought home a trophy for "Best First-Time Racers."

The town of Red Bluff went all out for the 99s, with the Rotary Club sponsoring a beef barbecue along the river, and the sheriff offering boat rides down the river. Many of the townspeople were at the airport to watch the fly-bys and to give the gals a ride into town.

Gail Lee Bartlett hosted our prospective member picnic at her home among the giant redwood trees in Casadero. We were delighted to entertain the three prospective members with the history of the 99s, our scrapbooks with past events and hangar

tales. We hope that Lynda Bascom, Monica Macabe and Susan Spott will join our chapter.

We welcome the newly elected officers: Chairman Cheryl Brown, Vice Chairman Heather Cissna, Treasurer Heide Cronquist and Secretary Joy Reinimer.

Chapter members Cathy Shanahan and Valerie Suberg won the scholarship. Valerie is planning a career in aviation, and Cathy will go for her commercial certificate and CFI.

by Betty La Guire

Sierra Buttes Chapter

We kicked off July with a hangar party to decorate our float for the local countywide 4th of July parade. The float featured Helen Flake's World War I replica of a der Jaegar biplane with honorary member Gladys Harper, a former WASP, in full uniform, riding in the cockpit. The float was accompanied by other members walking alongside throwing candies to the welcoming crowd. The parade terminated at the Nevada County Fairgrounds where we had a static display, which included a video presentation on the role of general aviation on local economies. Later in the day we raffled a stained-glass hanging of a Stearman. The unanticipated highlight, however, was being selected as the best float of the parade—complete with trophy!

July 23 marked the occasion of our first flying activity—a potluck breakfast at Georgetown, California. Several bordering chapters were invited to join us, and five of our members in two planes made the event a great way to start the day.

by Vicki Kalman

Tucson Chapter

Our installation party at La Cholla Airpark was at thing of beauty, particularly for pilot-types. Ray and Lorraine Newhouse hosted the affair June 18 in their fabulous new adobe brick hangar, which can house three planes when it's not swarming with 99s, 49½ers and assorted non-pilot guests.

After two very active and successful years at the throttle, our super chairman, Terri Robertson, wished Athene Paulos, incoming chairman, all the best. Other new officers are Vice Chairman Linda Duckworth, Secretary Marie Forte and Treasurer Kay Bidwell.

With Mary Mercker as scholarship chairman, our chapter awarded two scholarships of \$300 each this spring. One went to Sandy Lanham, who joined our chapter in 1981 and has been extremely active. She is using her scholarship toward an instrument rating, though her true love is aerobatics.

The second scholarship was awarded to Lori Peterson, also working on her instrument rating. She earned her private pilot license last year and has recently joined our chapter.

by Jean Servaas

NOTAM

BFRs are due on the anniversary date (or before)—not sometime during the anniversary month.

Whirly-Girls 1984 Scholarship Applications Now Available

Applications are now being accepted for two Whirly-Girls scholarships (\$4,000 each), which will be awarded next January to deserving women pilots for use in obtaining an initial or an add-on helicopter rating.

Each year since 1968, the Whirly-Girls, international association of women helicopter pilots, has awarded the Doris Mullen Whirly-Girls Scholarship in memory of Whirly-Girl #84. The 1984 Doris Mullen Scholarship will be awarded to a commercial woman helicopter pilot to allow her to pursue additional helicopter ratings to further her degree of professionalism and marketability as a professional pilot in the helicopter industry.

The 1984 Dr. Dorothy Jean Flint Memorial Scholarship will be awarded to a deserving woman commercial airplane or private helicopter pilot to achieve her initial helicopter rating or upgrade her private helicopter rating.

Dr. Flint, a graduate of Mills College, Oakland, California, and the University of Pennsylvania Medical School, Philadelphia, Pennsylvania, began flying helicopters in 1968 while on the staff of the Neurosurgical Clinic for Children in Media, Pennsylvania. She was Whirly-Girl #132. A private airplane and helicopter pilot, a practicing psychiatrist and a pioneer among women neurosurgeons, Dr. Flint died of cancer on February 11 in Carmel, California.

Applications for the 1984 Doris Mullen Scholarship must have true financial need and currently hold a commercial helicopter pilot license. They must be "representative of the high standards upheld by the Whirly-Girls and must have demonstrated a strong desire and a sincere effort to pursue a career as a helicopter pilot."

Applicants for the 1984 Dr. Dorothy Jean Flint Memorial Scholarship also must have true financial need and currently hold at least a commercial airplane and/or private helicopter pilot license. They must have "demonstrated a sincere effort to pursue a career in the aviation industry, with a genuine desire to specialize in helicopters and must be representative of the Whirly-Girls' high standards."

Scholarship applications are available from the Whirly-Girls, Suite 700, 1725, De Sales St., N.W., Washington, D.C. 20036, U.S.A. Applicants are asked to indicate the scholarship for which they are applying and enclose a check in the amount of \$10 payable to the Whirly-Girls Scholarship Fund to cover the cost of processing and mailing. Deadline for receipt of completed questionnaire is November 1, 1983.

The scholarships will be presented at the Whirly-Girls Scholarship Awards Dinner, January 20, 1984 at the Las Vegas, Nevada Hilton Hotel.

Organized in 1955 with 13 women helicopter pilots in France, Germany and the U.S.A., the Whirly-Girls now number 408 in 23 countries. The scholarship program has had the support of the Flying Physicians Association, helicopter manufacturers, auxiliaries of the association, husband/instructors, and military, aviation and civilian friends.

Classified

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an intimate portrait of
AMELIA EARHART

by **Jean L. Backus**

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herself in a lifetime of long lost correspondence to her mother.

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graphical account of AE's life and times to show a whole new
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pioneering flying courage paved the way for future generations of
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Arriving Orange County 99s. left, gather at the meeting place by the food and souvenir booths (we all wanted to go there anyway), and later, right, tour the radar surveillance craft on display

Sharing the Runway with

by *Gwen Haynes*

Through the efforts of Lynn Newton, our fly-in chairman, the Orange County Chapter of 99s was given special permission to fly-in and land at the Naval Air Facility, El Centro, California, on March 13. It took a great deal of paperwork, and each plane had to carry the required, Navy-style insurance, but it was finally accomplished. All this to watch the Navy's fabulous Blue Angels put on a flight demonstration during a scheduled air show. NAF El Centro is the winter training quarters for the Blues.

Some of our group chose to arrive the evening before, landing at Imperial Airport seven miles away.

The aircraft with the required insurance landed as arranged, like "royalty." Those of us without the required insurance (guess who?) landed at Imperial Airport and drove onto the base in a rental, like "subjects." Betty Ackerman, whose plane became ill, drove four hours from Orange County and arrived, like "tired." The arriving royalty were Lynn Newton, Shirley Tanner, Margo Smith, Bev Allen, Jan Gerber-Nielecky, Mary Ann Jamison, Joan Hill, Eleanor Todd, Diane Hixson, Pat Noyes, Cheryl Elder-Moeller, Barbara Ward, Anita Crockett, Kelly Larsen, Sally Cornell, Elaine Williamson, Cynthia Shofer, Marcie Mauthe and Grace Stencil. Let's not forget our husbands, boyfriends and "just friends." We were also joined by some members from the Fullerton and Imperial So-Lo Chapters, the latter having a motorhome amidst the display aircraft, serving drinks, cookies and heavenly shade (it was in the 90s).

The morning was spent looking over the aircraft on display, ranging from modern

military equipment to older nostalgic craft. In the afternoon everyone gathered for the air show. The aerobatics put on by the Twin and the Pitts seemed to get the most response from our group. Finally, what we came so far to see—the Blue Angels. Out of all the words that have been said about their flight demonstration, only one small word came to mind—awe!

A Blue Angels flight demonstration consists of six aircraft—A-4F Skyhawk 11—performing a prescribed sequence of maneuvers. The aircraft are seen in three components: (1) a diamond formation of four aircraft; (2) two solo aircraft that oppose each other along the line of flight; and (3) all six aircraft in a delta formation.

The following information was graciously given to me just prior to the demonstration by the public affairs officer for the Blues, Lt. Morgan Smith, USN.

Sixteen officers and 74 enlisted personnel comprise the Navy Flight Demonstration Squadron—the Blue Angels. Seven of the officers are tactical jet pilots, four of whom fly in the diamond formation, two as solo maximum performance demonstrators, and the seventh is the narrator for the aerial demonstration who also provides jet orientation flights for news media representatives. The events coordinator is a naval flight officer and is responsible for all logistics coordination. The public affairs officer is responsible for all public affairs matters and media relations. The maintenance officer is in charge of the enlisted maintenance crew and is responsible for ensuring that the 10 aircraft assigned are kept in top-notch condition. The squadron's flight surgeon admi-

nisters to both the physical and psychological needs of the officers and enlisted personnel. The administrative officer and supply officer maintain normal operations while the Blues are on the road.

There are also three Marine Corps transport pilots and five enlisted crewmen assigned to fly the Lockheed C-130 Hercules (affectionately called "Fat Albert") that carries the equipment and personnel needed to perform demonstrations at show sites. Fat Albert has flown the equivalent of 45 times around the world in support of the Blue Angels. A normal load consists of 25,000 pounds of highly sophisticated equipment, 30,000 pounds of fuel and a highly specialized maintenance crew. It makes an ideal home-away-from-home workshop that has served the Blue Angels since 1970.

The 74 enlisted personnel are specialists in all of the aviation roles required to support and maintain the squadron. (Take heart, gals, I saw some women in this group.)

The squadron's home is in Pensacola, Florida, but early January finds them moving to their winter training home at NAF, El Centro. For the next 60 to 70 days the Blues prepare themselves for the upcoming season. The pilots fly twice a day, seven days a week (you don't want to hear what time they get up) and practice, practice, practice.

All of the maneuvers demonstrated are tactical techniques developed in practical and actual combat by Navy and Marine Corps pilots. The diamond formation (four aircraft) is recognized as the squadron's trademark throughout the world. During the winter training cycle, the diamond pilot



The two solo pilots oppose each other along the line of flight to give the "collision" effect.

[Photo courtesy Blue Angels]

The Blue Angels

starts at a great distance from his comrades and slowly moves as close as complete wing overlap—this may mean a mere arm's length from canopy to wing tip—which requires total concentration and 100 percent confidence in his own ability and that of the other three pilots.

For the two solo pilots, in order to dramatically emphasize each maneuver, they oppose each other along the flight line at a closing velocity of 1,000 mph and attempt to establish a "collision" effect from the crowd's angle of vision. (They succeeded; I spilled my drink.) This collision effect should take place at the exact center point of the flight line. The importance of timing is illustrated by the fact that for every second of error a maneuver is displaced one-eighth of a mile.

The solo pilots train for their portion of the demonstration as a separate entity from the diamond pilots because the techniques and emphasis are different.

Once the season begins, a pattern of operation is established. The narrator and his crew chief precede the main body to each show site by one day to give last-minute checks. On the next day, the demonstration aircraft arrive and the pilots get their first look at the show site. One day is reserved for a practice demonstration, which is needed to provide the three to four days of flying per week required to maintain peak proficiency. The official demonstrations normally take place on Saturday and Sunday. The squadron then returns to its home in Pensacola, Florida on Sunday evening or Monday morning, with the following day for rest and relaxation. The next two

days are filled with administrative chores, a practice demonstration and briefings for the next show site.

Any Naval or Marine Corps aviator may apply for assignment to the Blues if he meets three basic requirements: he must volunteer, be career-oriented and have accumulated 1,500 flight hours in tactical jet aircraft. Less than 220 officers have been assigned to the Blue Angels during their 37-year history. There are few openings each year and competition is keen. The final selection of two or three members per year takes place within the Flight Demonstration Squadron itself with ultimate approval of the Chief of Naval Air Training.

Each aviator of the squadron spends two years as a demonstration pilot, then returns to an operational assignment, giving a constant turnover of personnel. The average age of a Blue Angel is 32 years. Each pilot has served at least four to six years in the Navy or Marine Corps and has completed his first operational tour at sea aboard an aircraft carrier or a land-based installation. And—no—they are not *all* married!

The flight demonstration ends. Six Skyhawks land gracefully, their parachutes dragging behind them. I feel a wee bit "inadequate" in my flying skills, but thankful for the fact that I am at least able to share a tiny portion of the sky with them in our old Navion... something that most of their audiences can never hope to do.

The final excitement—a mad dash for our planes to get home ahead of the approaching storm. We all made it back safely, with our souvenirs, sunburn and memories of "sharing the runway with the Blue Angels."



1983 Blue Angels Flight Demonstration Squadron: Lt. John Virden, USN, events coordinator; Lt. Chris Ives, USN, opposing solo; Lt. Kevin Miller, USN, slot pilot; Capt. Mark Lauritzen, USMC, right wing; Cmdr. Dave Carroll, USN, lead solo; and Lt. Curt Watson, USN, narrator.

[Photo courtesy Blue Angels]



Opposing solo aircraft side by side with one flying inverted.

[Photo courtesy Blue Angels]

1983 Palms to Pines Air Race

The 14th annual Palms to Pines Air Race was flown July 22-23 from Santa Monica to Modesto, then to Red Bluff, California. The 735-sm race terminated the following day at the Sunriver, Oregon Resort Airport.

Delores Pynes and Dorothy Walker, in a Cessna 182R, placed first for the third consecutive year. Shirley Thom and her daughter, Linda Thom Johnston, who finished third in the '80 race, placed second in a Piper 28-181. The San Fernando Valley Chapter members took the lion's share of

the trophies, winning five places in the top 10.

This year's race attracted 60 airplanes with 122 women participating; two planes carried three pilots and all others were flown duo. Your reporter has to admit to running out of time in greetings and taking pictures, missing the first four crews and two other crews in the big field of contenders.

Chalk up another big, fun-filled air race!

by Glenn Buffington



Winning the Palms to Pines Air Race for the third consecutive year are Delores Pynes and Dorothy Walker.



Shirley Thom and Linda Thom Johnston finished second in the Palms to Pines race.

PALMS TO PINES WINNERS

| | | | |
|-----|---------|--|----------|
| 1st | Race 8 | Delores Pynes/Dorothy Walker (HDC 149) Cessna 182R | +21.9574 |
| 2nd | Race 12 | Shirley Thom/Linda Thom Johnston (HDC 133) Piper 28-181 | +19.8507 |
| 3rd | Race 1 | Mary Bovee/Lorene Robertson (HDC 130) Cessna 177B | +19.8046 |
| 4th | Race 2 | Jean Schiffmann/MerryAn Sybilrud (HDC 144) Cessna 182P | +19.7173 |
| 5th | Race 54 | Jenny Wright/Joan Steinberger (HDC 152) Piper 28-236 | +19.6509 |

Let's go air racing!

ILLI-NINES AIR DERBY WINNERS

| | | | |
|-------------|-------------------------------------|--|----------|
| PROFICIENCY | | | |
| 1st | Sharon Mitchell/Carole Johnson | | 99.5091 |
| 2nd | David Broadfoot/Clarence Schreiber | | 99.4888 |
| 3rd | Ruth Frantz/Bob Frantz | | 99.4727 |
| 4th | Walt Falkenberg/Charlene Falkenberg | | 99.1444 |
| SPEED | | | |
| 1st | Bill Clapper/Bernice Barris | | +18.2922 |
| 2nd | Marilynn Miller/Robert Miller | | +16.7664 |
| 3rd | Marion Jayne/Elsie Wahrer | | +16.6129 |
| 4th | Gerald Junker/Stacy Porch | | +15.9540 |



Air Race Classic winners are, above, pilot Gini Richardson and copilot Marian Banks. Placing second in the ARC are, below, Marie Hoefer and Sharon Crawford.



1983 Memorial Day Illi-Nines Air Derby

Memorial Day weekend... haze... fog... low ceilings... rainshowers... thunderstorms... tornadoes and the Illi-Nines Air Derby. On the scheduled date, May 28, the race committee determined by 1300 that we couldn't get off the ground. The hospitality room opened with fellowship and hangar talk abounding. The banquet was held as scheduled on Saturday night. A before-race banquet with no awards is usually quite a letdown. This was different. Our master of ceremonies was Congresswoman Lynne Green of Illinois, who was so entertaining that she kept us laughing the entire evening.

It rained all night, and Sunday dawned with threatening skies. They cleared enough by 1100 for takeoff to commence. The planes departed approximately 30 seconds apart, and by the time Race 14 was departing, rain was falling again. Stalwart starter Charley Wells kept the planes moving, and all 47 were flagged off.

The race course was interesting and challenging as we flew from Rockford, Illinois, Kewanee Airport, to Pontiac Airport, and back to Greater Rockford Airport, a distance of 250 sm.

As Race 14 arrived about 25 miles out from Rockford, it was plain to see there was a thunderstorm approaching the airport with lightning all around. Race 14 managed to land safely; however, several others had to divert and wait out the storm's passing. The storm did move on, and the 14th Annual Illi-Nines Air Derby was completed. Everyone was safe and sound and looking forward to next year.

by Charlene Falkenberg

Okie Proficiency Air Derby

It was a terrific event... I can't remember when I've had such a fun weekend... It was a real learning experience... The Okie Derby really made me get out the books and brush up on a lot of flying skills I haven't used for a long time...

Similar comments from the contestants in the 5th Okie Derby assured us that we had accomplished our goals of sponsoring a racing event that would encourage proficiency and be a lot of fun, too.

Thirty-one planes participated. After two weeks of CAVU, we did, of course, have a little weather to contend with on the day of the race. But, by the time the last plane was clipped for the start of the 300-mile proficiency rally, the weather had improved to the point where it was no longer a factor. Actually, the cloud cover was a welcome blessing to all the ramp personnel during the afternoon.

Oklahoma hospitality abounded as competitors, new and old, shared stories of their trials and tribulations in the race amidst the plentiful array of goodies contributed by many, many Oklahoma 99s to the hospitality room.

The Awards Dinner turned out to be a marvelous evening for winners and non-winners alike. An outrageous "waiter" brought out a 12-foot ladder, pushed aside the guests and climbed up to "dust the

lightbulbs" during the attitude adjustment hour. As the evening wore on, he was observed ladling tea out of buckets, pulling handfuls of ice from the water pitchers and plunking it into diners' glasses. Only as he moved from the ridiculous to the preposterous did we realize he was the entertainment. A magician by profession, he later performed some very impressive magic tricks.

The awards themselves were, of course, the highlight of the evening. Scores were extremely close this year, but veteran racers Betty Jo Hammer and Robin Smith proved again that experience pays off as they marched home with first place honors. Sue and Bill Halpain flew their newly-acquired Bonanza into second place position, while visiting Arkansas entry Ed Morris and Dixie Bour finished third. Fourth place went to Dick Hall and Harold Boroughs. Originator and first chairman of the Okie Derby, Phyllis Howard, with hubby Bob, took fifth place. Three of the top five positions — Hammer, Morris and Howard — have participated every year since the race began in 1979. Best fuel estimate went to Bill and Ben Baysinger flying their Seneca II. They estimated and used 34.2 gallons of fuel.

Practice makes perfect! See you in Norman next July.

by Jan Million



Jan Million, Okie Derby race chairman, and Mase Masonhall, ramp rat, zipped around the ramp with ease in Mase's golf cart. (Photo by Kit Lewis)

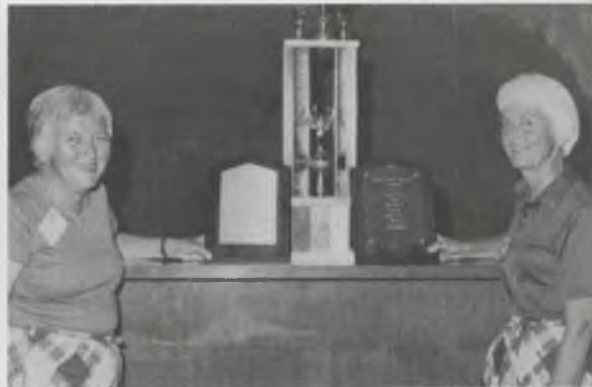
Kachina Doll Air Rally

The annual Kachina Doll Air Rally will be flagged off from Phoenix Deer Valley Airport at 0800, October 8. The coed proficiency event, sponsored by the Phoenix Chapter, draws participants from throughout the country.

In addition to cash prizes for five place winners and various other categories, the top winner takes home the coveted traveling Goldwater Trophy. Impound date is October 7; entry deadline, September 30. Carolyn Chard is chief planner. Send \$3 to Donna Reaser, entry chairman, 11624 S. Jokake, Phoenix AZ 85044.



Okie Derby racers and friends enjoy the Awards Banquet above, when veteran racers Betty Jo Hammer and Robin Smith, right, were honored as first place winners. (Photos by Charlene Davis)



First place winners in the Oregon Petticoat Derby are Dodie Gann and Phyllis Baer.

OREGON PETTICOAT WINNERS

| | | | |
|----------|----|---|-------|
| 1st Race | 4 | Dodie Gann/ Phyllis Baer C-172 | 3,444 |
| 2nd Race | 14 | Dorothy Mercer/ Gayl Ratigan C-210 | 3,443 |
| 3rd Race | 11 | Jan Amundson/ Verda Giustina C-172K | 3,440 |
| 4th Race | 17 | Sally Plumley/ Karen Dapp C-T210 | 3,422 |
| 5th Race | 19 | Aimee Kuprash/ Karen Bernheim C-150 | 3,414 |

July's Oregon Petticoat Derby

Veteran air racers Dodie Gann and Phyllis Baer from Washington piloted their C-172 to a first place finish in the July 15-17 Oregon Petticoat Derby at Albany, Oregon.

The proficiency air race for women drew 22 planes from Oregon and Washington. Hosts were the Willamette Valley 99s and the Albany Chamber of Commerce. The 219-nm course took entrants to five mystery checkpoints with scoring based on fuel consumption prediction, navigation, time en route accuracy and a spot landing at the course finish.

Gann and Baer took first place with 3,444 points out of a possible 3,500. Gayl Ratigan and Dorothy Mercer, Portland, flew their C-210 to second place with 3,143 points. Jan Amundson and Verda Giustina, Eugene, placed third with 3,140 points.

Jan Mlnarik and Tammy Armour, The Dalles, won the spot landing contest by setting down their Aeronca Champ just one foot from the landing spot. Patty and Nancy Jensen, Auburn, Washington, were the high-scoring mother-daughter team.

by Karen Dapp



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