

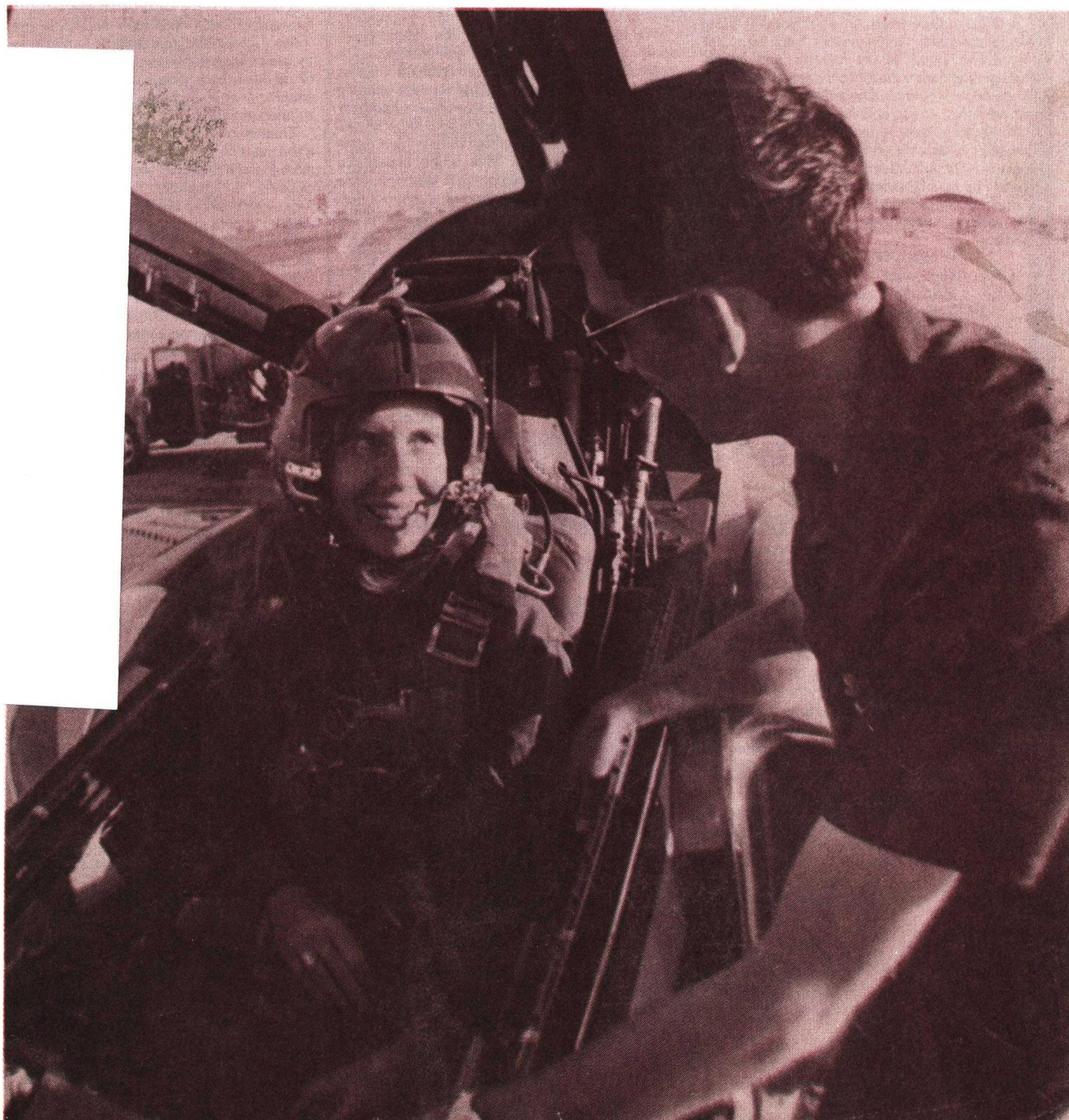
the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

Volume 7

Number 6

December 1980



LETTERS

Extensive MOA proposed Over Louisiana.

Letter to the Editor:

A Military Operation Area Proposal is being considered which would restrict flying from 100' to 18,000' over all of central and north-eastern Louisiana without corridors, even. There would be no IFR (including airlines), just VFR, *at our own risk*, as this entire area would be "hot."

Surely there is some desolate area available for this military activity which would not usurp air space over populated areas where the space is so needed by general aviation.

Please ask your readers to join in objecting to this military intervention in our flying rights. Write:

STOP JENA MOA PROPOSAL,
Chief, Airspace and Procedure, ASW-350
FAA, Southwest Region
Air Traffic Division P.O. Box 1689
Ft. Worth, TX 76101

Sincerely,
Fran Salles
New Orleans Chapter

Chapter contributes to AE Scholarship Fund

Dear Susie:

Five years ago the All-Ohio Chapter established the *Buckeye Air Rally* as a money-making project. It is my pleasure as Chapter Chairman to forward the enclosed check for the AE Scholarship Fund. The Chapter works all year long in order to obtain maximum participation in the Rally. Each year is just a little better than the last and it pleases each member to be able to send \$300.00 to the Fund.

Sincerely yours,
Jeane M. Wolcott
Chairman
All-Ohio

Dues increase adversely affects international membership...

Dear Editor:

Behind this letter to *The 99 NEWS* lie many hours of thought and debate about how to keep the British Section in being.

I need hardly stress that it has always been our dearest wish to have an active section here and, indeed, two years ago when I succeeded Barbara Cannon as Governor, I had high hopes of building up the numbers of our members.

Alas! This has proved impossible and let me explain why.

The recent unfavorable rise in dues has meant that many of our members feel unable to afford to carry on. Besides the dues we send to the States there must also be a small increase here. With only about 18 members our section dues do not even pay for the full cost of our mailing expenses.

We all live far apart so section meetings are sparsely attended. Some of our members are commercial pilots who find it difficult to plan ahead to attend meetings. Most of us are working and few of us own aircraft. We are, for better or worse, a small group of people who feel it is well worthwhile to keep our links with women pilots throughout the world. This is the aspect we treasure — the knowledge that wherever one finds oneself in the free world, one can hope to find a "99" even if only for a brief telephone call and exchange of news and views. There is, after all, no other comparable way for us all to be able to get in touch. Where I live in London I see a number of traveling "99s" and there are even more with whom I talk on the telephone. Now we must face the fact that this small section will close, a few of us will stay on as "members at large."

The point I wish now to make clear is that it should surely be possible to allow overseas sections to become "associate sections." Our only administrative cost to H.Q. would be small. All we would require would be one Directory from which we could all cull addresses if we traveled abroad. Once a year we would appreciate a news-sheet giving "convention" dates, etc. As a section we would be in contact with you from time to time and would pay a "group subscription" which we could afford and we would continue to enjoy being 99s. Also, we could recruit new members if the yearly subscription was less than it is at present.

One must remember that here we also have an active organization — "The British Women Pilots' Association" who keep in touch with all aviation matters and practically every woman pilot in the U.K. is a member. The BWPA magazine carries the type of valuable information that *The 99 NEWS* imparts to all of you in the States.

To 99s here the folding up of our section is so sad and we cannot help feeling that it would be hard to reactivate it again. Once disbanded, all those friendly and worthwhile links are lost forever. What happens here today may well herald a decline in overseas sections who, like us, find it impossible to recruit new 99s.

So we ask that the Board consider our problem and, bearing in mind our desire to remain members, will try on our behalf to find a happy solution.

May you all have a happy Christmas.

Gwen Bellew
Governor
British Section

to the EDITOR

Members glad to have magazine back.

Dear Jan:

It certainly was a delightful surprise to find the September issue of *The 99 NEWS* in the mail today! I know everyone must be happy to see the magazine back in print again, but especially those of us down here where we have not had a 99s chapter... or even much in the way of general aviation activities.

Thanks to Sandra Lapsley (who had your job a few years back), we've finally found enough girls from Puerto Rico, St. Thomas and St. Croix to organize a chapter, though. Since I was "appointed" secretary and news editor, I guess we'll be in contact in the coming months. We are getting together on 14 November and as soon as we are officially a CHAPTER, I will send in our input.

Since leaving Hawaii to move to the Virgin Islands, the ALOHA Chapter in Hawaii has really lived up to their name and treated me as one of their own. Thanks to their efforts and sponsorship, I was awarded the Amelia Earhart Scholarship and their own "Help Award" last year so that I could get my instrument and multi-engine land ratings, which enabled me to get my present job as a First Officer with American Inter-Island (a subsidiary of American Airlines). I love my job and will always be grateful to the 99s for making it possible.

Thanks once again for a super issue. I was especially interested in reading about the Amelia Earhart Scholarship winners for 1980 and wish them lots of luck.

Sincerely,
Marijane Evans
St. Thomas, USVI

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

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NEXT ISSUE: Women in International Aviation

If you're an active pilot in a non-U.S. country, send us your story. Or let us know the progress and plight of women in aviation in your part of the world. We're waiting to hear from you. Deadline: January 1st.

ON THE COVER. AE-1 Joe Berry, Crew Chief for Blue Angel #7, helps Mari Hurley settle into the TA-4 Skyhawk's cockpit. Mari is a member of Imperial So-Lo Chapter of the Ninety-Nines.

ON THE WITH

JANET



by International President Janet Green

Although much has been said about membership lately, a good subject bears repeating. While at our headquarters last week the new computer obligingly spit out the current membership total of 5,780. Who will be 6,000 and when? By Christmas maybe.

It is nice to know that if you were once a member but had to drop out for some years, you can now reinstate without meeting new membership requirements. Once a 99 — always a 99!

When you become acquainted with a woman who is a pilot but not a 99, and you feel she would make a good member, go ahead and invite her to join as a section member. You can sign her application and no other signatures are required and you don't need copies of anything such as license, physical or BFR since we operate on the honor system as we always have. You might be interested to know that her airman's certificate number is the key to the computer for our membership records. The new member you have recommended would appreciate the name of the chapter nearest her and some names to contact and possibly this will lead to friendships and chapter affiliation. Chapters still set their own standards and requirements for their membership except for transfers. As always, a member may transfer from one chapter to another without meeting the initial requirements of the new chapter.

Our computer is programmed for four classes of membership: Active, Life, Charter, and Emeritus (past presidents). The old category of Supportive has been discontinued.

Pat Jenkins is now running the highly successful "Great Race" on an annual basis commencing June 1 and ending May 31st. The four winning chapters will be recognized at convention in Boston.

There is one sure-fire way to gain and hold membership. That is to have many and interesting activities. The business of running the organization does have to be accomplished but On-the-Go people like ourselves can do this in short order and have lots of time left over for the reason we belong — aviation.

Large and strong chapters with members living in close proximity can plan big, and often money-making, projects such as: Aviation Safety Days complete with lectures by several presenters, films, simulators and more; Poker Runs; Proficiency Races; Fear of Flying Clinics; Aerospace Education Seminars; Media Days, etc. Some small chapters with scattered membership probably can't do these things as well but they can visit the tower, the center, the nearest Air Force Base; show films from GAMA, AOPA or aircraft manufacturers; have a spot landing or ground school contest; get our slide show "For the Fun of It" and put on a program for Altrusa, Zonta, the Rotary, etc.; meet with the EAA, CAP, a local aviation organization or another nearby 99 chapter; fly some place and tour a local industry; have a luncheon and plan a program to tell the local women pilots about the 99s; ask the FAA to show a film or talk about regulations; maybe even have a hangar flying contest and see who can tell the best tale. Just get out and do — plan — communicate — GO!

HEADQUARTERS HOTLINE

LOIS FEIGENBAUM, FORMER INTERNATIONAL 99s president who did so much for public relations for our organization, has had her talents recognized by another group. She has recently been offered, and accepted, a position with AOPA (Aircraft Owners and Pilots Association) as their Midwest Regional Representative. She joins such notables on the AOPA team as Henry Newman and Pete Campbell who serve in similar positions for the Southwest and Southern Regions. AOPA Reps are involved in such things as P.R. for General Aviation, assisting groups interested in developing airports, and providing pilot groups with advice and assistance in their efforts to save existing airports. A forthcoming concern in Lois' region will no doubt be the proposed closure of Meigs Field on Lake Michigan in the Chicago area.

AN AVIATION TOWN MEETING, SPONSORED BY AOPA and the General Aviation Council of Hawaii with the assistance of the Aloha Chapter of the Ninety-Nines, was held in Honolulu on October 14th. Over 200 people met to discuss the General Aviation Development Program and the current problems facing General Aviation in Hawaii.

There is some concern locally with congestion at the airport, the need for a reliever airport(s), and the feeling by some that the State would like to severely restrict general aviation rather than deal with the situation that presently exists.

The meeting was constructive in further opening the lines of

communication between pilots and officials in the 15+ year debate, and it made the public more aware of the concerns and contributions of aviation in Hawaii. But, as always with the slow moving wheels of government, it is "we'll see..."

THE FIRST WOMAN TO SERVE ON THE Experimental Aircraft Association (EAA) Board of Directors is Jayne Schieck, Central Illinois Chapter. Jayne has recently been appointed to a one-year term as the Class V Director.

Since receiving her license in 1956, Jayne has accumulated over 1300 hours and earned Commercial and Glider licenses plus an Instrument rating. She became active in EAA in 1969 and is a member of Chapter 75 (Davenport, Iowa) and Chapter 350 (Monmouth, Illinois). Beginning in 1970 Jayne moderated the "Women of EAA Forum" at Oshkosh, and since 1974 has been Chairman of Women's Activities.

Jayne, who flew in the 1976 Powder Puff Derby and piloted a custom-built "Durl-e-aire" in the Spark Plug Rally (1970-1975), has helped to rebuild a Cougar from a "basket case" and also helped in the covering of two Smith Mini-Planes. She has also held numerous offices in the 99s including section secretary and chapter chairman, and is now in her second term as Ninety-Nine/EAA Coordinator. Jayne works with her husband, Ben, in



Be there. Ready to get things done.

Business takes place wherever there's a decision to be made, wherever currency changes hands. And that can be in some pretty out-of-the-way places. But no matter where or when business happens, often the only way to get something done right is to do it yourself. In person.

To do that, you have to be there.

What's more, you have to be ready to get down to business as soon as you get there. How?

Take your next trip in a Beechcraft Baron 58. Its "Club Cabin Class" interior can turn your travel time into productive time.

With facing rear seats, big

double doors, and a foldaway work table, passengers can talk things over face-to-face, go over last minute details, or just relax before the busy day ahead.

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And there you'll enjoy the way the Baron 58 handles. The way it feels, and makes you feel.

Wouldn't it be great to be there, where you need to be, ready to get the job done? Fly a Beechcraft Baron 58 soon and find out.

Send for your free aviation kit.

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

determine the remarkably low net capital cost of acquiring a Beechcraft Baron 58.



Simply write on your company letterhead to: Beech Aircraft Corporation, Dept J-17, Wichita, Kansas 67201.

And please mention if you're a pilot, an airplane owner, and what type of airplane you fly.



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Manufacturers Association



A Raytheon Company

HOTLINE (continued)

their Office Products Business as Advertising Manager and as custom programmer for electronic cash registers.

HEADQUARTERS NOTAM: MEMBERSHIP

applications sent to Headquarters with incorrect dues amounts are being returned. Please change any applications you have on hand to reflect the dues increase.

New Members	\$37.00
Reinstatements	\$35.00
Renewals	\$32.00

A copy of the new application form for new members appears on the inside back cover of this issue. It may be Xeroxed for chapter use or new forms may be requested from Headquarters.

INCLUDE YOUR AIRMAN CERTIFICATE

number on any correspondence to Headquarters involving address changes, transfers, etc. This will facilitate the processing of your request by computer at Headquarters.

AOPA REPORTS THAT YOU MAY HAVE A

refund coming from the Federal Communications Commission. If you paid \$8 for a restricted radio telephone operator's permit or \$20 for an aircraft radio station license between Aug. 1, 1970 and Feb. 28, 1975, you are eligible for refunds of \$6.92 and \$15.88, respectively. The refunds are part of Phase II of a court ruling, resulting from a lawsuit in which AOPA participated, that **certain FCC fees are invalid** (Phase I dealt primarily with broadcasters and common carriers). You can get instructions and refund applications from FCC Field Offices, or write FCC, Fee Refund Program — Phase II, Box 19209, Washington, D.C. 20036 (Toll-free phone: 800-424-2901).

1981 ANGEL DERBY PLANS 1735 STATUTE

Mile Course from Los Angeles to Acapulco, May 7-9. \$10,000 in prize money will be awarded. The race is open to 1960 or later stock aircraft, IFR current. Pilot must have IFR rating. Entry fee is \$300 and entries open January 15, close March 1. There are navigational aids on all airports and the route is coastal after leaving Mexicali. Av gas in Mexico is under \$.95 per gallon. For information, write: All Women's International Air Race, Inc., P.O. Box 9125, Fort Lauderdale, FL 33310.

INTERNATIONAL FOREST OF FRIENDSHIP.

Join the fun at the International Forest of Friendship, in Atchison, Kansas, en route to the 99s Convention in Boston, July 15-19, 1981. Our 8th reunion in Atchison will be celebrated Sunday night, the 12th. Monday, the life-size, bronze statue of Amelia Earhart will be unveiled on the Mall, followed by a banquet featuring Fritz Widick, Atchison's own Wizard of Space, now deeply involved in the Space Shuttle program. Tuesday morning, the 14th, will be the International Parade of the Flags at the Forest, and the Salute to the fifth group of new Honorees. Among those already sponsored are Fritz Widick, Senator Barry Goldwater, Jean Rose and Anna Chennault. Other surprises, now in the works, will be announced as they are finalized. Contact Fay Gillis Wells, 4211 Duvawn Street, Alexandria, Va. 22310, (703) 960-4632, or the new 99 Chairman for the Forest, Marie Christensen, 4801 West 87th Street, Prairie Village, Kansas 66207.

BECOME PART OF AVIATION HISTORY BY SETTING OFFICIALS RECORDS ON DEC. 17.

The National Aeronautic Association is making special plans to offer all pilots the opportunity to become part of official aviation history on December 17, 1980, the 77th anniversary of the Wright Brothers' first powered flight. NAA is encouraging pilots to establish official aviation records on that day.

Pilots setting a record will earn the NAA Certificate of Record for their National Record, and the Federation Aeronautique Internationale's Diplome de Recorde for their World Record. In addition, their name and plane will be entered into the WORLD AND USA NATIONAL AVIATION AND SPACE RECORDS book.

There are a variety of records from which to choose. Procedures are simple and a Record Attempt Kit is available to help those establishing a record. Send for the Kit and make your plans now. Contact:

Secretary, Contest and Record Board
National Aeronautic Association
821 15th Street, N.W.
Washington, D.C. 20005
Phone (202) 347-2808

AIR TRAFFIC CONTROLLER HONORED FOR MOUNT ST. HELENS SERVICE.

For his outstanding contributions to the safety of air operations around Mount St. Helens, Earl Rankin, an assistant chief at the FAA air route traffic control center located at Auburn, Wash., has received the 1980 George W. Kriske Memorial Award by the Air Traffic Control Association, Inc.

Rankin was responsible for developing the FAA's plans to deal with possible events arising from eruptions shortly after the mountain became active in March 1980. He supervised the establishment of a special operating position in the air traffic control center to handle air traffic around the mountain; developed plans to route Northwestern air traffic safely around the hazardous ash clouds and he coordinated with other government agencies, the airspace restrictions set up to protect those aircraft on official business and disaster relief operations around the volcano.

The Kriske Memorial Award is presented annually to an air traffic controller for outstanding contributions which have advanced the science of air traffic control and enhanced the profession of the air traffic control system.

THE NIFA (National Intercollegiate Flying Association) SAFECON for Region 10 was held October 11

at Don Scott Field, Columbus, Ohio, with Ohio State University (host team), Ohio University, Bowling Green State University, Kent State, and Western Michigan participating. The 99s were well represented to act as judges for the landing events, message drop, and navigation event. The wind and cold did not dampen the spirits of the enthusiastic young men and women who showed the "old timers" a thing or two about precision flying. All events were held as scheduled with Western Michigan taking first place and BGSU inching out Ohio State for second place by only one point. The first and second place teams will represent the region at the national competition this spring in Monroe, Louisiana, and the All-Ohio Chapter will be represented to present the Arlene Davis trophy to the outstanding woman pilot.

Sharon Hauke, Kathy Samuelson, John Dickerson, Sandy Gordley, John Pleska "trying to get warm in between events."



BOARD OF DIRECTORS

MEETING

October 18-20, 1980
Oklahoma City, OK

Ruth S. Dobrescu,
Governors' Liaison

President Janet Green called the meeting to order at 8:00 a.m. on Saturday morning. All the directors were present. Loretta Gragg did not sit in on our meeting as usual as the computer instructor was at Headquarters to teach Loretta and Virginia the workings of the machine. The following are the highlights of the meeting; the official minutes detailing the business of the corporation were recorded by the International Secretary.

The COMPUTER (IBM System 32) has been delivered. We have been running parallel with Turco (our computer company in Illinois for ten years) through President Janet's office in Mississippi and now that our own computer has been delivered, Janet said we are ready to run on our own. Like most people — the computer needs to be warmed up and dated every day. Loretta and Virginia are very enthused about this machine and I think we will all come to realize the advantage of having a "mechanical brain" at the fingertips of our Headquarters staff. In addition to our membership information, our accounting will also be programmed into it, plus our library (which was recently catalogued alpha-numerically by Dorothy Niekamp under the Library of Congress system). New programs will be added as we go along. All information on the subject of MEMBERSHIP will come from Headquarters; therefore an International Membership Chairman has not been appointed. Our current membership now stands at 5,780 — let's keep the GREAT RACE going/growing.

A CALENDAR FOR THE YEAR is being prepared to provide governors and chairmen guidelines from which to work. If you know the deadline dates, you can better time what needs to be done. Its preparation is now in the final stages; you will be receiving a copy in the near future.

MEMBERSHIP LABELS: For those of you who do not know of its availability, you may purchase membership labels of your section or chapter members (for Section meeting notices, or whatever) from Headquarters. The cost is \$15.00 (set-up fee) plus 2¢ a label, plus mailing charges (which run about \$2.00 in the U.S./Canada).

Give Headquarters at least a month — and keep in mind your own good or bad mail service.

The CONVENTIONS for 1981 through 1984 were discussed individually. The Convention Liaison is the Vice President; therefore it has passed from Janet to Hazel Jones. AOPA will be assisting us with Conventions (hotel negotiations, transportation arrangements and exhibits) in the future.

A concerned discussion was held re. NEW CHAPTERS. Many start up and then fall apart. We feel they need help, guidance and possibly some "big sister" help from some nearby stronger, more knowledgeable chapters. More to come on this.

NIFA presented a plaque to Hazel Jones and The Ninety-Nines for their help with the SAFECON. Hazel is "Queen Judge" at these national meets and is accorded all the royal treatment a sovereign deserves.

The Board agreed to send Board Member Gene Nora Jessen to Seattle for a seminar on how to get grant money from the government for the Ninety-Nines. This will enable us to carry on the many important projects we cannot do, due to lack of funds.

Dave Fox (nationally known pilot of the Old Rhinebeck Aerodrome in New York, good friend of the Ninety-Nines and who many of you met at the Albany Convention) was killed in a plane crash testing a friend's homebuilt Osprey, in Kingston, N.Y. He played the role of Regal Eagle and I.M. Smashed at the Old Rhinebeck Air Show. He was buried in Texas. Letters were sent to his widow. (Dave and Blanche Noyes were on the cover of the *The 99 NEWS* — Sept. 1979).

99 NEWS: Jan Million and Lu Hollander came to our meeting and set before us the possibilities of our options on our magazine. After going over the budget for the magazine and the cost figures, it was decided we would have 8 regular issues (one of which would be a Convention issue in either Sept. or October) and 2 special issues in November and May.

The meeting adjourned at 5:00 p.m. on Sunday.

*Happy Flying,
Ruth*

WANTED:

YOUR CONTRIBUTION TO:



INTERNATIONAL
AEROSPACE
EDUCATION FUND



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

An exclusive — there are no prints.

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

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

Contribution
to Aerospace Education
AE VEGA PAINTING

Name _____

Address _____

Phone _____

FILING IHR

by Joan Kerwin

The taxes on general aviation gasoline were reduced from 7 cents per gallon to 4 cents per gallon and the \$25 aircraft Use Tax was eliminated as of October 1st when Congress adjourned without approving a new ADAP bill. However, you can expect a bill from the IRS for your Use Tax, prorated from July 1st to October 1st. (This asinine tax collection will cost the government more to process than the \$6.25 they will collect from the great majority of aircraft owners.)

The money collected from the Use Tax will go into the Aviation Trust Fund. Money from gas tax and tubes and tires tax will go into the HIGHWAY TRUST FUND. (Would you call this highway robbery?) Perhaps the next time you file, it should be IHR (Interstate Highway Routes). We should also have no problem landing and taking off or taxiing on any federal highway.

Meanwhile, the \$4 BILLION surplus in the Aviation Trust Fund cannot be used for new grants for airport improvement projects because Congress also failed to extend the Airport Development Aid Program.

However, while the payors do without needed facilities and improvements the payee, the FAA, will continue to use money in the Aviation Trust Fund for operations and maintenance, (their) facilities and equipment grants and research and development.

This state of affairs will continue until Congress completes action on a new ADAP bill. Since the present bills, which have been hashed and reshaped for almost two years will become null and void upon dissolution of the 96th Congress at the end of the year, it is imperative that action will be taken on a new ADAP bill during the lame duck session commencing November 12.

Write your Congressmen and Senators IMMEDIATELY urging them to push for passage of a new ADAP bill in this session. We need the release of the funds for airport development and safety. We cannot wait until a new Congress sits down and again spends months fighting out a new bill, while FAA is wantonly dipping into the Trust to build an even larger power base.

WRITE ON

ADDRESSES:

The Honorable (Representative)
House of Representatives
Washington, D.C. 20515

The Honorable (Senator)
United States Senate
Washington, D.C. 20510



Maurice Bellonte, French aviator who flew the first Paris to New York flight, chats with Board Member Ruth Dobrescu at his 50th anniversary celebration in New York.

Ruth Dobrescu assists the French in 50th Anniversary Celebration of Paris to New York flight.

by Patricia Rockwell

The Public Relations Department of the Civil Aviation Division of the French Government have again called our International Director Ruth Dobrescu from Paris to help them record another 50th Anniversary of an epic flight with commemorative covers, stamps and cancellations on the U.S. side of the Atlantic.

Ruth helped the French get their Lindbergh commemorative covers cancelled here in the U.S. for the 50th Anniversary of the Lindbergh celebration in 1977 — a procedure that had to go through Washington, D.C. The French again involved her in 1979 when they celebrated the 50th Anniversary of Lotti, Assolant and Lefevre flight in the French monoplane "Yellow Bird," which flew from Old Orchard, Maine to Comillas, Spain. These French fliers landed short of their destination due to fuel shortage. They discovered, after they were airborne, that they were carrying a stowaway — an added weight they had not counted on.

Four months ago these French aviation enthusiasts were back again requesting her personal help. Another quantity of covers needed to be cancelled in celebration of the 50th Anniversary of the first Paris to New York flight by two French aviators — Coste and Bellonte — in the French Breguet "Question Mark," September 1-2, 1930/1980. This flight was the reverse of Lindbergh's famous flight and considered much more dangerous because of the headwinds they would encounter in an east to west crossing. Coste and Bellonte landed at Curtiss Field, Valley Stream (the same

place the Ninety-Nines had their first meeting exactly ten months earlier — Nov. 2, 1929).

Of course, Ruth agreed to get the permission needed; then had to find stamp dealers who had the quantities of 18¢ U.S. Statue of Liberty stamps the French wanted for their Valley Stream backstamp. These stamps were no longer available through the U.S. Post Office; therefore a collector must find a dealer who has them and pay a premium price.

The 84-year old Maurice Bellonte's 1980 three-and-a-half-hour Concorde flight from Paris to New York chopped off 34 hours of time from his 1930 epic flight and left him refreshed for the celebration given him by Air France that night. Captain Coste died in 1973.

Ruth and husband Charlie Dobrescu were invited to the Air France dinner party and were presented with Mr. Bellonte's book, *Le Premier Paris — New York*, autographed to them. They showed Mr. Bellonte a postcard which he and Captain Coste had carried on their 1930 trip and autographed by both of them. He was surprised and delighted to see it. It is part of Dobrescu's museum collection of pioneer and transoceanic aviation covers.

So that these favors don't sound one-sided, Ruth said that these international friends whom she has helped to record their aviation history with commemorative covers on this side of the Atlantic, have in turn done the same favors for her in France for covers she has produced on behalf of Long Island's Cradle of Aviation Museum.

"It has been an enjoyable and rewarding experience," says she.

Helicopter Police Work Described by Officers

by Patricia Rockwell

Officer Condon and Sergeant Downey, Suffolk County Aviation Department, shared information on police work with helicopters with the Long Island Chapter members at their October meeting.

The county has two Jet Rangers with 400 Allison engines. With the retractable floats out, they cruise at 100 mph. When the floats are retracted the cruise is 126 mph. The county's original Allouette helicopter was a gift in 1966. With that helicopter, ill people had to be strapped to the outside of the copter as in the "MASH" television series. With the Jet Rangers, two stretchers can be placed across the rear of the inside of the copter — one on top of the other. Somewhat more comfortable for the passenger and doctor if one is working on the patient.

The pilots would like medical technicians to accompany critical patients but there is no money available. The copters themselves are very expensive to own and to maintain. The price of a new Jet Ranger is \$345,000. It holds 76 gallons of fuel and burns 23 gallons an hour. All trips are emergency related and are made to hospitals, eye banks and blood banks.

Maintenance on the copters requires 50 hour inspections and 100 hour inspections, which take 3 to 3½ days each. At 1200 hours the entire airframe is completely disassembled and overhauled, which takes approximately 5 weeks. At 1750 hours part of the engine (called the Hot Section) is overhauled, and at 3600 hours the engine itself is completely broken down and overhauled. These processes are very time consuming and very expensive. For example, the main rotor blades may have to be replaced at 3600 hours at the cost of \$17,000.

Piston helicopters would be much less expensive to own and maintain but would not serve the purpose for which they are needed. If anything, larger Huey helicopters would be ideal for the police department.

Safety precautions were given by Officer Condon. ALWAYS approach and depart a helicopter from the front. That way the pilot can see you and change the pitch of the rotor blade giving you adequate head clearance. But, as Officer Condon explained, he always bends from the waist when approaching or departing a helicopter, not counting on the adequate head clearance. That's his army training and has stayed with him. There may also be a rear rotor blade which is extremely dangerous when approached from the rear of the craft.

Civilian manuals do not give wind components for safe flight though military ones do. The Suffolk County police will patrol in winds up to 25 knots. After 25 knots they do not have routine patrols, though they will fly in emergency situations up to 40 knots. The helicopters have a sparse IFR panel and should not be used in IFR conditions — though the police are a public facility and can legally go below private IFR minimums in extreme emergencies under Air Traffic Control — but, as Sgt. Downey said — very carefully.

By the way, we were informed the police do not use the helicopters for speed enforcement duties, only rescue. We were relieved to know that the helicopter traveling over us some Sunday on the expressway would not be there to give us a speeding ticket, but would be there if we needed them in an emergency.

Air Race

Exciting news — The Shangri-La Grand Prix Air Race in April 1981 will be the first national long distance cross-country air race open to men and women pilots. The Shangri-La resort, Afton, Oklahoma is sponsoring the race with \$20,000.00 prize money. The first place winner will receive \$10,000.00.

Competing in this race will be an interesting, learning and challenging experience. Two hundred hours with 100 hours cross-country is the minimum requirement for pilot-in-command. Eligible airplanes must be stock model, non super-charged engines from 145 horsepower to 570 HP. All airplanes are properly handicapped so each pilot has the same opportunity to win.

The race starts at 9 a.m. at the Shangri-La Airport, April 6, 1981. The route goes south to Pounds Airport, Tyler, Texas; then northwest to Clinton-Sherman Industrial Airpark Airport, Burns Flat, Oklahoma; on to Roswell Industrial Air Center Airport, Roswell, New Mexico; turning east to Mathis Airport, San Angelo, Texas; south to Laredo International Airport, Laredo, Texas; then north to James Connally Airport, Waco, Texas; east to Monroe Regional Airport, Monroe, Louisiana and back to the Shangri-La Airport, 2098.49 nautical miles. The race deadline to finish is official sunset April 8, 1981.

Shangri-La, situated on the Lake of the Cherokees, has 3 nine hole golf courses, indoor-outdoor tennis courts and swimming pools, bowling, game rooms, etc. and 5 outstanding restaurants.

There are many activities planned for the contestants, their family and friends. A First Time Racers Meeting — Welcome Cocktail party — Western Get-Together at the Hogan — Tahitian Dinner — boat excursion on the Lake of the Cherokees — tennis, golf, sport play day, etc.

The race will be limited to 125 airplanes. Entries will open January 12, 1981 and close February 28, 1981. Entry Kits are available by sending \$6.00 to:

Shangri-La Grand Prix Air Race, Ltd.
Marion P. Jayne
1918 W. Banbury Road
Palatine, Illinois 60067
(312) 358-5100

Betty McNabb pays tribute to Jackie

Mrs. Harold (Betty) McNabb has returned from Patrick Air Force Base where she was a presenter in a memorial service to the late Jacqueline Cochran, world-famous aviatrix and commander of the Women's Airforce Service Pilots, WWII (WASPs).

Mrs. McNabb was designated by the Niney-Nines to speak at the memorial. Both Ms. Cochran and Mrs. McNabb are past presidents of the Niney-Nines.

Dr. Byrd Granger, a commander under Ms. Cochran, who headed up the WASP program, said of Mrs. McNabb: "I cannot possibly tell you how many spoke to me with pleasure about her comments, and also about her really remarkable resemblance to

Jackie. My one regret is that she did not have more time on the program."

Betty describes herself as a senior citizen, but continues to be very active in aviation circles. She recently was named to the Aeronautical Advisory Committee of the Gulf Coast Community College; is a member of the Panama City Beach Aviation Board; and has reported that TIME-LIFE would interview her for a book compiled on outstanding women pilots in the United States.

Betty's hostess was Mrs. Margaret Stannah, a Niney-Nine, who flew the visitor to Patrick in her Cessna aircraft. Margaret has been a pilot since 1941.

Betty McNabb and hostess Margaret Stannah.



IFR FOR THE VFR PILOT

by Beverly Fogle

How many times have you heard a VFR pilot long for the instrument ticket while contemplating a foggy day at an airport with a VOR approach and 800/2 minimums?

Some basic knowledge of instrument procedures and capabilities seems in order for *all* pilots — who do share airspace with instrument operations and should know something of what to expect from those 'blind' pilots. While the instrument pilot is bound to "see and be seen" whenever operating in VFR weather conditions, the transition from instrument to visual vigilance is seldom instantaneous. We all need to know what we can expect from each other.

An instrument ticket is not an all-weather ticket. The pilot must still evaluate the weather conditions, capability of the plane and pilot, and requirements of the route and approaches to be flown. A major airport with a precision approach (Instrument Landing System — ILS — or military precision radar) may make it possible to land if the ceiling is 200-300 feet. But often we're going to an airport with a non-precision approach (VOR or NDB based system) in which case we must be out of the clouds at 600, 800, or even 1200 feet. Approach minimums can be higher than VFR minimums!

Take-off presents a similar dilemma. While theoretically a non commercial operation can take off in 0-0 conditions, IFR, the prudent pilot will ask "what if——?" If fog is at all extensive, few pilots will opt to go until an instrument landing would be possible.

One characteristic of instrument flying is that it imposes discipline.

Minimum en route altitudes can be a problem, especially in the west. Your basic Skyhawk probably doesn't operate too well at 12,000 feet — and on many routes that is the lowest you can fly IFR. What if (as is likely in bad weather) there is ice or turbulence at that altitude? You can't go up, you can't go down, ——?? If there's ice, your basic Skyhawk — or any normally-aspirated light aircraft — might not be able to get to 12,000 feet! So you can't always reasonably file an IFR flight plan, even if you have the rating and the equipment.

Theoretically, one can fly IFR with a single comm radio and VOR receiver. But who has not had trouble either receiving or

transmitting over that single radio? You're *much* more dependent on communication equipment when you're IFR — and everyone else in the system is dependent on your equipment, too! Most pilots will want at least dual comm radios and dual nav receivers (one of which will receive localizer frequencies). To really benefit from the ILS system, you also need a glide slope receiver and a three-light marker beacon. An ADF radio will make many smaller airports accessible as well as help on other en route and approach segments.

You're MUCH more dependent on communication equipment when you're IFR.

One characteristic of instrument flying — many would say the main characteristic — is that it imposes discipline. Thou shalt fly on the 329 degree radial (not the 330). Thou shalt depart the VOR at 2:28 (not 2:30). Thou shalt maintain an airspeed of 90 knots (not 89 or 92 knots). Thou shalt see the runway from 219 feet — not 210 feet. Thou shalt control thy altitude very precisely. When flying an instrument procedure (especially on final approach) you will probably find yourself closer to obstructions than you would ever fly visually. So you must be exactly where that procedure says you should be or those power lines or towers or hills can reach out and grab you.

Instrument charts show lots of check points, intersections, and fixes which are not shown — or at least not defined and named — on visual charts. When a pilot reports to Portland Tower "64509, Yorky inbound," the reference is to Yorky final approach fix, from which the approach is timed (so you know when you've gone too far). Yorky is the intersection of the localizer (essentially the extended centerline) for runway 10R at Portland and the 205 radial from Portland VOR. From there to the missed approach point (if you haven't seen the runway yet, you've missed it so must go around according to a special procedure) will take 4:00 minutes at 90 knots, 3:36 minutes at 100 knots. In no case may you descend below 219' with the glide slope operating, or 500' if you're not receiving the glide slope signal for whatever reason.

VFR charts do give some good hints about where you can expect to encounter IFR traffic. Basically, all controlled airspace

is fair game. The depicted floor of an airway will always be below the minimum en route altitude (MEA) for IFR flight. Intersections may be turning or reporting points. Hemispherical-rule cruising altitudes are odd (eastbound) or even (westbound) thousands of feet — 500 feet below VFR traffic, theoretically. Ever notice how close 500 feet above or below you seem? That's not a lot of clearance. Anybody for more precise altitude control?

Ever find a hole in a cloud layer and fly through, suddenly wondering about those horizontal cloud clearances you learned in ground school? Let's see — was it 2,000 feet below 10,000 feet, or 12,000? Or one mile? (Correct answer: 2,000 feet horizontal clearance below 10,000 msl, one mile horizontal clearance above 10,000 msl.) Hope you're not on an airway! The truth is, when we're hunting holes and using them we're usually not paying much attention to the location of airways, nearby terminal areas, and controlled airspace. This situation leaves the VFR pilot in the unenviable position of being a sitting duck — and very probably illegally sitting at that! That instrument pilot passing through those clouds on instruments won't be looking outside as he comes out of that cloud — hope you see him first!

Most terminal areas have charts of common arrival and departure routes posted around at local airports. It's worth a bit of time to look that chart over the next time you see it. Or to spend a few minutes with an instrument rated pilot or flight instructor to familiarize yourself with the local instrument procedures. You'll get a much more complete picture of what's happening the next time you're listening to Approach Control.

Another good experience would be to utilize "Stage III" radar service, and to request "VFR flight following" from Center on your next cross-country. Just ask Approach or Flight Service for the appropriate frequency for the area where you'll make your initial contact. They'll give you the frequency changes as you move along. Know where you are and use your best radio manners — and remember it's your responsibility to stay out of the clouds. Your participation will be welcomed by controllers and other pilots, and you'll begin to get a much clearer picture of where the instrument traffic is and what it's doing.

It's worthwhile to spend a few minutes with an instrument rated pilot or flight instructor to familiarize yourself with the local instrument procedures.

You may or may not decide to some day go for the instrument ticket, but understanding instrument procedures will greatly enhance your confidence and your professionalism while flying.



PAR #13 — Louise Martin — Vegue and Barbara Persons, second place, 1980 PAR.



PAR #8 — Nancy Rodgers and Jackie Petty, third place, 1980 PAR.



PAR #1 — Wally Funk and Audrey Schutte, fourth place, 1980 PAR.



PAR #20 — Sue Adler and Mary Pearson, fifth place, 1980 PAR.



PAR #12 — Jo Ann Linder and Delores Pynes, first place in 1980 Pacific Air Race.

PAR results

15th Annual Pacific Air Race

by Glenn Buffington

The Pacific Air Race was flown October 18, 1980 from Gillespie Field, San Diego, California to Sonoma County Airport, Santa Rosa, California via Delano and Tracy — a 515 mile air race, in perfect flying conditions.

The race was ably handled by Maggie Parsons, Director. The San Diego, El Cajon, So. Sierra, Fresno, Mt. Diablo and Santa Rosa 99 chapters served as committees and sponsors.

Thirty-one airplanes flew the competition. Two San Fernando Valley Chapter teams finished in the top spots, while Santa Clara pilots placed third. Every entry turned in a speed on the plus-side of the assigned handicap.

Top ten results were as follows:

POS—PILOT/CO-PILOT	TYPE PLANE	HCP	TIME	SCORE
1 J LINDER D PYNES	PA 28-235	152	02:58:09	21.5470
2 B PERSONS L MARTIN-VEGUE	CESSNA 182Q	148	03:04:17	19.7710
3 N RODGERS J PETTY	PA 28-262	128	03:30:10	19.1090
4 WALLY FUNK A SCHUTTE	CESSNA 172	120	03:42:40	18.8506
5 S ADLER M PEARSON	CESSNA 172R	145	03:08:59	18.5986
6 B WHARTON V CHAMBERS	CESSNA 210H	178	02:37:24	18.4257
7 J MC CORMACK L HALL	CESSNA 172	122	03:40:30	18.2150
8 P ROWE J STEINBERGER	PA 24-260	177	02:38:46	17.7348
9 S SCHEIMBERG L BLECH	GR TIGER	142	03:14:13	17.1903
10 A SHARP	CESSNA 177B	132	03:28:34	16.2375

PLEASE ALLOW FOUR (4) WEEKS LEAD TIME on any items ordered from Headquarters. This includes phone requests. Please plan ahead.

"The Aerospace Education workshop Saturday afternoon was quite inspiring. Barbara Gross, Diane Cozzi, Bonnie Lewis, and Charlene Falkenberg gave marvelous presentations covering the wealth of available educational material and their own creative ideas of ways to utilize them. Everyone who attended the workshop carried away fresh ideas and a feeling of 'why didn't we think of that?' Just great!" Greater St. Louis 99s Newsletter, June 1979.

"I attended a 3-hour aerospace education workshop. It was informative, interesting, and attended by about fifty 99s. I have lots of materials and ideas..." Iowa Chapter Newsletter, June 1979.

"...there was a special Aerospace Educational Meeting. Barbara Gross, N.C. Committee Chairperson, presented a 3 hour workshop where we made pictures of clouds, made up a hot air balloon, and ended by each participant launching a helium-filled balloon with a self-addressed postcard attached. Truly a successful workshop! They expected 20-25 participants, and had 55 in attendance!" Minnesota Ninety-Nine News, Summer 1979.

"...Barbara Gross and her committee put on a really enjoyable and educational Air Age Education Workshop on Sat. afternoon. Any of you who missed this meeting missed a busy, informative, fun time." All Ohio 99s Air Scoop, June 1979.

What do you do
at YOUR section meetings?

Mini-Workshops big hit

At North Central Section Meetings

by Barb Gross

PLANNING THE WORKSHOP

Starting with the plane ride back home from the International 99s first Aerospace Education Workshop in 1978, plans were in the making for our section's first mini workshop. How could we possibly convey all the knowledge and enthusiasm we had received these past days to our section? How could we get all that in the limited time we had to work with? We had to be realistic, there was just no way we could do everything!

The first workshop had to be interesting, enthusiastic and educational. For when they leave the room, we want everyone to go back to their chapter with the same desire we have to go out into their communities and enlighten the general public in every way possible. We also wanted them to go back to their chapters saying, "You sure missed a great workshop; be sure to attend the next one. You'll love it!" We feel the more in attendance the greater the rate of success.

We wanted attendees to go back to their chapters saying, "You sure missed a great workshop!"

You may have noticed by now, the word WE has been used in place of I, and with good reason. Even before I left Oklahoma City, the lines of communication were set up between Charlene Falkenberg, Diane Cozzi (then North Central Aerospace Education Chairman), and Bonnie Lewis (then Indiana Dunes Chapter Aerospace Education Chairman). We were all working together, and we still are!

We got together several times to plan our workshop. We tested our plans by presenting our material to the Indiana Dunes Chapter in the form of one hour presentations before the November, January, February and March meetings. It was well received and we were able to determine what might interest an audience the most.

One final meeting was held to draw up an advertising flyer that we could send to each chapter to spark up some interest in the workshop.

We had no idea how many we could expect to attend. From past educational activities held at prior section meetings, we felt sure that an attendance of 20 to 25 would be good. As it turned out over 50 did attend and we were thrilled!

Our section really backed us up. We were allotted \$100 for each of the two workshops, thus enabling us to do some projects that required materials and not holding us strictly to speakers. We are sure this helped to make our workshops the great success they were.

THE FIRST WORKSHOP

The day we had worked so hard to put together was here. All the materials were gathered together in the meeting room an hour before the workshop was to begin and the last minute preparations were underway. After all was set up and ready to go, the tension was mounting. Rather than sitting down to wait for the clock to say 1:30, we decided to fill the balloons with helium and tie them to the backs of the chairs. Not only did this add a gala note to the room, but also saved much time and confusion later in the program.

The opening remarks and a warm welcome were made by Diane Cozzi. Then I had the floor and we started right in on making a hot air balloon. (This needed to be done early to provide enough time for the glued seams to dry.)

Putting the balloon aside, everyone sat at tables and was handed blue construction paper, cotton balls and glue. The instructions were to make any type of cloud formations. When completed, each participant was instructed to stand up, show their creation and tell the type of weather associated with it. Some of the descriptions

Some of the descriptions were hilarious!!!

were hilarious!! Besides the fun and fellowship this activity provided, it was also pointed out how they could be put to use. A couple of ways are by using a collection to teach meteorology or by using them for a bulletin board display.

Next, Bonnie Lewis spoke on "What to do when you don't know what to do!" She explained her frustrations when wanting to do something but not knowing what to do or how to go about it. One easy and important way to get going is by getting materials into the schools. We sent letters to high schools in our areas making them aware of our intentions and letting them know that we would be calling on the guidance counselors with a packet of information on careers in aviation. A similar letter was sent to elementary schools with a self-addressed post card to return if they wanted a packet of materials on Aerospace Education. Samples of three packets were handed out



to participants, along with addresses of where to obtain materials.

Bonnie also showed some simple teaching techniques she used with children. On a large piece of oil cloth, the compass rose was drawn. The child would stand in the center and be given a direction to turn in degrees. This not only teaches direction, but also helps them to understand how a pilot uses his radio equipment to navigate on a trip. The basic principles of flight were demonstrated using a paper airplane, and showing how, by the alteration of the control surfaces, the flight patterns could be changed.

Then Diane told of all the different materials that are free just for the asking, and of some others that are well worth the nominal fees required. Participants were free to examine the material on display and copy necessary information.

Next Charlene demonstrated with a slide presentation the way she speaks to school aged children. Showing the participants the actual program she uses in the schools, Charlene showed them an interesting and easy way of getting into Aerospace Education. The saying, "One picture is worth a thousand words" can surely apply

here. I'm sure we have a few chapters in the process of putting together their own presentations. An important note is that your presentation should be geared to your general area. Slides of your own airport add much more interest for those viewing your presentation.

The time was right; the weather wasn't!

Now the time was right for the hot air balloon air lift. That's right, the time was right; the weather wasn't though! That part had to be cancelled, but the rain didn't stop our determination to send off the helium balloons. No matter how hot the air, the soggy tissue paper balloon won't fly, but hopefully it wouldn't hamper the helium balloons quite so much.

Post cards were handed out to be self addressed. Then the cards, along with a little explanation of the experiment, were stuffed into plastic bags and tied to the balloons, and out the doors we went. Because of the rain, the balloons were released in small groups instead of waiting



Filling and tying balloons is child's play, just ask us!

Participants created various cloud formations using construction paper, cotton balls and glue and then described the accompanying weather. Some of the descriptions were hilarious.

Diane Cozzi discussed the many available aerospace educational items.



Mini-Workshops (continued)

for the entire group to assemble. Up, up and away they went, with each participant acting just the way you can expect to see the children react — happy, excited, and hopeful that their balloon would be found by someone miles and miles away, and eagerly awaiting the return of their post cards.

Returning inside, certificates were handed out by Diane Cozzi to all participants on the completion of the workshop.

All this was accomplished in just three hours. We loved every second of it and left eagerly looking forward to working on our second workshop.

THE SECOND WORKSHOP

The second workshop was based on "Things Children Would Love To Do."

Charlene Falkenberg gave a very interesting talk on "Taking A Trip To The Airport." She explained ways to prepare the children to get the most from such a trip, terms for a better understanding of the world of aviation, the different types of planes, etc.

Participants used their homemade airplanes for a spot landing contest.

Terri Buettner spoke on the history of parachutes, then demonstrated how to make our own mini version.

The fun from this project came when all anxiously dropped their chute and watched their successful landings. Some, as Charlene Falkenberg did, insisted on more altitude for a longer flight, so they stood on whatever was handy.

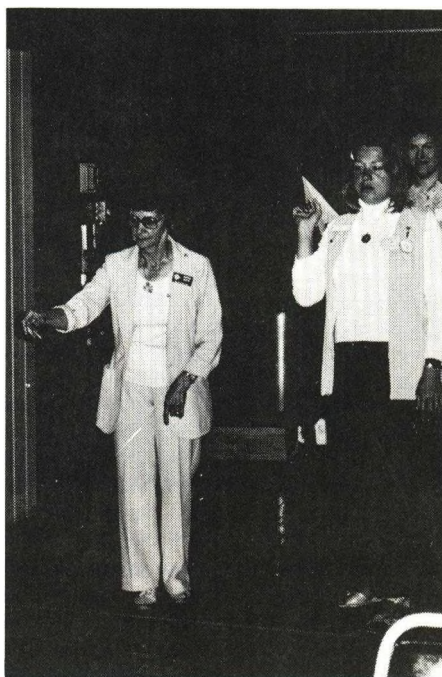
This was a favorite project of Marilyn Miller, North Central Section's Governor, who later commented, "I just can't believe a grown person having so much fun with a child's toy!"

Then Pat Magon took over and handed out supplies and instructions for a home built plane... paper plane that is.

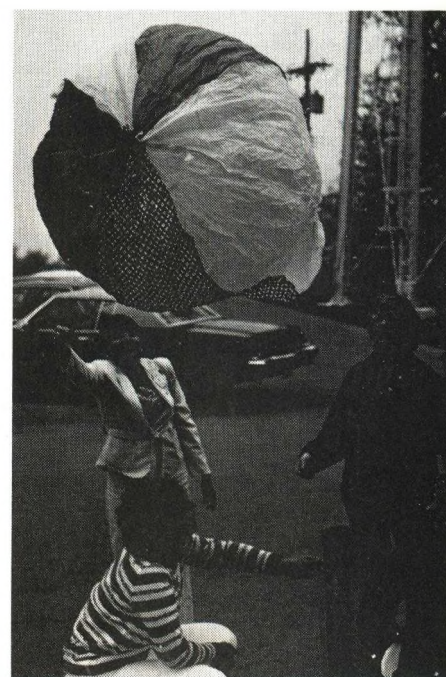
The planes were then used for a spot landing contest. On the sidelines, two areas were marked off for practice. Once proficient, the contestants came up to the official landing area. Techniques varied from the serious to the carefree, and included



The wind and rain was much more than we had hoped for.



Techniques used in the paper airplane spot landing contest varied from serious to carefree.



Well, maybe not so far up nor away, but at last our balloon took flight!

some very scientific approaches. But even the most precise plan can go haywire,

"I just can't believe a grown person having so much fun with a child's toy."

After all was said and done, we had ourselves three happy winners:

- 1st place (an engraved mug)
Connie Wells — Minnesota
 - 2nd place (an airplane mobile)
Trudy Zorc — Aux Plaines
 - 3rd place (an airplane mobile)
Dorothy Butler — Greater Detroit
- Certificates were handed out for the

successful completion of another mini workshop.

After all that hard work and fun, the conclusion was the flight of the hot air balloon we made at the 1979 Spring Section Meeting in Midland, Michigan. After quite awhile of trying to warm up the cold, damp air, it was

"UP UP AND AWAY"

for our hot air balloon.

Well, maybe not so far up nor away, but at last our balloon finally took flight!

THE END?? Not hardly!! The end only to the second mini workshop for the North Central Section. It was so much fun for me, that I know it's only the beginning. I'm looking forward to the third workshop, etc., etc.

Once again, THANKS for the chance to attend the first workshop in Oklahoma City.



Charlene Falkenberg achieved more altitude by standing on a chair.

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New Horizons

Kay Katchinskas

Kay Katchinskas and her 49½-year-old husband, Jerry, went on to New Horizons on September 12, 1980. They were on their way to Carefree, Arizona for a California Sheriffs Squadron activity when their clearance was changed to the Eternal Airport, that is truly carefree.

Kay had been a member of San Fernando Valley 99s for two years, having received her license on July 4, 1978. In that short time she had become an active and enthusiastic member. Her ready smile and sparkling wit will be remembered by all of us as her gift to those of us who knew and loved her.

by Ellen Trindle Miller

THANKS NEWS REPORTERS

To all of you who have faithfully put calendar items and new ratings on separate sheets when reporting your chapter news — THANKS! Little things really mean a lot for the editors.

The 1981 Ninety-Nine Calendar

Now is the time to order your copy of the 1981 Ninety-Nine Calendar! Finally, there is a calendar featuring our original members "back then", plus dates and locations of many 99 activities. Of course, there's plenty of space for notes on each month's calendar.

Don't miss the 1981 calendar - order today!
Only \$5.00 U.S. dollars each - postage paid.

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19th Avenue, Suite 111, Phoenix, Arizona
85015.

I FLEW WITH A Blue Angel

by Mari Hurley

Imperial So-Lo
© 1980

The Blue Angels, the flight demonstration team of the Naval Air Corps, train in Imperial Valley of California during the winter months from January to March. I live on the approach to Runway 30 of the Naval Air Facility, and every year I spend many hours watching the Blues practice.

One day I set a goal; I would fly in the demonstration airplane. My goal came to a culmination when I began writing an aviation column for the *Imperial Valley Weekly* and was given a press flight.

My pilot was the Narrator, Lt. Randy Clark. Having amassed 8500 hours of flying time, Lt. Clark joined the team in 1980 for a three-year tour. He had served three tours on aircraft carriers, and logged 230 carrier landings. Aboard the USS America he was the Squadron Landing Signal Officer and was also responsible for Pilot Tactics and Air-to-Air Gunnery.

Tuesday, March 11, 1980, was the date set for me to fly with Lt. Clark in the two-seated TA-4 Skyhawk. The day began with a dense fog. We seldom have fog in Imperial Valley, but that day it hung very thick. I telephoned Lt. Ken Horne, the events coordinator, and he confirmed the flight was scheduled. By noon the fog had disappeared. There was a west wind, and wispy cumulous clouds floated across the sky.

Arriving at the naval base with my photographer at 3:30 p.m. we learned the Blues were doing a late practice. I wondered, "Will I get to go?" Then I learned Lt. Clark and the beautiful Skyhawk #7 were not with them. They were waiting for me. Events began to happen very rapidly.

I was introduced to ground crewman, Joe Berry, who got me a flight suit. He didn't ask my size, but he was a good judge. My dressing room was two chairs in the corner of the hangar. My husband and the photographer took many pictures as I was struggling into the suit. It had many pockets, and in the lower right leg Joe placed a plastic sick sack. I hoped I wouldn't need it.

Next he explained what I would find in the cockpit. There would be a lot of yellow and black handles. "Don't touch them!" There would be three I could use: the air vent, the seat position, and the microphone switch.

He also explained that after fastening me in with the belts he would arm the ejection seat. After the flight I was to remain seated until he had unarmed the seat and unfastened the belts.

We began the walk toward the freshly painted Skyhawk #7. Some of the returned Blues hollered, "It's great you get to go! Have a good flight!"

Joe lowered the ladder and climbed up to assist me. Then I began to climb. Only wide enough for one foot, I went up one, two, three, four, five, six, seven rungs, and then I was peering into the cockpit. Joe explained, "Put your left foot on the top step, swing into the cockpit and put your right foot on the seat, then left foot on the floor, then right, and sit down."

He fastened the belts. First were harnesses for each shoulder, then one around each leg and tightened in the middle. Last was a wide belt around the waist that was cranked very tight. I felt secure and safe.

Lt. Clark climbed the ladder and stepped into the front seat. He was fastened in, and the canopy was lowered. He talked over the intercom explaining what he was doing. The engines were started and I commented on how quiet they were. He said, "You must have a tight fitting helmet."

"Put your left foot on the top step, swing into the cockpit and put your right foot on the seat, then left foot on the floor, then right, and sit down."

As we taxied out to the runway he said, "I understand you are a pilot and have a lot of hours flying time?"

I said, "Only about 1500 hours." But he thought that was good. I felt like a neophyte with this jet fighter pilot with 8500 hours of flight time.

We turned onto the runway and stopped momentarily for him to check the engine instruments. Then he accelerated the power and we began to move. Faster and faster down the runway until at around 180 mph we left the ground. We hovered low over the runway for what seemed like an eternity; I think the landing gear was raising. Then we pointed our nose toward the sky, and up we went. We turned left, and left again. The altimeter needle was turning so fast I thought it was broken. We leveled off over the base at 10,000 feet. Lt. Clark said, "How do you like it?"

With my voice full of emotion, I said, "I feel just like my favorite poem 'High Flight'." For I had slipped the surly bonds of earth and would be dancing the skies on laughter-silvered wings. I would be climbing and wheeling and soaring and doing a hundred things most had not dreamed of.

Lt. Clark explained that the Skyhawk is a very easily controlled aircraft. "I'll show you a roll, and then you do it. Hold the stick while I do it." Whew! Around we went, the earth upside down and right again.

He said, "Now you do it."

I asked, "What way?"

He said, "Any way you want."

I moved the stick left. He said, "All the way over." We turned, then I neutralized the stick and we stopped. It was so easy.

Next on the schedule was to be the



Mari and Lt. Randy Clark, Blue Angel #7.

maneuvers done in the air show, but at a much higher altitude for safety sake. We headed north toward Salton Sea.

I got out my note pad to write down the maneuvers as we did them. I rapidly gave up that idea. Sometimes my pencil was so heavy I could hardly hold it, and other times it almost floated away.

We did loops starting around 450 mph. Going up I was thrown against the back of my seat. I could hardly breathe. My cheeks seemed to pull to the ground. I thought, "I must look terrible." At the top at 180 mph was the thrilling sensation of weightlessness, and then came the downward plunge in which we experienced 4 Gs of gravity. I was glad for the tight belts, for even then I could feel I had lifted a bit off the seat. "Wow!" I thought. I survived!

I asked Lt. Clark if he felt the g's and he said, "No." He does the maneuvers so often that his system has adjusted. I compared it to my airplane where I feel no sensation, yet people flying with me for the first time do. It's amazing what the body can adjust to.

We did a Half Cuban 8, a Split S, an Immelmann, Barrel Roll, and the 4 point Hesitation Roll.

As we started one maneuver, out of the left window I saw the Navy E-2 (radar) plane and said, "Look, there's one of your planes."

Lt. Clark said, "Let's attack it." We peeled off in a series of barrel rolls, lining up just above and behind him.

"He's a goner," said Lt. Clark. "Let's have another look." We maneuvered again, and there was the E-2 chugging along on our right. I hope the pilot didn't mind our

attacking him.

My stomach was beginning to feel queezy, but I was determined I wasn't going to get sick.

We did a Slow Roll like the Diamond formation in the Air Show. I liked that one. A real thrill was the 8 point Hesitation Roll.

Lt. Clark picked out the Calipatria Airport and he did a steep turn around it to show how maneuverable the TA-4 is in a tight place. There was a slight buffeting like the approach to a stall, but Lt. Clark explained it doesn't stall like a conventional aircraft.

He asked me if I would like to do a carrier landing. I eagerly said, "Yes." In 1971, I had spent a day on the aircraft carrier USS Lexington at Pensacola, Florida, and had been fascinated with how it was done.



New Ratings

New York-New Jersey Section

Janice Blackburn - Garden State - M/CFI
Ellen Lisi - Long Island - COMM, CFI
Phyllis Cacoulidis - Long Island - COMM, IFR
Jean Bavaro - Long Island - IFR
Lois Shriver - Western N.Y. - COMM
Virginia Hake - Western N.Y. - WX OBSVR

North Central Section

Mary Jane Bassler - Chicago Area - COMM
Janet Shirley - Greater Kansas City - IFR

Northwest Section

Pat Jenkins - Idaho - COMM H
Jan Kerns - Idaho - IFR
Karen Marchbanks - Idaho - IFR
Ann Scott - Idaho - ME, CFI

South Central Section

Michelle Miller - El Paso - AMEL
Helen Simonette - Houston - IFR
Sue Thweatt - Houston - IFR
Mike Alexander - Houston - IFR, AMEL
Alice Church - Houston - IFR
Carole Ragland - Houston - ASES
Joyce Parks - Houston - CFI
Sally Staley - San Antonio - CFI
Gells Hegranes - San Antonio - AMEL, IFR
Barbara Homuth - Topeka - IFR, COMM
Lonnle Wilhelm - Topeka - CFI

Southeast Section

Barbara Cochrane - Florida Gulfstream - IFR
Carol O'Hare - Mid-Tennessee - IFR
Lucy Morgan - Mid-Tennessee - IFR

Southwest Section

Louise Finch - El Cajon Valley - IFR
Beverly Brown - Redwood Empire - IFR, COMM
Erma Chance - Redwood Empire, IFR, AGI, IGI

Calendar

DECEMBER

Dec. 7 - Kansas City, MO. Wright Day Dinner, 6:30 p.m. Raddison Muehlebach Hotel. Guest speaker, Paul Poberezny. Annual event sponsored by Greater Kansas City 99s. For reservations and information, contact Marie Christensen, (913) 648-0264.

Dec. 7 - Foster City, CA. Hillbarn Theater, 3 p.m. "Natalie Needs a Nightie." Champagne reception to follow. Entire theater taken over by 99 chapter for performance. Tax deductible proceeds go toward flight scholarship. Contact: Golden West Chapter, P.O. Box 136, San Carlos, CA 94070.

Dec. 12 - Chicago, IL. Chicago Area Chapter Christmas Party, Ramada Inn, O'Hare Penthouse, 7:00 p.m. Contact: Arta Henson, 41W458 Empire Rd., St. Charles, IL 60174, (312) 584-7638.

JANUARY

Jan. 1 - January 99 renewals due.

Deadline for Jan.-Feb. issue of *The 99 NEWS*. Special International issue. No chapter news.

Jan. 15 - Ft. Lauderdale FL. Entries open for 1981 Angel Derby. See May 4-12.

Jan. 17-18 - Yoakum, TX. Grand opening of K.J.'s Aviation, new FBO owned and managed by 99 K. Caraway. Coastal Bend Chapter meeting on field, all 99s welcome.

Jan. 18 - Anaheim, CA. 1981 Hovering and Scholarship Awards Dinner of the Whirly-Girls. Disneyland Hotel during annual meeting of the Helicopter Association of America.

FEBRUARY

Feb. 1 - February 99 renewals due.

Deadline for March issue of *The 99 NEWS*.

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

MARCH

March 1 - March 99 renewals due.

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

APRIL

April 1 - April 99 renewals due.

Deadline for May issue of *The 99 NEWS*. Special vacation issue. No chapter news.

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

MAY

May 1 - May 99 renewals due.

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

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

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

JUNE

June 1 - June 99 renewals due.

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

JULY

July 1 - July 99 renewals due.

No deadline for *The 99 NEWS*.

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

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

Blue Angels (continued)

We descended toward the Navy base, flying over Imperial Airport at 3,000 feet. I said, "I hope some of my flying friends hear us."

We made a low approach over the threshold of Runway 27 and Lt. Clark told me to prepare for a sharp turn. We abruptly turned left in a 90° square turn, then slowed down, lowered the gear, and started a landing approach.

A Fresnel Landing Lens located on the left side of the runway is a series of green, yellow, and green lights that guide the pilot in his aircraft to within one foot of the ground.

We plunked down on the spot. Lt. Clark explained that the jet has a very strong landing gear that absorbs the shock of three point landings which must be done with carrier landings.

As soon as a jet lands on a carrier the pilot applies full power in case he has not caught the hook. If the plane is 1° high on the Fresnel Lens it will miss the spot by 23 feet, so it is imperative to be accurate.

All too soon my long anticipated ride was over. In the days that followed I would try to recall all that I had experienced in a looong — short half hour.

I had flown with a pro — one of the very best in the Naval flying profession. He had become a Blue Angel because he had a goal. He learned very early in life to set goals, and then to do his very best in whatever he was doing to accomplish that goal.

I, too, had a goal, for which I had worked many years. And for one brief instant in the span of time we shared our goals in that magnificent flying machine.



AE-1 Joe Berry, Crew Chief for Blue Angel #7, helps Mari Hurley settle into the TA-4 Skyhawk's cockpit. Mari is a member of Imperial So-Lo Chapter of the Ninety-Nines.

What every woman should know about **FLYING**

by Shirley Allen

Two summers ago First Canadian 99s were asked by the Experimental Aircraft Association to give a course for the non-flying wives of members at their Annual Convention in Orillia, Ontario. It would be free of charge and scheduled in with other events during their two days of program highlights.

What could we lose? As an instructor

"Co-pilots course designed for non-flying wives."

knows, teaching becomes a learning process and pilots must continue to learn and increase their knowledge if they want to keep flying safely. We decided, even though it meant cramming some homework and more meetings into an extremely busy year, we could only gain from the experience... Right?

These courses have been presented through various sources for flying clubs and groups in the past and called many things: "Flying Companion"; "Pinch Hitters"; "Right Seat"; "Failsafe"; etc., none of which we felt were entirely appropriate for us, so we decided to call it our "Co-Pilot's Course".

It was all quite new to us. We were prepared to make a few mistakes. One of the problems before we even began was that we had to simplify and condense the course into two 2-hour periods — no mean feat with so many subjects to cover, even in a very basic sense. Armed with the text-book, *White Knuckles to Cockpit Cool* and its companion work book, published by the Ninety-Nines in the U.S., we buckled down to the task. We had a lot of good material to work with, but were tempered with our time limitations. Also, several comments had been passed to us from wives of EAA members who had had an opportunity to attend a similar course in Oshkosh the previous year. Their main problem,

The trick for us was to keep it simple and straightforward, yet not underestimate the knowledge that they had accumulated over the years flying with their husbands.

with all due respect to the organizers for an excellent program, was that they found it rather heavy going; in fact they said that most of the sessions dealing with VOR and ADF were completely over their heads. The trick for us was to keep it simple and straightforward, yet not underestimate the knowledge that they had accumulated over

the years flying with their husbands.

Plans for the first year's course included a capsuled overview of the components of an aeroplane; what makes it fly; theory of flight; control surfaces, and hopefully some 'hands on' familiarization rides with the Flying Club at Orillia. We supplemented the ground instruction with print-outs, including "Plane Talk", a list of often-used aviation and radio-communication terms. Navigation and weather would be covered in the second session. A "Co-pilot's License" would be

country" safely and in one piece. Unfortunately, due to the adverse weather conditions, we were unable to undertake the "fam" rides which would have rounded out the ground school and presented the total picture.

We were really encouraged by the interest and enthusiasm generated that first year, even though we felt that we must have gone over a lot of basic information that they were probably quite familiar with. What did the ladies really want to know about flying?



Shirley Allen conducts a session of the Co-Pilot's Course held in a large "tent" classroom.

issued on completion, signed and dated by the two instructors.

The advance publicity was great! ... "Tired of Being a Flying Widow? Get Out and Fly with Your Other Half!" ... Twenty ladies registered for the first class, in spite of the fact that we were inadvertently omitted from the program book, much to the embarrassment of those responsible.

Our "classroom" was a large tent. Outside a loudspeaker competed with us for attention; the homebuilts roared in and out. Not the most ideal platform for teaching, but we managed to maintain some semblance of order until the navigation exercise got underway.

A storm had been brewing all morning and strong winds began to lift our tent from its moorings. We almost became airborne. A recess was called while a strong contingent of helpers anchored us down again. We eventually finished our "cross-

We found that the biggest concerns of the nonflying passenger are: "How do I get this plane down if something happens to the

A big concern — "How do I get this plane down if something happens to the pilot in the air?"

pilot in the air?" "How can I talk to someone?" "How do I get help?"

With these in mind, we restructured our presentation for the next year, streamlining the first half of the course and getting into the nitty gritty of actually flying in an emergency situation — taking over and flying the plane, talking on the radio, operating the primary controls, and monitoring the corresponding instruments.

We began the program the second year by introducing ourselves with a brief look at our personal backgrounds as they related to aviation, and then in turn, asking our students to talk a little about themselves. It

FLYING

(continued)

was most interesting. We discovered out of 23 wives who signed up for the course, only three flew regularly; the remainder, not very often. One or two admitted they were scared of flying and didn't unless they absolutely had to. Two or three had handled the controls or done some navigating, but not very seriously.

We explained that we couldn't, of course, teach them how to fly in two hours, but we could deal with a hypothetical situation and go over what could happen if the pilot became incapacitated. It was pointed out that incapacitation could result from something as simple as a foreign object in the eye to a heart attack or an impending stroke. As a matter of fact, case histories have demonstrated that in many instances, heart attacks are not the primary cause of incapacitation. The onset of flu — severe cramps, vomiting, dizziness, fainting — can render a pilot unable to cope with the demands of flying the plane or even communicating over the radio.

Before getting into the actual 'flying' part of the program, we talked about *safety* in the air. We felt they should be aware of the plane's limitations, and discussed fuel, loading, weather, check lists and walk arounds. We also discussed the pilot's limitations and the effects of medication,

Knowing something of the care and feeding of man and machine has to be good insurance for everyone.

Lois Apperley explains navigational charts to enrollees of the Co-Pilot's Course.

alcohol, smoking, fatigue, and emotional stability. Most of these things add up to good common sense, yet can be neglected in the excitement of 'going flying'. Knowing something of the care and feeding of man and machine has to be good insurance for everyone.

We also covered aeroplane controls, components and instruments, distributing the same hand-outs as the previous year. Using a large poster display of a Cessna 150 panel, we pointed out the primary knobs and switches that we would be using for our simulated emergency.

Step by step we went over how to keep the plane flying, how to contact help by radio...

Finally, we went over step by step what they should do if something actually happened to the pilot: how to keep the plane flying, as the first and biggest priority; and secondly, how to contact the nearest FSS facility, explaining as simply as possible radio procedure, mike handling, etc. Using basic controls we talked through the mechanics of descending, landing, braking and stopping the engine.

The questions that came out of this part of the course were classic! "What happens when the engine 'stalls' instead of stopping?" "What do we use the flaps for?" et cetera.

Not surprisingly we ran over our allotted time period. Some of the ladies asked if they could get together again to learn more, or even just go over what we had covered that day.

Flight planning and navigation were rescheduled for the second day. Using VFR sectional maps, each participant filled out a log and flight plan, step by step. This was explained thoroughly and took up most of the available time. Nav aids were identified

on the Cessna 150 poster, but not in detail, so as to avoid confusion and not give them too much to absorb all at once.

Again, a horrendous storm developed "en route." We were deluged with rain, thunder, and lightning, but carried on rather soggily to our ETA. Looking back, we decided that because the NAV exercise took so long, the gods were angry that we never had time to talk about the weather. Next year we vowed to put it first on the agenda and perhaps there would be no more violent interruptions from the elements!*

Shortly after the 1979 Orillia Convention, a graphic headline appeared on the front page of one of the leading Toronto newspapers. In brief...

"Honeymoon couple die in plane crash... A young bride screamed in vain for help as she and her husband plunged to their deaths Saturday after he fainted at the controls of their light aircraft. The aircraft climbed to about 500 metres before flipping over into a loop and crashing."

Copenhagen AFP

If more of us take time to educate others, we can prevent needless tragedies.

This was one that we read about far away, yet very close to home for those of us who fly. This also inspired me to write this article in the hopes that more of us will take the time to educate others and prevent such needless tragedies. We have an ongoing responsibility as pilots. We hold human lives in our hands and part of our responsibility is to operate in the safest possible way. Another part is to inform others as much as we can, whenever the opportunity arises.

*In a letter to the Editor accompanying this article, the author notes that they "must be doing something right... we managed to get through the course without a deluge from the heavens this year..."

NOTAM

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



chapter

News, Activities and Projects

EAST CANADA SECTION

The East Canada Section held its fall meeting in conjunction with its 30th anniversary at The Prince Hotel, Toronto, on October 3-4. The co-chairmen, Rita Rogers and Sylvia Garrett, had planned an interesting agenda of activities commencing with a wine and cheese party on Friday night.

At the business meeting on Saturday, attended by about 45 members, Virginia Cunningham of North Bay was installed as the new section governor for two years along with a new slate of officers. Betty Jane Schermerhorn of Ottawa, who has been such an excellent governor for the past two years, now becomes the Ninety-Nines' representative to COPA.

During the business meeting 12 husbands toured the de Havilland plant and saw the Dash 7 operation. Luncheon followed at The Granite Club for everyone.

At the evening banquet the birthday cake was cut and the guest speaker, David G. Humphreys, Q.C. related many amusing anecdotes on early flying experiences in Toronto.

The spring meeting of the East Canada Section will be held at The Victoria Inn in Stratford and hosted by the Maple Leaf Chapter.

Eastern Ontario Chapter

Despite threatening skies, Eastern Ontario's Annual Poker Run was held on its raindate, September 21st. A first in the successful event was an attempt to get to five of the eleven possible land airports by floatplane. Marilou Comerford and Fred Landry overcame logistical problems of staggering proportions to complete their

Sue Chapman's happy with her prize of ski tow passes. Poker Run Chairman B.J. Schermerhorn approves.



Flying's fun, Marilou Comerford finds — it's the cold water that's a challenge.

hands. Another first saw Mary Mac Millans' 49 $\frac{1}{2}$ er, Millar, covering the route by car.

Our 15 member chapter was spread thin to man the ten stops.

Newly rejuvenated Montreal Chapter handled Cedars, complete with coffee shop. While Ginny Cunningham waited in North Bay for the fog to lift so she could fly her Cessna 172 to set up the Pembroke stop, 49 $\frac{1}{2}$ er Dave drove the hundred plus miles as a necessary backup. Smiths Falls was manned by 49 $\frac{1}{2}$ ers John Schermerhorn and Dick de Blicquy, who sold hands to everyone but the airport cat.

With help like that combined with sunny skies, next year could be our best yet.

WESTERN CANADA SECTION

The Western Canada Section celebrated its 10th Anniversary this fall with a gala party during its fall section meeting in Calgary.

During the awards presentation following the evening banquet, Governor Rosella Bjornson received the **International Aviation Safety Education Award** on behalf of the section. The award is presented by the International Organization of 99s to the section which accumulates the most points in the aviation safety projects competition. Points are awarded for safety projects and for those section members who have taken an annual proficiency ride.

The Canadian Rockies Chapter won the **APT (Annual Proficiency Training) trophy** for Western Canada. This trophy is awarded annually to the chapter in Western Canada which has the highest percentage of its members APT or current in their flying skills, with an annual proficiency check ride to prove their status. The Canadian Rockies chapter, based out of Cranbrook, B.C., had 100 percent of its members APT. Chapter Chairman Roberta Taylor and Membership Chairman Terry Taft accepted the award on behalf of the chapter.

Guest speakers at the fall Western Canada Section meeting were Commissioner Bob Dowling of the Alberta 75th Anniversary Committee, and Bill Watts, former manager, Calgary International Airport.

Mr. Dowling presented certificates of merit to members of the Alberta Chapter 99s who had flown a special commemorative flight in honor of the



Accepting the Annual Proficiency Training trophy for the Canadian Rockies Chapter is Terry Taft. Section APT chairman Mildren Beamish (right) makes the presentation.

province's 75th Anniversary. The Alberta 99 members flew cross-country flights to points as far north as the Peace River country and south to the U.S. border, bringing greetings to the mayors and anniversary committee members at each city.

During the section meeting, Dr. W. Bryce Hansen, an MOT Aviation Medical Officer, gave a presentation on Disorientation and Flying Fitness, and conducted a demonstration using the Vertigo Chair.

Delegates' husbands (49 $\frac{1}{2}$ ers) enjoyed a golfing tournament at Banff while their children enjoyed supervised swimming and a trip to the Calgary Zoo.

The Alberta Chapter expresses appreciation to the Alberta government for hosting the evening banquet.

by Roberta Taylor

MIDDLE EAST SECTION

Eastern Pennsylvania Chapter

After a very welcome interruption for a World Series that brought us a World Champion Baseball Team in the Philadelphia Phillies, the chapter is back in

demand for airmarking, sponsoring safety meetings, etc. We're really busy these days and couldn't be happier. Congratulations to Dick and Kathleen (Daerr) Bannon on the birth of their son "Ricky."

Our Airmarking Chairperson Laura Fonseca continues her air ambulance work. Kate and Tom Macario participated in the 60th anniversary of Transcontinental Air Mail by flying a Beech Staggerwing on the leg from Allentown, Pennsylvania to Newark, New Jersey. Kate and Tom are becoming very well-known from their frequent appearances in flying suits, goggles and helmets.

Anne Shields attended the biennial WASP convention in Orlando, Florida while Abby and Connie Wolf attended the biennial meeting of the International Aircraft Owners and Pilots Association in Luzerne, Switzerland. Shelly Katz appeared on a local TV station to promote aviation after an unfortunate rash of accidents.

Arlene Feldman spoke to the Pottstown Aircraft Owners and Pilots Association and to a chapter of the EAA on aviation law and safety.

Our members sport Pilot Proficiency Wings in great numbers. Congrats to all.

by Arlene Feldman

Maryland Chapter

Maryland Chapter members were busy with the Third Annual Harford County Women's Fair in Bel Air, Maryland. Photo shows Carolyn Cranston offering free "Hands-On" instruction at the controls of the ATC 510 Flight Simulator, in addition to distributing information on aviation oriented career opportunities and General Aviation safety. Chapter members Ginny Vogel, Joan Bates, Carolyn Cranston and June Hanson (Harford County residents) answered questions of young and old, male and female, throughout the Saturday, October 11th fair. These members also manned a booth at the Martins EAA fly-in and answered many questions about the Survival Kits assembled by the chapter. They also spoke with interested women on General Aviation, careers and how to become a pilot.

The ladies of the chapter are now getting

Carolyn Cranston offers free "Hands-On" instruction at the controls of the ATC 510 Flight Simulator.



ready for Chesapeake Appreciation Days where they will man a booth with the simulator and also participate in a "Fly-By".

A busy fall season is eagerly anticipated by all.

by Joan Kosek

NEW ENGLAND SECTION

The New England Section held the fall meeting at the Sheraton Sturbridge Inn, Sturbridge, Massachusetts, October 10-11, 1980. Eastern New England Chapter hosted the weekend activities which included a meeting of the 1981 Convention committees.

Governor Harriet Fuller called the Section meeting to order and a moment of silence was observed for Peter Kropp, beloved husband of our newly elected Governor Evelyn Kropp who was not able to attend.

The luncheon was attended by about 50 Ninety-Nines and guests. Alma Gallagher Smith received the Merit Award for her outstanding contributions to aviation and the Ninety-Nines over many years.

The speaker, Bob Hisey of Hisey Aviation, Quonset State Airport, Rhode Island, spoke on "Flying in Controlled Airspace."

Harriet Fuller, acting for Governor Evelyn Kropp, installed the newly elected officers: Billie Downing — Vice-Governor; Betsy Alexander — Secretary; and Marcia Spakoski — Treasurer.

by Peg Davidson

NEW YORK/NEW JERSEY SECTION

Long Island Chapter

Long Island Chapter members Pat Bizzoso and Ronni Minnig came in first place in the Empire 300 Race with a score of 99.68. This was only their third race. They used Pat's Grumman Tiger and this shows that when you really know your airplane, good things can happen.

The Long Island Chapter, now numbering 45 members, celebrated their 15th anniversary on October 11, 1980 with a dinner-dance. Two of the original 5 charter members were with us. Marjorie M. Gray and Barbara Evans each gave a short summary of their feelings on starting a new chapter at that time. They're both happy they did as the chapter has grown considerably since then. Two other charter members, Ruth Dobrescu and Doris Abbate are also very active with our chapter.

Ida Van Smith missed the anniversary dinner but had a very good reason. She was at a ceremony at which time she was presented with a beautiful plaque by the St. Albans Chamber of Commerce for her community and aviation work with children.

Joyce Malkmes, who will be a 99 member by the time this is read, will be honored as

Woman of the Year by the Brookhaven Town Womens Republican Club at a luncheon on October 25, 1980. She will be presented with a plaque for her outstanding community work. The fact that she just became a private pilot adds a little icing to the cake. We feel we're very lucky to have her join our chapter.

by Patricia Rockwell

New York Capital District Chapter

The New York Capital District Chapter hosted the NY/NJ Section's fall meeting on October 17th and 18th in Albany. The chapter invited all local pilots, aviation people, and section meeting attendees to a Friday evening "birthday party" to celebrate the tenth anniversary of the chapter. The FAA Albany GADO office presented the chapter with a Flight Safety Award for flight safety program activities at the party. On Saturday, a section business meeting and installation of officers was followed by a luncheon. Mr. James-Fitzpatrick, U.S. Air, was the luncheon speaker, and he gave the group an idea of the past, present and future of airlines such as U.S. Air.

by Sue Banks



Charter New York Capital District Chapter members JoAnn Perko and Peg Weiss with birthday cake and flight safety award at the birthday party.

Western New York Chapter

Pat Kneiss and her husband, Gary, took first place in the married couples division of the Empire State 300 Air Race.

Western New York 99s helped out at an FAA Safety Clinic held in West Seneca, New York.

by Dorothy Hake

NORTH CENTRAL SECTION

All-Ohio Chapter

October found the All-Ohio Chapter busy with 99 meetings and projects. Jan Kuechenmeister chaired the North Central Section meeting in beautiful downtown Cincinnati. Over 100 members and husbands attended. The highlight of the weekend was Friday evening when distinguished members of the All-Ohio chapter showed films and slides of their special areas of aviation. Federal Express Captain Sharon Fall talked about training

CHAPTER NEWS, ETC.



1980 All-Ohio Achievement Award winner Lois Taylor receives the rotating trophy from last year's winner, Rosalie Burchett, as 49½er Dick Taylor looks on.

and working as an airline pilot; Pat Fairbanks, as a helicopter pilot; Connie Huffman, history and training in ballooning; Barbara Mosher on aerobatics; and GADO Chief Hortense McGehee on careers in the FAA.

On Saturday evening at the banquet, Professor Emeritus of Aviation at Ohio State University Jack Eggspuhler discussed the Ten Commandments of Flying. The new section officers were installed: Governor Val Johnson; Vice-Governor Juanita Fineman; Secretary Barbara Gross; and Treasurer Diane Cozzi. The Attendance Trophy was earned by the Kentucky Blue Grass Chapter and the Public Relations Trophy by the All-Ohio Chapter. Outgoing Governor Marilyn Miller presented Ann Arbor Chapter's Charter to Chairman Jean Martin.

While the Section Meeting was taking place in Cincinnati, All-Ohio NIFA Chairman Charleen Mehaffie and All-Ohio 99s who elected to remain behind assisted with the SAFECON at Ohio State University in Columbus, Ohio.

The weekend following the North Central Section, the chapter held its Achievement Awards Banquet at the Defense Supply and Construction Center in Columbus. The marquee at the Center's entrance stated: "Welcome All-Ohio 99s, International Women Pilots."

All-Ohio Lois Taylor was selected as this year's outstanding 99 for her tireless efforts to support the 99s and accomplishments in promoting aviation safety.

The guest speakers for the day were Eastern Pennsylvania Chapter member Louise Sacchi and All-Ohio 99 Marge Gorman. Louise and Marge flew Marge's Bonanza across the Atlantic this last June. Louise began the program explaining how she got started in aviation and started flying single engine aircraft to Europe. Marge then topped the program with beautiful slides of the trip. North Central Governor Val Johnson and husband, Belmont, flew in for the festivities. The eighty-six 99s, 49½ers and guests enjoyed a champagne brunch;

and those who only enjoyed the brunch and talks winged off toward home after an enjoyable day (Note: no champagne!).

Connie McConnell has announced the official dates for the 1981 Buckeye Air Rally as the 19th and 20th of June at Tiffin, Ohio. Connie and her committees are busy putting the finishing touches on the Rally kits so that they will be ready for sale in March.

With another membership drive having been announced, All-Ohio Jan Van Doren has drawn in fellow members to hold coffees at various locations throughout the state. All women pilots will be invited to attend. The purpose of the 99s will be explained and then individual members will assume the pleasant task of helping the invitees to give an affirmative answer to the question, "Would you, please, join us?" Jan estimates that in the Columbus area alone there are over 200 women not yet members.

by Jeane Wolcott



Marge Gorman and Louise Sacchi became close friends last June when they shared the cockpit of Marge's V35 Bonanza on a trip to Europe. Photo by Mimi Reihold.

Chicago Area Chapter

The Chicago Area Chapter has been very busy. In August we elected our new officers: Chairman — Gail Wenk; Vice-Chairman — Marion Servos; Treasurer — Arta Henson; Recording Secretary — Pat Clark; Corresponding Secretary — Mary Panczyszyn.

Our chapter Air Derby was held at Crystal Lake Airport on August 23rd, with Elsie Wahrer, last year's winner, as chairman. Sixteen planes participated, with all entrants scoring better than 90%. Norma Freier, pilot, and Mary Panczyszyn, co-pilot, were the winners.

On August 23rd, Arta Henson spoke on women in aviation at the Rockford Zonta's Amelia Earhart dinner.

On September 6th and 7th the Chicago Area Chapter members, relatives and



Chicago Area 99s working at Aurora Air Show.

friends worked the concessions at the AAA Aurora Air Show. In spite of lots of mud and threatening skies, it was a successful project.

Our October chapter meeting was our annual White Elephant Auction, one of our best fund raising projects. It was held in the Harpers' hangar at Casa de Aero, and Sylvia informed us that she had won the Distaff Pilot Award at the All Texas Air Tour.

The December meeting will be our annual Christmas Party on December 12th. This year it will be held in the Penthouse of the Ramada Inn, O'Hare. It's a beautiful room with a fantastic view of the airport. Everyone is welcome.

Some of our chapter members are doing very well in air races. Bob and Ruth Franz won five trophies at the Fair Ladies Air Derby. Marion Jayne, Pat Keefer and Judy Suit won the first three places in the speed category in the WIS-SKY Run. Mary Story came in second in the proficiency category in the same race.

by Marjorie Sundmacher



Chicago Area Chapter Air Derby winners are Mary Panczyszyn, co-pilot and Norma Freier, pilot.

Greater Kansas City Chapter

Despite the absence of news in recent issues of *The 99 NEWS*, the Greater Kansas City Chapter is still alive and kicking. Our members have provided transportation for

AOPA Regional Fly-In in May, held open a 99 booth at a local EAA Chapter static display in Oak Park shopping mall in June and participated in the Ameila Earhart Day celebration in Atchison and the Forest of Friendship activities in July.

Convention in Vail was attended by Marie Christensen, Pauline Clendening, Marge Zimmelman, Mary Ann Hamilton and Kathy Zimmerman.

September found Vee St. John, Sandra Kelly, Jayne Blust, Velma Mynster, Pauline Clendening, Jean Riddle, Fran Dunfield and 49½er Jerry, and Rosamond Oliver with 49½er Bob at the airport in Gardner, Kansas, airmarking.

October 25th Velma Mynster, Deana Hanson, Pauline and Herb Clendening, and Susan and Stephen Leslie flew to Hannibal, Missouri for the Annual Folk Festival spending Saturday and Sunday visiting the area and shopping.

the whole deal lined up so well, there were no hang-ups, whatsoever!

For the past several years, our chapter has taken part in two "winter sports" that will again this year show off the 99s and do a good deed at the same time. In November, it's selling newspapers for the Globe Democrat's "Old Newsboy's Day" for the benefit of several metro STL children's agencies. If you think it's fun standing on the corner in the chilly November winds, hawking papers for whatever amount you can get, you're absolutely right! The gals who take part really get a "high" out of knowing they are helping unfortunate kids, meanwhile advertising the 99s as much as possible wearing the 99 sweatshirts, on top of their coats! Well, it gets the message across!!

Then, in December, a couple of days before Christmas, we hand make fresh holly corsages to be handed to arriving Ozark

Our very first 66, Delia Greer, who is a student pilot at Parks-BiState Airport, attended her first meeting in October. The meeting was at the home of Rosemary Boyd at Lake St. Louis, which is a lovely area, if you don't mind getting lost trying to find your way into and out of it! Even with an excellent "Navigator" (Val Johnson), your reporter thought we might drive around till dawn trying to find the way to Highway 40! We weren't the only ones, either! 'Tiz much easier "upstairs" looking down!

Our Charter Chapter Chairman, Del Scharr, received no less than a standing ovation from STL Zontas for her luncheon speech at their October 12th meeting. Not only that, but she was also the guest speaker at the Jackie Cochran Memorial breakfast during the WASP reunion in September, in Orlando. Del has thrilled us with her accounts of flying in the "good old days" for years. We can well understand her popularity with other organizations.

by Jan Pocock

CHAPTER NEWS, ETC.

Currently all efforts are being made toward a successful Wright Day Dinner — our fifth year of sponsoring this event which had been allowed to lapse after earlier efforts by other organizations toward making it an annual event. Each of our dinners has been succeeded the following year by larger attendance and perhaps a better program than the last; this year should be no exception. Master of Ceremonies will be a local and well known pilot and TV news anchorman, Wendall Anschutz. Our speaker will be Paul Poberezny, founder and president of the Experimental Aircraft Association. Co-Chairmen of this year's dinner are Rosamond Oliver and Deana Hanson. The dinner will be Sunday, December 7th at 6:30 P.M. and reservations can be obtained from Marie Christensen (913) 648-0264. We wish all of you could take part in our annual celebration of WRIGHT DAY.

by Marilyn Dickson

Greater St. Louis Chapter

Super turnout for our October 25th Poker Run. About a dozen planes flew the Weiss-Wentzville-Washington-St. Clair-Weiss course and each carried bunches of cards because we sold about 150 tickets. Profit of \$150.00, in addition to the nearly \$200.00 from our tail gate sale, means we're really building the bucks for the convention fund. A couple of happy 99s, too, because Rosemary Zander (Ways & Means Chairman) won first place in poker and Amy Laws had the second best hand. Fella by the name of Les Grotper came in third. Weather cleared and was good, albeit a bit gusty in places, but a great time had by all and we are, again, indebted to Gene and Marion Taylor for their Weiss Airport hospitality. Our thanks to the other airports for their cooperation, too. Libby Phillips had

Airlines passengers at Lambert Field. With the exception of a few doubting Thomases who wonder what the "angle" is, this project has turned into a very well received annual event for which Ozark is just delighted and our gals really enjoy the spirit of *Giving!* We don't just fly for either of these projects, but certainly get a lift from both of them!

Nikke Caplan, one of our two ballooning members, was interviewed by KTVI, Channel 2 TV in St. Louis, for a "Women in Business" special to be aired in November. Nikke is in the balloon sales business and says that business is ballooning! (that hurts?) She and hubby left October 26th for a three week trip to the Orient which will include a balloon race in Tokyo.

Val and "Dinger" Johnson flew the Bonanza to Hershey, Pennsylvania, mid-October, after which Val says she promptly went on a diet! On their return flight, they stopped at Columbus, Ohio to join the All-Ohio Chapter for their Awards bash. Our new Governor says they had a really super time and the great hospitality shown in Cincinnati for the Fall Section Meeting just continued on, in Columbus.

Christmas 1979, Lambert Field, STL. Irene Rawlings, Amy Laws, Gloria Cash, Ruby Fudoli, and Laura Sellinger dispense cheery holly corsages for arriving Ozark passengers. Corsages were provided by the 99s and Ozark.





Lake Erie Chapter members Terri Ewart, Helen Keidel, Marg Juhasz, Debbie Calvin, Marie Evans, Pat Stark, Bev Demko, Edye Maxim and Dodie Jewett prepare to re-airmark Geauga County Airport.

hers until next year's ceremony.

At the conclusion of their September 14th meeting at the Geauga County Airport in Middlefield, Ohio, the members were able to re-airmark the taxiway with "Gauga". The airport was last marked in 1976 by our group. Other faded airmarkings will be remarked in 1981 by our group.

by Marg Juhasz



Bernice Barris, Lake Erie Chapter Pilot of the Year, shows off her traveling trophy as Marie Evans, previous winner, looks on.



Bruce and Dodie Jewett.

Minnesota Chapter

Minnesota 99s are expanding their horizons again. Thanks to Republic Airlines and Captain Bert Anderson, DC-9

simulator time is being made available to the 99s at the Republic Air Freight Office.

Connie Wells, Nadine Sugden, Joan Summerfeld, and Mary Hudec were the first four lucky pilots to try their hand at flying the big plane. It was a gigantic step from their Cessna 172s to the awesome cockpit of the DC-9.

Mr. Anderson was very soft-spoken as he talked the girls through their first take-off from Minneapolis International and didn't even raise his voice when they landed dolphin-like at Rochester, Minnesota! After two hours in the simulator the four were proud of their accomplishments and eager to share their experiences with their fellow 99s.

by Mary Hudec

Wisconsin Chapter

The fifth annual WIS-SKY Run was held October 11th at Stevens Point, Wisconsin. This event was sponsored by the Wisconsin Chapter of the 99s. Eight aircraft were entered for speed and 14 for proficiency.

First place in speed went to Pilot Dick Engstrom and co-pilot Marion Jayne flying a Cessna 310. Second place to Pilot Ken Keefer and co-pilot Pat Keefer in a Twin Comanche.

First place in proficiency went to Pilot Dawn Donner and co-pilot Ray Donner in a Cessna 172. Second place to Mary and Bert Story in a Cessna 205.

NORTHWEST SECTION

Idaho Chapter

The Idaho Chapter is a large chapter geographically which makes its members do a lot of flying to all of our various meetings. Last month's meeting was in Burns, Oregon and next month's will be in Jerome, Idaho. We have all kinds of terrain including desert to 11,000 foot mountain ranges, involving all kinds of flying weather and sometimes even driving weather.

by Linda Nave

North Dakota Chapter

The October meeting of the North Dakota Chapter was held on Friday evening, October 17th, at Minot, North Dakota. The following two days were spent attending an instrument ground school offered gratuitously to the 99s by Meric Murphy of Pietsch Flying Service at Minot.

Those attending were Eleanor Pietsch, Jan Kelleher, Shirley Frost, Mary Wahlman, Clara Sherman, Wynola Thornton, Lorraine Boehler, Gwen Vasenden and Kay Vogel.

by Kay Vogel

Western Washington Chapter

Western Washington 99s traveled — some flew — to the east side of the Cascade Mountains in July to accomplish their airmarking mission. Ably assisted by Newell

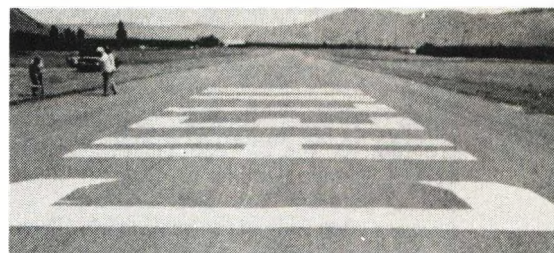
Lee, of Washington State Aeronautics, we marked CHELAN across the runway and "2" on one end (we ran out of paint) of the county airport. Washington-grown cherries provided by the airport manager were enjoyed and a good time was had by all.

by Marlene Nelson



Western Washington Chapter members at Blakely Island fly-in.

Airport marking at Chelan County Airport



SOUTH CENTRAL SECTION

Colorado Chapter

Colorado Chapter of the 99s continues to be active in various activities. A weekend of "Just Plane Excitement" found ten members flying into Lincoln, for the Fall Sectional. Members attending were: Kitty Hach, Linda Schreffler, Mary Adams, Mary Neil, Jan Clemen, Charlene Baker, Pat Knox, Marilyn March, Nan Hyland and Delene Dougherty.

At the Saturday Awards Banquet, "we" tied for first place in the Scrapbook competition with Space City of Texas. Our talented scrapbook editor, Marilyn March was present to receive the recognition.

Saturday's tour of SAC was extremely interesting. It was a special tour set-up by former Colorado member, Anne Pringle and her husband. Nebraska did a beautiful job of hosting the event... truly, "Just Plane Excitement".

On October 19th, several members of the 99s joined our Air Marking Chairman, Mary McCoy in an airmarking event at Tri County Airport near Erie, Colorado. It was a tremendous day with sixteen members, children and husbands joining in on the fun.

A few of our members participated in "The Jack Pot Air Race" sponsored by the Colorado Pilots Association. Susan Rhodes and Diane Williams, flying a Piper Turbo Arrow, won second place in "Turbo Charged". Leaving Jeffco (Denver), they climbed directly to 14,000 feet and headed via the mountains straight to Rock Springs,

Wyoming. This was the first check point. From Rock Springs it was on to Jackpot, Nevada. Weird things happen in some air races as they soon found out. Jackpot, the termination point, was closed due to construction. Following some plane to ground communication and a couple of requests by the ground to maneuver and signal their successful attempt across the finish line, they were off to spend the night at the next closest airport, Twin Falls, Idaho.

Charlene Olsen recently attended an EAA event at the Fort Collins-Loveland Airport. Much to her surprise, she qualified for a beautiful Sea Gull trophy. The EAA had a contest for the lady with the most recent solo (December 18, 1979).

by Barbara Hobson

El Paso Chapter

The El Paso Chapter and the Las Cruces Chaparral Chapter had a joint installation of new officers at Old Mesilla, New Mexico, on September 27th. We viewed "For the Fun of It," and this new slide presentation was great!

The El Paso Chapter presented a program for the El Paso Technical High School Science Seminar on October 15th, and a program was also presented at Andress High School to the Aviation Class in October. Another program was given to the Texas Junior Academy of Science group on November 3rd. These programs are in preparation for a Flying Seminar to be held in 1981 for this age group.



Lynn Stover, new El Paso Chapter chairman, checks the oil in a Cherokee 6 before flight. Photo by Jerry Littman, El Paso Herald Post

The scheduled November meeting was a fly-in to Carlsbad, New Mexico, to visit member Irene Terzo. Irene planned to have barbecue ready for the group and invited women pilots in the Carlsbad area. The Chaparral Chapter was also invited.

Members planned to meet with Mayor Westfall, Aldermen, and airport representatives, along with other aviation groups in El Paso, in November to discuss General Aviation in our area.

Member Jill McCormick will hostess the El Paso Chapter Annual Christmas Party on December 13th for members and 49½ers or friends.

On January 10th, the Chaparral Chapter plans to fly to El Paso to have lunch with the El Paso Chapter and tour the Control Tower.

Ft. Worth Chapter

Frances Wallace has been named President of the Fort Worth Skeet and Gun Club. She is this club's first woman president and may be the first woman president of a gun club in the nation. She started shooting skeet and trap about 12 years ago. As president of the 185 member club, she hopes to interest more women to join and become involved in shooting. Besides shooting and flying, she is a registered nurse and a member of the American Society of Clinical Pathologists. She works part time at Otis Engineering in Lewisville.

Edna Gardner Whyte, Juanita Waddell and Carole Wheeler attended the South Central Sectional at Lincoln, Nebraska.

Carole Wheeler, South Central Section Secretary, and 49½er Joe now own and operate American Flight Center, Inc. at Meacham Field in Fort Worth. School includes Private through ATP plus Lear Rating in addition to Ground School.

Guest of Honor and Speaker at our Christmas Party at the Century II Club will be Johnny Rutherford, Indy 500 Champion Race Driver and QB.

by Auleen K. Hall

Houston Chapter

Houston Chapter airmarked Brenham, Texas hangar on October 5th, 1980. Mr. Chuck Nickles, airport manager, was all ready for us when we arrived at 10 A.M. He had the paint on the hangar and the ladder waiting for us to climb! Fourteen members and two guests finished the painting around 11 A.M.

Our airmarking was a little different from the usual one — we flew in along with the Texas Air Tour Group. The group had 49 planes, all colors and sizes. It was interesting to be among that many planes all headed for the same airport. All went smoothly and on schedule. The Tour Group left Brenham ahead of the 99s. It made a beautiful sight to watch so many planes leaving for their next "leg", one behind the other.

One more airport marked and more friendships made. It was really a fun day.

by Peggy Campbell

Oklahoma Chapter

Dot Clum, Airmarking Chairman, is at it again. After a too long, too hot, too dry summer, rollers were unstuck, stirrers were stirring and Pondcreek, Perry and Eufaula got airmarked. Stirring, chalk-lining and rolling were Dot, Arlene Walkup, Nancy Roberts, Marge Hudson, Jane Sparagowski and Man Friday, Dick Lynch.

The Spring Section planning meeting was held at our new Gov's home. The vibes are

good for fun in '81 in OKC.

The Oklahoma Chapter is lending a hand with the NIFA Regional in SWO. Several of our members will be taking part in the air meet as contestants, so we will provide a cheering section for the Oklahoma State's Flying Aggies. More to follow later.

by Nema Masonhall

San Antonio Chapter

Six of our chapter attended the Sectional in Lincoln: Alice Foeh, Mary Ann Greer, Geils Hegranes, Ruth Nichols, Laura Richter, Chapter Chairman, and Virginia Spikes. We received the Governor's Award for Attendance.

by Mary Ann Greer



Laura Richter, San Antonio Chapter chairman, receives Governor's Attendance Award at SCS Sectional.

Topeka Chapter

Shouting "Bombs Away!", Topeka 99s tested flour bombing techniques and landing skills in their first Flour Bombing and Spot Landing Contest. Charter chapter member Sondra Ridgeway handily won the trophy for Best Spot Landing. Dottie Powell's perceptive bombing strategy won first place honors in the Flour Bombing, although Dottie maintained she was grabbing for her sunglasses when she released the winning bomb! Our nominee for "Fighter Pilot of the Year" is Michele Stouffer. Michele's magnificent slip in the Tomahawk would humble Von Richthofen himself! Kansas Chapter's Kay Alley

Topeka "Fighter Pilots-All" Dianne Merz, Sondra Ridgeway, Dottie Powell, Michele Stouffer, Deb Holmes and (in front) Lonnie Wilhelm.



stopped by the airport long enough to demonstrate a smooth landing, and wish us well.

Michele Stouffer has been named the General Sales Manager at K.C. Piper, Olathe, Kansas. If Michele is not the only woman in this position in the U.S., she must surely be the youngest. Michele has been with K.C. Piper for over a year, and really enjoys demonstrating and selling airplanes.

by Lonnie Wilhelm

South Louisiana Chapter

The South Louisiana 99s met at Chairman Fran Taylor's for the September meeting. New officers were installed and 49½er Ed Taylor prepared his famous barbecue.

South Louisiana 99s were proud of member Marion Brown, FAA CFII Examiner, who was the recipient of Wichita Falls' coveted "Jimmie Kolp" Award, presented at the Sectional Meeting in Lincoln, Nebraska. Marion, who flew a Bonanza to the Sectional with hubby J.D., was surprised to receive the award.

Following the Sectional, Fran and Ed Taylor finished visiting the last two states on their den map by adding a side trip to South Dakota.



Members attending South Louisiana Chapter's installation of officers are Fran Taylor and Judy McLane (standing), Polly Baughman, Eleanor Lowry and Mary French.

October with its pretty weather is air show time in Louisiana. We worked and attended the October 12th show at Patterson sponsored by the Wedell-Williams Louisiana State Aviation Museum, which presented the Eagles, a wing walking team, and Corky Fornoff in his Bede jet. The October 26th Lake Charles show was outstanding, too, with the Navy's Blue Angels, the French Connection acrobatic team, and the Eagles again.

The Patterson show was attended by both South Louisiana and New Orleans members. South Louisiana members attending were Doyleene Rice, Margaret Standing, Fran and Ed Taylor, Mary French and Bill Gatipon. LCH show attendees included Mary French and Judy McLane.

Dr. Ziggy Novak, a professor at McNeese College and a transfer from a California chapter, hosted pilots arriving for the two day Lake Charles show with hot tea and doughnuts. Her college students assisted the CAP in parking the many private aircraft at the LCH Chennault Air Force field. They used the 99 flags previously used by Dee Wilson and Sandra Rice (presently in Tallahassee, Florida for the year) for other LCH shows.

by J. Mary French

CHAPTER NEWS, ETC.

SOUTHEAST SECTION

Florida Gulfstream Chapter

September and October have been busy months for the Gulfstream Chapter. In September, we helped sponsor two FAA Safe Pilot '80 Seminars. The one in Pompano Beach at the Recreation Center drew a crowd of 450. Punch and cookies were served, and one of the chapter's friends, Kay Brown, made up a static collage display regarding the activities and projects of the chapter. The seminar and the posters made the Eleven O'Clock News the same evening.

The second seminar was held at the Spanish River Inn in Delray Beach, and 150 were present. Refreshments and hors d'oeuvres were enjoyed by all. The GADO Office had put together a "Mork and Mindy" type skit to entertain the attendees and to emphasize safety.

At our regular meeting on October 12th, we were honored to have as our guest Novetah Holmes Davenport. Novetah started flying in 1930 and was an early member of the 99s, having known Ameila. She shared many of her experiences and memories with us. Mrs. Davenport resides in Pompano Beach now.

On October 18th, a dozen of our loyal members trudged out to the Pompano Airpark at 8 A.M. in the morning for our first airmarking. We spent the whole day painting "Pompano" on Taxiway Foxtrot, and the numbers on three runways. Considering the money saved by the city, we felt it was a gratifying day.

October 22 brought a visit to the Miami Air Traffic Control Center. The chapter invited the Florida Grasshoppers and the Councilmen/Commissioners of eleven Broward County cities to join us. The purpose of the tour was to acquaint the politicians with the Center and to emphasize safety. Buddy Clark and Jack Brown of Lauderhill, and Col. Jack Wilson of the Broward County Planning Council were some of the dignitaries present. All totaled, 34 enjoyed the FAA slide presentation, the movie "Flight 52", the simulated radar training lab, and the actual Control Room. About two dozen

participants then adjourned to Mugsy's Hideout for lunch. The tour was coordinated by Ginny and Lou Orosz, and lunch was handled by Genie Merrell.

November 16th was again our regular monthly meeting and the group flew to Key West International Airport for a joint meeting with the Goldcoast Chapter. Lunch was held at the beautiful Marriott Casa Marina Hotel on the beach. Tours of the old city were taken by some of the members.

by Alexis Montague

Memphis Chapter

Dr. Christine Brown, charter member of the Memphis Chapter, and Professor of Psychiatry at the University of Tennessee Center for the Health Sciences, has been selected by Southeast Missouri State College to receive an Alumni Merit Award. The award, one of three for 1980, is being presented in October. Chris, who has many publications to her credit, has been a member of the faculty of the University since 1962.

Mid-Tennessee Chapter

The EAA Convention in Tullahoma at the Parish Aerodrome was a great success. Charlotte Parish, as hostess, was everywhere helping as needed while Edna Broyles acted as a backup. Our chapter was busy helping Angela Arnold with the Women's Activity Tent. She had been given the 99 tent at Oshkosh. She had done a wonderful job with the planning. Sandy Sparks, Lucy Morgan, Pat Powell, Kris Estes, Georgiana McConnell and Lydia Glover acted as hostess for the tent at various times during the October 2-5 event.

Georgiana offered a talk on her favorite subject, early women pilots, on Friday and Lydia gave a needlework class on Sunday.

Saturday activities included a pilots meeting and the Mid-Tennessee Chapter Meeting. Evelyn Johnson of the Tennessee Chapter, who received the Instructor of the Year Award from the FAA last year, gave a talk on the opportunities for women in aviation. She was very enthusiastically received by the local 99s, visitors from other 99 chapters, a newly rated pilot and several student pilots. Contacts were made for some new members.

Georgiana McConnell received a thrill riding in the 1928 Ford Tri-Motor when the pilot let her handle the controls during the trip.

Lydia Glover and Jacqueline Breeden attended the Tennessee Aviation Education Association fall meeting in Nashville the same weekend of the EAA Convention.

by Georgiana McConnell



Gloria Burlette setting up the transit to line up our points on the New Orleans 99 compass rose.

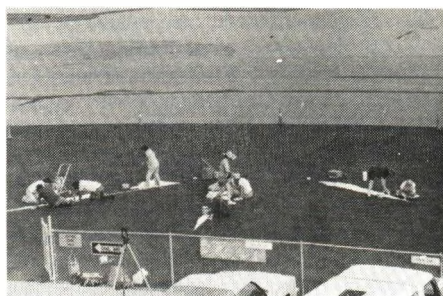
New Orleans Chapter

New Orleans 99s' artistic airmarking abilities were finally realized in early October when they painted a 65 foot Compass Rose at Lakefront Airport. Thanks go to the drafting talents and persistence of Gloria Burlette, the hard work and patience of Ron, her 49½er, and her sons. They all brought out the Michelangelo in each of the 99s poised with brushes in hand.

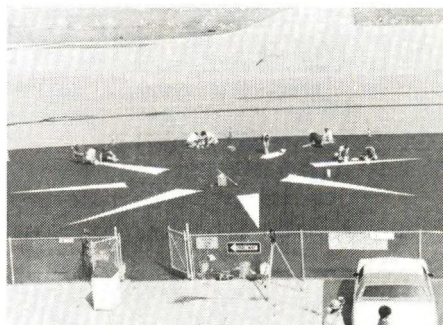
The tower overlooks the newest conversation piece at the airport. Many pilots, non-pilots, visitors, and airport personnel have learned more about the 99s by simply asking the question "What is that blue and white thing over there and what does it spell in the center?" That one quite obvious new marking should help to publicize our efforts in the field of aviation awareness and education.



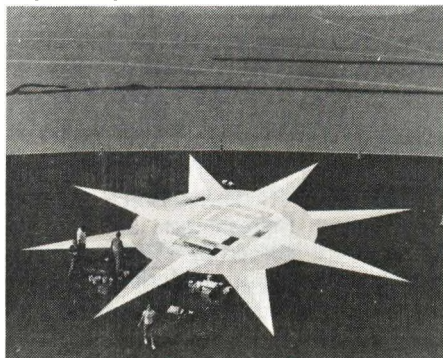
Ede Brandon points out features on some sectional maps for the Scouts on Aviation Day.



The beginning ...



More arms on the compass rose at Lakefront Airport are painted.



... almost complete.

The compass rose served as the focal point for the static aircraft display by the EAA October 19th. Chapter 261 of the EAA and the 99s sponsored an Aviation Day at Lakefront Airport to conclude Louisiana Aviation Week 1980, which was proclaimed by Governor Dave Treen. The week's activities included an air show at Patterson, Louisiana, flights over New Orleans by homebuilts and reconstructed planes of EAA members, an aviation day in New Orleans, and the annual 99 Poker Run which was postponed due to bad weather. Over 700 girl scouts were on hand to hear talks by the 99s, CAP leaders and cadets, study sectionals, visit the tower, observe model aircraft and EAA vintage planes on display. The general public was also on hand to share in many of the displays and some lucky folks were treated to flights over the city. Pat Besselman scheduled all those scouts to hear talks about women in aviation by Evelyn Studlick and CAP cadet Nancy Hopper. They saw a film about

New Orleans 99 Norma Reeves describes parts of an airplane to Scouts on Aviation Day at Lakefront Airport.



It's break time for the painters.



Lakefront tower overlooks the completed compass rose paint job of New Orleans 99s.

Amelia Earhart and flying and went through some preflight instruction about the workings of an airplane.

The 99s thank everyone who helped make aviation week a success. By cooperating with the many agencies and individuals who offered their services, the 99s were pleased with the overwhelming positive responses from those who enjoyed and shared in the week's activities.

by Patsy Zeringue

SOUTHWEST SECTION

Hi-Desert Chapter

Per an order sent in by the Hi-Desert Chapter, beautiful flying weather was delivered by the local wind gods for our Fly-In to Kernville Airport on Lake Isabella. Everyone who attended the October meeting, including Rosemary Jensen, Linda Paul, Katy Britain, Ruth Prewitt, Shirley and George Williams, and Yvonne and Dale Koepke (in their new Cessna 150), were pleasantly surprised to see the improved runway, new taxi strip, and tiedowns in the

new parking area. The Southern California Edison Flying Club, holding their fly-in the same day, very generously paid the tiedown fee for those 99s who flew in.

Plans for our booth at the November Fox Field Open House in Lancaster were firmed up, and Shirley Williams, chapter chairman, assured us that the Second Place Airmarking trophy we received at the fall section meeting would be there for all to see. A permanent display case, featuring our Hi-Desert members and their activities, will be installed at Fox Airport, also.

by Cynthia Hicks

Orange County Chapter

The Orange County Chapter presented one of the history books to the Costa Mesa Library in September. A picture of the presentation was in the *Daily Pilot* with Mary Ann Zuck from the library accepting the book from Beverly Allen, chairman and Eleanor Todd. This was the fourth history book presented by this chapter. The others went to Cypress College, Orange County College and Santa Ana Library.

Twenty-one members showed up at Elizabeth Shattuck's hangar at Oceanside for the annual potluck supper September 10th. The chapter's official photo for the year was taken at this time by chapter member Joyce Young who has her own photography business. What was meant to be a 'fly-in' turned out to be a 'drive-in' due to the low coastal fog, and safety conscious Elizabeth would have it no other way since she writes the safety column for our chapter news letter.

Sixteen members flew or drove in to Mary Ann Jamison's home in Palm Springs on September 27th for the Un-President party that was given for Thon Griffith, the outgoing international president from our own Orange County Chapter. The pool was cool and so was the slide show of Mary Ann and husband John's trip to South America in the 1949 Bonanza.

by Gwen Haynes

Dino Valazo and Bob Pinner, both in their 70s, showed the novelists how to win the Kachina Doll Air Rally in Bob's Navion.



Phoenix Chapter

Our 13th Annual Kachina Doll Air Rally was Saturday, October 11th. The 245 sm course was completed by 1:00 P.M. The 4-leg navigation competition had numbers and letters at each ground checkpoint to reference the next coordinates. Better know latitude from longitude on this one! A total of 39 entries came from as far away as Salt Lake City, Seattle, Washington and Santa Rosa, California (99s). There were 19 Phoenix 99s in 16 airplanes. Five-Place Trophy Winners were: 1. Bob Pinner & Dino Valazo — S. California; 2. George Peabody & John Knudsen — Scottsdale, Arizona; 3. Dave & Darlene Hagan — Phoenix 99; 4. Sheryl Jones & Ladd Lindholm — N. California; 5. Shirley Rogers & Pat Mornin — Phoenix 99.

Spot landing competition encountered variable direction and intensity (to 20mph) quartering headwind. The X-wind was a challenge for locals but not for local 49½er Smokey Stover who won with two feet before the line. Preflight competition was new this year and well received. Of 18 discrepancies the most anyone found was 11. Over 200 attended the banquet where door prizes and hand crafted trophies were awarded. Arizona Accident Prevention



Museum. We are busy promoting aviation and hope you are, too.

Merry Christmas from the Phoenix 99s!!!

by Kitty Pope

Sacramento Valley Chapter

While Sacramento 99s and 49½ers airmarked Rio Vista Airport recently, a local crop duster offered rides in his plane. It was a thrilling ride for those who took the few minutes from painting. Afterward, La Rue and Norm Brown (a chapter member and her 49½er) feted us to a scrumptious lunch at their home in Rio Vista.

In October, we flew into Yuba County Airport for dinner and our monthly meeting. Members from the Marysville-Yuba City area travel to Sacramento for our meetings but this time we took the meeting to them.

San Fernando Valley Chapter

The chapter has had a busy and productive summer. New officers were installed at a sitdown dinner on June 21st at Skytrails Restaurant, which is located on Van Nuys Airport and is also our regular meeting place. Vesta Malby — Chairman; Misti Vreeland — Vice-Chairman, Cece Stratford — Recording Secretary, Diana Gellatly — Corresponding Secretary and Sylvia Sanderson — Treasurer, will be keeping us on course for the 1980-81 year.

The July Pot Luck Dinner was again hosted by Michelle Albiez and her 49½er Pete, who entertained all of us by setting up

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Specialist, Charlie Rutledge, presented trophies with witty commentary. Sandi Haag did an outstanding job chairing this event. Valley aviation contributors and friends were so very supportive.

Other recent projects include airplane wind chimes and 99s calendar sales. Our first White Knuckles Clinic was October 31st with two more already filled for November (21 students each). Chapter has a Pacer MKII simulator (gift) for instrument training and chapter scholarship fund raising. Cottonwood, Arizona airmarking planned for November 16th and lots of fly-ins stewing including a tour of Pima Air

a video camera in the back yard, where the tables and bar were located. By instant replay we could see the festivities on the TV in the den where the buffet was set up. It added an extra touch to a very special party.

Five out of the first ten place winners in the Palms-to-Pines Air Race were from our chapter. Starting with third place were Shirley Thom and daughter Linda Johnston. Shirley and Linda have taken the trophy for best mother and daughter (not in top ten) for several years, and we were all pleased to see them in the winners circle. Ely Rickabaugh and Michelle Albiez placed fifth; followed by Delores Pynes and

The anticipation heightens! A thrilling moment just before the 13th Kachina Doll Air Rally start.



Classified

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The attorney-pilots in our firm have that special knowledge needed to assist you with your aviation problems. If you have questions regarding aviation accidents, licensing, violations or other legal matters, call us for an appointment. We can also assist you with your business matters, wills and estate planning, and personal injury and domestic relations problems. No charge for first office consultation. LAW OFFICES OF WALLACE CRAIG, P.O. Box 18807, Fort Worth, Texas 76118. (817) 284-9400.

99 PAPERMATE BALLPOINT PENS

The Hudson Valley Chapter is offering Papermate ballpoint pens, silver and blue with a white 99 logo imprint. The pens are \$3.00 each and can be ordered from: Mary Sealfon, RD#3, Box 21B, Middletown, NY 10940.



THINK ALASKA!

THE CONVENTION IN 1984, GOLD NUGGETS NOW! Our handmade necklaces, with real Alaskan Gold Nuggets on 14K gold backing, will help finance the 1984 International Convention in Alaska. $\frac{3}{4}$ ", with chain. \$72 includes postage. Only 50 at this price. Checks in US currency to 99 Necklace, Alaska Ninety-Nines, P.O. Box 4-1962, Anchorage, AK 99509.

99 SUNGLASSES

Logo engraved on - will not rub off
Distortion-free acrylic
Strong and Durable
Smoke Grey or Bronze
Aviator Style



Sun Glasses: \$15 ppd. Clip-ons: \$12. Make check payable to Dallas Chapter 99s, c/o Sue Maddox, 2708 Whispering Trail, Arlington, TX 76013. 817-227-8013.

FOR WOMEN ONLY ...

Are you looking for the one Aviation Organization started by Amelia Earhart specifically to promote WOMEN in aviation? Steeped in history and tradition, yet as up to date as astronauts and airline pilots, International Women Pilots (The Ninety-Nines, Inc.) has something to offer you.

For More Information Contact:

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

Name: _____

Address: _____

Phone: _____

Ratings: _____

Send to:

The Ninety-Nines, Inc.
P. O. Box 59965
Oklahoma City, OK 73159

CHAPTER NEWS, ETC.

Dorothy Walker, sixth; Misti Vreeland and Coralee Tucker, seventh; and Audrey Schutte and Kristine Holmes, ninth. At least eight additional teams from our chapter participated in the race.

In early September, a full busload of chapter members, 49½ers, and guests participated in a special tour of Van Nuys Airport, sponsored by The Department of Airports of Los Angeles and the Air National Guard. A large number of our members fly from this airport, which is the busiest general aviation airport in the world, but are only familiar with the area from which they operate. The purpose of the tour was to increase our knowledge of the facilities and businesses located on the field. This will help us in spreading the word of the importance of Van Nuys Airport, not only as a place to fly, but as an asset to the community.

Looking to the future, we are hosting the race start for the Angel Derby in 1981. This coincides with the Los Angeles bicentennial year celebration. Joan Linder has accepted the chairmanship and committees are being formed.

by Doris M. Totans

Santa Paula Chapter

The 50th Anniversary of the Santa Paula Airport is a thing of the past. August 9th and 10th was the date of the Open House and

Airshow. The Santa Paula Ninety-Nines played a big part in the celebration, helping where needed, and also sponsoring the airplane rides and a hot dog stand. Gwen Dewey was the chairman of the rides, and it was a huge success. The pilots and safety crew did a remarkable job. The money made was given to the airport for use in their maintenance program. The hot dog stand was a big success, also. Sue Cederquist and Betty Cuney were in charge, and they had the most eatable barbecued hot dogs, with all the fixin's you can imagine!

Norma Emery and her family have just left for a six weeks vacation trip. They will be visiting England, Nepal and Sri Lanka. Both Norma and her husband Cedric are past Peace Corps Volunteers, both stationed in Afghanistan.

Maggie and Tom Bird have just completed an Around the World Tour. They own a Travel Bureau and insist it's just part of the work!

Our versatile chapter chairman, Sue Cederquist, is one of the cast in the play, "A Funny Thing Hapened on the Way to the Forum." The reviews have been terrific and we all plan to attend.

Sherry Moore and her husband Tom have finished restoring a 1939 Taylorcraft! They are having a Christening Party soon to introduce the new airplane.

by Gwen Dewey



**the
ninety-nines
inc.**

INTERNATIONAL WOMEN PILOTS

NEW MEMBER APPLICATION

(Qualification for membership: Any current female pilot recommended by a member in good standing.)

WELCOME: We applaud your decision to become a member of the oldest aviation organization especially for women. As International Women Pilots, the Ninety-Nines are always conscious of our unique heritage, yet strive to keep our purpose and goals as modern and timely as the constantly changing world. We sincerely hope you will take advantage of the many educational programs and activities offered by our organization. We offer you a camaraderie generated by our special talent. We look forward to your participation.

DATE _____

NAME _____
FIRST MIDDLE LAST

STREET _____

3rd LINE _____

CITY & STATE _____ ZIP _____

HUSBAND'S NAME _____

MEMBER TELEPHONE NO. (HOME) A/C _____

(OFFICE) A/C _____

DATE OF BIRTH _____ AIRMAN CERTIFICATE NO. _____ A/C DATE OF ISSUE _____

DATE OF LAST FLIGHT PHYSICAL _____ CLASS OF PHYSICAL _____ TOTAL HRS. _____ NEW RATING DATE OR BIENNIAL FLT. REVIEW DATE _____

TYPE OF LICENSE: ☐ PRIVATE ☐ COMMERCIAL ☐ ATP

RATINGS & LIMITATIONS: ☐ ASEL ☐ ASES ☐ AMEL ☐ AMES ☐ INSTR ☐ GLIDER ☐ BALLOON ☐ HELICOPTER ☐ GYRO

FLIGHT INSTRUCTOR: ☐ AIRPLANE ☐ INSTR ☐ ROTOR ☐ GLIDER

GROUND INSTRUCTOR: ☐ BASIC ☐ ADVANCED ☐ INSTRUMENT

FAA FLIGHT EXAMINER: ☐ PRIVATE ☐ COMMERCIAL ☐ HELICOPTER ☐ GLIDER ☐ INSTR
☐ ASEL ☐ ASES ☐ AMEL ☐ AMES ☐ WRITTEN

AVIATION RELATED VOCATIONS _____

VOCATION _____

ADVANCED DEGREE _____

Initial Dues \$37.00
This includes membership directory, membership pin, subscription to *The 99 NEWS* magazine and section dues.

I hereby apply for membership in *The Ninety-Nines, Inc.* and agree to abide by the bylaws of this organization. A check for \$37 U.S. funds is enclosed.

Signature of active member sponsoring

Signature of applicant

Is new member joining a chapter? ☐ Yes ☐ No

If yes, name Chapter _____ Section _____

Signature of Chapter Officer if joining a chapter

COMPUTER FUND CONTRIBUTORS

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Kansas Chapter
Los Angeles Chapter
Orange County Chapter
Pat McEwen — Kansas
Pat Roberts — Santa Clara Valley

PATRONS (Gifts of \$500.00 or more)

El Cajon Valley Chapter
Palms Chapter
San Fernando Valley Chapter
San Gabriel Valley Chapter
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Chicago Area Chapter
Forty-Nine-and-a-Half Membership
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Lake Tahoe Chapter

Mt. Diablo Chapter
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