

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

Volume 8

Number 10

December 1981



Julie Ames and the CAF

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- Sweepstakes closes 9/30/82.

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The 99 NEWS

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ON THE COVER: Loops and spins enthrall onlookers at the Confederate Air Force Airshow '81 in Harlingen as Julie Clark Ames makes aerobatics look easy.

99 Resource Center Committee meets

Prior to November's International Board meeting in Oklahoma City, Resource Center Committee members gathered in Dallas to visit the History of Aviation Collection at the University of Texas. Hazel Jones hosted the meeting, providing lots of good food and bunk space for committee members.

Purposes of the trip were to learn more about organizing and preserving materials of historical value, and to view the University's aviation collection and methods of preservation.



Marilyn Copeland, Gene Nora Jessen, Hazel Jones, Ruth Dobrescu and Loretta Gragg (right) were among those who visited with Ed Rice, University of Texas at Dallas museum curator, and one of his assistants.

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Calendar

JANUARY

JAN. 1 - 99 NEWS DEADLINE for Jan./Feb. issue.

JAN. 15 - A E SCHOLARSHIP DEADLINE - Applications must be mailed from chapter to section AE Scholarship Chairman.

FEBRUARY

FEB. 1 - 99 NEWS DEADLINE for March issue.

MARCH

MAR. 1 - 99 NEWS DEADLINE for April issue.

MAR. 1 - BYLAWS REVISIONS DUE.

MAR. 2-4 - 17th ANNUAL SOUTHEASTERN AIRPORT MANAGEMENT SEMINAR, Auburn University, Auburn, Alabama. For information: James R. Wilbanks, Asst. Dir., Engineering Extension Service, 107 Ramsay Hall, Auburn University, AL 36849.

MARCH 27-28 - SECOND ANNUAL WOMEN IN AVIATION CAREERS SEMINAR, Wichita, KS. Sponsored by International 99s and Kansas Chapter. Aircraft factory tours, speakers, career opportunities presentations.

APRIL

APR. 5-7 - 2nd ANNUAL SHANGRI-LA GRAND PRIX AIR RACE, 2100 sm VFR xc round robin speed race open to male & female pilots. Course: Shangri-la resort, Afton, OK; Greenville, TX; Wichita, KS; Des Moines, IA; Aurora, IL; Louisville, KY; St. Louis, MO; Shangri-la. Race kits, \$6 from: Marion P. Jayne, 1918 W. Banbury Road, Palatine, IL 60067. 312-358-5100.

APR. 23-25 - NORTH CENTRAL SECTIONAL, Webers Inn, Ann Arbor, MI.

APR. 23-25 - SOUTHWEST SECTIONAL, Miramar-Sheraton, Santa Monica, CA. 50th Anniversary of Los Angeles Chapter.

APR. 30-MAY 2 - SOUTH CENTRAL SECTIONAL, Corpus Christi, TX.

APR. 30-MAY 2 - EAST CANADA SECTIONAL, Talisman Hotel, Ottawa, Ontario. For info: B.J. Schermerhorn, 613-832-1207.

APR. 30-MAY 3 - SECOND BAJA CALIFORNIA AIR RACE, \$10,000 prize money. Sponsored by National Tourist Council of Baja California. Will start at Long Beach, CA with an RON at San Felipe; optional gas stops at Bahia de los Angeles and Loreto; RON San Jose del Cabo; terminating La Paz to participate in the celebration of their 200th anniversary. Contact: Margaret Callaway, 1712 W. 1st St., San Pedro, CA 90505, 213-833-6302.

MAY

MAY 1 - 99 NEWS DEADLINE for June issue.

MAY 6-8 - NIFA NATIONAL SAFECON, Bakersfield, CA.

MAY 20-22 - FOREST OF FRIENDSHIP, Atchison, KS. 50th Anniversary celebration of Amelia Earhart's solo flight across the Atlantic.

JUNE

JUN. 1 - 99 NEWS DEADLINE for Jul./Aug. issue.

JUN. 12 - GREAT NORTHERN AIR RACE, Oshawa, Ontario. Sponsored by First Canadian Chapter. Speed and proficiency. Limit 60 A/C. Race kits from Margo McCutcheon, c/o Arachnae Management, Buttonville Airport, Markham, Ontario L3P 3J9.

Aviation Careers

by Marilyn Copeland

The second annual Aviation Careers for Women Seminar sponsored by the International 99s and Kansas Chapter will be held in Wichita on March 27-28, 1982. Preliminary plans include factory tours of Beech and Cessna, a welcome reception, career role model speakers and career opportunities presentations.

It has been a pleasurable and educational experience to visit several of the 99 Fall Section Meetings to discuss careers. This project is a timely one and has many facets. Basically, there is a need for Aviation Career Awareness programs in our schools and communities. This is a program in which individual 99 members or chapters can participate. Professionally prepared manuals and materials are available that include information on the History of Aviation, Elements of Flight and Careers in Aviation. These materials may be ordered for \$5 from the Aviation Education Department, Beech Aircraft Corp., P.O. Box 85, Wichita, KS 67201 or the Cessna Aircraft Co., Air Age Education Dept., 5800 E. Pawnee, Wichita, KS 67201.

The Career Data Bank at 99 Headquarters will only function well if there is sufficient input of information from 99s seeking career opportunities in aviation. Aviation careers are not all pilot jobs. Aviation careers include ones associated with the aviation industry but not necessarily flying. If you are looking for a career opening or change, please respond to the questionnaire last published in the Sept. 99 NEWS. How will this Data Bank work?

1. 99 fills out career opportunity information and mails to 99 Headquarters.
2. Headquarters contacts aviation industry to alert them to data bank.
3. Industry contacts Headquarters for names of candidates for a job opening.
4. Headquarters contacts 99 to see if she is still available and that her information is up-to-date. (99s should keep their information updated at Headquarters.)
5. Headquarters then releases 99 name and information to industry inquiry.
6. Industry inquiry contacts individual 99 for more information, hopefully an interview and a career of her dreams.

This data bank could easily have supplementary help in chapters by having a career chairman who can be contacted if someone knows of a job opening and she also knows who is seeking employment.

ON THE WITH

JANET



by International President Janet Green

October 28, 1981

October 19, 1981 at 6:00 a.m. local time was the dawning of a new era in general aviation. That was the beginning of GAR. GAR stands for General Aviation Reservations. It means that between the hours of 6:00 a.m. and 7:59 p.m. local time, reservations will be required for IFR departures and en route pickups. These reservations are received from your local flight service station. Each flight service station has at least one flight per hour and others have more than one, depending on their quota. The general aviation aircraft that are exempt from this are the FAR Part 121 and 135 operators with approved two or three letter call signs, medical emergency flights, FAA critical mission flights, and Presidential flights. It is effective in the entire conterminous United States. We first heard of GAR while attending the GENAVAC meeting in Washington in mid-October. A letter dated October 6th from FAA was sent to every instrument rated pilot in the country. I have not yet received one.

Here is how it is supposed to work. Flight plans and requests for reservations will be accepted no more than 24 hours and no less than 30 minutes before proposed departure time. Only one reservation request will be accepted per FSS contact. No airborne request for an IFR clearance (pop-up) in ARTCC airspace is allowed unless a prior reservation has been approved. Multiple flight plans may be filed as long as the last departure is within 24 hours of the reservation request, the same departure airport or en route pickup is not specified twice in the request, and the total request does not involve more than three departure/en route pickup points. Overseas flights inbound to the U.S. do not need GAR reservations. The operator reservations for the four high density traffic airports FAR 93K remain the same and do not fall into GAR.

We had a chance to sample GAR when we flew from Dallas to Santa Fe to attend the South Central Sectional held on October 23-25. The aircraft was a Cessna 402 belonging to Allison Collectibles and flown by Jody McCarrell. Vice President Hazel Jones was responsible for obtaining our reservations from Dallas to Santa Fe and return. Her first attempt at getting a reservation 16 hours in advance (which was the time parameter allowed when the

system initially went into effect on October 19) proved futile. She called at 7:00 p.m. the previous night and was told that the reservation for 11:00 a.m. the next day was full. Dallas has twelve slots per hour. She asked for a 12:00 reservation and was told to call back in one hour. Some three hours and forty dialings later she had our reservation. After that the system worked well on our flight save for the fact that we were instructed to hold over Anton Chico, New Mexico, for fifteen minutes for delays in the Dallas/Ft. Worth area on Sunday. Why we were not held on the ground at Santa Fe is a mystery. After Jody made a "minimum's approach" to Dallas Love Field, I made my air connection but with an hour delay because Southwest's equipment was delayed also.

The members of GENAVAC have asked their members for feedback on how the system is working. We reported our experiences to AOPA in greater detail than room permits here. Apparently they were not novel, for AOPA has received many reports just like this one. AOPA, GAMA, NATA and NBAA have been meeting with FAA almost routinely to try to ease some of these restrictions. It seems that many reservations are being made and not being used. Bogus flight plans are being filed in order to take advantage of the 48 hour time constraint rather than the 16 hour one. Most ATC facilities now say they can handle more traffic than they are handling. It is obvious that changes will be made. Already some additional slots are being made available if your flight will occur in one ARTCC area. Dual routes are sometimes available if your aircraft has R-Nav. Tower to tower clearances can sometimes be worked out. The current information can be obtained by calling your local FSS if you can get in on the telephone. The NBAA has a hot line to call for current information. The number is 1-800-424-4336.

The FAA reports that this is a special operation to get through this winter and that by March of '82 these restrictions will no longer be needed. In the meantime, use the ARTCC system as little as possible, go VFR when you can, and release your reservations when you find you are not going to use them. Contact your local FSS for updated information and changes in the quota. We will be watching developments during the following month and will keep you informed. Meanwhile, please fly safely: we need all of you.

HEADQUARTERS HOTLINE

A COMING ATTRACTION. The Civil Air Patrol and the Ninety-Nines are proud to present a brand-new **AMELIA EARHART PERSONALITY LEARNING PACKET**.

The packet contains several large posters and a teacher manual/student activity booklet. The packet is completely self contained and covers the life and achievements of Amelia. The packet can be used by the students in a self-study learning center or modified for teacher instruction.

The posters are for use on the bulletin board or in a classroom learning center. The student activities are based on task cards keyed to various curricular areas (reading, language, music, social studies, math, science, art, etc.). The teacher manual contains all instructions necessary for use of the packet, a materials list, pre/post test, and all the poster art reproduced in a format size for making transparencies on the school's duplicating machine.

Although the packet is written for upper elementary and junior

high school levels (6-8), it can easily be adapted to other grades. Watch for further details in future issues of 99 NEWS.

KAY BRICK GETS PIONEER WOMAN AWARD. The OX-5 Aviation Pioneers Awarded former Ninety-Nines International President Kay Brick their National Outstanding Pioneer Woman's Award for 1981 at their reunion in San Antonio, Texas, October 9. Kay, who was chairman and executive director of the Powder Puff Derby for 13 years, has also been inducted into the Teterboro Aviation Hall of Fame in New Jersey.

ROSTER CORRECTION: GREATER WINNIPEG CHAPTER. Through an error at the printer's, the data from the

cont. on p. 6

Winnipeg Chapter was merged with the Saskatchewan Chapter in the latest roster. Please add this correct listing of Winnipeg Chapter members to your edition.

Lydia Lenore Albi
Winnona Dianne Sophie Best
V. Elizabeth Candlish

Myrtle B. Pawlychka
Shirley Linda Render
Margaret E. Rubin

Diane A. Chudley
Edna Edith Fowke
Irene M A Henley-LaFrance
Judy Alexia Lecuyer
Robin Eileen MacKinnon

Judy Saxby
Linda Phyllis Stoesz
Helga Valousek
Elizabeth Margery Webster
Mary Ellen Weston

Kathy Linda Wilcox

99 HEADQUARTERS ACKNOWLEDGES CONTRIBUTIONS. Tax deductible donations of any desired amount are always welcome to further ongoing Ninety-Nines projects. Donors may specify a particular project or activity toward which their contribution is to apply or allow the Board discretion to apply it toward current projects as need dictates. All memorial contributions are acknowledged with cards sent to both the family and to the donor. We would like to acknowledge the following recent contributions.

PAT McEWEN RESOURCE CENTER MEMORIALS

Thelma Cull
Charlene Falkenberg
Lois Feigenbaum
Barbara Goetz
Loretta Jean Gragg

Garden State Chapter
Alice Hammond
Gene Nora Jessen
Betty McNabb
Dorothy Niekamp

MEMORIALS: IN HONOR OF

Roberta Brown
Thelma Drew
Jackie Cochran
Ruth Dilg
Thelma Drew
Jean Patrick
Ali Sharp

Rosemary Wright
by Janet Green
Ali Sharp
by Barbara Goetz
Agnes Longevin
by Janet Green

by Thelma Cull

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Thon Griffith

Minnesota Chapter
Nebraska Chapter

NIFA Report

Ray Waurio of the host team, Western Michigan started praying for good weather last January for the NIFA Region III SAFECON at Kellogg Field, Battle Creek, Michigan, and he got it tailor made. The October morning was crisp and clear with the smell of cereal in the air as the teams of Western Michigan, Bowling Green, Ohio State University, Kent State and University of Michigan gathered for briefings. The All-Ohio and Greater Detroit 99s headed for the flight line to judge the landing events — in tow was the very charming William K. Kershner, textbook aviation author and guest speaker for the banquet. We took part in the power-on-landing, power-off-landing and navigation events. Judging talents were provided by All-Ohio chairman and chief navigation judge Jeane Wolcott, Kathy Samuelson, Sandy Gordley, Connie McConnell, Barbara Mosher, Charleen Mehaffie, Jean Reazer, Marcia Greenham and Vi Blowers; Greater Detroit's Jenny Sutherland, Mardi and Carl Drebing and Phyllis Wood. First Place went to Western Michigan who will be joined by Kent State University for the nationals in Bakersfield, Calif. NIFA National Director Harold Wood presented, on behalf of the All-Ohio Chapter, a silver goblet and \$25 to Theresa Jawinski of Kent State University who was the top woman pilot.

*by Charleen Mehaffie
NIFA Chairman, All-Ohio*



On the flight line for NIFA Region III SAFECON, Battle Creek, Michigan are 99 judges Jeane Wolcott, Mardi Drebing, Sandy Gordley and Kathy Samuelson.

NIFA team coach thanks 99s

Dear Editor:

On Friday and Saturday, October 23rd and 24th, I sat in a nice warm vehicle some distance from the side of Runway 27 at Lewis-Romeoville Airport, and watched members of teams from ten Colleges and Universities in Region Eight, of the National Intercollegiate Flying Association, make landing after landing in the competition at the Regional SAFECON. Snow fell on Friday, and Friday night's temperature became a record low for that date in the Chicago Area. Through both of those days, several members of the Chicago Area 99s stood out at the side of the runway and judged the entire traffic pattern and landings for pilot technique and accuracy of all of those competitors.

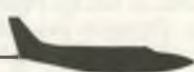
I have been present at each NIFA and REIFA SAFECON for many years and I am sincerely sorry that I have not, before this, really thanked the 99s except for an occasional "thank you" to a few individuals. They have made up the majority of the judges at every SAFECON in my memory, and I am sure their thanks have been far too infrequent. Without their help the REIFA and NIFA would have been far less meaningful.

I hope you will print this letter in order that all of those 99s will know that there are many of us who really do appreciate all that they do.

*Sincerely,
Tom Young
Coach, The Flying Salukis*

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Play it again (Uncle) Sam

by Joan Kerwin

The FAA has proposed a new rule which would impose a maximum blood alcohol level on pilots. It seems too many of us are drinking before flying and breaking the eight hour "bottle to throttle" rule. The new rule would prohibit the flying of aircraft with a blood alcohol level of .04 per cent or more by blood volume. The proposed rule includes an implied consent provision.

How ridiculous can you get. They have a rule on the books which they can't enforce, so what better way to enforce it than by adding a new rule. Bureaucracy. Bah, humbug.

Another reprise from the FAA is the return of 12 inch N-numbers. Those aircraft displaying the smaller numbers before Nov. 2, 1981 and aircraft manufactured after Nov. 2, 1981 but before Jan. 1, 1983 will be allowed to continue displaying the smaller numbers until the aircraft is repainted or the registration marks are restored, repainted or changed. The rule does not affect exhibition aircraft, and those issued an experimental certificate as exhibition or amateur-built aircraft.

Another example of bureaucratic make-work. Conservationists and supposedly air traffic controllers are demanding the large numbers so they can identify aircraft. Have you ever tried to read the numbers, even the large ones, on a moving aircraft?

Now for the most important legislation — Congressional Revenue bills to support the ADAP program. ADAP (Airport and Airway Development Aid Program) was most aptly described in a *Chicago Tribune* article as the Airline Development Aid Program. Do you suppose the writer was a general aviation pilot?

As reported in this column last month, Senators Cannon and Kassebaum have introduced S. 1272, which would eliminate the aircraft use tax and set the general aviation fuel tax at 8.5 center per gallon for both gasoline and jet fuel.

On the House side, Representatives Rostenkowski and Conable have introduced H.R. 4800 which would set the avgas and general aviation jet fuel tax at 12 cents per gallon. The bill would be effective from Jan. 1, 1982 through Dec. 31, 1983.

Rostenkowski, chairman of the House Ways and Means Committee said, it "charts a middle course between the levels of tax proposed by the Administration and the lower levels urged" by various aviation groups.

Write or call your Congressman and Senators NOW. Tell them that you are willing to support the 1.5 cent increase in taxes but that general aviation cannot survive the 5 cent increase. Tell them also that there is nearly \$3 BILLION surplus in the Trust Fund at the present time. This surplus was built up over the past ten years with a tax of 7 cents per gallon on general

aviation fuel. You have to tell them the tax level that you have been paying, since the FAA is reporting to any inquiring Congressman that we have been paying only 4 cents per gallon.

That's dirty pool, Mr. Bispo. You know very well that the 4 cents per gallon has been in existence only since last Oct. 1 (1980) and for all the years previous we have been paying nearly double.

For other information and factual ammunition refer to this column in the October, 1981 issue of *The 99 NEWS*.

Comment: There's an old saying, "There's nothing new under the sun." How true. In looking over my copies of this column, I have come across comments on "fair share" and cost allocation tax proposals in the following issues: May, 1975; Oct., 1976; March, 1977; April, 1978; Feb., 1979; March, 1980. I'm sure there were more but this is just a sample of the recurring problem. Remember, we did it before and with your help and that of the other general aviation pilots we can do it now.

WRITE ON — WRITE NOW!

New Ratings

New York-New Jersey Section

Joan Scarpinato - Long Island - IFR

North Central Section

Sandy Bacsanyi - Ann Arbor - ATP
Jean Wilson - Indiana - ASES
Toni Babcock - Michigan - IFR
Glenda Martlew - Michigan - MEL
Colleen Bradley - Michigan - MEL, MES
Mary Anglin - Michigan - SES-CFI

Northwest Section

Polly Zumwalt - Willamette Valley - IFR

South Central Section


Janet Erickson - Nebraska - IFR
Erline Biles - Tulsa - ATP

Southeast Section

Rebecca Mouhot - Florida Gulfstream - MEL
Bonnie Carr - Florida Spaceport - CFI-MEL
Pat Besselman - New Orleans

Southwest Section

Linda Allen - Aloha - CFI
Maureen Barnes - Aloha - MEL
Sheri Pizl - Aloha - COMM, IFR, MEL,
COMM ASES, CFI
Arden Powell - Los Angeles - MEL
Pam Mahonchak - Orange County - MEL-CFI
Lois Scura - Orange County - CFI
Lydia Fowler - Palomar - CFI
Valerie De Frain - Palomar - CFI
Kathy Groves - Santa Clara Valley - MEL


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Flying Chuckles

by Jeane M. Wolcott

Any pilot flying within today's system really has to have a sense of humor; otherwise, the frustrations from the various types of delays could drive a person crazy.

After the new GAR (General Aviation Reservation) regulations went into effect, it was time to take a look at what other means were available to corporate pilots to get the job done. Of course, the tower en route fast became popular. Yesterday, Ohio had one of its typical fall days: fog, haze, rain, drizzle, 500 foot ceilings, etc. Flying for a firm that travels extensively, about 50 to 60 hours per month, we try to deliver everyone to their destination. On this particular day we needed to go from Columbus, OH to Cleveland to Cadillac, MI, return to Cleveland then back to CMH. Making this trip requires back-tracking toward Columbus after departing Cleveland in order to stay within the various towers' airspace.

On departure from Burke Lakefront, Cleveland Departure cleared 39U for direct Dryer VOR. "Aha," she thinks to herself, "maybe I can con him into letting us go direct Dryer to Toledo, which is Cleveland Center's area."

"Cleveland, 39U, what are the chances of getting direct Waterville (Toledo)?"

"No chance, 39U."

"Just thought I'd ask."

"There are really two answers to your request, 39U."

"Yeah, I hesitate to ask what they are."

"Two answers are: Slim chance and no chance and Slim left town last week!"

"I like that!"

So, we back-tracked toward Columbus. Cleveland Departure and the tower at Mansfield did cut some corners for us, and we were on our way to Cadillac, Michigan.

After dropping the passenger in Cadillac, we picked up our clearance over Lansing and started back to Cleveland. Weather around Toledo was really bad and some poor soul was lost with most of his navigation equipment inoperative. Last I heard, Toledo was talking to him and they were trying to pin-point his position.

Anyway, a localizer approach into Burke, located my passenger and we were off for home. Cleveland passes Columbus-bound aircraft off to Mansfield, which is a non-radar environment. Just prior to being handed off to Mansfield, Cleveland put us in a holding pattern. I tried to remember the last time I did one. Surprisingly enough, the info returns quickly to the mind when pressed.

About every five minutes Cleveland would come back and tell us he hadn't forgotten about us, or he was still working,

or that Mansfield really had a lot of traffic and that was the reason for the delay. About 25 minutes into the hold, which was really becoming boring by this time, we called Cleveland Departure.

"Cleveland, 39U."

"Go ahead 39U."

"We'd like to send out for a pizza!"

Chuckling, departure said, "I know what you mean!"

After thirty minutes of holding we finally were on our way.

To work in such an organized system is a pleasure. The delays are a little annoying, but in the end the Air Traffic System which will emerge will be well worth it.

BOOK REVIEW

Ramsey, Dan. *Budget flying: how to earn your private pilot's license and enjoy flying economically*. New York, McGraw-Hill, c1981. 194 p., ill., \$16.95. McGraw-Hill series in aviation.

This book is an attempt to find answers to those ever persistent questions, "How can I cut the cost of my flying?" or "How can I cut the cost of learning to fly?" The obvious answer according to the author is to shop around, and he gives some pointers of what to look for in flight schools and instructors. For good measure the author offers some methods to obtain the most value out of each flight lesson from making certain you are prepared to making notes after each flight as to what was covered during that lesson.

Four chapters are devoted to deciding if you should own, rent or build your own aircraft. In each chapter the pros and cons are discussed; pointers are given to enable the reader to decide just what may be the best route to take.

Additional chapters cover other aspects such as maintenance, insurance, fuel savings, joint ownership and earning advanced ratings to help your flying to pay for itself.

The last two chapters discuss what the author feels are the best buys in both new and used aircraft. For each aircraft discussed a price is given, and the customary data concerning engine, speeds, loading, fuel and what the author calls an "efficiency factor" which he describes as "a ratio of fuel used to fly the plane fully loaded."

by Dorothy Niekamp
Ninety-Nines Librarian

More on winter flying

There are three categories of carburetor ice. They are:

1. **Impact ice** formed of moist air at temperatures between 15°-30°F on air-scoops, throttle plates, heat valves, etc. Usually it forms when visible moisture such as rain, snow, sleet or clouds are present. Most rapid accumulation can be anticipated at 25°F.
2. **Fuel ice** forms at and downstream from the point that fuel is introduced when the moisture content of the air freezes as a result of the cooling caused by vaporization. It generally occurs between 40° and 80°F but may occur at even higher temperatures. It can occur whenever the relative humidity is more than 50%.
3. **Throttle ice** is formed at or near the partly closed throttle valve. The water vapor in the induction air condenses and freezes due to the venturi effect cooling as the air passes the throttle valve. Since the temperature drop is usually around 5°F, the best temperature for forming throttle ice would be 32° to 37°F, although a combination of fuel and throttle ice could occur at higher ambient temperatures.

Partial throttle (cruise or letdown) is the most critical time for carburetor ice. It is recommended that carburetor heat be applied before reducing power and that partial power be used during letdown to prevent icing and overcooling the engine.

To prevent:

- use carb heat ground check
- use heat in the icing range
- use heat on approach and descent

If it occurs — Warning Signs:

- loss of rpm (fixed pitch)
- drop in manifold pressure (constant speed)
- rough running

Pilot response:

- apply full carb heat immediately (may run rough initially for short time while ice melts)

Float type carburetors are more prone to icing than the pressure type. The temperature range and degree of icing depend upon the carburetor design and installation.

REMEMBER:

- Be aware of the possibility of icing in varying conditions and use the recommended procedures for safe operation.

by Marilyn Miller
International Safety
Education Chairman

Visit Exotic India

The Indian Section 99s and the Indian Women Pilots Association again invite you and your friends on a tour of Kashmir, Nepal and Sri Lanka March 6-26, 1982. The itinerary will be a repeat of the successful 1981 tour including the Taj Mahal, flight over Mt. Everest, a visit to the holy water of the Ganges, Old and New Delhi, living on houseboats at the Vale of Kashmir — plus lots of added extras.

India is a land of great diversity . . . from the jungles of South India to the snow covered mountains of Kashmir in the north. Chanda Sawant, India 99 and tour organizer, writes that the charm of India lies with its people who are heirs to 5,000 years of written history and to the ancient caves and temples representing a culture based on a mixture of religions. She also advises us that you do not have to eat curry at all, that there is a full choice of western foods.

Tour price from New York: Land — \$1256/person, double occupancy; Air Fare — \$1604. This amounts to \$140 per day including air fare, hotels, 3 meals per day and guided tours. For brochure and information, contact: Susan Hunter, Mike Pierce Travel, 4474 East 5th St., Tucson, AZ 85711.

Louisiana Air Tour

Over fifty pilots will be touring Louisiana by private plane April 23-May 1 during the 11th annual Louisiana Air Tour. Starting and ending in Baton Rouge, the tour will visit 13 host cities. Highlights will include balloon rides, an electric iron factory tour, sailing, a chemical plant tour, spot landing contest, glider rides, aircraft mechanics school tour, kite flying, swamp trip, crawfish boil and Fais-do-do . . . all the while enjoying Louisiana's world-famous cuisine.

According to coordinating chairmen, Emile and Fran (New Orleans 99) Salles, the purpose of the tour is two-fold:

1. To emphasize the safety and pleasure of private flying and to stimulate an appreciation of their local airport facilities among Louisiana residents, and
2. To show pilot-guests the beauty of this state, its varied interests and cultures, old and new.

For information and reservations, contact: Fran Salles, 235 So. Acadian Thruway, Baton Rouge, LA 70806.

New Horizons

ROBERT E. KIRK

The Mt. Tahoma Chapter reports that Robert E. Kirk, husband of Mary L. Kirk, died on September 13, 1981, after a two year illness. Bob, although not a pilot himself, took great pride in being a 49½er, enjoyed displaying his 49½er certificate and had delighted in participating in all 99 events prior to his long illness.

CORRECTION

Information on Mary Elizabeth Clark under the New Horizon section in the October issue was written by Bernice T. Steadman. The author was incorrectly listed as Betty Bytwerk. We regret the error.

A Pilot's Prayer

by Blanche Noyes

As we grow older, the runway grows shorter,
the landing lights grow dim, and the grim reaper
awaits us at the boundary of the airport.

Dear Lord, release us from craving to straighten
out everybody's affairs,

Make us thoughtful, but not moody,
helpful, but not bossy,

With our vast store of wisdom

it does seem a pity not to use it all,
but Lord, thou knowest we want a few friends at the end.

We dare not ask for improved memory

but a growing humility, and a lessening cock-suredness,

When our memory seems to clash with the memory of others
teach us the glorious lesson that occasionally we may
be mistaken.

For a careless word may kindle strife,

and a cruel word may wreck a life,

A bitter word may hate instill

a brutal word could smite and kill,

While a gracious word may smooth the way,

a joyous word may light the day,

A timely word may lessen stress,

and a loving word may heal and bless,

So, Lord, give us all the ability to see good things

in unexpected places, and talents in unexpected people,

and Dear God, give us the courage and the grace

to tell them so before it is too late.

AMEN

(Permission for printing granted by the heirs of Blanche Noyes)

Winter's Here

by Patricia Rockwell

Now that winter is upon us there are a few more items to add to our list of safety precautions.

It is not wise to warm up an airplane engine unless you intend flying it. Some pilots warm up their airplane every few days during the winter to "keep it in shape." Mechanics have found that moisture collects in the oil from lack of enough heat when warmed but not flown. When you warm the engine and then fly it, the moisture collected will be burned out by the running of the engine.

If planning on flying a low wing airplane which is surrounded by snow, carefully pull it out of the revetment of snow before starting. The pitot tube usually hangs below the wing. The snow can be just the right height to pack the pitot tube full while squeezing out of your spot, and you probably wouldn't know it until take-off when suddenly your eyes might freeze on the air speed indicator as it reads zero.

If you run over ice chunks while taking off, landing or taxiing, be careful to check the prop upon shut down. It can easily be nicked by ice and snow banging into it.

When landing on snow or ice, don't use the brakes. Land at the beginning of the cleared runway section so you'll have lots of roll out room. Taxi back farther than usual if necessary. Taxi slowly so you won't have to use the brakes at that time either. When taking off on a long runway, there is usually a spot here or there that is perfectly clear. Try and start your roll from that point so you won't take the risk of slipping off the runway.

Brush up on your soft field, snow field take-offs and landings. It's beginning to look a lot like Christmas.

Headliners

99s attend CAP Conference



99s attending annual CAP conference in October line up for a quick photo together. How many can you name? Air Force photo.

Civil Air Patrol held its annual conference in New Orleans in October, and the Ninety-Nines were there. A dozen of them lined up for a photography session by Air Force photo-snappers, and enjoyed exchanging greetings en route between their area-of-responsibility seminars.

Present at the CAP conference were Sylvia Paoli, California; Louise White, North Carolina; Ruth Hubert, Elma Parker, Mary Fletcher and Betty McNabb, Florida; Pat Shearer, Maryland; Doris Miller, New Jersey; Barbara Selinas, Delaware; Ramona Young, Mississippi; Gloria Burlette, Louisiana; and Helen Jessup, Texas.

But the individual who brainstormed this delightful meeting and the accompanying photograph was dashing madly to a safety meeting to represent the Southeast Region, and she can't to save her, line up the names. So just have a look at the pretty people who make up that line — and name the ones you can.

(And who is the guilty party — She admits it. It's Betty McNabb.)

Bell Helicopter Textron appoints Sales Manager



Sheryl Jones, new regional sales manager for Bell Helicopter Textron.

FORT WORTH, Texas — Sheryl C. Jones has been appointed regional sales manager for Bell Helicopter Textron's Southern Florida area, it was announced by Robert D. Frazier, commercial marketing manager.

She will be based in the Miami area. A native of Utica, N.Y., Jones joined Bell in February 1981 as executive staff assistant to Mr. Frazier.

Prior to her association with the company, she served as a regional sales manager for Narco Avionics.

Jones holds pilot licenses in both rotary wing and multi-engine fixed wing aircraft.

Memberships include the Whirly-Girls, the Ninety-Nines and the Aircraft Owners & Pilots Assn. She is also second national vice president of the Women's National Aeronautical Assn.

Jones was graduated with a B.S. degree from the Rochester Institute of Technology, Rochester, N.Y.

NIFA competitor daughter of Ninety-Nine

Cindy Luke, Wichita, Kan., a member of Oklahoma State University's Flying Aggies flight team, participated recently in the 1981 Region SAFECON VI Collegiate Competition in Colorado Springs. The team took top honors and will compete in the national competition to be held at Palomar



Cindy Luke

College, Bakersfield, Calif. next May.

Luke placed ninth in Short Field Precision Landings. She is a junior accounting major and daughter of 99 Jackie Luke, Wichita.

The Aggies are sponsored by the School of Occupational and Adult Education, College of Education, OSU.

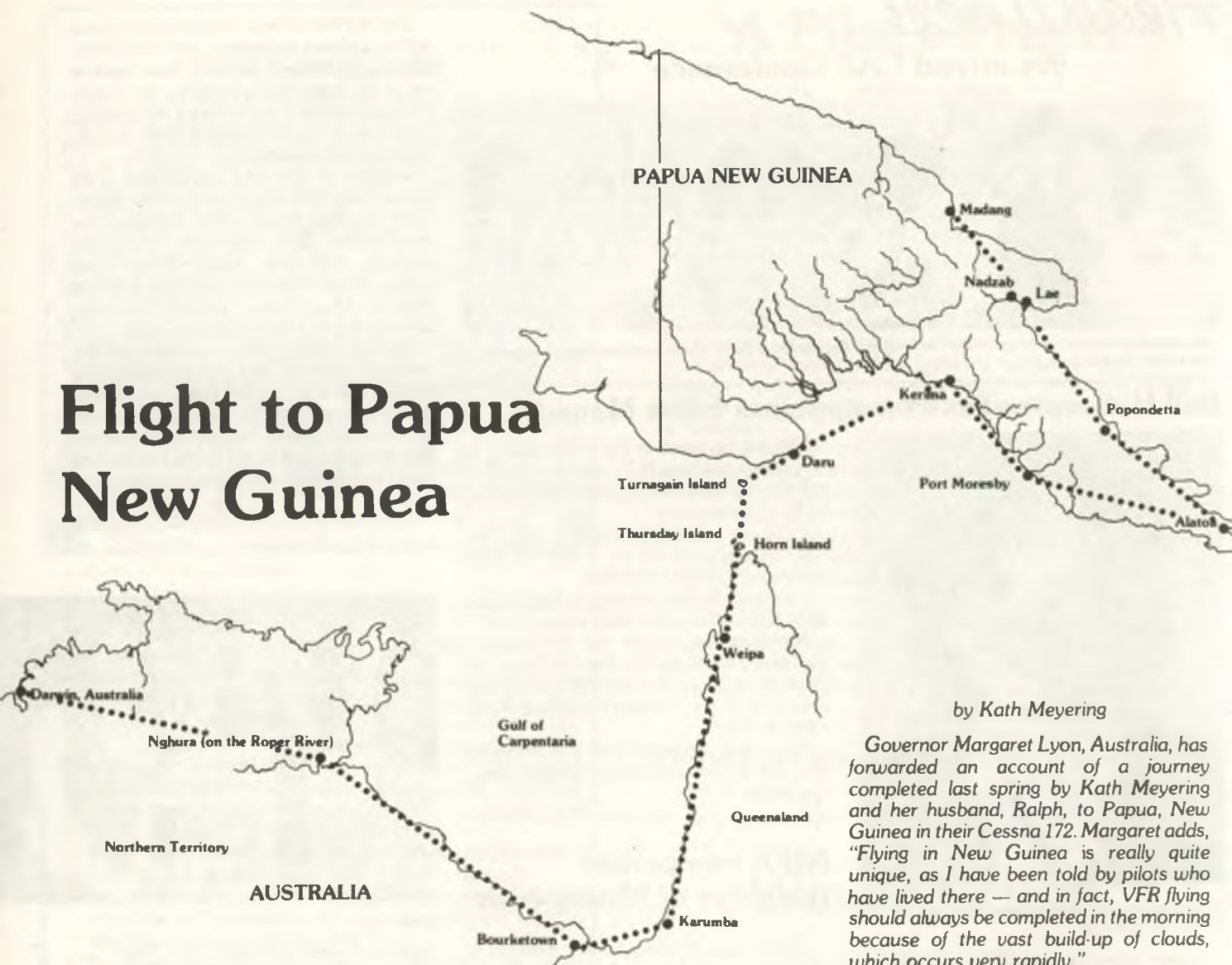
Flying Tigers Honor W. Henry Renninger

Flying Tigers B-747 Jet freighter and Mrs. W. Henry 'Doris' Renninger.



A Flying Tiger B-747 Jet freighter was recently dedicated in the memory of "W. Henry Renninger" one of the founders in 1946 of Seaboard World Airlines. He was Vice President of Maintenance and Engineering for many years. The dedicatory services were held at John F. Kennedy International Airport with Richard Jackson, Chairman of the Flying Tigers Executive Committee, directing the ceremonies. He presented Doris Renninger, Henry's widow, an elegant Silver Bowl and a beautiful bouquet of red roses. A reception followed. Mrs. Renninger is General Manager of the prestigious Wings Club in NYC and has been active, during the past 30 years, in many aviation organizations. Doris learned to fly fixed wing in 1957 and in 1963 was the first licensed woman helicopter pilot in New York State. She is a member of the Greater New York Chapter of the Ninety-Nines.

Flight to Papua New Guinea



Small map indicates location of Papua New Guinea in relation to Australia.



by Kath Meyering

Governor Margaret Lyon, Australia, has forwarded an account of a journey completed last spring by Kath Meyering and her husband, Ralph, to Papua, New Guinea in their Cessna 172. Margaret adds, "Flying in New Guinea is really quite unique, as I have been told by pilots who have lived there — and in fact, VFR flying should always be completed in the morning because of the vast build-up of clouds, which occurs very rapidly."

The parenthetical comments are additions made by Margaret Lyon for information purposes. The map was added by 99 NEWS staff to assist the reader in relating to places mentioned in the text. Since our references were somewhat limited in this regard, we apologize in advance for any omissions or errors of location.

I'm a very new Ninety-Nine, but have been a member of A.W.P.A. (The Australian Women Pilots Association) for about six years. I'm the proud owner of a Cessna 172 Skyhawk '76 model, and have nearly completed a KR.2 (American design Rund Robinson). I must admit a very good friend of mine is doing all the important bits, but I am his off-sider. We have been working on it 17 months and are far advanced. I am hoping to have it in the air within 3 months. D.O.T. (The Australian Department of Transport) are satisfied so far and so are we. I built a 17 ft. boat once and it is very satisfying to create and then use an item.

I thought other Ninety-Nines might be interested in my recent flying trip to Papua New Guinea. Everything went off well, visas

turning up on time and extra crystals put into the H.F. as it is mandatory to have full H.F. coverage in P.N.G.

On the 26th May '81, C172 VH-DYM departed Darwin for the first leg of her journey to Nghura, an Aboriginal settlement on the Roper River. On board was my husband, chief sweet hander-outer and navigator (he really doesn't like flying, so I admire him tremendously). Headwind most of the way and after 3 hours, Nghura was beneath us.

We carried on after refueling and arrived in Bourketown just on last light. A very pleasant chap came to meet us from the Albert Hotel and a good fish dinner was most appreciated; a very good strip, too, but no fuel.

Next morning, we flew to Karumba, about 78 nm, where we were held up for 2 hours, but the chap was very friendly as he took our \$15.00 landing fee. On to Wiepa and Horn Island, where because of the delay at Karumba, we missed the last boat to Thursday Island by 15 minutes. It is very pretty at T.I. and we dined lavishly on tinned meat, biscuits and tea, which was as well because afterwards the mosquitoes dined just as lavishly on us. My main concern was for a shower and in my wandering, I found a hose in the corner of a hangar, so after last light and with my husband posted as lookout, we washed off the grime of the day. I slept in the back of DYM and as Ralph is quite tall and never gets into the aircraft before absolutely necessary, he slept in the airport lounge.

Customs and Health were out at 8:00 a.m. the next morning and four Sao biscuits and a cup of tea later, we were airborne over absolutely fabulous islands and the blue sea. We set course for Turnagain Island and from there to Daru where we went through customs and paid 15 Kina air navigation charges. Then on to Kerima where we overnighted and were refuelled by the Tallair boys.

The next morning we met up with Father John Ward from the Catholic Mission at Kanabea. He had invited us to the mission for a few days up in the mountains. Although our trip throughout P.N.G. was a marvellous experience, I feel that our stay at Kanabea was not just the highlight but also the most emotionally satisfying experience we have encountered for a long time. I had not realized that such dedication was still to be found anywhere.

The mission is 4,500 ft. above sea level and surrounded by mountains and valleys. Father John was flying a C206 and after lunch he asked me if I would like to come along for a flight to an adjoining mission about 7 minutes away. Off we went, landed, had afternoon tea and a look over the hospital and church there. It is wonderful the way all the buildings and furniture are made by hand from local timbers and barks, and everywhere it is spotlessly clean.

We set off for the return to Kanabea and I was enjoying flying the Cessna through the valleys and round the hills. The clouds, I

found out, move in very quickly. One moment we had Kanabea visually up ahead of us in the valley and the next moment it was gone. We were caught below the mission in the valley. We could see the hydro-electric pipe which runs from the airstrip down into the valley but the airstrip and mission were out of sight in the cloud. We orbited in the valley for nearly an hour and by now Father John was flying.

If one lives in the mountains, one learns to fly close to the side of the hills on the way down so that you can do a 180° in just such a case as this. As it was, though, the cloud had come in behind us and though we had the valley floor visually, all above had clouded out. A small area of light mist appeared at one end and we shot through, returning to Kamina, which is only 2,500 ft. above sea level.

We just managed to get in and then down came the rain. We had 1½ inches in three-quarters of an hour. We overnighted and returned to Kanabea in brilliant sunshine and blue skies the next morning. Ralph had not been with us and had been relieved, after hearing us buzzing around beneath them, to know that we had cancelled SAR at Kamina.

We spent 3 days at the mission. There is an acute shortage of nightgowns, sheets, blankets, towels, plastic bags, needles, disposable napkins and sanitary towels. I feel I must mention this as I have been to many Aboriginal settlements in the Territory (Northern Territory, Australia) where I have lived most of my life. When one sees the waste in them and the stark want of these hill people, I ask anyone who can help to do so.

Kanabea is in the Gulf area of Papua and I feel sure any donation of clothes or medical supplies would be welcomed and such generous people as they are, it would be shared with the many other Lutheran, Methodist and other denominational missions. Pardon the commercial.

We headed for Port Moresby, no problems other than a little language difficulty with the flight service, but often "rescued" by an Aussie voice. Both Nationals and Ex-patriots were very kind and helpful and throughout our stay we were made more than welcome. We went coastal to Guinea, overnighting at a really lovely spot called Alatoa which has huge copra, cattle and fishing industries, and a beautiful bay with lovely mountains, their tops covered in cloud, reflecting down into the sea like a picture postcard.

We continued coastal the next morning to Lae. Two days in Lae, then up the glorious Markham Valley across Shaggy Ridge Gap and into Madang. We were there three days and saw a fantastic festival. All the different villages participated; not at all touristy, just traditional.

Once more down the Markham as time was running out on our visas. The weather had been rainy; a low over Queensland had shifted north and we seemed to be copping it, so we never did get to go up to Boroka.

We'll do that next time.

I struck some rain 50 miles north of Nadzab, but it was light stuff, so I kept on, but you live and learn. The cloud that had been sitting so prettily near the top changed its mind quite dramatically and rolled down the mountains from the east and descended down to about 800 ft. I requested permission to operate not above 1,000 ft. and received it. The rain got heavier. As a Territory (Northern Territory, Australia) pilot, I'm accustomed to storms and a fairly normal sort of Cu activation, but this strata just comes like a veil over everything in a very short time. I got a glimpse of the lights of Nadzab (the International Airport of P.N.G.) and then lost them again. They were about 12 miles ahead. Keeping the river on my right I knew that as long as I could see the river I was O.K. for mountains; I kept on. The chaps in the tower told me I was in the heaviest part now and invited me to land at Nadzab. It was a beautiful sight to see those landing lights come up.

Nadzab is a big empty airport, all mod cons, but lacking aircraft — all seem to prefer Lae. There is some talk that they will shift back to Lae and make it once more the International. My husband had a business appointment in Lae at 2:00 p.m., and we were fortunate that the passenger coach was just departing for there so Ralph made his appointment.

I sat and waited for an hour and a half. When I asked to go up and have a look see, they said by all means. A low strata had formed over the river and I had the main highway to the left visual. It was only a 12 minute flight, so I took off for Lae. It was grotty in parts, but I was able to remain visual by operating not above 1,000 ft.

I was third to land at Lae and was able to join my husband and friends for afternoon tea at the Melanesia Hotel. We spent two more days there.

Departing Lae, we climbed above clouds forming over the ranges south of Popondetta. Sometime later we spotted the coast just below Kupiano through a break in the clouds. I came down to 1,000 feet and the usual low strata. I had put my lights on for descent for which I was glad when, unheralded, an aircraft shot past me. I had reported descent and my position, and had received acknowledgement from Moresby, but received no mention of any other aircraft.

About 20 miles out of Moresby, it cleared miraculously. We spent two additional days in Moresby and took in the local show, then headed back for Daru. Yucky weather all the way, and we made the last 78 miles to Daru at about 500 ft., just beating a big rain squall onto final.

We overnighted at a lovely interesting spot here, and the next morning cleared Customs. It was a public holiday so we paid the officer double-time, then took off for Horn Island and home.

The whole trip was fantastic and we are already planning the next one.

Blood Airlift

by Helen J. Kelly

Flying for pleasure is always nice, but flying for a worthy cause is the best kind of flying. At least, this airplane addict thinks so.

Having recently completed my second annual blood airlift on behalf of the Multiple Sclerosis Society of Milwaukee, it's easy to understand why using an airplane to help others brings such satisfaction.

Since 1975, Milwaukee area residents have served as a major source of blood donated weekly by MS patients and controls for the National Institute of Health research project on Multiple Sclerosis (MS). Blood drawings were extended to the far, northern community of Phillips when a group of MS patients living in the area wanted to contribute to the project. Since the cluster included a set of twins, and since Phillips represents a rural community rather than an urban one, annual donations would be welcomed by NIH for genetic and environmental aspects of their studies.

But, how to get the blood from Phillips to Milwaukee in time to connect with Federal Express to Washington D.C. within the 24 hour time limit imposed on research blood?

An airplane had to be the answer, of course, and a general aviation plane at that, for Phillips Airport has only grass landing strips.

My part in the endeavor began some two years ago while researching MS for a college course in medical sociology. When I learned of the opportunity to be of service, I quickly volunteered. As a member of the 99s for seven years, I had already adopted one of the organizations' purposes — to engage in charitable activities — as a personal goal.

However, there were other reasons as well. A friend, also a 99, suffers from the disease and can no longer fly. Perhaps, in some small way, she might be helped. Then, too, I'd be doing something I love — flying!!

Planning for an airlift begins months in advance. Phone calls bounce back and forth between Milwaukee and Phillips, making arrangements for dates and times. Patients and controls must be alerted. Authorization documents and specimen tubes must be sent up ahead. And, a collection site must be chosen — this time the local doctor's office.

Further, the collections can only be done in warm weather. Some of the patients are very ill and cannot venture forth in cold weather. Also, they can only be done on a Wednesday morning, for testing is carried out on Thursdays by the researchers.

In addition, an airplane must be reserved. No problem there. Aerodyne, Inc., at Mitchell Field is always ready to help.

This year's date was set for late August. Alas, there were thunderstorms throughout the state that day — just as there were the year before. The date was reset for a month later.

This time luck was with us. In an entire week of bad weather, that Wednesday was perfect. CAVU!

After the usual preflight planning and checking the morning of the flight, we climbed aboard our Beechcraft Sierra. Roberta Guenther, Research Coordinator MSSM came along this time. "I wanted an airplane ride," she quipped. But, seriously, she really wanted to meet Charlotte France, the Price County Public Health Nurse who does such a fine job with the blood drawings, Guenther admitted. "I want to see who I've

been talking with on the phone so much lately."

Although Mitchell Field is a Stage III airport, radar advisories were cancelled that morning due to the controllers strike. Still, we encountered no difficulties with the air traffic system as we departed Milwaukee.

The flight progressed smoothly. Winging northward, we observed pale golds and wine reds tinging the Wisconsin landscape. Once past Wausau, one of our checkpoints, we relied heavily on compass and map for direction and location. Navoids are not as abundant in that area of the state.

In little more than an hour we were in Phillips, enjoying lunch at the local cafe. We listened to Nurse France describe her patients. "They're so willing to give," she said. "They want to feel as though they're helping." France reported having no trouble finding controls (people without the disease), and she, herself, serves as one every time.

Upon learning of such dedication, we packed our precious cargo even more carefully for the trip home. That journey was shortened somewhat by a tailwind.

Soon, we found ourselves being sequenced into Mitchell's busy afternoon traffic. This time we had radar vectors and altitude levels to follow.

Once landed, Guenther transferred the blood to Federal Express and, suddenly, our part in the effort was over.

Yet, we were left with that good feeling that comes when you suspect you may have made a tiny contribution to the betterment of things. And, we had France's parting words to remember, "You know, all some of our patients really have is hope."

Blood donated for a research project on Multiple Sclerosis had to reach the National Institute of Health, research site, within 24 hours of its donation. A Ninety-Nine and an airplane insured that contributions from a far, northern community in Wisconsin could meet that criteria. Pictured during Blood Airlift operations at Price County Airport, Phillips, Wisconsin are: Roberta Guenther, Research Coordinator for Multiple Sclerosis Society of Milwaukee; Charlotte France, Price County Public Health Nurse and organizer of Phillips blood collections; and Helen Kelly, the Ninety-Nine and pilot.



NOTAM

To all Chapter Chairmen, Section Governors and Members-At-Large

If you know of any outstanding 99s who will be attending the 1982 Convention in St. Louis, please forward informational biographies to my attention as early as possible for local publicity purposes. I need this information in advance to set up interviews with the local news media. Especially want information on members from outside the USA. Thanks, Jan Pocock, Chairman Publicity and Public Relations, 224 New Ballwin Rd., Ballwin, MO 63011.

St. Louis Convention — 1982

St. Louis is within easy flying/driving distance of several lovely family vacation areas.

Of course, there are unlimited fun/educational places to visit in the immediate metro area, but if you've never been to the Midwest, you really owe it to yourself and your family to plan on some extra time while you are here for touring.

For instance, 3½ hours driving or a little over an hour flying will deliver you to the beautiful Lake of the Ozarks region. 1981 saw the Golden Anniversary of the completion of Bagnell Dam, which created this 1,375 mile shoreline vacation paradise. Visit the lake and you'll need to plan your time carefully; there's that much to see and do! Amid the rolling foothills of the beautiful Ozark mountains, there's shopping, tennis, golf, and a great selection of restaurants from gourmet to a quick snack.

On the water, you may have your choice of open water for skiing and boating, or countless isolated coves for fishing, swimming, or just drifting and dreaming. There are boat rentals galore. Everything from a canoe or very slow pontoon boat (the greatest for picnicking on the water) to ultra sleek cruisers.

You can have your sight-seeing on land, "sea", or in the air via float planes or helicopters. For the Country & Western music buffs, the "Ozark Opry" is an absolute must!

The most handy airport for the east side of the lake, where most of the action is, is Osage Beach, Grand Glaize Memorial (K15), 3200' paved and lighted runway 14-32. Touching down at K15 puts you within walking distance of some of the restaurants and shopping, or if you are planning to stay (which you really should) courtesy cars from either of the two more luxurious resorts, Marriott Tan-Tar-A or Lodge of the Four Seasons, will quickly whisk you away to your vacation dreamland. A bit farther away, but still within 20 minutes driving of the lake, is the Lee C. Fine Memorial Airport at Kaiser (AIZ) 6497' paved and lighted with a VOR approach so that you can fly in with your Learjet if you're so inclined!

On the west side of the lake, at Gravois Mill, is Wulff Harbor

Airport adjacent to the lovely Wulff Harbor Resort. Runway 7-25 is 2575' and as you approach 25 over the water, it's quite a thrill to touch down on the runway! It's not at all uncommon to feel you've got your approach all set up, and then just before touchdown, as the terrain changes from water to terra firma, whoops! You get a rising sensation! 'Tis fun, though, and the motel has very nice kitchenettes, 2 room accommodations at more moderate rates than the aforementioned luxury deals on 'tother side of the lake. They also boast an excellent restaurant with "hillbilly" breakfasts.

In fact, all along the shoreline of the lake, there is every conceivable type of accommodation you could wish, from the very posh to the very rustic cabin style.

On the way to the lake from St. Louis, you must stop at Hermann, MO. If you are flying, you can land at Washington, MO Airport (MO49) which has a 2700' paved runway. You'll really enjoy touring this quaint, very old Missouri River town where old world traditions have been preserved by the descendants of its German founders. Admire the historic homes and river scenery and take a tour of the town's two wineries. Lunch at the Calico Cupboard is fantastic!

From Hermann, you'll want to head west and stop at Jefferson City, Missouri State Capitol, for tours of the Capitol building, Executive Mansion and Cole County Historical Museum. Jeff City Municipal Airport (JEF) has a 5000' concrete runway 12/3 and 3400' concrete 3/26 and is fully IFR. From Jeff City, it is just a hop and a leap by car or plane to the lake.

A short trip north/west from St. Louis should also be considered in your planning. Not too many people have ever heard of Florida, MO (including your native STL reporter), but barely a soul lives who hasn't heard of Tom Sawyer, Huck Finn, Becky Thatcher and all the rest of those memorable characters created by Mark Twain (nee Sam Clemens). Samuel Clemens was born in Florida, just 35 miles S.W. of Hannibal where he brought fame to the Mississippi River town and his home state writing as "Mark Twain."

cont. on p. 16

"I might let you paint some, for a nickle!" Photo courtesy Missouri Division of Tourism.



Water skiing at the Lake of the Ozarks. Photo courtesy Missouri Division of Tourism.



It is Hannibal where he spent his boyhood years in the white frame home on Hill Street, dreaming of life on the mighty Mississippi, exploring caves and playing on Cardiff Hill.

A visit to Hannibal's historic district affords you a close look at Twain's home and the Mark Twain museum next door with first editions of his books, Norman Rockwell paintings and other treasures to behold. Within a block or two, you can visit Becky Thatcher's house (not our own sweetheart keeper of the 49½ers, of course!), Grant's Drugstore in the Pilaster House, or the law office of Twain's father. Climb to the top of Cardiff Hill, past the statues of Tom and Huck to the old lighthouse! In short, take a trip through your childhood memories and — go ahead! Wax a little nostalgic! Nobody will criticize. You can even take a sternwheeler cruise for riverside sight seeing.

Hannibal Municipal Airport (HAE) offers a comfortable 3900' paved runway 16/34 with a VOR approach to 16. There are a number of motels including a Holiday Inn with Holidome, golf, tennis and sauna just 6 miles from the airport, so you could really plan to stay a while in order to get the full value of your stop.

If driving, you can take the faster Highway 61 route from St. Louis (about 2 hours) or the scenic river route on Highway 79 that takes you past the highest bluffs on the entire Mississippi. And, it's most interesting to see the change in color of the water as you fly or drive above the point where the Missouri River muddies up the grand old Mississippi!

For French history buffs, a southern route, about an hour driving time, from St. Louis would take you to Ste. Genevieve, MO. Founded in 1735, the charming French community was settled by lead miners, farmers and fur traders. You can tour the

homes and businesses in this Mississippi River town that date back to the 1700's. Your visit may take you to a restored Creole House or to a home built with parts from a wrecked steamboat. Dine in the oldest brick building west of the Mississippi and spend the night in a charming country inn where breakfast comes with the room!

The Ste. Genevieve Flying Club Airport boasts a 3000' turf runway, or you can fly in to Perryville Municipal's 4500' paved runway. Then drive north to Ste. Genevieve and on return, fly south to Cape Girardeau, another Missouri town dating to the early 1700s. (Also distinguished by being the name of one of our North Central Section chapters!)

There is a very fine airport at Cape, Municipal (CGI) with 4000' and 6500' concrete runways and your tour could include the Trail of Tears State Park with its magnificent view of the broad Mississippi.

By now it should be abundantly clear to you that we in St. Louis want very much for all of you 99s out there to come to our town, and for those who've missed an International Convention in the past due to family vacation commitments, this time plan your vacation for the Gateway to the West! We know you'll find it an educational as well as just plain fun place to visit and we won't allow you to miss this golden opportunity to find out!!

Future articles will show and tell you what dad and the kids can do while you are involved in meetings, seminars and such. Guaranteed they'll not have a minute to get bored!

St. Louis *cont. from p. 16*



Bolduc House, one of several historic buildings open for tours in Ste. Genevieve, Missouri. Photo courtesy Missouri Division of Tourism.

Missouri Capitol Building, Jefferson City, Missouri. Photo courtesy Missouri Division of Tourism.



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99 Julie Clark Ames works with CAF ground crew members readying "Wally" for her impromptu aerobatic performance.

Thousands of aircraft lovers crowd the ramp at Harlingen, Texas, admiring restored warbirds.



Flying with the CAF

by Marilyn Ratzlaff

"The South shall rise again. . ." And it does, every October in Harlingen, Texas!

For those of us with a love for old war birds and a deep respect for the men and machines that bought our freedom, the Confederate Air Force's annual air show is an absolute must.

The CAF is the most unique flying group in the world. Since its inception twenty years ago, it has grown into an organization boasting a membership of 10,000 Colonels. But no female had been commissioned a Colonel in the Confederate Air Force and certainly no woman had flown with them until October, 1979.

Last year 99 Julie Clark Ames became the first, and so far only, woman to fly with this elite outfit. This year she was a repeat performer in the show, but not by design. She was literally drafted; and I was privileged to be on hand for the fun and excitement.

The weather was a sparkling, but hot 98 degrees. Stepping onto the ramp at Rebel Field, Harlingen, was like passing through a time warp. Suddenly the clock had been turned backwards about forty years, and old war birds were everywhere.

Each aircraft had been beautifully and lovingly restored. There were rows of P-40s, B-25s, P-38s, Corsairs, Mustangs — you name it . . . trainers, fighters, heavy bombers, amphibious planes — well over 100 aircraft in all. I couldn't wait to see them in action.

We arrived early to walk the flight line and examine the planes in detail. Hordes of gray-uniformed men bearing CAF insignia swarmed over the planes, attending to every pre-flight detail.

I have always considered the P-38 a glamorous airplane. I found a beauty and stood admiring it. Vaguely, I heard one of my travelling companions say, "Looks like Ronnie made it. Boy, has Air Force One

cont. on p. 18

B-17's fly by, bombs explode in a simulation of the WW II attack on Pearl Harbor — all part of the incredible Confederate Air Force Airshow '81.

"Just think, folks," Tennessee Ernie Ford narrates, "she could be home doing diapers!"



Julie and "Wally" collect another trophy.

shrunk!"

I couldn't be bothered with trivia; I was lost in pipe dreams with the P-38, off fighting a war someplace.

My friend continued, "Must have been a rough trip. Evidently they ran into a flock of chickens between here and the White House."

Chickens??? "What chickens?" I demanded of him.

"Over there," he said casually waving his hand at an object behind me. As I turned, I came face to face with the most beautiful T-34 imaginable. And he was right. It looked for all the world like a mini-version of Air Force One. *The United States of America* was painted on both sides of the plane and it did appear most official. He wasn't kidding about the chicken, either. Impaled on the pitot tube of the T-34 was a plucked rubber chicken; around the fake fowl's neck was a bright red streamer proclaiming gaily, "REMOVE BEFORE FLIGHT." Yes, I should hope so. A pilot's name was written under the canopy, but I was too far away to read it.

As our browsing continued, I caught sight of an attractive young woman dressed in a flight suit. She was giving directions to a fueling crew and pointing in the direction of the T-34. Could this be Julie Ames? What other woman would be here in a T-34?

My mind was racing as fast as my feet as I approached the plane. I could read the

name clearly, "Julie Clark Ames."

"Julie!" I shouted.

She turned, surprised. Recognition lit her eyes as she bounded over to give a fellow female flyer a hug. "Am I glad to see you!" She seemed grateful for a familiar face in the crowd.

"Are you flying the show?"

"I hadn't planned on it, but they insisted."

In the few minutes we had together before the show, Julie told me how she came to be the first and only woman to fly with the famed Confederate Air Force Colonels.

Prior to last year's show, she had become a part of a three and four ship formation flight team known as "The Confederate Air Force Falcons." She performed with the team in the 1980 show flying left wing position. But during the intervening months, this team of pilots had lapsed into inactivity largely because of the members' inability to get together for practice sessions. So Julie had not expected to fly in the show this year. She had stopped off at the show, merely as a spectator, en route to Illinois to leave her plane for the winter with the president of the T-34 association for inspection and maintenance. But when she arrived at Rebel Field, her plans went out the windows. The powers-that-be in the CAF drafted Colonel Ames into performing a solo aerobatic routine. Julie was preparing to fly now.

While Julie got off the ground, I hurriedly attached a telephoto lens to my camera,



"Thanks for the memories, fellas!" A restored Navy Corsair (above) and a beautifully painted P-40 pass in review.

wanting to capture her performance. I had been right to anticipate the event. Julie was truly impressive.

As Julie put the T-34 to the test, dancing, spinning, turning, causing the crowd to roar with awe, the air show announcer, Tennessee Ernie Ford, in his very down home fashion, reminded everyone of what they were seeing:

"Just think, folks," he drawled, "she could be home doing diapers but she chose to do this instead!"

No question about it, Julie's act deserved the standing ovation she received as she taxied back.

After Julie's special guest performance, the Confederate Air Force Colonels roared off the field in a series of reenactments of famous air battles. They began with the Spanish Civil War and Hitler's first test of the Luftwaffe to work their way through 22 different and awe-inspiring acts that ended with the Missing Man Formation, a final tribute to those airmen who had lost their lives for their country.

It must be a source of great pride to Colonel Ames to be a part of this fine organization.

Afterwards she confirmed this fact to me. "I was really nervous," Julie said. "I hadn't anticipated doing the show, and I hadn't even flown the routine for two weeks. On top of that, I didn't have a parachute with me and had to borrow one!"

If Julie was nervous, it didn't show. From the moment she made the first low, high speed pass by the grandstand kicking on the smoke until she gently touched down, here was a highly skilled professional in action and a master at the controls of the T-34.

"Wally," said Julie, affectionately calling her T-34 by its name, "is a stock model. Most of the other pilots who fly T-34s aerobically have a 285 hp conversion. Mine is only 225 horses. I don't know if you could tell or not, but I had to continually sacrifice altitude for airspeed."

"No," I admitted, "I couldn't tell." I hadn't missed the other sixty horses, as was to be expected.

Julie Ames has worked long and hard to earn a place for herself in aviation. She had a dream of following her airline captain father into the cockpit of a regularly scheduled airline, and four years ago, with perseverance and plain old stick-to-itiveness, she landed a job as a pilot with Hughes Airwest.

But it wasn't easy. "I had to hang around the airport a lot to get piloting jobs," she told me.

To build time, she worked seven days a week as a charter pilot. She would haul gamblers to Reno one day, mail another day and incubator babies the next.

She even worked as a civilian employee of the Navy, training pilots at the Lemoore Naval Air Station in Fresno.

Finally she made it. Julie Ames was the 13th woman hired to fly for a major U.S. carrier.

Today, Julie is First Officer aboard a Republic Airlines DC-9 based in San Francisco. In every respect, Julie Ames is a professional.

Nonetheless, Julie fills her spare hours with other aviation-oriented activities. In 1977, she bought Wally, her 1956 stock model U.S. Air Force Beech Mentor T-34A, in Alaska sight unseen. Since that day, she has completely rebuilt Wally, taking the entire plane apart and putting it back together again piece by piece, designed its current official-looking paint scheme, which her friends call "Air Force One Half," and proceeded to entertain people all over the southwest with her aerobatic performances. The remainder of her time is used to promote women's role in aviation through the Golden West Chapter of the Ninety-Nines.

One senses, though, in talking with Julie that this is only the beginning. The sky's the limit. And out there next October, when the South rises again, Julie will be in the thick of things.

In 1980, Julie was chosen "Woman Pilot of the Year" by the Southwest Section, which is the largest Ninety-Nine section.

The Confederate Air Force Colonels aren't the only ones who can recognize a real pro when they see one.

News, Activities and Projects

INTERNATIONAL MEMBER IN THE NEWS

One of our international 99s made the news in the States during the summer when Brazil honored a famed American aviator. Anesia Pinheiro Machado, the first woman to fly solo in Brazil and the dean of female aviators in the South American country, awarded the Santos-Dumont Medal to Walter Hinton, a 92-year-old aviation pioneer and resident of Pompano Beach, Florida. Representatives of Brazil's government honored Hinton for an epic flight which began in New York in 1922 and ended in Rio the next year. While in Brazil, Hinton charted unexplored parts of the Amazon River Valley.

The medal Hinton received was named for Alberto Santos-Dumont, an illustrious Brazilian pilot.

When he was in Brazil, Anesia was able to get the autograph of the world-famous aviator, Walter Hinton, after his historic flight. That was 58 years ago. Anesia returned the favor when she presented Hinton with the medal from the Brazilian government for his flight to Rio and his contributions to aviation.



Agildo Moura, Brazil's consul in Miami; Walter Hinton; Anesia Machado; and Brazil's Consul in Washington, D.C. at presentation of Santos-Dumont Medal to Mr. Hinton.

Anesia "Shorty" Machado and Walter Hinton looking at Mr. Hinton's awards and memorabilia.



Anesia began her training in December 1921, with her first solo in March 1922, and her first license in April the same year. Anesia, "Shorty" to some of her American friends, has many firsts in her years of flying. She was the first woman pilot in Brazil to carry passengers; the first Brazilian aviatrix to make stunt flights, to complete an interstate flight, to write for the press on matters of aviation; and she is highly decorated with military decorations from France, Peru, Paraguay and Brazil; and holds civilian decorations from Chile and Paraguay along with her many decorations from Brazil. Anesia is the only aviatrix in Brazil who has already exercised the specialized functions of the armed forces instructor. She is the holder of an older active license than any other woman pilot in the world (#77, F.A.I. April 9, 1922). We are proud to have such a distinguished member of the Ninety-Nines.

by Alexis Montague
Fla. Gulfstream 99s

EAST CANADA SECTION

First Canadian Chapter

A first for East Canada: The First Canadian Chapter is sponsoring a Great Northern Air Race, scheduled for Saturday, June 12, 1982 (rain date Sunday, June 13) at Oshawa, Ontario. Impounding Friday noon-7 p.m. Accommodations available at the Holiday Inn, Oshawa. Cash prizes and trophies for both categories — speed and proficiency. Entries close May 12, 1982, with a limit of 60 entries. Send for race kit now to:

Margo McCutcheon
c/o Arachnae Management
Buttonville Airport
Markham Ontario
L3P 3J9

by Carolyn Cutt

WESTERN CANADA SECTION

Section Meeting held in Saskatchewan

The Saskatchewan Chapter celebrated its 10th birthday during the Western Canada Fall Section Meeting at Regina, Sask. October 16-18. A panel discussion on aviation careers for women was well attended.

During the business session, the section passed a resolution calling for a change in Canadian air regulations, making it mandatory to carry survival equipment on board an aircraft while flying over the mountainous terrain of the B.C. interior. The resolution also called for survival courses to become part of the private pilot course. This resolution had been put forth by



Western Canada's new governor, Kate Merry accepts the gavel from retiring governor, Rosella Bjornson during the section's fall conference at Regina, Saskatchewan. Photo by Roberta Taylor.

the Canadian Rockies Chapter which has the support of the Regional Civil Aviation Controller in its bid to have the air regulations changed.

The Western Canada Section also passed a resolution to make a proposal for hosting the 1987 International Convention at Vancouver, British Columbia. This resolution was put forth by the Vancouver-based B.C. Chapter.

The Western Canada Section was presented with an international aviation safety award by international board member, Betty Jane Schermerhorn. The section placed 2nd in the competition by having a large percent of its members take annual proficiency training and by sponsoring safety projects which included Flying Companion Seminars and seminars on survival, air traffic control, weather and search and rescue. This section had also provided speakers for elementary schools

Canadian Rockies Chapter APT chairman, Angie Keeley (R) accepts the Western Canada APT trophy from section APT chairman, Mildren Beamish. This is the second consecutive year the Canadian Rockies Chapter won the trophy. Photo by Roberta Taylor.



Canadian Women in Aviation Careers was the topic of a panel discussion at the Western Canada Fall Section Meeting. The panelists from left: Dee Brasseur, Canada's first woman military jet instructor; Kathy Golletz, military air traffic controller; Rosella Bjornson, Canada's first woman jet airline pilot who now flies Boeing 737's; and Lynn Shaw, a civilian chief flying instructor. Nadine Cooper, Saskatchewan Chapter, chaired the event. Photo by Roberta Taylor.



and published articles on mountain flying and search and rescue.

The Canadian Rockies also brought home an international award for aviation safety. The chapter placed 7th from among 172 chapters who had competed in the international aviation safety competition. The Canadian Rockies Chapter has participated in combined civilian-military air search and rescue exercises, and has hosted seminars on Terminal Radar Surveillance and Survival. It has also worked on airport improvement projects, has provided speakers for elementary school classes, and conducted tours of the airport for school students. The chapter is currently involved in a campaign to make it mandatory to carry survival equipment on board an aircraft while flying in the mountainous terrain of the B.C. interior.

The Canadian Rockies Chapter won the Section Annual Proficiency Training trophy. Thirteen out of fourteen of the chapter members had completed a proficiency check ride.

The 1981-82 executive officers for the Western Canada Section were installed as follows: governor, Kate Merry (B.C. Chapter); vice-governor, Roberta Taylor (Canadian Rockies); secretary, Karen Klein (Alberta); treasurer, Nancy Rand (Alberta); nominating committee, Karen Bailey (Alberta) and Audrey Webster (Canadian Rockies).

The next Western Canada Section Meeting will be held April 30-May 1 & 2 and will be hosted by the Canadian Rockies Chapter at Radium Hot Springs, B.C.

by Roberta Taylor

The tiny Canadian Rockies Chapter in Western Canada placed 7th in the International Safety Education competition this year and was recognized during the Western Canada Fall Section Meeting by International Board Member Betty Jane Schermerhorn. Shown here with chapter Safety Education Chairman Audrey Webster, Director Schermerhorn also recognized the Western Canada Section for placing 2nd in the International Section Safety Education competition.



PANEL DISCUSSION

About 35 men and women attended the morning program which featured five women speakers at the annual Fall Section Meeting of the Western Canadian Section.

Brenda Hawryluk led the program with her talk on ballooning. Brenda is training to become a balloon pilot, and was the only one of the women not making a career of her desire to fly. She said the only chance to make a living at ballooning is to become a pilot for a commercial company which owns a balloon for advertising purposes.

Kathie Golletz, Special Corporal, is a member of the Canadian Forces and has her Private Pilots License. She has basically the same training as a civilian controller. Her first love is flying and she hopes to get her rotor wings in the near future.

Lynn Shaw, Chief Flying Instructor for the Regina Flying Club, gave an enthusiastic presentation. Her satisfaction comes from turning an aspiring student who knows nothing about flying into a competent, safe & knowledgeable pilot.

Captain Dee Brasseur from Canadian Forces Base, Moose Jaw, graduated February 13, 1981. She now instructs and teaches other students the same proficiency which she herself was learning such a short time ago. She recommends the Forces for any woman who feels she can dedicate herself to complete dedication and the desire to fly the jets. She eats, sleeps & breathes flying.

Rosella Bjornson, 1st Officer on the 737, bases in Edmonton and is flying for Pacific Western Airlines. Rosella started flying with her father at age twelve. She went on to gain instructor rating, ATR and a position with a small airline in Winnipeg. When Pacific bought out the smaller airline, Rosella was off on maternity leave. She had a six week intensive re-training program in Vancouver and has been back flying for almost one year. She recommends that aspiring airline pilots start early and never look back. Rosella is now past governor of the Western Canadian Section.

by Nadine Cooper

NEW ENGLAND SECTION

Connecticut Hosts Section Meeting

The New England Fall Section Meeting was held at the Ramada Inn in Windsor Locks, CT, hosted by the Connecticut Chapter. A turkey dinner was served commemorating the New England 99s' thanksgiving for a successful convention in Boston.

Guest speaker for the occasion was Robert H. Stepanek, Director of History and Information for the Connecticut Aeronautical Historical Association. Mr. Stepanek gave an informative slide presentation of "Flying in Connecticut from 1785 to 1911." He also spoke on the dedication of the new Bradley Air Museum which occurred the day before our meeting. The Air Museum had been destroyed by a tornado which whipped through Windsor Locks two years ago.

The highlight of the meeting, however, was the presentation of the Merit Award to Eastern New England Chapter member Marie "Chris" Seaver. Chris is a life member and has been an active 99 for 25 years. She has held every office and chaired and served on all but two committees in the chapter, and in the New England Section has held all offices through vice-governor.

She learned to fly at Norwood Airport in 1954 and in three and a half months' time received her license and joined a flying club. Within the year she was flying in the Powder Puff Derby. Her flight log records two Powder Puff Derbies, two Angel Derbies and ten AWNEARs. Be it international conventions, section meetings, chapter programs or air markings, Chris Seaver is ever ready with her assistance and dedication. Our honored pilot is an industrious worker always lending her time and hospitality to the 99s in the promotion of Aviation.

by Carol Phelps

NEW YORK-NEW JERSEY SECTION

"Up, Up and Away" Theme of Fall Section Meeting

Palisades Chapter was the hostess for the N.Y.-N.J. Fall Section Meeting on October 2 and 3, 1981, at the Sheraton Heights, Hasbrouck Heights, N.J. Co-chairing the event were Palisades Chapter Treasurer Barbara Buehler of Upper Saddle River and Section Vice-Governor Clarice Bellino of

North Caldwell. Attending were International Board members Marilyn Copeland, Wichita, Kansas, and Ruth Dobrescu of Glen Cove, N.Y. Over 70 women pilots and guests had arrived by Saturday morning for the day's activities.

Friday evening's festivities included a party featuring 10-foot hoagies, beer, wine and home-made baked goods. Members were encouraged to wear aviation-oriented costumes and Parul Shah of India served as judge to award the "best costume" prize to Barbara Buehler for her early aviatrix costume.



"Old Time Aviators" at the NY-NJ Fall Sectional included: (back row) Ruth Dobrescu, Barbara Evans, Helen Levy, Sue Palmer, Barbara Buehler, (middle) Parul Shah, (front) Dorris Abbate, Jackie Currier, Connie Moser and Clarice Bellino.

The hospitality suite was located on the 11th floor of the Sheraton, facing east to overlook Teterboro Airport's lighted runways and the exquisite panoramic view of the N.Y. City skyline. The lights on this crystal clear night were spectacular, adding to the magic of the exciting evening renewing old friendships and enjoying the camaraderie of aviation acquaintances old and new.

Saturday's FAA Safety Program was conducted by Mr. John Karp of the N.Y. Regional District Office. The focus of interest was the topic, "See and Be Seen" — the avoidance of other aircraft to prevent mid-air collisions. Mr. Jules DiCrescenzo (FAA retired) recalled many flying adventures during his and Mr. Karp's careers in the FAA.

The business meeting in the Hasbrouck Room conducted by Governor Nicole

Past Governor Claire Angelini, Vice Governor Clarice Bellino and Palisades Treasurer Barbara Buehler with guest speaker Dennis Fleck, Head of the Forbes Magazine Ascension Division at the NY-NJ Fall Sectional.



Radecki of Long Island commenced with the installation of the 1981-82 section officers: Vice-Governor Clarice Bellino (Palisades Chapter), Treasurer Mary Helfrick (Garden State Chapter), Recording Secretary Doris Abbate (Long Island Chapter), and not present, Corresponding Secretary Betty Pifer (Garden State Chapter). A gift was presented to out-going Secretary Kathy Lusteg (Long Island).

Luncheon was served in the Grand Ballroom with the invocation given by Claire Angelini, immediate past governor (Garden State). The theme of "Up, Up and Away" featured multi-colored balloon and dried flower centerpieces designed by Palisades Chapter Chairman Valerie Dempsey and hot-air balloonist guest speaker Mr. Dennis Fleck, the head of the Forbes Magazine Balloon Ascension Division.

Mr. Fleck has logged between six and seven hundred hours in a balloon and ranks second in the Northeast Regional Championship held each year at Bloomsbury, N.J. He flies the Forbes Magazine balloons and has recently been licensed to operate a balloon repair station. Mr. Fleck spoke to the group about the history of ballooning and the techniques of ballooning from the past to the present, followed by a film of Mr. Malcolm Forbes' (THE BOSS) transcontinental flight from Oregon to splash-down in the Chesapeake Bay. Mr. Forbes and his son were the first successful balloonists in a west to east transcontinental flight, and they set a world record time aloft of 13 hours and 5 minutes for one leg of the flight.

Immediately following the luncheon the Ninety-Nines and guests were invited outside in the parking lot to view the balloon basket with its flight instruments and to ask questions of Mr. Fleck. Unfortunately due to the high velocity winds, the balloon was unable to be inflated for demonstration purposes. Co-chairmen Barbara Buehler and Clarice Bellino, along with Board Member Marilyn Copeland were invited aboard the basket with Mr. Fleck. Palisades Chapter sends its gratitude to Mr. Forbes and Mr. Fleck for helping to make the N.Y.-N.J. Fall Section Meeting a most enjoyable, informative and successful event.

by Clarice Bellino

Long Island Chapter

The Long Island Chapter's Sept. meeting included a change of officers. Kathy Lusteg turned over the chairman's gavel to incoming chairman, Carol Richard. Kathy also gave out gifts to the other outgoing officers. The gifts were personally inscribed and autographed books by Richard Bach, a favorite of Kathy.

October found the chapter celebrating with another champagne party. This one was given by Pat Rockwell to thank everyone for their help and support while she studied for the CFII rating on the Amelia Earhart Scholarship. Pat had promised herself that when she obtained the rating she would give the party. This has been

quite a year for champagne on L.I.

Pat Rockwell would like to formally and publicly thank Kathy Lusteg, recent chairman of the L.I. Chapter for her unselfish contribution to Pat's rating. Kathy is a CFI but gave her time to Pat as safety pilot for many hours, and many of her "sly" CFI hints were extremely helpful to Pat on the flight test. In fact the first thing the examiner did was loosely handle the yoke while taxiing, and though Pat is always aware of the wind and yoke positions herself, wonders if she would have had the nerve to correct an "examiner" about his poor technique handling the controls if Kathy hadn't warned her about "students" in general. Pat is now hot after ATE to give her a job teaching and hopefully it will work out.

The annual L.I. Poker Run went well with beautiful weather this time. In May we were wiped out twice by bad weather. Joan Scarpinato and Jill Hopfenmuller did a wonderful job — all three times. We had 40 planes, 86 registrations and 183 hands played. Everyone had fun and isn't that and a safe flight what it's all about?

L.I. member Joyce Malkmes had a sleep-over at her home away from home near Cooperstown, N.Y. Next to her farm is a beautiful grass strip, Westville, where 5 planes from her L.I. flying club landed for the weekend. The chapter girls were invited but only one could make it. We hope we will be asked again and plane-pool up and back for a really fun weekend.

The L.I. Chapter is very sad to lose Rikako Carpenter who is moving to Japan in October. She will be greatly missed.

Joan Malden's new Turbo Arrow 8412 Bravo arrived during the Boston convention and today has 189 hours tach time on it. First airplane for Joan. Lucky gal!

by Patricia Rockwell

Palisades Chapter

Remember last issue when I mentioned that Valerie Dempsey, chapter chairman is now sky-diving from Lakewood, and I said I'd rather fly with the airplane wrapped around me? Guess who bought new ski equipment and jumped out of an airplane and broke her ankle??? That's right . . . VALERIE DEMPSEY!! She's mending nicely, thank you, and 49½'er orthopedist Dr. Joe Bellino is doing follow-up care.

Congratulations to Connie Moser, CFII for passing ATP written.

CFII Jackie Carrier is flight attending for Executive Air Flight and Philip Morris Co. out of Teterboro Airport.

Congratulations to Carin Hochman for her instrument ticket.

Palisades had a double-header air-marking weekend. Saturday, October 24, we completed the compass rose air-marking at Greenwood Lake Airport that had been slightly interrupted the week before when an aircraft ran out of runway and teetered over the rocky embankment while we waited for the fire engines to come to wet down the area and wash off the chalk

outline!!! First attempt on October 17 was thus called by fire engines . . . Saturday's crew consisted of Blossom and Sarah Friedman, Micki Thomas, Clarice Bellino and Air-marking Chairman Sue Palmer (airborne artist) from Hanover Airport. With left over energy and enthusiasm, Sue and company laid out the outline while transit was in hand. Sunday, October 25, we had the compass rose design completed by noon-time. Those hangar flyers do come in handy!!!

Vice-Governor Clarice Bellino spoke on Air Safety at the first Gifted Children Convocation on Aviation at the West Essex Junior High School. The keynote speaker was Mr. Ed Rodick, Airport Manager of Essex County Airport who enlightened all present on the projections for the airport property in the coming years. Field trips to Essex County and Teterboro Airports completed the first day for the children. The next day included trips to Morristown Airport and Essex County Airport with the children returning to write papers and present them that evening for the public. The convocation was October 13 thru October 15, 1981.

*Happy Holidays to all!!
Clarice Bellino*

Western New York Chapter

The Western New York Chapter held a seminar on "How to Live with a Pilot." Invitations were sent out to local pilots and their wives and the response was overwhelming. We had to close reservations at 80 persons due to lack of space at the restaurant selected.

The program consisted of a talk by a local airport operator, another by Bill Ludkin from the Rochester GADO Office and two films about how an airplane flies.

The wives were provided with flowers and

door prizes. The grand prize was a demonstration flight in a Cessna 150.

After the program, five women signed up

Emmett Blowers Achievement Award and was also initiated as a 49½er along with George Lemen, Nick Herman, R. J. Miller and Herb Durman.

CHAPTER NEWS, ETC.

for a pinch hitter course the 99s are going to sponsor.

by Dorothy Hake

MIDDLE EAST SECTION

Washington, D.C. Chapter

Gerda Ruhnke, Polly Carico, Susan Drake, Judy Bergman and Patti Viers braved the cold and wind on October 3 to represent the D.C. Chapter at the Super Safety Seminar held at Glenn L. Martin Airport in Maryland. Although pilot turnout was slim, they enjoyed helping with the presentations.

At the end of September, eight chapter members and a future 99 flew to Cape Hatteras and camped overnight. Although fishing poles were in evidence, the fish were not as cooperative as the weather. This was a first for our chapter and we are looking forward to more — without the rocks under the sleeping bags!

by Frances J. Wehman

NORTH CENTRAL SECTION

All-Ohio Chapter

Rosalie Burchett arranged a lovely All-Ohio 1981 Achievement Award banquet at Sycamore Creek Country Club, south of Dayton, Ohio, on October 11, 1981.

Jim McConnell was presented with the



Bill Burchett leads the eager 49½ers to initiation: George Lemen, Nick Herman, Jim McConnell, R. J. Miller and Herb Durman.

Joan Mace — All-Ohio 1981 Achievement Award Winner.



Out of the following top ten — Barb Deeds, Barb Golan, Sandy Gordley, Joan Hrubec, Nicola Lyons, Joan Mace, Connie McConnell, Charleen Mehaffie, Bernita Nickell and Kathy Samuelson — Joan Mace garnered enough points to earn first place and was presented with a traveling trophy. Joan has had a colorful aviation career beginning in 1942 when she started to learn to fly, her goal being to become a WASP. She was accepted to a class, but the WASP program was phased out before her training began. Joan is currently our air safety chairman, is an FAA Examiner, and is on the staff of Ohio University, Athens, as an Assistant Professor of Aviation.

Our guest speaker was Hortense McGehee from the Cincinnati GADO office who related her interesting career up to becoming the first female GADO chief.

by Charleen Mehaffie

Ann Arbor Chapter

The Ann Arbor 99s recently celebrated their first anniversary as a chapter with the Installation Banquet on October 6, 1981. Officers installed were Ilene Hemmingway, chairman; Dora Mae Mayer, vice chairman; Sandy Bacsanyi, secretary; and Cherie McMullen, treasurer. We also honored Mary Tinker, who has served the Ann Arbor aviation community since 1943 in the terminal building. Janice Tobey, from the local GADO office spoke about her career in aviation from her early days in flying freight to her position today as an inspector with the FAA.

The Ann Arbor 99s recently sponsored a Flight Instructor's Refresher Clinic in cooperation with the FAA and we are currently gearing up to assist the Greater Detroit Chapter with the North Central Spring Sectional to be held in Ann Arbor in 1982.

by Jean Martin

Chicago Area Chapter

Although the days are getting shorter and the temperatures are dropping like the leaves, the Chicago Area Chapter is still working and playing hard. At our "Planning Meeting" we toasted our success in winning the section attendance trophy for the second time in a row. We hope to do even better when our section meets at Ann Arbor, Michigan, in the spring.

On Saturday, October 3, we had our annual chapter air meet. This year it was run by Norma Freier and Mary Panczyszyn, last year's winners. Elsie Wahrer was the winner for the second time in three years. She couldn't participate last year as she was in charge of the meet. Hopefully Elsie will be

The Western New York Ninety-Nines cordially invite you and your wife to attend their presentation of:

"HOW TO LIVE WITH A PILOT"

Friday, October 16, 1981

Burbon Street Cafe

1901 Seneca Street

East Aurora, New York

Complimentary wine and cheese 7 p.m.

Dinner 8 p.m.

Following dinner there will be a short presentation on how to live with a pilot, that should be of great interest to you and your wife.

Price: \$10.00 per person

Includes:

Soup, salad, vegetable, dessert, bread and butter

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Alaskan King Crab Legs

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R.S.V.P. before October 7, 1981

Pat Kneiss - 824-7526

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giving lessons for the rest of us "also rans."

Our chapter meeting this month was held at Midway Airport. Dorothea Lough was the hostess and Diane Cozzi was the co-hostess. Our speaker was Robert Lough who spoke to us about winter flying. His thoughts about winterizing the pilot, the car and the airplane were very much to the point. (Unfortunately, it does get cold in this part of the country.)

On October 22, 23 and 24 Lewis University hosted the Region VIII SAFECON of the National Intercollegiate Flying Association. Although they only had two months to prepare for the event, as another school backed out at that time, the team and their coach and advisor for the event, Tom Kopacz, did a remarkable job.

The Chicago Area Chapter of the 99s turned out for the NIFA event to help as judges. Rose Bonomo, Bev Blietz, Dianne

of the contestants were staying precluded any breakfasts being prepared there, so the Chicago Area Chapter provided them.

Dolores Weimer, a Chicago Area Chapter member and a member of the Lewis University Flying Team, won the first place trophy for the SCAN (Navigation) event, which helped to win her team a berth in the National NIFA Competition in May. Since Lewis University has a fairly new team, we are very proud of Dolores' accomplishments. Undoubtedly participation in Ninety-Nine air derbies helped give her experience.

Our fly-in this month is a Halloween Party at Pal-Waukee Airport. Everyone is asked to wear a costume, and a prize will be given for the best. Lunch will be served in a hangar on the airport, so we'll all have a good chance to enjoy ourselves.

by Marjorie Sundmacher

pulverized her right wrist, Doris Kilanski has worked HARD, recently passed her 2nd Class Medical and been revalidated as a CFII. Now her desire is to transform GDAC members into Ground Instructors.

Our Installation Banquet was held September 24th with Phyllis Wood as our new chairman; Mardi Drebing, vice chairman; Sue Siporin, secretary; and Sheila Devlin as treasurer. They are already hard at work planning for our Pinch Hitter Course in May and host for section in April.

by Gini Sutherland

Greater St. Louis Chapter

We had a lot of fun at our "Flying Fun Fair" on Oct. 3rd. Weather cooperated for a change, and lots of our ladies turned out to assist with the various activities. Only one problem: hardly anyone turned up to fly the poker run, bomb run or spot landing contest! Fortunately lots of poker hands had been sold prior to the run, and the cards were carried by just a few airplanes, but most important of all, we made money! Our thanks to Rosemary Zander and Joy Harvey for getting everything set up, and to Weiss Airport for their facilities.

Oct. 20th found about 40 of our group (99s and 49½ers) touring the Aerospace Rescue and Recovery Service Center at Scott Air Force Base for our October Meeting. This was a perfect opportunity for us to check out the Scott ARRS tour that we will be offering as an optional tour during the convention next summer. It was most interesting and we were shown movies about the search and rescue activities that are carried on in this area in conjunction with the CAP. We feel you'll all really enjoy this tour.

Too many conflicting plans sort of washed out our "Fall Color Fly-in" to the Lake of the Ozarks; however, Val Johnson, Mary Lowe, Jan and John Pocock plus two non-flying friends of Tex Wickenhauser had a super time as guests of Amy Laws and Tex. Jack Laws flew down on Saturday, Oct. 24th, to join the rest of us. (Unfortunately, the fall colors didn't make it, either! Trees were pretty blah!)

Air age education chairman, Barb Wilper, advised that we are now listed as advisors for air education and aviation merit badges in the St. Louis Council of Girl Scouts. Barb has been doing a great job working with the

"Old Newsboys" preparing to sell papers November 17th are Greater St. Louis members Dorothy Haupt, Val Johnson, Liz Jordan, Iva Finnegan, Ruby Fudoli and Chapter Chairman, Audry Casper.



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Greater Detroit Area Chapter

September and October have been busy months for the chapter. The night before section meeting found June Jarvis, Phyllis



1981-82 officers of the Greater Detroit Chapter: Mardi Debring, vice chairman; Phyllis Wood, chairman; Joyce Odom, who did the installation; Sheila Devlin, treasurer; and Sue Siporin, secretary.

Wood and Gini Sutherland talking to EAA Chapter 457 about who 99s are. The next day those three along with Mearl Frame, Doris Kilanski, Pam Kettner, Mardi Drebing and 49½er Carl fought the headwind to Springfield, Illinois for an outstanding section convention.

October found us sponsoring and attending various safety seminars. Being line judges in Battle Creek on October 10th for NIFA Regionals was a real privilege for Phyllis Wood, Mardi Drebing and Carl and Gini Sutherland. Fun to work with the All-Ohio and Lake Michigan Chapter 99s.

With horrible weather weeks before and ever since, the chapter lucked out again for their 5th Annual Treasure Hunt, October 17th. Winds did make the spot landing contest tricky, though. Winners included entrants from two other Michigan chapters, Nancy Walters from Michigan Chapter and Maisie Stears from Lake Michigan. The Hecksel's from GDAC were also winners.

After a bad fall in the spring which almost



Chicago Area member Delores Weimer, getting ready to practice for the NIFA SAFECON.



Chicago Area members toasting their success in "Getting out the Troops."

Cozzi, Norma Freier, Polly and John Gilkison, Beverlee Greenhill, Gail La Pook, Ellen O'Hara, Mary Panczyszyn and son Mike, Marjorie Sundmacher and Elsie Wahrer all acted as judges. The lucky ones worked the inside events. The rest of us were left out in the cold to judge the accuracy landings and the message drop. (The Chicago Area broke records for low temperatures during the meet.)

Our special thanks go to Annette Weimer who arose at 4 a.m. to prepare breakfast for the contestants and judges at Lewis Airport. A fire in the kitchen of the motel where most

scouts and various area schools for several years now.

November 17th will be a beautiful day! It has to! That's the day scheduled for this year's Globe Democrat Old Newsboys special edition newspaper sales and several of our gals will again be standing on the corner, hawking papers for the benefit of many children's charities. We were delighted when we opened the Wed., Oct. 28th edition of the morning *Globe* and found that they had featured a FRONT PAGE article about our group volunteering to sell papers. All these years trying to get their attention finally paid off! Maybe we have a foot in the door for some good publicity next August???? Hope so.

by Jan Pocock

Indiana Dunes Chapter

The Dunes Chapter held a poker run the week of October 10 through the 17th, ending up on that Saturday at Hobart Sky Ranch Airport for the monthly meeting. Despite the bad weather the turnout was good. The poker run was a success because it was held all week and participants could take advantage of days when the flying weather was good. The activities committee — Barbara Bettig, Terri Buettner, Shirley Bundy and Shari Kraar — did a great job. Cash winners were: Tania Shaum, 1st; Pat Poling, 2nd; and for 3rd, T.J. Shaum and Chris Murdock.

Tania J. Shaum was pinned at the November meeting. Phyllis Petcoff, who has been a member since June, had her official pinning at this meeting also. Phyllis chairs the safety education committee.

Plans are being formulated for our annual aviation clinic on May 1, 1982 at the South Bend Airport. The featured speaker will be EAA President, Paul Poberezny.

The chapter has started a public relations campaign to reach students who are learning to fly and to introduce them to the Ninety-Nines. Professional posters soliciting student pilot participation have been placed at several airports throughout the area.

The Dunes participated in the annual Redenbacher Popcorn Festival with a booth explaining the Ninety-Nines and selling some of the ways and means items. Linda Mattingly was in charge of the booth for the festival which was held at the Porter County Airport in Valparaiso, Indiana.

by Pat Magon

Ruth Sitler, who tied for Lake Erie Pilot of the Year, admires her trophy as Dodie Jewett, Bernice Barris and Joan Hrubec look on.



Lake Erie Chapter

Lake Erie Chapter held their annual awards banquet at the Quality Inn in Richmond Heights on October 24. Bernice Barris, last year's Pilot of the Year, was in charge of arrangements and handled mistress of ceremonies very graciously. Among the honored guests were Mr. and Mrs. Gibby Singerman, president of Wright Air Lines and former president of the Cleveland National Air Show, as well as Mr. and Mrs. Sam Abrams, also long-time promoters of the Air Show. When the time for winners came, it was a twin year. Rose Ray and Helen Keidel each won the "Achievement Award of the Year" for support services to the chapter and aviation. Tied for Pilot of the Year were Ruth Sitler and Bev Demko. Bev and husband Paul were en route back from Las Vegas in their 172 and got as far as Lafayette, Indiana (unable to make the banquet). Bev and Paul make frequent VFR trips back and forth annually to the West Coast. They have both been flying since 1973, having taken training together in their own 150.

Ruth Sitler is a charter member of the Lake Erie Chapter and has 6,000 hours. She recently earned her ATP and holds CFI and CFII single and multi-engine instructor ratings. She is chief flight instructor with Stafford Flight Academy at Akron Muni (now called Fulton). In past years, other winners of the traveling trophy have been: Bernice Barris, Edythe Maxim, Jane Hubben, Rosemarie Mintz, Dodie Jewett and Marie Eaves.

At the banquet the new officers for the coming year were installed by Joan Hrubec of the All-Ohio Chapter in an impressive candlelighting ceremony. Dodie Jewett will be chairman again this year, with Bernice Barris as vice chairman and Terri Ewart Campbell as secretary. Guest Speaker was Dr. Gordon Pred, Capt. USN Reserves, Aeronautical Psychologist, who gave us good insight on pilots' perception and psychological make-up.

Michigan Chapter

The Michigan Chapter's October meeting at Berz Macomb Airport in Utica, Michigan, featured a spot landing contest. Member Renate McLaughlin won the beautiful silver "99" bowl trophy, awarded for the event following a superb landing in her Cessna RG. Members were judged on the best of two full-stop power-off landings which worked out well from a standpoint of each pilot being able to accurately identify the line and adjust for wind conditions. The prize was donated by past chairman, June Pailthorpe and it appears that it will be a rotating award to be engraved as it changes hands per Renate. Unbelievable, but true, the weather that day was as lovely as Renate's landing.

The major item of business for the October meeting consisted of a "brain storming" session on the AE Brunch



Claire Ojala presents the "99" Silver Bowl to Renate McLaughlin, spot landing contest winner at Berz Macomb Airport, Michigan.

scheduled for February 14, 1982. This year we plan to utilize the Oakland-Pontiac Airport Restaurant (Pontiac, Michigan). The setting is ideal, considering a solid glass wall faces the active runway, and we are experiencing excellent cooperation from the new restaurant management. The brunch is co-sponsored by all four Michigan chapters. The Mary E. Von Mach Scholarship will be awarded at the brunch to a female Civil Air Patrol Cadet again this year. The selection of the fourth annual recipient will be made in December, enabling the cadet to attend the Michigan CAP Solo Encampment this summer.

We are happy to report that members Susan Dyer and Nancy Walters finished second in the October 17th Greater Detroit Chapter Treasure Hunt. The two ladies really enjoy flying competition events together and always have great tales to tell. In addition, members Mary Anglin and Colleen Bradley recently made a one-week trip to Florida for additional flight training.

by June Beers

Quad City Area Chapter

Recent meetings have included August at Karen's house on the Rock River with September & October meetings at Balla's Restaurant at the Moline Airport. All meetings have been busy with details to finalize our dance to be held on 11/7/81 at the Viking Club in Moline. The dance is being held to raise money to fund our SIMULATOR. That's right; we've finally done it! We have ordered a simulator for our chapter! We think our 99s and other aviation people will be safer, more current and better educated at less expense with the use of a simulator. With the costs going up and IFR training a little harder to come by these days, we feel that we are filling a much needed gap. The response that we have received has been tremendous.

Karen Davidson & Judy Pobanz attended the NCS Fall Sectional in Springfield, Illinois on 9/12 hosted by the Central Illinois 99s. They did a superb job as usual and our congratulations to them.

Judy Pobanz also gave a talk to the local chapter of American Business Women's Assoc. on Women in Aviation.

by Judy Pobanz

Scioto Valley Chapter

Six 99s, three from Scioto Valley Chapter and three from the All-Ohio Chapter, took advantage of an opportunity to view the A-7 Simulator last month (October) at Rickenbacker Air Force Base near Columbus, Ohio. Each had a 10 to 15 minute "flight" in the impressive equipment and found it an awesome experience.

The chapter's October meeting featured Mark Savage of the Central Ohio Soaring Association who recounted an awesome experience of his own when his airplane was stolen and he held hostage in the Cleveland area. He was later released unharmed, but what happened to his plane remains a mystery.

Members are scheduling a workshop to create sparkplug airplanes as a fund raising endeavor.

by Lee Loffer

Wisconsin Chapter

October 9th was a beautiful day in Wisconsin Rapids and everyone thought the weather would be great on the 10th for the 6th annual Wis-Sky Run. Twelve planes checked in by the deadline of 6:30 p.m. On Saturday morning the skies were overcast



Pat Jenkins telling a group of scouts all about "Woodstock" (Hughes 300C).



Ann Smethurst, USAF Captain, answering questions.

membership function with Zonta featuring our special Sky High guests. Zonta is a women's service organization. What do 99s and Zonta have in common? Amelia Earhart ... who else?

COMING UP!!!! Burley, Idaho needs numbers painted on their runway ... You are all invited!!

by Mary Curtis

Willamette Valley Chapter

In August nine of Willamette Valley 99s attended the Northwest Sectional in Seattle. Many fun activities were enjoyed by everyone. All nine arrived in Seattle by private aircraft. The good weather was appreciated by all.

In lieu of a September meeting, eleven members flew to Whidbey Island for



Shirley Tuetsch, Joan Helfrich and Bonnie Merten on arrival in Oak Harbor, Washington.

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and visibility barely 3 miles. The original route of Wisconsin Rapids, Merrill, Rusk County Airport and return to Wisconsin Rapids was scratched and another route to Portage and Fond du Lac was planned. The timers and I started out in our '59 Apache to go the way to Fond du Lac but had to turn back because of fog. After much discussion we decided to cancel the race. The weather was good for local flying so Sue Mathews went to a local grocery for two dozen eggs and we had an egg drop and a spot landing contest. The Saturday night banquet was held and everyone had a good time. Joretta Graves put a lot of time and effort into planning the race and it was as disappointing for her and for me as her co-chairman as it was for the racers to have the race cancelled.

by Lois Truchinski

NORTHWEST SECTION

Idaho Chapter

'SKY HIGH DAYS' — October 17, 1981 ... After many months of preparation, the Idaho 99s presented to the Silver Sage Council of the Girl Scouts a magnificent event of beautiful aircraft, talented pilots and 'goodies galore'. It was an all-day affair whereas 632 Girl Scouts and friends toured through Boise Cascade Hangar, were able to listen to and ask questions of such marvelous people as FAA Tower Chief (ret.) Delphine Aldecoa; USAF Captain

Ann Smethurst; Wein Airline Flight Engineer Marilyn Merritt; our very own 99, Ann Stott, CFI Instructor at our local Cessna FBO; Sue Ranney-Grimes, Corporate Learjet pilot of Boise Cascade Corp. and last but not least, Pat Jenkins, Pilot in Command of WOODSTOCK. What's a Woodstock?? Yes, you're right ... Woodstock is a spunky, bright yellow helicopter Hughes 300C model.

From the hangar, they were able to continue their tour through and by a Piper Turbo Arrow, Cessna Turbo 210, Rockwell Turbo Commander, Lear 35, Bell Jet Ranger and of course Woodstock. All in all it was a total success — many happy little Girl Scouts who now want to be more than stewardesses — many tired and nostalgic 99s who remembered those first days, first thoughts of, "Can I really learn to fly?" Now we know better!

Prior to Saturday's Sky High Day, our Friday night function was a dual

Karen Marchbanks, Idaho Chapter chairman, giving last minute instructions to Mary Curtis (right) on how to greet Girl Scouts touring Rockwell Commander and Learjet in background.



Willamette Valley members in altitude chamber at Whidbey Island.

physiological training. The session consisted of lectures, films and participation in the altitude chamber flight. We were taken to an altitude of 25,000 ft. and taken off oxygen for a maximum of 4 minutes. This gave everyone a chance to check their responses to lack of oxygen and how it increases the chance of hypoxia.

Everyone attending had a good time and learned a lot. Most have expressed a desire to go back. They would highly recommend the experience for everyone.

by Mary Ellen Hobin

SOUTH CENTRAL SECTION

Colorado Chapter

Those active minded Colorado gals are at it again! Just mention a fly-in and off they go into the wild blue yonder. This time it was off to Scottsbluff, Nebraska. Kitty and Cliff Hach arrived early and arranged a pre-fly-in party at their hotel room Friday night, which became an added feature to the event. On Saturday, a spot-landing contest was held

and Pat Knox placed third. Diana Williams received first prize in the first-to-arrive category and Anita Hessin sported the newest airplane. Anita's plane was so new that she wasn't sure which button among three dozen buttons started the engine.

Attending this year's fly-in to Scottsbluff were: Diana Williams, Turbo Arrow; Anita Hessin, Turbo Arrow IV; Pat Knox, Arrow; Lucile Bledsoe, Cessna Centurion and Kitty Hach in her 210. Passengers included Bill Hessin, Barb Hobson, Hank Bledsoe, Linda Schreffler, Linda Stark, Charlene Lawrence and Cliff Hach.

Pat Knox, vice chairman and Barb Hobson, 99 NEWS reporter, landed at the Amelia Earhart Airport in Atchison, Kansas. While there, they visited the Forest of Friendship.

The annual installation dinner was held at the Lowry Air Force Officers Club. Nan Gaylord turned the gavel over to Charlene Lawrence and both outgoing and incoming board members were recognized. A special award and recognition was made to Moya Lear by the Colorado Chapter which offered a tree in the Forest of Friendship in her name. Colorado recognized Moya for the contribution she has made to the world of aviation.

The Quiet Birdmen hosted a picnic and provided their own air show at a private air park (Van Aire). Ellen Corder and 49½er Kevin displayed their Ultra-light which is equipped with a 35 horsepower engine for high altitude take-offs. The 99s in attendance enjoyed the hangar flying, air

show and the QB's.

The EAA fly-in to Loveland, Colorado was well attended by 99s.

Kitty Hach presented a fabulous book review at the October meeting. Kitty knows Neta Snook Southern from her Iowa days in Ames. As most of us know, Neta wrote *I taught Amelia to Fly*. Kitty does an outstanding presentation in the first person.

A BIG project completed! The brain child of Pat Knox, former membership chairman and now vice chairman, a membership bibliography of flying accomplishments was compiled. Many hours went into the compilation and production. All of the one hundred and sixteen members will receive a copy of the sixteen page booklet. Karen Hynes designed the cover, Pat Knox and Barb Hobson put together the results and Diana Williams donated duplication materials and services. A project well done!

by Barb Hobson



Southwestern Adventist College, Keene, Texas, airmarked by Golden Triangle Chapter on September 13, 1981. The aerial shot was taken by the S.A.C. reporter on his first light plane flight.



Golden Triangle 99s who painted the Southwestern Adventist College Airport runway included (front): Helen Hill, Betty Carter, Mary Wheelock, (back) Catherine Woodburn, Beverly Sims, Barbara Pereira (airmarking chairman) and Angela Tidwell.

Golden Triangle Chapter

Golden Triangle raced storm clouds to complete the painting of the Southwestern Adventist College Airport runway in Keene, Texas. We took the S.A.C. reporter, a young man from Brazil, on his first light plane ride, and gobbled up sandwiches and snacks provided by Mrs. Doug Clark, wife of the airport manager. We beat the storm clouds.

We returned to Keene the following Sunday to judge a practice NIFA competi-

tion. Eleven pilots representing Southwestern Adventist College, the University of Texas at Arlington, Tarrant County Junior College, and local pilots participated in precision power on/power off landings, message drop and other events. Our own Angela Tidwell represented T.C.J.C. and was the only female pilot. She scored first in message drop and third in preflight. Approximately 400 spectators were on hand to view the events. The community is friendly to aviation and gave the Ninety-Nines very good press coverage.

by Beverly Stephens

Kansas Chapter

The Kansas Chapter of the 99s was particularly saddened last month by the untimely death of our longtime friend, Pat McEwen. It is never easy to give up an old friend and Pat's driving force and endless enthusiasm for flying and the 99s will be felt by many people. It will be a long time before we finally stop hearing that big, booming voice of Pat's coming from the back of our meeting room, offering suggestions and helpful hints as to ways we could improve our plans and projects.

Pat was always generous with herself and with the use of her home for the 99s' meetings and parties. Our Christmas party this year was to have been held at the McEwen's beautiful new home, "Hacienda Jameel Finale." After several years of planning and building, Pat and Owen had been actually living in their new home but a short while before Pat suffered her heart attack.

To the nearly 1400 people who attended her funeral, it seemed like a particularly fitting way to say good-bye when we were all asked to step outside for a fly-by. We watched as three Beech Bonanzas flew toward us from the south. Then, at a point directly over the assembled crowd one Bonanza, flown by Joyce Case, broke away and headed west waving her wings back and forth in a poignant farewell gesture. To us, as we watched through our tears, it was indeed Pat waving a final good-bye to us as she headed on to her own New Horizons.

by Paula Bruce

Nebraska Chapter

Our international aviation education

International Aviation Education Chairman, Evelyn Sedivy Cowing and her new husband, Barry Cowing share a piece of wedding cake.



Linda Schreffler, Colorado Chapter treasurer; Flight Without Fear registration coordinator, Diana Williams and Chairman Charlene Lawrence at Scottsbluff fly-in. Photo by Linda Stark.



Colorado's fly-in crowd at Scottsbluff included (counter-clockwise from left): Bill Hessin, Linda Schreffler, Fred Drinkelle, Pat Knox, Charlene Lawrence, Barb Hobson, Anita Hessin and Diana Williams. Back row: Hank and Lucille Bledsoe.

chairman, Evelyn Sedivy, was married to Barry Cowing of Cheyenne, Wyoming, at the home of Nebraska 99, Mimi Haworth at 4:00 p.m. on October 10. The wedding took place out-of-doors under a golden October sun. Following the wedding, Nebraska 99s hosted a reception in honor of Evelyn and Barry at the Air National Guard Officer's Club in Lincoln. Members of the aviation community, friends, and relatives enjoyed celebrating a special day with the bride and groom.

by Sharon Meyer



Nema Masonhall, shown with husband, Mase, was honored for her longtime support and devotion to the Ninety-Nines at her 52nd consecutive section meeting at Santa Fe during which she was presented the Jimmie Kolp Award by the Wichita Falls Chapter.



A lovely native American and her papoose delight attendees during the Style Show of Indian Fashions during the luncheon at the Santa Fe Section Meeting in October.

Oklahoma Chapter

A good thing we didn't wait any longer to partially airmark (too many letters, not enough paint) at Falconhead. It was under water a few days later.

Nema and Mase Masonhall became Dana Gibson's first AMEL passengers on the flight to the Sectional in Santa Fe. She flew that Baron like an old pro. Had a great turn-out of 49½ers (eight) and eleven 99s, five plane loads, one Cadillac and one Chevy.

Nema didn't need a plane to get home; she was still on Cloud 9 from receiving the Jimmie Kolp Award. Arlene Walkup and Broneta Evans had received this distinguished award previously. Now we are three from Oklahoma Chapter.

Helen Turner Holland (WASP) is the other half of M & H Publishing Co., which is publishing new editions of some of Oklahoma author William Scott alias

Weldon Hill's out-of-print books, namely *Rafe* and *Lonesome Traveler*. Another book by this author is *Unionhead* which starred Andy Griffith. James Garner of *Maverick* and *Rockford Files* just finished filming another book; the TV title is *Hanging on*, to be released later on this season.

Rita Eaves is really golfing up a storm — low net in President's Flight — second longest drive — second on the Mystery Hole, but no turkey for Thanksgiving. This is quite an achievement; Rita has only been playing a couple of years.

Another successful Flying Companion Seminar was held in Enid. Great gals, those who enroll and those who instruct.

by Nema Masonhall

Omaha Area Chapter

There was no riverboat captain, no riverboat gamblers, and not even a working paddle wheel, but seven Omaha Area 99s and four 49½ers boarded the Bellevue Queen Tuesday, September 15th for a "cruise" down the Missouri River. The Bellevue Queen is actually a restaurant and our "cruise" was our annual observance of our chapter charter date. The view of the river from the restaurant added to the pleasant atmosphere of the evening's events. The evening was for business as well as pleasure since after dinner we managed to squeeze in a meeting where we presented past chairman, Shirley Risk with a gift of appreciation and discussed upcoming events for the chapter.

A joint fly-in with the Nebraska 99s had to be cancelled due to bad weather. We instead began October with our regular monthly meeting on Tuesday, October 6th. Before adjourning, Rosemary Block gave us a surprise test on the airspeed indicator. No one failed, but it was agreed that it would be a good idea for more tests to be given on aircraft operations and FARs to keep our flying up to date.

Saturday, October 10th, Billie Pesek and I helped with Aerospace Education Day for Girl Scouts at the Strategic Air Command Museum at Offutt Air Force Base in Bellevue, Nebraska. The museum is an education in itself but the girls were able to learn even more from the different booths that were set up to explain why flying is important, job opportunities in aeronautics for women and ways to become a pilot. We had many attentive listeners as we explained who the 99s are and what we do.

We want to congratulate Kathy Person who recently earned her ATP certificate. Kathy is also a CFI. Good luck, Kathy — we're proud of you!

by Kristi Horn

San Antonio Chapter

The San Antonio Chapter held its installation of officers at the Fort Sam Houston Officers Club with Virginia Spikes, chairman; Geils Hegranes, vice chairman; Barbara Moore, secretary; and Ruth Nichols, treasurer. Austin and Coastal



Shown at the Fort Sam Houston Officer's Club are San Antonio 49½ers: (front row) John Greer, Speck Morgan, John Barr, Robert Wycoff, (back row) Leroy Nichols, I.H. Spikes, Mike Cosby, Carl Crane, Grant Hegranes and Bill Ash.

Bend were invited and Vel and Speck Morgan came from Coastal Bend.

We worked the All Champion Air Show in San Marcos on October 18th and 19th ... races and the Blue Angels increased the attendance.

Going to Sectional in Santa Fe are Virginia Spikes, Laura Richter, Ruth Nichols, Geils Hegranes, Alice Foeh, Margaret Cosby and Mary Ann Greer.

by Mary Ann Greer

Shreveport Chapter

QUESTION?? What number designation can we assign to 99 mothers-in-law who contribute a bunch? Shreveport Chapter has held three rummage sales and made a bundle, thanks mostly to my mother-in-law, Lucille Voss. She's a super woman, loves every minute of it and is a barrel of fun.

After the rummage sale on Oct. 3, we were all guests of Joan and David Carroll for a "Bean Bash."

Besides the rummage sale we have had a fly-in to DeSota Parish Airport for a surprise birthday party for 49½er, Don Walton. Good food! Good folks!

Four of us just returned from Santa Fe, New Mexico, South Central Section Convention. More fun. But Shreveport's part in the fun ended at 2:30 p.m. Saturday when we were informed of the death of one of our favorite 49½ers, Dan Snow, husband of Evelyn Snow who at one time filled in as South Central Section's vice governor. Dan's picture appeared in October issue of 99 NEWS. He died following triple bypass heart surgery. He will be missed by all who knew him. A straighter, more up front person than Dan will never be known. He was a great help to us and we loved him.

by Mary Jo Voss

Texas Dogwood Chapter

For its October meeting the Texas Dogwood Chapter held a fly-in at the Palestine Airport. Members were saying a temporary good-bye to Bonny Feather, who is moving to Washington, D.C. for a year, and Bonny surprised the group with a Mexican luncheon which she had prepared. After the luncheon, Anni Chrisbensen, a young flight instructor from Sargsborg,

Norway, spoke to the members about her experiences in the United States — learning to fly and acquiring her CFI and multi-engine tickets. In her two years here she has accumulated 1200 hours and is hoping to return to Norway and become an airline pilot.

Four of our members and two 49½ers attended the Santa Fe Sectional later that month.

by Elaine White

Tulsa Chapter

The Tahlequah EAA Fly-In was a big success with all the girls working hard to please. The weather was near perfect and at

Coggins, Christie Coggins, Minnie Wade, Miriam Pullins, Claudia Conn, Lynne McDonnell, Bert Mackentepe, Nadine Rose, Margie Pohl, Carol Cleveland, Ruby and John Dickerson.

Seven planes flew in the spot landing contest at Clanton. Claudia Conn was the winner in this event.

The outstanding Alabama 99 Award winner, selected on point system, was Ruby Dickerson who attended 8 meetings, and earned Phase I & II proficiency wings. She also earned the ASMEI, INSTRUMENT, AGI, IGI, and CFI and has participated in various aviation activities.

The trophy will rotate each year to the

water simulations and instruction. There were 8 students in each class, and the girls said it was a worthwhile experience for swimmers and non-swimmers. The purpose of the course is to prepare pilots, sailors and passengers for the accidental landing in the water. Hyperthermia was explained along with actual practice of getting into a life vest, into a raft and into rescue equipment. The class was informative, fun and wet, but beneficial to anyone who is near water.

The Gulfstream Chapter started its fall with new Chairman Dianne Johnston, Vice Chairman Gini Orosz, Recording Secretary Barbara Cochran, Corresponding Secretary Marlene Van Beuren and Treasurer Candy Grier.

Dianne appointed Alexis Montague program chairman. Alexis appointed a different committee totally responsible for the program and location of each of the meetings throughout the year.

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some point we shed our red jackets because the serving line was picking up speed and we became a little warm.

On the 7th of November we will be air-marking Bristow. Hope the weather holds out and the paint isn't too thick.

November 14th the 99s will be flying to Western Hills Lodge for our own fly-in breakfast. We will arrive by 9:30 and enjoy the beautiful autumn weather around the lakes before breakfast at the lodge.

Our October meeting featured Mr. Newman Wadlow, pioneer aviator telling about his days of barnstorming, working with Beech, and many fascinating stories. Mr. Wadlow showed movies of his flying life which covers over 50 years.

by Fran



Participating in Alabama Chapter's poker run were: (front row) Nadine Rose, Minnie Wade, Ruby Dickerson, Christine Coggins, Margie Pohl, (back row) John Dickerson, Bert Mackentepe, Lynn McDonnell, Claudia Conn, Carla Coggins, Minnie Coggins and Miriam Pullins.



Florida Gulfstream members Ginny Orosz, Dottie Westby-Campaign and Gloria Rinker being rescued from the ocean. Gloria is the non-swimmer who got the most out of the class.



Tulsa Chapter members working at the Tahlequah EAA Fly-In.



Alabama members Margie Pohl, award winner Ruby Dickerson and Nadine Rose.

new winner and will be placed in a museum after 10 years.

Ruby Dickerson won a night's lodging at the new Sheraton Riverfront Station in Montgomery.

Florida Gulfstream Chapter

The Florida Gulfstream Chapter spent a couple of sessions with Wayne Williams, instructor of an Ocean Survival Course, offered by Nova University in Fort Lauderdale. The course was held at the John Lloyd State Park, naturally in the summer when the water was warm. The course consisted of 4 hours of classroom instruction and 4 hours of actual in-the-



Pictured with Pete Meyer of Meyer Enterprises, Aviation Ground School Specialists at Vero Beach Airport are Gulfstream 99s Ruth Jenkins, Gini Orosz, Pam Rochowiak and Ellie Reichenbach.

Ruth Jenkins coordinated our August fly-in meeting at the Jack Tar Hotel, West End, Grand Bahama Island. Betty Hostler planned the sand and surf fishing tournament/picnic lunch following our September meeting at her Boynton Beach condo. Pam Rochowiak arranged the Octoberfest fly-in to Vero Beach and arranged for Pete Meyer to address us on the extremely informative subjects: "Why check mags," "Fuel Grades and what they mean," "Fuel Management and Why." Gail Steimle planned our November Mystery Fly-in, and Ellie Reichenbach will soon release her December surprise.

SOUTHEAST SECTION

Alabama Chapter

Alabama Chapter held a poker run Sunday, October 4, starting in Clanton, Alabama. The first stop was Prattville, Alabama and then on to Montgomery.

On arriving in Montgomery the people who flew in the race were met by other members for a luncheon at the Peddlers Inn. Twenty-seven people attended this luncheon.

The thirteen members who flew in the poker run were Carla Coggins, Minnie

Marlene has provided the intrigue with her artistic notices.

by Virginia Britt
and Alexis Montague

Florida Spaceport Chapter

The October meeting of the Spaceport Chapter was held in Daytona Beach on October 5, 1981. After a short meeting at the airport, Ninety-Nines and their guests attended a dinner at the Halifax Club which was followed by the presentation of the Ninety-Nines Charter to the new Embry-Riddle Chapter. The new chapter starts its

the women. A long list of signatures will need to be carefully studied; several women pilots want to be notified of meetings; student pilots show an interest in joining eventually and some new members have already been signed up. At times, pilots attending the convention had to wait their turn to consult the *History of the Ninety-Nines* which was displayed in the booth. Many were long-time pilots looking up a "girl I knew when I started flying 20, 30, 40 years ago. . . ." All in all, it was an experience which underlined the vitality and the importance of the organization.

by Jeannie Ball

CHAPTER NEWS, ETC.

career with nine members. Composed of Embry-Riddle students, it is probably the youngest chapter in the organization. The formation of the chapter was sponsored by the Spaceport Chapter with the very active involvement of the Spaceport members who reside in the Daytona Beach area. Presentation of the charter was made by Bonnie Quenzler, governor of the Southeast Section.

The AOPA convention was held in Orlando October 6-10, 1981. The Ninety-Nines were represented by a booth. Under the guidance of the new Southeast governor, Bonnie Quenzler, members of several Florida chapters erected, decorated and manned the booth. Past President Lois Feigenbaum stopped by to provide help and encouragement. The affair can only be regarded as a success. Visitors were numerous: the men seemed as interested as

SOUTHWEST SECTION

Aloha Chapter

Sixteen 99s of the Aloha Chapter plus two prospective members converged on Dillingham Field on the North Shore of Oahu Saturday, October 24th for an aerospace clinic conducted by Pat Davis of the FAA, plus a spot landing contest (and a brown bag lunch). A minimum of planes, including a Grumman, Tomahawk, 2 Cessna 152's and an Ercoupe were shared in time and cost by the participants with free instruction by six flight instructors. Members were also given a chance to check out in another plane. After practice runs, each person had one chance to land 10 or 20 feet beyond the displaced threshold. Would you believe no one made it for real (of course we all did in practice)? The closest was Vicki Sorenson, a new pilot-prospect.

by Nella Hoffman

El Cajon Valley Chapter

October 5th was the date for ECV's chapter meeting with 16 members and 3 guests present at Golden State Flying Club at Gillespie Field. Secretary Frankie Clemens reported an \$89 profit from our "Swap Meet" held September 27th. And it was also fun! Not only was it a way to make some money for the treasury, but a way to meet other pilots in our area and time out for some "hangar flying," making new friends, and exchanging new ideas. And, Frankie has been doing a fantastic job as secretary.

We wish to thank member Dottie McAuley for providing the Halloween cookies and treats at the meeting.

Dottie Campbell is chairman for the Flying Companion Seminar set for November 6 & 7th, and has been working very hard to set up the program and time schedules. Everything is running smoothly and should be a success as well as fun!

A big "thank you" to member Connie Davis for her part in helping to organize the Swap Meet. October 31, the day for ghosts and goblins and EAA's fly-in at Ramona was also scheduled as a fly-in for ECV Chapter members with a Halloween hangar party at

Gillespie Field afterwards!

by Syria Jane Zoch

Lake Tahoe Chapter

Lake Tahoe Chapter Ninety-Nines sponsored a woman aerobatic pilot for the Truckee Tahoe Air Show this past summer. Our chapter had served on the Air Show Committee for several years. We had seen many an air show without a female participant. Finally, we concluded what better way for the public to learn that women fly too, than to see an expert like Brigitte de Saint Phalle performing in our local show.

Brigitte, soon to become a member of the Ninety-Nines, put on a beautiful demonstration of precision maneuvers. In fact she was one of the most outstanding performers of the day.

Brigitte is hoping to win a berth on the United States Women's Aerobatic Team in the Fall. Lake Tahoe Ninety-Nines will all be rooting for her.



Lake Tahoe members Barbara Northrup, Bonnie Seymour, Brigitte de Saint Phalle (holding silver tray), Marsha Lewis, Kim Hoffman, Helen Foeger and Loretta Haskell.

The fast paced air show was also enlivened with a thrilling T-34 precision flying demonstration performed by Southwest Section Ninety-Nine Julie Clark Ames and team. Julie and Brigitte were excellent representatives of women in aviation and we were proud to be their sponsors.

by Bonnie Seymour

Los Angeles Chapter

The most important thing on the Los Angeles Chapter calendar is the Southwest Spring Section Meeting we are hostessing April 23-25, 1982, which will be our chapter's Golden Anniversary celebration. Rachel Bonzon, chairman of the event, is whipping her "sub-committee" chairmen into shape, and everyone is busy, busy, busy.

Los Angeles Chapter, in conjunction with ACCELERATED GROUND TRAINING, held a successful Flight Instructor Revalidation Clinic at Northrup Insitute in September. There were 66 flight instructors attending, according to Chairman Virginia Showers. A special thanks to Jan Sakert and Chuck Rogers of AGT, who were tremendous.

Because of the overwhelming success of the Flying Companion Seminar in May (we had to turn away some applicants because of space limitations), Los Angeles Chapter is planning another "White Knuckles Clinic" in the spring.



New officers of the New Orleans Chapter: Pat Besselman, chairman; Linda Charles, secretary; Lisa Cook, vice chairman; and Mary Donahue, treasurer.



Installation of officers at New Orleans Lakefront Airport included a wonderful lunch with local 99s, 66s and guests.

Los Angeles Chapter's air race contingents have not been as well-attended as in past years, but we have been represented in most of them. Norma Futterman and Aileen Pickering placed 8th in the Shangri-la Grand Prix, were tornadoed out of the Air Race Classic, and came back to finish 6th in the Palms-to-Pines — they won Avstar computers for being first into Red Bluff on that last one. After racing for years, Sally LaForge finally put it together! She and Barbara Nichols finished "somewhere in the middle" in the Angel Derby to Mexico, but she and Rachel Bonzon came in 7th in the Pacific Air Race! Also flying the Palms-to-Pines were Mary Firth and Sylvia Rickett (Sylvia's first race and she LOVED it!), Eugenia Rohrberg and Virginia Showers, and Jame Vaughn (with Doris Minter of Santa Monica Bay Chapter).

If we had such a thing, the Award for "Travel Pursuing Flying Jobs" would have to be split between Tracey Rice and Arden Powell. Over the past months, Tracey has traveled from California to Florida (Fort Lauderdale and Miami Lakes) to Peoria, Illinois, to River Edge, New Jersey (where she is at present). Arden's round-robin from Los Angeles included Bowling Green, Kentucky, Memphis, Tennessee, Fort Worth, Texas, Oklahoma City, New Mexico and Arizona. She finally settled down in Hawthorne, California, instructing.

Speaking of awards, Sally LaForge received the Los Angeles Chapter Pilot of the Year trophy at our annual Installation & Awards potluck dinner at Norma Futterman's. New (and some not so new) officers installed were Mary Firth (chairman again), Pat McKennon (vice chairman), Sylvia Rickett (secretary) and Sally LaForge (treasurer again).

Just received a beautiful wedding announcement that's a little different from Rhonda DeGarmo (now Mrs. Russell Ruggieri) which says "... marriage took place on the morning of October tenth over the blue skies of Santa Catalina Island." Rhonda and Russell were at the controls of the Piper Dakota when it took off at 10 a.m. with the minister and a witness as passengers. After the ceremony during the flight, they landed at Burbank for a short reception with friends, then flew on to Las Vegas for a weekend honeymoon. The chapter's heartiest congratulations to the newlyweds, who met three years ago when both worked as engineers for ABC.

by Norma Futterman

Mt. Shasta Chapter

Membership in the Mt. Shasta Chapter is still booming. Our October meeting was the largest one yet with some ten guests attending, and almost all of our members present. Business was conducted smoothly and quickly as we were all anxious to listen to our guest speaker, Julie Clark Ames.

Julie spoke enthusiastically about her job with Republic Airlines (she sits "right seat" in a DC 9!) and the long road to that airline

job. Her beautiful polished blue T-34, "Wally," was also a special feature at the meeting. We all know Julie as the Ninety-Nines Woman Pilot of the Year and she is terrific.

Our chapter is holding a fly-in on the second Saturday of every month at Ruth, to which all are welcome. Unfortunately, we were weathered out of the first one!

Kathy Warrington and Dianna Hoban flew to the Confederate Air Force Airshow in Harlingen, Texas. Kathy, via the airlines and Dianna in a T-34. Dianna also rode in a PB-Y at Harlingen during one of the "battles," with a Navy Admiral. Kathy has not yet returned to tell us her stories! No doubt she is enjoying herself.

by Martha Iliff



Orange County 99s outside the San Clemente beachfront home of Vice-Chairman Diane Hixson (front left).

Orange County Chapter

On September 9 the Orange County 99s expanded their regular meeting to include a 'Potluck Supper' at the San Clemente beachfront home of Vice-Chairman Diane Hixson. Later, those attending posed for a group photo outside — no one ventured into the water though. Also present at the meeting was a reporter for the *Daily Sun/Post* who wrote a delightful article on the 99s avec photo for the newspaper's October 6 issue.

by Gwen Haynes

Palms Chapter

Palms-to-Pines Air Race. Who better than Robert Hays as a starter for an air race! At 10 o'clock on the morning of August 14, the star of the movie *Airplane* dropped the flag on race number one and thus began the 12th Annual Palms-to-Pines Air Race.

Refreshments and smiling faces met everyone at Merced and Red Bluff where our hosts displayed their customary hospitality. In Red Bluff, we were treated to a picnic by the river.

Everyone stayed in Red Bluff overnight on Friday and continued on to Klamath the next morning. There was a short delay in Klamath Falls because of weather in Independence but this gave us the opportunity to sample the home-made cookies supplied by the wife of the tower chief.

Independence residents turned out en masse for our arrival at the terminus and opened their homes to the racers. They joined us for the Awards Banquet on

Saturday night.

Top honors went to Dolores Pynes and Dorothy Walker with a tremendous score of 26.805 in their 1981 Cessna 182, and we were delighted to see two Palms Chapter members, Lillian Camden and Nina Laughbaum, place in the top ten.

The Palms-to-Pines Air Race is co-sponsored by the Palms Chapter and the Pines Chapter and we wish to extend our thanks to all who were involved in the race, from planning to execution. This includes all who waited for us with refreshments, manned the timer positions, opened their homes, kept the control towers in operation, etc.

Our Chapter Is Growing. The Palms Chapter added a new member in September — she is Kathy Hollison, originally from Wichita, Kansas. Kathy is an IFR pilot and has traveled across the country. She is currently with Continental Airlines and can be reached at 159 West Sycamore, El Segundo, CA 90245 — phone: 646-4891 (o) or 322-8761 (h).

A Sign of the Times? I work for a computer company and just realized that in our word processing package, the code to indicate a page break in a document is t+99 ... I guess our name is getting around!

by Claire Gould



Nina Laughbaum, chairman of Palms Chapter and Mary Roscoe, chairman of Pines Chapter, exchange chapter patches after 1981 Palms-to-Pines Air Race.



Dolores Pynes and Dorothy Walker were 1st place winners in the 1981 Palms-to-Pines Air Race.

Palomar Chapter

Debbie Schmidt, chairman and Robin McGee, vice chairman of Palomar Chapter conducted an Air Fair at Palomar Airport to acquaint the surrounding community with the facilities available for industry and pleasure and more specifically to address the concerted efforts of the flying

community relative to noise abatement.

Pam Vander Linden and her co-pilot Kay Brick won the Senior Award for the 1981 Air Race Classic. This was Pam's tenth major competition.

Palomar Chapter representative at Boston International was Kay Brick. Southwest Section was represented by Kay Brick, Pam Vander Linden and Mary Santosuosso. They are still exclaiming.

In August, under the direction of Lois DeLay, fifteen planes participated in a

women told him that for the first time they understood some of the functioning of instrumentation in an aircraft and came away from the meeting with a safer and more understanding attitude about cockpit environment.

November 13th, 14th and 15th about twenty 99s, 49½ers and their guests plan a fly-in to Havasu City and we are hoping to have a joint meeting with the new chapter, Havasu City on Saturday, November 14th.

by Vi Pfeiler

CHAPTER NEWS, ETC.

Treasure Hunt with Palomar Airport as focal point. Planes were required to fly to fourteen checkpoints in San Diego and Riverside Counties. One of the pilots was Bob Stevens of Fallbrook, nationally known cartoonist for Private Pilot — "Stop Squawk." Two Stearmans and a Fleet competed but the Fleet had to abandon the hunt after all of the papers and envelopes were sucked out while over Lake Elsinore. Most of the awards were collected by women, with first place to Jo Ann Linder of Van Nuys, member of San Fernando Valley Chapter. When the crews returned they were greeted with champagne punch, sandwich makings, casseroles and pastries. They were also shown video tapes of their landings at Bermuda Dunes and their actions in the terminal.

Mary Pearson has been exceptionally busy in the education field. In August, Mary and her husband, Brad, and Ginny Boylls, all of whom are instructors, conducted a career seminar for Cadette and Senior Girl Scouts, ranging in age from thirteen to twenty, at their Executive Aviation Service. Mary and Ginny held ground school in the basics of aerodynamics, navigation, meteorology and airplane instrumentation and explained the many job opportunities available. Brad showed the girls the ups and downs of the Link Trainer/Simulator and then, high point of the day, Mary and Ginny took the girls to Palomar Airport for rides in their airplanes.

As a result of this successful endeavor, Mary has received more calls for similar career days. She and Brad have since worked, in one day, with thirty students of the Educational Dynamics Institute, conducting a similar program of ground instruction and simulator.

On July 18th the FAA presented a half day program at Palomar College, Careers in Aviation for Women. The panel included Mary Pearson, FAA Pilot Examiner, an FAA Examiner, FAA Inspector, Flight School operator and instructor and a Navy Pilot — all women, of course.

On October 3, Mary Pearson conducted a Flying Partner Seminar for the wives of the Flying Physicians Western Regional Meeting at Vacation Village in San Diego. In thanking Mary, Dr. David Daniels, Western Region President, said that most of the

Phoenix Chapter

SW Section Airmarking Champs. The championship began with first place the 1975-1976 year. Eileen Athey was airmarking chairman. One year passed us by, but then in the 1977-1978 year we placed first again under Airmarking Chairman Carolyn Chard's supervision. With the perseverance of Joan Larson, 3-year airmarking chairman, we continue to rank. During Joan's first year in the 99s, she led us to the 1978-1979 second place spot. (Still reigning champs, Phoenix has regained and held first place for the SW Section from 1979 through 1981). Joan has been an inspiration to the whole chapter with her planning and hard work. The chapter salutes Joan Larson; and to her husband, Bill, thank you for your support as well.

The success stories of Joan Larson, Phoenix air-marking members and friends from Bisbee to Bullhead City follow.

March, 1980 the gravel first had to be swept away before Bisbee was marked. Gila Bend provided excellent conditions later in

March for its airmarking. For an outstanding May weekend, Sho-Low was marked Saturday, big spaghetti dinner followed in Greer, then Springerville-Eager was marked Sunday. Springerville was our first attempt to mark the 99 insignia. Marking in and between wind, rain, and hail, we outlasted the thunderstorm. In July, Flagstaff gave the airmarkers rain every day. In November, Cottonwood started out as a chilly morn and ended up a good day. February, 1981 Bakersfield and San Fernando Chapters joined us in the marking of Bullhead City with an extremely strong wind. In July, 1981 Joan nearly single handedly marked Holbrook to put us over the edge for the latest win. All the airports have been pleased with the results. Most airports provided complimentary lunches for markers.

by Kitty Pope

San Fernando Valley Chapter

The opening event for October was a wine tasting party on the 3rd at Ceci and Mal Stratford's home. As it turned out, this event also became a cheese tasting party! There were all kinds of cheeses to be sampled ... hard, soft, sweet and strong smelling ones! And, of course, just as many types of delicious wines.

On October 19th, prospective racers, committee members and friends of the Valley Air Derby gathered at the Van Nuys Airport Restaurant to see what numbers would be drawn for each of the racing teams entered that evening. A total of 26 numbers were drawn. More about the race next time.

The monthly fly-in on October 22nd took us to Bakersfield for lunch at the airport restaurant.

by Sylvia Sanderson

San Gabriel Valley Chapter

The chapter started off the year by awarding Dorothy Barden the chapter scholarship at the September barbeque in Bonelli Park. October found the members visiting Ontario TRACON. Peggy DeZoete, Sheryl Salvesson and Joan Winter sold our plastic airplanes at the Lancaster Air Show.

Recently Margaret and David Lawson visited Korea and Japan. While in Korea, Madame Kyung Kim Lee (99) and several board members of the Korean Women's Aeronautical Association graciously entertained them at a dinner. During the discussion it was learned how expensive it is for Korean girls to learn to fly. The ladies discussed the possibility of sending a young girl to learn to fly with Margaret. Madame Kyung Kim Lee told the story of the U.S. Ninety-Nines collecting enough green stamps a few years ago to buy a Piper PA-12 and to ship it over to Korea so that girls could learn to fly. This plane helped 1½ girls toward their licenses. It is now in a university in Korea as a model for students to learn.

In Tokyo, Japanese Ninety-Nines Yae Nozoki and Reiko Kwai and several other members of the Japanese Women's Aero-



Some Phoenix airmarkers relaxing after a long day of airmarking.

Phoenix's largest marking! And you cannot even see the runway number and markings.



nautical Association met with Margaret. The cost is prohibitive for learning to fly in their country. Plans are being formulated for a young lady to come do some flying in the U.S.A. The ladies said there is now one lady air traffic controller in Japan!

Other travelers are Eve and Harold Hunt to Europe and England and Dorothy and Jerry Barden traveling to Australia and New Zealand.

The chapter is looking forward to a joint Christmas party with the Inland Chapter where there promises to be trees full of planes.

by Eve Hunt



Santa Clara Valley Awards Banquet: Mayetta Behringer, Pilot of the Year (commercial); Pat Rowe, Pilot of the Year (non-commercial); Thelma Cull, SW Section governor; Connie Gould, service award; and Peggy Ewert, service award.

Santa Clara Valley Chapter

Southwest Section Governor Thelma Cull was special guest of the evening at our September awards banquet, a catered Polynesian buffet at Nancy Rodgers' home. New chairman, Marilyn Orloff took charge of the meeting afterward. Pat Davis, outgoing chairman, was unable to attend. Sarah Pearl, of the Alameda Chapter, was awarded the Marion Barnick scholarship. Mayetta Behringer (commercial) and Pat Rowe (non-commercial) were given Pilot of the Year awards. Service awards went to Connie Gould and Peggy Ewert. For their contributions to the chapter, Helping Hand Certificates went to Mayetta, Debbie Cunningham, Janet Hitt, Diane Little, Linda Power, Ruth Theriault and Verna West.

Our October Poker Flight was rained out, but the Flying Companion Seminar on Oct. 16 and 17, with Joey Connell in charge, was a success. Barring bad weather, the Air Tour Connie Gould has been planning will come off as scheduled on November 7. It should give local politicians a chance to better understand the importance of general aviation in the Santa Clara Valley.

by Kathy Pelta

Santa Paula Chapter

The Oxnard Airport celebrated National Aviation Day in August. The Santa Paula Chapter of the 99s took their beautiful Hot Dawg Stand out of the newly purchased storage shed and sold completely out; profits grossed over \$500. People look forward to our SPECIAL hotdawgs, with every "fixin" imaginable.

A friend of the Santa Paula 99s has designed a beautiful patch of the Santa Paula Airport — he has offered it to us as a fund raiser. It will sell for \$2.50. Any patch collectors?

Over a year ago — because of duplication of the BFR, our chapter decided to discontinue the APT program. At our October meeting it was discussed again and several members gave positive input about it: keeps you flying, helps improve technique, shows interest in 99s, keeps your interest in upgrading ratings and lastly chapter competition. So eat your hearts out, 99 chapters!! APT is back in S.P.

Our members were busy traveling this summer — Ruth Buirge & Marlin visited the Napa Valley wine country. The Williams, Norma and Vic, took an Oregon, Washington, Idaho & Nevada flying trip in their Cessna 172. — Norma Emery and family went flying too — to Catalina, Apple Valley and local stuff. Maggie and Tom Bird visited Hawaii and flew a 172 while there. Craters impressed them! Jim and Gwen Dewey also spent two weeks in the Hawaiian Islands; one whole week was on the beautiful Hanalei coast of Kauai, and the rest of their stay was island hopping. Aloha!

Sue Cederquist, our leader, is now our only CFII. We are one proud chapter. Other members are busy with Instrument and Commercial Rating studies. Bambi Clark got her Private — as well as Jonell Kocisko and Jan Graus. They are now our newest members.



Sarah Pearl, winner of the Marion Barnick Scholarship with Scholarship Chairman Stella Leis.

Jim and Gwen Dewey have finished AND flown the most beautiful airplane that Jim has ever built. The Boeing F4B-3/P-12. The EAA Sport Aviation Magazine, October edition (page 18) carried the whole story with pics.

This replica of the Boeing F4B-3 was built by Jim Dewey, husband of Santa Paula Chapter's Gwen, with a lot of help from her. It left the earth the first time on June 2nd. It was three years in the building. The replica accurately depicts Boeing F4B-3 Bureau Number 8891 assigned to the Red Devils Squadron, VB4M. This unit was based in San Diego and flew off the carrier, Saratoga, during the early 1930's.



I'm closing with words of wisdom from Ruth Buirge (with permission). "Slow down! When I was learning to fly, my instructor impressed upon me the importance of a slow & careful pre-flight. It has stayed with me all these years & nothing can rush me or interrupt those few minutes before I entrust my life to Skylane. However! One day, angry because I had to change tie-down spots three times, I turned the starter & it sounded like my airplane was coming APART! I had started it with the TOW BAR still attached! Although the prop clears the bar, the wash picked it up and the prop sliced clear thru the bar. The bar was thin enough not to stop the engine BUT nicked the prop — and the PRIDE. SLOW DOWN —" AMEN, Ruth.

PS. News I forgot, important news! Maggie Bird and Melody Rich placed 19th overall in the Pacific Air Race. We are proud of them as this was their first race! They also got 2nd place for 1st time racers.

by Gwen Dewey

Classified

CFI WANTED

California FBO is looking for a CFII with Multi-engine. Woodland Aviation, P.O. Box 1157, Woodland, CA 95695. ATTN: Ed Odell.

99 HISTORY BOOKS

This beautiful, illustrated volume published in celebration of the 50th Anniversary of the Ninety-Nines details the history of our organization, sections and chapters as well as the Powder Puff Derby, and highlights many of our ongoing activities and projects. Biographies of members included. Only 35 left. While they last: \$40 each. A must for your personal collection or your favorite library. Order from 99 Headquarters, P.O. Box 59965, OKC 73159.

99 SEALS

1 1/4" diameter, gummed. Same design as Wisconsin Ch. patch. 100/\$2. Maryland Chapter, June Hanson, 1416 Trimble Rd., Edgewood, MD 21040.

Let's go air racing

by Marion P. Jayne

The engine is running good, radio's working, the wind has shifted; you make a correction to stay on course, check your fuel burn.

"It is hot in here with all the vents closed."

"Do I have all the paper work?"

"I hope I did my charts right."

You're not even flying the race yet — you are only flying to the race.

Getting to the race, anticipating what to expect, you develop a strange feeling — some call it "pre-race exhaustion" caused by all-the-things-I-had-to-do-to-get-ready syndrome, some call it anxiety. It is really the excitement of the race. By now you have been quoted in the local hometown paper as to how you have prepared for the race; your aircraft is all polished, your engine is fine-tuned to perfection, you have engraved in your mind every finite detail on the charts of the race and you are going to bring home the trophy.

Landing at the airport of the race start, you immediately get to

show how well prepared you are. You are greeted by people who direct you to the registration desk where they want to see your pilot license, medical certificate, biennial flight review, pilot log book, radio license, aircraft engine and airframe logs, aircraft radio license, certificate of insurance and all other required papers you received in your entry kit.

You then go to your aircraft and meet with the inspection officials to see that your aircraft is "stock" as defined under the rules of the race. The inspection officials may perform a static run-up of the engine, obtain an approved compression check and test of horsepower output, request the entrant to give a demonstration of full throttle performance on the ground or in flight, perform a cylinder displacement test or perform any other tests or inspections the inspection officials deem necessary. It is the pilot's responsibility to see that the aircraft does conform to the race rules.

Each aircraft shall be tied down in the Impound Area. After inspection, the aircraft is considered ready to race, and no access to the cockpit shall be permitted unless special permission is

Baja California Air Race

April 30-May 3, 1982

This is an absorbing, spirited and challenging race from Long Beach, Calif. to La Paz, Baja California Sur.

\$10,000 Cash Prizes! Trophies and Special Awards! Warm, hearty, enthusiastic Mexican hospitality! This includes:

- "Welcome to Baja" Cocktail party and Buffet in San Felipe, B.C.
- "Welcome to Cabo" Cocktail party and Banquet in San Jose del Cabo, B.C. Sur
- "Welcome to La Paz" Cocktail party and Awards Banquet and
- Special Events honoring the 447th Anniversary of La Paz in La Paz, B.C. Sur, Mexico.

Entry Fee: \$250.00. Entries open January 15, 1982 and close March 15, 1982.

Entry kits available November 15, 1981: \$4.00. Mail requests to:

Baja California Air Race, Inc.
26600 Menominee Place
Rancho Palos Verdes, CA 90274
Tel: 213-378-6646

RACE LIMITED TO 50 AIRPLANES.

1981 Kachina Doll Air Rally

by Kitty Pope

The rally course this year was 250 miles long with four check-points. This was an en route navigation competition where 45 teams competed against their own judgement of estimated fuel and time compared to actual time and fuel used.

Pat Moreland and Cathy Nickolaissen, co-chairmen, with the aid of all the dedicated hard-working chairmen and committees, did a great job making the rally a success.

WINNERS

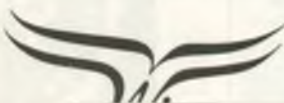
Rank	Score	Pilot/Co-pilot	
1	98.271	Nancy Rogers Pam Gorman	99 Prospects from Phoenix
2	98.095	David Barnhart Larry Cranton	Glendale Phoenix
3	96.842	Butch Hawes Leota Thomas	Phoenix 99 and son-in-law
4	96.553	Barbara Persons Lorraine Newhouse	San Fernando Valley 99 Tucson 99
5	95.742	Kelly Wallmuller Kathy Paul	Mesa 99 Prospect & Scholarship Winner
6	95.722	Connie Arnold Ruth Benedict	Mother & daughter, Phoenix 99s team
7	95.517	Martie Pearce William Reed	Phoenix 99 Scottsdale
8	94.741	Clydene Hauprich Pam Marley	Phoenix 99s
		Don Goebel Roy Quackenbush	Phoenix Phoenix
		Sandy Christison Gean Christison	Phoenix 99 and Mother
		Contest Whirley Rogers	Phoenix 99
		Refight Cont. Winner Pat Mornin	Phoenix

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granted by race officials.

During all the checking of papers and impounding of the aircraft, you meet some wonderful people. We have all encountered that great feeling of camaraderie among the flying fraternity. I think it is even greater among those pilots who fly air races.

Organizers of air races have a knack for choosing some great places for race starts and finish points. In packing you will want to have included such things as swim suits, tennis racquets, golf clubs and an appetite for good food.

Interspersed among the time of planned parties, fun and frivolity there are first time racer's clinics, weather and safety briefings, and mandatory pilot briefings with review of fly-by procedures at designated airports — all geared for the main event, the start of the race.

The morning of the race there are final briefings, breakfast strategy meetings between flight crews and exchanges of greetings to opposing teams.

You think, "I don't stand a chance."

On the bus to the airport is your last opportunity to determine you are in fact ready.

"Yes, why not? I can win! The other contestants can place second to me."

Your aircraft has been topped off. You do your pre-flight check, review your first leg of the race and organize all your charts.

There is a five minute call. You strap yourself in and you are given the sign to "Start Your Engines." If your heart doesn't beat a little faster, your stomach cringe a bit, if you don't like the noise of all those engines — then air racing is not for you. You may still enjoy flying straight and level, VOR to VOR at 55% power.

All aircraft taxi out in order of their race number. As your turn approaches at the starting line, waiting for the 5 second count down and the checkered flag to drop, your legs shake a little. The 5 second count down — you increase the power and then the flag drops. You are on your way. WOW!!!!!! TERRIFIC!!!!!! FANTASTIC!!!!!! What a great feeling.

Whoop — you turn right on course, climb to your pre-determined altitude, level off and trim up, watch carefully to see that you maintain the same altitude, then set the fuel flow. Your co-pilot says "left of course" and checks your chart to see where you are. Okay, you put in your wind correction angle. Your co-pilot says, "Okay, right on course — right on course, you're doing fine."

Co-pilot is excited, too. You can tell because of the continuous talking. Co-pilot does a ground speed check, a plus of 25 over our handicap speed. Fantastic! Great!

Now, to locate the first airport. Fly-by instructions are to call the tower 20 miles out over the town of Wayside. You tune in the tower frequency and hear other race aircraft calling with the 20 mile position report. Hey! There's the town.

You call in and hear another aircraft calling in at the same position. You see the plane. Both aircraft are cleared for a dual fly-by down runway 18 per instructions.

You are both coming down from altitude to 200 AGL. You stay right of the other aircraft. Here you go — keeping a safe distance from the other aircraft — down the runway. Your time is clocked by the official timers in the tower. You did it!

You were on course, had a good run and a great plus score over your handicap. Throttle back now, slow it down, cool the engine and set it up for a grease job.

Check the weather, close the flight plan and refuel, fuel the aircraft and get prepared for the next leg. You both do your preflight ground duties and review your check list. You are ready for the second leg.

This is a flying restart. Ground Control clears you to runway 22; runup. Tower clears you for take-off and fly-by. Turning on course, away you go into the wild blue yonder. Hey! This is fun.

The weather and winds aloft are as forecast. You fly three legs and decide to remain overnight. You had called the previous evening and made reservations at the recommended motel of the race so your room was reserved. Checking in with the Stop Chairman at the airport, you sign-in, telling them you will RON (remain overnight). There usually are some super people waiting to drive you to your motel.

There are many contestants staying at the same motel. You join a group for dinner, wondering how they did. Some pilots will talk about the day's flying and others play it close to the vest. There are leg prizes for the best scores on each leg, so you are anxious to know how everyone did.

Some continued on to the next airport thinking the winds will be better today; a couple of aircraft stayed behind thinking the winds will increase tomorrow. Weather planning is a big part of doing well in the race.

You had risen early and with all the excitement decided to retire early. The pillow felt good. You'd had a great day; so this is air racing! You are looking forward to tomorrow and go to sleep thinking of the race route.

Race pilots seldom agree on when to fly, lay back or move on. Decisions are made keeping in mind you must be at the terminus by official sunset of the last day of the race.

Race completed, the plane is again impounded and all placing aircraft are subject to a very rigorous scrutiny. Then comes the after the race attitude adjustment period, otherwise known as cocktails, hangar flying and tall stories subject to serious question as to truthfulness. Golf, swimming, checking the scores, tennis, card games, more checking of scores is the program until the final results are posted. The awards dinner is the culmination with the presentation of trophies, special awards, leg prizes and checks (m-o-n-e-y).

You won the race — or you didn't, but you did your best. Anyone completing a race is a winner. You had a great learning experience, renewed old acquaintances and made new friends.

Where and when is the next race? If you thrilled to the roar of the engines, the low altitude fly-by's, the competition of "on course" navigation, your superb analysis of the weather and the new and renewed friendships, you will be asking, "Where and when is the next race?"

I could go on and on about air racing, but I must leave to get ready for the next race. Send for your entry kits. I'll be glad to answer all your questions. Marion P. Jayne, 1918 W. Banbury Road, Palatine, Illinois 60067, 312/358-5100.

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