



# ***the 99 news***

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

**Volume 9**

**Number 3**

**April 1982**

*St. Louis - 1982*



# Letters to the Editor

## Headquarters photo file suggested by 99 ...

A thought came to me when you asked for my photo. Keep it on file, since, as we've seen, you never really know ...

Why not get file photos of all the members? Optional on renewal for current members, and "please enclose with application" for new applicants. It may sound like a lot of leg work now, but it could save a lot of time in the future!

Nancy "Red" Guernsey

New York-New Jersey Section

*\*Editor's note: Photos submitted for The History of The Ninety-Nines are on file at Headquarters. However, that was only some 2200 members, and 4 years ago! How about updating and send us a recent photograph!*

## Can an editor send a letter to the editor!

Why not, as the expression goes ... Speaking for the staff of *The 99 NEWS*, I'd like to take this opportunity to thank Jan Million (see article, March issue of *The NEWS*) for all her efforts and the enthusiasm with which she edited the magazine these past 16 months. She has provided an example for all of us to follow.

Taking on the editorship, beginning with the April issue of *The NEWS*, is a "whole new ballgame" for me. With a lot of help from staff members Nancy Smith, Nema Masonhall, Norma Vandergriff and Liz Burdette, we plan to keep on improving your magazine. And Jan will be available as an editorial consultant, too (when she's not flying or working full time for the FAA).

We'll also be relying on the continuing efforts of our guest editors, who have added a lot to the magazine in the past. With all of your help, the job will be made easier!

Lu Hollander  
99 NEWS editor

## Stress a factor in flying safely

On March 8 of last year, my husband miraculously was thrown clear of our Cessna 182 which crashed soon after takeoff at Vancouver Airport.

However, the events which led up to the crash may well serve to warn others who may want to "get away from it all" when under a good deal of stress.

A new business with a rocky start, precarious finances, and difficulties in personal relationships all culminated for him on the morning of the 8th. At the office, he decided he couldn't work, and thought he'd go out to the airport and pick up the airplane, which was in being repaired. As no one (thank heaven) wanted to go with him, he went to the airport by himself.

The plane was taxied from the hangar and, with engine still running, he got in and taxied out and took off. No walk-around, no instrument check, no run-up — he thought it was all ready — and just took off.




Well, it seems the plane had been in for two separate repairs — one for a radio, and also for a door hinge. Somewhere along the line, someone couldn't find the metal lock for the control column (it was in the side pocket) and used a screw (which, I gather, was not visible).

Well, you can imagine what happened. He was told by the tower to turn to the left, and then everything happened at once. With only 150 hours total time, he wasn't experienced enough to control the plane, and within a minute or so, was careening around the airport. As the plane was crashing, the left wing dragged on the ground and ripped off, probably taking with it the bolt for the seat belt ... and throwing him out onto the grass. The plane exploded and the next thing people saw was him running in flames. His beard and woolen clothing saved most of his body, but he did sustain some burns ... no broken bones, and a few bruises. That was a miracle.

Somehow he has managed to recover physically, mentally and financially, but jumping into an airplane to flee from it all wasn't the answer.

Stress is a debilitating thing. If we could only recognize the signs in others, (if not in ourselves) perhaps we could reach out and prevent those we care for, or those around us, from not only hurting themselves, but from the potential of hurting, maiming or killing others.

Janet White-Harrigan

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# the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

VOLUME 9

NUMBER 3

APRIL 1982

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ON THE COVER: Framed by the city's famous arch, St. Louis' skyline waits to welcome 99s in August. See page 11 for convention registration forms. Photograph by Jack Zehrt.



# Calendar

## APRIL

**APR. 23-24 - NY-NJ SPRING SECTION MEETING**, Buffalo, New York.

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

**APR. 23-25 - SOUTHWEST SECTIONAL** at the Miramar Sheraton in Santa Monica, CA. Sponsored by the Los Angeles Chapter. Come help us celebrate our 50th Anniversary! For information, contact Chapter Chairman Mary Firth, 213-346-8657.

**APR. 23-MAY 1 - LOUISIANA AIR TOUR**, starting and ending in Baton Rouge. Highlights include balloon rides, an electric iron factory tour, sailing, spot landing contest, glider rides, A&P school tour, swamp trip, crawfish boil, Fais-do-do and visits to 13 host cities. For information, contact Emile and Fran Sales, 235 South Acadian Thruway, Baton Rouge, LA 70806. (405) 383-8224.

**APR. 24-25 - '82 AMIGO AIRSHOW**, 2 p.m., Biggs Army Air Field, El Paso, Texas. Army Golden Knights, Confederate Air Force Warbirds.

**APR. 30-MAY 2 - SOUTH CENTRAL SECTIONAL**, Corpus Christi, TX. North Padre Island Holiday Inn, Tip of Texas Chapter hosting.

**APR. 30-MAY 2 - EAST CANADA SECTIONAL**, Talisman Hotel, Ottawa, Ontario. Business meeting, Alcor Engine Care Clinic, "Buying a Used Airplane," tour of National Aeronautical Museum, tour of Aviation Accident Investigation

Lab. For further info: B. J. Schermerhorn, 613-832-1207.

**APR. 30-MAY 2 - WESTERN CANADIAN SECTIONAL**, Radium Hot Springs, B.C. For info: Roberta Taylor, 604-426-8767.

**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 1 - LONG ISLAND CHAPTER ANNUAL POKER RUN**, Poughkeepsie, NY Suffolk County Airport. Call Jill Hoppenmuller (516) 549-4090 for details, pre-registration and WX information.

**MAY 1 - 7th ANNUAL AVIATION CLINIC** for pilots and non-pilots, sponsored by Indiana Dunes Chapter. Michiana Airport. Featured speaker: Paul Poberezny, Executive Director, EAA. Seminar topics include weather, regulations, maintenance, avionics, radio, Snoopy courses. Contact Char Falkenberg, 219-942-8887.

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

**MAY 15 - 9th ANNUAL JIM HICKLIN MEMORIAL All Men's Air Rallye**. Sponsored by San Fernando Valley 99s. Start and finish at Bullhead City, AZ. Race kits \$4. Proceeds go to Jim Hicklin Scholarship Fund. Contact Jim Hicklin Air Rallye, Box 8160, Van Nuys, CA 91409.

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

**MAY 21-23 - FLY-IN CELEBRATION AT EGLINTON AIRFIELD, LONDONDERRY, NORTHERN IRELAND** commemorating Amelia Earhart's 50th anniversary flight. For information, contact Eglinton Flying Club, c/o Amenities and Leisure Dept., Londonderry City Council, 5 Guildhall Street, Londonderry BT48 6BJ, Northern Ireland.

**MAY 28-30 - 13th ANNUAL ILLI-NINES AIR DERBY**, Mt. Vernon-Outland Airport, Mt. Vernon, IL. Entries open Feb. 1, close Apr. 30. 220 Nautical Miles or less round robin race. For information and entry kit, send \$3.00 to: Norma Freier, 225 Kelsey Rd., Rt. 1, Barrington, IL 60010.

**MAY 31-JUN. 2 - ANGEL DERBY**. 1200 mile tropical route, Memorial Day Takeoff. Subscriptions (\$15) or Entry Kit alone (\$10) from AWIAR, Inc., P.O. Box 9125, Ft. Lauderdale, FL 33310.

## JUNE

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

**JUN. 6 - 9th ANNUAL POKER RUN**, sponsored by Saskatchewan Chapter, Rain Date - June 13. Terminus: Regina, Sask. Other stops: Imperial, Davidson, Central Butte, Moose Jaw. Info: M. Meckelborg, 682-4502.

**JUN. 12 - 10th ANNUAL GARDEN STATE 300**, Marlboro Airport, Marlboro, NJ. Round robin proficiency contest open to all licensed pilots. (Shorter route for aircraft with less than 300NM fuel range.) Banquet, trophies & cash prizes. Entry kit \$3, closing date 5/15. Contact Racquel McNeil, 50 Tarrytown Rd., Englishtown, NJ 07726.

**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.

**JUN. 18-20 - BUCKEYE AIR RALLY**, Greene County Airport, Xenia, Ohio. Contact Salley Berryhill, 151 W. Dayton, Yellow Springs Road, Fairborn, OH 45324 for further information.

**JUN. 25-28 - AIR RACE CLASSIC**, 2350 mile handicapped speed race from Sunriver, Oregon terminating at World's Fair in Knoxville, TN. Kits available from ARC Headquarters, P.O. Box 187, Addison, TX 75001.

## JULY

**JUL. 16-17 - 4th ANNUAL OKIE DERBY**, Norman, OK. Proficiency Air Race. Cash prizes. Open to ALL pilots. Sponsored by Oklahoma Chapter 99s. Sanctioned by National Race Pilots of America. FBO - Aero Flite Inc. Entry Fee \$30. Contact: Gladys McCaslin, Rt. 1, Box 500, Lexington, Oklahoma 73051 (405) 872-3253.

**JUL. 17 - UTAH NINETY-NINES DENSITY ALTITUDE CLINIC**, Wendover, Nevada. Contact Sidney Sandau (801) 394-1577.

**JUL. 23-28 - PILOT SURVIVAL TRAINING COURSE**, Lowman, Idaho. Sawtooth Outfitters & Guides, Inc. Emphasis placed on emergency flight procedures, survival psychology, trauma medicine, and survival skills. Contact: Sawtooth Survival School, 1306 1/2 E. Jefferson, Boise, Idaho 83702. (208) 336-9741.

**JUL. 31-AUG. 7 - EXPERIMENTAL AIRCRAFT ASSOCIATION (EAA) annual convention**, Oshkosh, Wisconsin.

## AUGUST

**AUG. 1 - 99 NEWS DEADLINE** for September issue.

**AUG. 10-15 - INTERNATIONAL 99 CONVENTION**, Marriott Pavilion, St. Louis, MO.

**AUG. 14-22 - GLIDER RECORDS AND CHALLENGE CAMP**, High Sky Derby U.S.A., Hobbs Industrial Airpark, Hobbs, NM. Includes instructional panel discussion. Helpful to beginner and advanced glider pilots. Entry fee \$50. Kits available from: Glider Records & Challenge Camp, P.O. Box 6393, Midland, TX 79701-0024. F.A.I. Sporting License required.

**AUG. 27-29 - NORTHWEST EAA FLY-IN '82**, fly-in/camp-out, Arlington, WA.

## SEPTEMBER

**SEP. 2-6 - OLE SOUTH FLY-IN '82**, Tullahoma, Tennessee. Sponsored by Tennessee Valley Sport Aviation Assn. For info: Jimmy Snyder, 5315 Ringgold Rd., Chattanooga, TN 37412.

**SEP. 2-6 - WASP CONVENTION**, Cleveland, OH.

**SEP. 9-12 - NORTHWEST SECTION Meeting**, Portland, OR.

**SEP. 10-12 - SOUTHEAST SECTION Meeting**, Huntsville-Madison County Airport, Huntsville, AL. Pat Frierson, Chairman.

## NOVEMBER

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

## DECEMBER

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

## New Ratings

### MIDDLE EAST SECTION

Debi Pfisterer - Steel Valleys - MEL

### NEW YORK - NEW JERSEY SECTION

Betty Pifer - Garden State - IFR

Mary Sand - Western New York - IFR

### NORTH CENTRAL SECTION

Margot Brooks - All-Ohio - MEL ATP

### NORTHWEST SECTION

Henrietta R. Vaden - Alaska - BGI

### SOUTHEAST SECTION

Carol Cleveland - Alabama - IFR

### SOUTHWEST SECTION

Rosemary J. Lane - Long Beach - IFR

Billie Allen - Utah - COMM, CFI

Barbara Hapner - Utah - CE-500

Marilyn Koon - Phoenix - ATP, AMEL

Rosemary J. Lane - Long Beach - IFR

Kerry Lee O'Leary - Long Beach - IFR

Shirley Rogers - Phoenix - IA

## DONATIONS

Pat McEwen Memorial Fund

by Julie Vom-Saal  
Palisades Chapter

Landscape

Nona Quarles  
Teddy Kenyon



# ON THE WITH JANET



by International President Janet Green

Fifty years ago in April of 1932, Amelia Earhart was making preparations for her solo flight across the North Atlantic to Europe. This was about five years after Lindbergh's crossing and a first for a female pilot. In 1928 she had made the flight as a passenger, feeling, as she stated in her book "For The Fun of It," like a sack of potatoes. She vowed that she would cross solo to feel better about herself and to prove to the world that a woman could do it.

She left Harbor Grace, Newfoundland on May 20, 1932, and landed at Londonderry, Ireland in 13½ hours, covering 2026½ miles over a straight line course of 1860 miles. Her aircraft used 350 gallons of fuel and she drank one can of tomato juice. Her exhaust manifold was shooting flames and vibrating quite ominously near the continent, so she chose to land at Londonderry in a pasture rather than continue for Paris.

To mark her record crossing, a simultaneous celebration is being held on May 20th at the Forest of Friendship in Atchison, Kansas, and in Londonderry with the Eglinton Flying Club. Details are available in this issue, so start planning now to join one of the events.

On July 2, 1937, Amelia left Lae, Papua New Guinea on her last flight for Howland Island. The seafont airfield from which she took off is still used by Air Niugini's F-28s and is but a few hundred yards from the

center of this tropical, industrial and shipping city of some 60,000. I was pleased to receive a letter from M. Virginia Schafer, the US Ambassador to Papua New Guinea, who stated that even though there is a fine, natural coincidence that the world's most famed pioneer aviatrix took off on her final flight from a country in which aviation has played a unique developing role, there is no marker in Lae to commemorate the flight. She went on to say that in the early 1930s, the effect of the gold rush in the mountains above Lae meant that as much air cargo was carried annually in Papua New Guinea as in all the rest of the world. The interior was first explored in the 1930s with the help of airplanes. Bush parties of explorers and carriers would set out, walk for several days, hack out an airstrip, and be resupplied by air. It has been said that many Papua New Guineans saw their first wheel attached to the landing gear of an aircraft.

World War II brought the construction of massive air bases by Americans and Australians; a favorite weekend activity in Port Moresby is to go out looking for war relics such as airplanes, guns, tanks, etc. In the early 1950s airports in Papua New Guinea were the busiest in the Southern Hemisphere as the airplane opened up the rich and then roadless interior of the country. Today, airplanes continue to tie the nation together. The national carrier,

Air Niugini, has flown Boeing 707s, Fokker F-28s and F-27s to Honolulu, Australia and East Asia as well as domestically for eight accident-free years.

The Ambassador and Embassy staff have offered to assist us with the planning and details of erecting a memorial plaque. I am delighted with the suggestion and am pursuing it. Grace McGuire, a Garden State 99, is planning her "Project Destiny" to complete AE's flight from Lae to Oakland in a Lockheed Electra 10A. Won't this be a banner celebration year for us to honor our first President?

Recently there have been questions in the press as to AE's competency and others tire of hearing about her accomplishments. History records that you don't necessarily have to be the best to mark a turning point, provide inspiration and win recognition. Her greatness lies in daring to accomplish while her contemporaries fearfully hung back in the tradition of the times. She was a campaigner for equal rights for women and once remarked, "Women will prove themselves in all lines of endeavor — not by having laws passed to protect them." When asked about the possibility that she might not succeed on her flights she stated, "Women must try to do things as men have tried. When they fail, their failure must be but a challenge to others." Her inspiration has been a light to women for over 50 years and is not dimming.

## PROJECT DESTINY

Some of us are dreamers; many of us dreamers are fliers. Few of us fliers will fly our dream trip, but Grace McGuire will! As you are reading this now, our own Grace McGuire of the Garden State 99s, is finalizing the last details before she embarks on the greatest adventure of

her life.

If everything goes as planned, on July 24th, the anniversary of Amelia Earhart's birthday, Grace McGuire will fulfill a life-long dream. She will depart Lae, New Guinea, bound for Howland Island — Honolulu, Hawaii, and Oakland, California, in a Lockheed Electra 10E, thus completing the final legs of Amelia

Earhart's round-the-world trip.

We're all hoping that the trip can take place this year since many agonizing months of planning and preparation have gone into making this dream a reality. Finding a long out-of-production airplane, learning to fly it, locating parts, mechanics, updating the avionics, locating extra fuel tanks, arranging for navigational aids and refurbishing the airstrip at Howland Island are just a few of the items on a very long list of TO DO's, not the least of which has been getting publicity and financial assistance.

Even now, any contributions toward the success of this flight would be welcome. Please send whatever you can to Grace McGuire, Box 68, Rumson, NJ 07760.

Grace will take with her a part of all of us along with our prayers for her safe return home. We look forward to a first-hand account of her extraordinary adventure!

Grace McGuire and Muriel Earhart Morrissey discuss Project Destiny — the completion of Amelia Earhart's round-the-world trip which Grace will pursue this July.





## INTERNATIONAL FOREST OF FRIENDSHIP

by Marie Christensen

Come to Atchison, Kansas, on May 20-22 and help us celebrate the 50th anniversary of Amelia Earhart's solo flight across the Atlantic. Plans have been under way for quite some time to make this a very special event.

The Greater Kansas City Chapter has undertaken a large air marking project to help mark this event and to assure all pilots ease in finding the Amelia Earhart Airport. The 99s compass rose will be located on the field and four roof-top markings N, S, E & W will be done on April 3/4 (weather permitting). The Topeka, Nebraska, and Show-Me Chapters have offered assistance, along with other area pilots.

We hope to have 50 new plaques installed in Memory Lane in the Forest this year — one for each of the 50 years since Amelia's flight. If your Chapter (or an individual) would like to honor someone, please send a check for \$200 to Mr. John Smith, P.O. Box 99AE, Atchison, KS 66002, along with a biographical sketch of the honoree, and one copy to me. If you need additional information, phone me at 913/648-0264.

One of the highlights of the ceremonies will be the awarding of the watch Amelia wore on two Atlantic crossings to the lucky donor. Tickets are still available for a \$5 contribution to the International Forest of Friendship.

Please remember, this is a 99s co-sponsored project and we need your support. Plan to attend if possible. May is one of the loveliest months in the mid-west and the townspeople of Atchison will really make you glad you came. Every year they do everything possible to make sure the 99s are welcomed. You will enjoy yourself immensely and leave with a warm spot in your heart for Atchison and, hopefully, pride in the Forest of Friendship.

Please come!!

## NOTAM

1983 Ninety-Nines Calendar will feature 99 sponsored air races. There are fewer than 30 air races in this category. So please send your B&W or color 3x5 to 8x10 glossy photo to:

Nancy Crase,  
Crane & Company  
5201 N. 19th Ave., Suite 111  
Phoenix, Arizona 85015

Think of the worldwide exposure for an entire month, and, it's FREE!

## Legislation Information

# FAA

## SPELLING BEE

by Joan Kerwin

Following is the way your FAA spells out what is going to be expected of you in dollars if they have their way.

**B** — is for the \$8.7 to \$12 *BILLION* the FAA expects the users to pay for the new, magnificent ATC system the Administrator would like to have completely operational by the year 2000. The figures are for the first ten years only. Who knows what the figure will be by the year 2000.

**I** — is for each and every one of us general aviation pilots. Say it to yourself over and over again until it sinks in. "I will pay 12¢ per gallon on avgas and 14¢ on turbine fuel — increasing 2¢ a year on each until I am paying 20¢ and 22¢ respectively in TAX only, whether I use the system or not." How does it sound when you say it out loud?

**L** — is for the legislators, whom you must contact NOW, before this tax can be enacted. The FAA is telling everyone, legislators, reporters, etc., that we are paying only 4¢ per gallon tax, which is true. Our legislators can only be led to believe that we really have been getting a free ride. The FAA is handily and through a sin of omission, deleting the fact that for ten years we were paying 7¢ per gallon tax plus the Use Tax of at least \$25 on each and every airplane in use in general aviation.

**L** — is for the legislators again. I can't emphasize often enough that we must ask our Congressmen and Senators to support only a bill on the order of S. 1272 which calls for an 8.5¢ tax on all general aviation fuel. Be sure to emphasize our previous contributions to the Trust Fund of 7¢ per gallon and the Use Tax. They will not get this information anywhere else.

**I** — is for the industry — aviation that is — of which we are all a part. In order to get this increase through, Administrator Helms admits he needs our support. We can't afford to support this grandiose scheme laudable as it may be.

**O** — is for OH, NO, MR. HELMS, WE CAN'T AFFORD IT. I'm afraid that your plan, coming at the time when everyone is pulling in their belts and trying to make do, will have to be pared down or postponed. There are thousands of us little guys out here who can barely afford to keep up our proficiency at present fuel prices. Those of us who do not drop out of general aviation entirely, may be sorely tempted to stretch fuel, fudge on our proficiency, or in other ways skimp, which could lead to a rash of accidents.

**N** — is for NOW is the time to write our legislators. Don't put off expecting some one else to fight your battles for you. Be a do it yourselfer.

Put them all together, they spell *BILLIONS*. One of the many things we can no longer afford.

WRITE ON

## Careers in Aviation

by Marilyn Copeland

### Convention:

An outstanding panel of speakers who are currently employed in various aviation careers will be featured at the International Convention in St. Louis on Saturday morning, August 14, from 9:00 to 12:00 a.m. Lois Feigenbaum, past International President will be the moderator and introduce Easter French, GAMA Career Specialist; Sandy Baesanyi, Ann Arbor 99 and Gates Learjet co-pilot; Michelle Stauffer, Topeka 99 and aircraft sales person; and Betty Jo Ault, Middle East Governor who changed to an aviation career from the teaching profession. The well chosen panel should interest many in our membership.

### Career Data Bank:

Members who are seeking a change in aviation career should register their name and resume in the Career Data Bank at 99 Headquarters.

### Career Portfolio for Speakers:

All 99s who are currently employed in an aviation career are respectfully requested, please, to send a resume of their aviation career work and the qualifications which were necessary to attain the career. Also, send a black and white photo (5x7) and two color slides. This information will be compiled for use when our members are asked to speak to community groups about "Women in Aviation." Send to 99 Careers Chairman, Marilyn Copeland, 1308 Kevin Road, Wichita, KS 67208 by June 1, 1982.

### New Books on Careers:

Four new books are available on loan from the Careers Chairman. Included in the lending library are: *What Women Earn*, a book to read before you accept a job, ask for a raise, get divorced, or go back to school; *What Color is Your Parachute?*, a practical manual for job-hunters and career changers; *The Woman's Dress for Success Book*; and *Targeting the Top*, a book to help you plan your career strategy.

### Aviation Careers Seminar in Wichita:

A summary of this seminar will be in the next issue of the 99 NEWS.

## Ninety-Nine Rule of Project Schedules:

The first ninety percent of the task takes ten percent of the time, and the last ten percent takes the other ninety percent.



# Stall Awareness

What are the chances that you will someday find yourself in the cockpit of an airplane that is spinning dizzily toward the ground, at an altitude that would allow time for a safe recovery if you knew how to carry out the correct procedure?

**Pretty low.** Spin accidents in general aviation have been averaging about 140 per year in recent years. Fewer than five per cent of these spins developed high enough above the ground to allow for a normal recovery. We have no data concerning the number of pilots who were able to pull out safely from an inadvertent spin. Chances are this number is not high either, because pilots who are able to extricate themselves safely from an unintentional spin are usually pretty savvy about avoiding it in the first place.

Spins which culminate in an accident are more likely to cause fatalities than any other category of accident cause. No other category of accident — even mid-air collisions — has as high a rate of fatal accidents.

Spin Awareness requires a habit of constant alertness toward the conditions of flight. Inadvertent stalls and spins most often occur when the pilot is either busy with cockpit duties — as in landing or takeoff — or when his attention is drawn away from the airplane because of other interests. Inflight mechanical problems or difficulties with weather also can be distractions which lead to loss of control.

Spin recovery skills are little help when a pilot allows an airplane to enter a spin at an altitude too low to effect a recovery. An ounce of prevention here is worth many pounds of cure.

Pilots who wish to gain some experience in spin maneuvers are advised to begin with several hours of dual instruction from a certified instructor that has special experience in spin training. All pilots can benefit from a basic understanding of spin aerodynamics. A spin is often a confusing maneuver, with many unpredictable aspects that vary according to make and model, cabin loading, and other conditions, but the basic procedure for entry and recovery is fairly standard.

All spins are preceded by a stall, but under some circumstances there may be little or no buffeting, and the aircraft may appear to move directly from a yawing turn into a spin as the nose and one wing drops down.

Rotation speed builds up and the flight path becomes nearly vertical. At the completion of the first turn the nose may come back up and then pitch down again. By the end of the second turn, the spin may be fully developed. Airspeed is approximately stall speed, with the stall warning horn and lights signalling intermittently. Descent rate is significant, ranging from approximately 5,000 to 8,000 fpm in light single-engine planes. Stress load is minimal and not likely to cause damage

even to an aircraft not designed for spins. Stress damage can occur during recovery with excessive "G" loads.

Recovery from the spin involves arresting the rotation with rudder, breaking the stall by reducing the angle of attack on the wings and pulling out of the dive smoothly and positively without inducing excessive load factors on wings and tail assembly.

The rudder is the key control surface, both in spin entry and recovery. The dominant cause of the inadvertent spin is exceeding the critical angle of attack for a given stall speed while executing a turn with excessive or insufficient rudder — an uncoordinated turn.

Unless a pilot is very attentive to the feel of the controls he may not realize he has exceeded the critical angle of attack until he hears the stall warning horn, and by that time it may be too late to avoid a stall and possibly a spin.

Remember, rudder pressure initiates the spin rotation, rudder pressure sustains it, and opposite rudder pressure is the primary means of arresting the rotation.

Airplane spin characteristics vary broadly, so defer always to the recommendations of your manufacturer.

Lastly — No one should deliberately spin an aircraft without prior dual instruction.

Marilynn Miller  
International Safety  
Education Chairman



## Hazel Jones appointed Accident Prevention Counselor at Large by FAA

FAA Regional Director C. R. "Tex" Melugin presented 99 International Vice President Hazel Jones a Certificate of Appointment as an Accident Prevention Counselor at Large. Hazel was honored at a luncheon in Ft. Worth following the presentation.

The award was to have been presented in Washington by Bernard A. Geier, Chief, General Aviation and Commercial Division, on January 15 but was delayed due to the blizzard in Washington that day.

Hazel was one of the first Accident Prevention Counselors appointed when the program was started on a test basis in the Southwest Region, FAA, in 1971, and she has worked in the program ever since.

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## NOTAM

Ballots will be mailed in April. Be sure to cast your VOTE!



# A New Beginning

by Patricia Rockwell  
CFII — 1279276 — Exp. 9/83

For the last two months I've been trying to find the best way to write the "final chapter" of my Amelia Earhart Memorial Career Scholarship. Should it be exciting and full of my adventures or should it be serious. I decided to write from my heart not my pen.

The past two years were not only exciting and fun but anxious and tense. My moods changed from day to day and lesson to lesson. From the chapter meeting in February, 1980 when AE Chairman Doris Abbate announced my nomination from the Section to International with a surprise (and I do mean surprise) champagne party, to the final champagne party in wishes extended to me during this time, it was one big, working project.

Doris as AE Chairman called me Thanksgiving eve 1979 to mention it might be better if I rewrote my scholarship application in chronological order instead of the essay I had struggled with for months. It was a big change, and I wasn't too crazy about doing it. I thought the essay was fine. But, after Thanksgiving when I'd had time to think about it, I decided to do as she suggested. I realized she had much more experience with the scholarships than I had and was probably right. As it turned out she was, as I did become a 1980 winner.

After getting the section nomination I started studying for real. I had decided that even if I didn't win I could still earn some ground instructor ratings by myself and perhaps teach on the ground. When I finally put my books away temporarily in Oct., 1981, my 15 year old son Stephen couldn't believe it when he saw me reading a fiction book given to me by Chairman Kathy Lusteg entitled "Illusions" by Richard Bach. He remarked he thought I only read aviation non-fiction and study books. He was pretty close to being correct. It had been a very long time since I had read anything but work books.

I won in July 1980, but I was informed in confidence by the AE Trust Committee in June. I took the FOI (Fundamentals of Instructing) in August and continued studying. I decided if I were going to teach instruments I would have to know the basics also, and while I was learning, I might as well take the FAA written exams. The CFI written was passed in Nov., 1980, the BGI and CFII written taken and passed in Dec., 1980. Unfortunately I had to take a break for

some Christmas and birthday shopping. In Jan. and Feb. I spent some time in the hospital. My dad did the same in March, my mom in April and my brother in May. As soon as mom was in the clear I started ground flight training with ATE of Islip for the instrument flight instructor rating. The ground school was fantastic. I knew there was a lot to learn, but I had no idea it would go so deep or that I would gain so much knowledge.

We didn't fly a great deal. We did go over each lesson in the air, and I was taught how to teach it. I would have liked to go out between lessons and practice what I was learning, but the money was short. As a result, by the middle of August, 1981 I had finished the ground school training, knew I could teach but needed (I felt) time in the air. Kathy Lusteg, chairman of the chapter at the time, had been counseling me by phone all year on my family hospital problems and how to keep going on with my studying while facing each new crisis. Without her help it would have been a much longer time before I would have been ready to start with ATE.

Well, now I had to turn to Kathy for help again. We had flown together a few times before as I wanted a competent pilot in the left seat while I was learning to fly from the right. Even though a CFI, she flew with me as safety pilot for many hours during August and Sept. at some inconvenience to herself.

Besides being a cautious pilot that I trusted to keep a good look out while I was under the hood — she instilled in me the wisdom from her CFI training and instructing. Her first comment to me the first time we taxied out together was always be aware of the wind. I usually am and handle the controls accordingly, but she brought home the fact that even licensed pilots, which I would be flying with, have not always been taught why or how — to hold the yoke into or away from the wind. It was hard for Kathy to believe when I later told that the very first thing my examiner, Cliff Robbins, did on the big day was to taxi away from the chocks holding the yoke with one finger. "Should I say something" went through my mind. "He's a million hour airline captain and examiner. Maybe that's the way he flies. Maybe I shouldn't say anything." When he turned the first corner and put his hands in his lap, I couldn't restrain myself any longer and remarked about his method of taxiing. He turned to me with a big grin on his face and said, "I was hoping you'd notice and say something." His next comment about two seconds later

was "What should I be doing now?"

This let out the instructor in me and I constantly talked for the next 1¼ hours starting with monitoring of various instruments during taxi for an IFR flight. I didn't stop talking until after we landed and I reached over and flipped off the master switch at our tie-down area, which he presumably forgot to do. I continued talking after his statement on final approach that the test was completed. I reminded him about the wind on final — a slight cross wind. I complimented him on a very nice landing (he must have loved that), told him he should pull off the runway more to the yellow taxi lines before stopping and calling ground control, made a few remarks about, "If you were a student at this point I would mention etc., etc." I guess he didn't think I would ever shut up. I was afraid to. You can be failed if you don't say enough as a flight instructor. Now I know why I never could get a word in edgewise during my flight training.

I've been teaching for two months, and I get a thrill everytime I sign CFII in a log book. I've kept my promise to be the least expensive instructor around so it will be awhile before I will be able to support my flying by flying, but it doesn't matter. I love the extra time I'm getting in an airplane. Even if I'm not at the controls, I'm in the air and in command. I'm talking and teaching and I'm learning. By just being there more than usual I see and understand things I wouldn't have had the opportunity to in the normal amount of time I would be flying if not instructing. I'm hoping, by being inexpensive, people will be able to afford to fly more themselves, thereby flying with me more, hopefully to places I haven't been able to get to before. I've often felt I'd like to try every instrument approach within a day's range of Long Island. Maybe this way I will be able to.

A very happy CFII, Pat Rockwell in September 1981.





Kathy is now flying with me hoping to get her CFI in exchange for her helping me with my CFI next spring or summer when I'm ready. Right now I'm having too much fun (and taking time) planning lessons and still studying what I'm teaching, to go for the CFI. That will be the next step though. Plus I'm putting together an instrument ground school curriculum hoping to teach in the local high school next fall.

Doris came to fly with me a few weeks ago and somehow enjoyed it so much she is continuing her instrument lessons with me. I've given another chapter member, good friend helpmate, Mae Smith, instrument time for the FAA safety pin and hope she will continue lessons. She flies a different club plane, and it's fun to plan speeds and altitudes for that airplane. I've purchased the book *Positive Flying* by Richard Taylor to obtain the "number" of most planes I will be flying, with people who own or rent makes I'm not accustomed to.

As far as I'm concerned, my present is the happiest I've ever been. I'm happier now than when I actually won, because I'm doing what I've had dreams of doing since I was a child. My future looks brighter than I thought possible a couple of years ago. I can look forward to obtaining the CFI soon, though I will probably continue teaching instruments more often. But when a job comes along I will have the knowledge and advantage of being able to teach primary students as well. I could not have done any of this without the scholarship and all the people rooting for me.

When in Boston at International Convention this summer there was a marble memorial near the Copley Plaza, across from the library. The words so fit my situation I must quote a line here from Kahlil Gibran. "It was in my heart to help a little because I was helped much."

Thank you!



Spraying maneuvers, Pueblo, Colorado, in a DC-4 — 100 feet AGL.



# 99 Spray Pilot

by Gabrielle Anita Thorp

The variety of facets in aviation has made available a multitude of flying jobs for the working pilot. I feel fortunate to have become involved with what I consider to be one of the more interesting areas — this being agricultural spraying with large multi-engine aircraft.

My aviation experiences as a spray pilot began two years ago when I was hired by a local operation involved in large scale eradication programs. I can honestly say my apprehension with the thought of flying a very large, very old multi-engine aircraft at 100 ft. AGL was probably paralleled by the company's apprehension about hiring a female for a co-pilot. Both were pleasantly surprised by the results!

My introduction to these big old spray planes was in a Lockheed PV-2, a twin engine taildragger, which I ferried from Moses Lake, Washington to Mesa, Arizona (my home base). After instructing for two years in new fully instrumented Cessnas (I worked for a large Cessna dealer), this first flight was quite an eye-opener! The most sophisticated equipment on board was the portable King nav/comm which we had

propped between the seats in a styrofoam cooler.

Having a vague idea of what was to come, I was soon on my way to Lusk, Wyoming for my first grasshopper spray contract. Work began almost immediately with all the pilots reviewing maps and surveying the spray blocks. I soon realized that my navigational scope was to be shifted from towns and lakes to section lines and fence posts which are marked with white flags.

With three PV-2s, six pilots, and two mechanics our routine went as follows: out of bed by 4 a.m., snack on juice and donuts, preflight, lift off by sunrise, and spray until the increasing temperatures caused the spray to rise (approximately 9 a.m.). After each spray session, the co-pilot responsibilities include fueling (hundreds of gallons), oiling (gallons, not quarts), recordkeeping, and other miscellaneous tasks. This takes approximately 1-2 hours, with the rest of the day open for one's own activities. Our routine continued until the job was done with an occasional day off for rain.

cont. on p 10





## 99 Spray Pilot

*cont. from p. 9*

After the very first spray session, I knew I loved this type of flying! My hopes for another contract were not in vain and as soon as the Wyoming job was completed we ferried our PV-2 to Sterling, Colorado and returned to Mesa, AZ. to pick up a DC-4 and return to Greeley, Colorado for the next grasshopper contract.

The four-engine Douglas DC-4 was a newfound luxury due to its simple design and spacious cockpit. I was in awe over its massive size. Now I even had my very own set of throttles! Truly a two-person airplane, I soon became accustomed to the many knobs, switches, dials, and gauges which covered the cockpit. And what an enjoyable spray contract I had with the DC-4! The spraying went quickly and soon the 1980 season was at an end.

The 1981 spray season began with a very slow five-day ferry to the annual Spruce Budworm project in northern Maine. Our DC-4 just couldn't make it over or around a large low pressure area! Due to the large size of the project, there was much preparation prior to spraying. After many tests, meetings, briefings, and so on, we began the contract. As a team leader, I quickly became an expert on our Loran-C unit which we utilized for navigation while working. Gone were the fence-posts and section lines and at 100 ft. AGL every mountain, tree, lake, and stream looked alike, making the Loran-C unit a necessity for accurate block locating. One wrong

Co-pilot responsibilities include supervising refueling of the DC-4.



press of a button, and your Loran unit reorients itself to some distant country, so careful entry became the rule. This task, along with some very hilly terrain, made my cockpit tasks multiply. I was one busy gal! Due to the size of the program and a run on rain, we stayed in Presque Isle, Maine for one month.

After returning to Arizona in mid-June, grasshoppers were again on the agenda, this year in Pueblo, Colorado and Torrington, Wyoming. Both jobs were also in the DC-4 with things going smoothly until an engine failure towards the end of the last job. With a three-engine ferry permit in hand, it was home to Mesa again. A lousy way to have spent my 25th birthday — staring out the window at a feathered prop for five hours!

My return home was short-lived due to the California Medfly crisis which was about to surface. After managing a few weeks at



Gabrielle in the cockpit of a DC-4, Pueblo, Colorado.

home, I was off for 9 weeks of Medfly spraying in Northern California. Although there was a tremendous amount of controversy surrounding the spraying of Malathion in California, the fixed wing program involving four DC-4s and three PV-2s went quite smoothly. Being based out of Crows Landing Naval Air Station had its many advantages including miles of runway, a vast ramp area, a well-equipped fire crew, and the small town accommodations in nearby Patterson.

Three days per week we sprayed, with the majority of applications being done over the typical coastal fog layer. Here again, Loran-C was essential. I must say that we all felt the pressures of accurate spraying particularly over the populated areas. Our four plane formation of DC-4s was quite a sight to see. My aircraft was in the fourth slot and this made for quite a bit of maneuvering during the turns.

With the program continuing in a scaled down fashion over the winter, I look forward to the 1982 spray season.

Reviewing my spray experiences, I can say that my involvement with low level

spraying in large aircraft has been extremely enjoyable in every way. I have been very fortunate to have had three very good captains who have all been very supportive of me. I have learned quite a bit about the process of spraying and the operation and flying of the PV-2 and especially the DC-4. This type of flying demands the utmost in concentration and decision making by the cockpit team. The satisfaction of this special challenge is a unique one indeed. And not to go unmentioned is the sheer beauty of the many different countrysides as seen from the special vantage point of an airplane traveling 150 knots at 100 feet above the ground.

In addition to the above, I have found the opportunity to expand my personal horizons has truly touched me. The many small towns have been especially enlightening and the many friendships formed along the way will be cherished forever.

I am especially pleased by the wonderful people with whom I have worked. Being a woman in a still very male area of aviation, I have found the acceptance by my co-workers to be a very important factor in my continuing with spraying. I have found that the adjustments that I have had to make have been few and far between.

As for the future, with flying jobs becoming more difficult to find, I hope to stay with this line of work and eventually become type rated in the spray aircraft. I wouldn't trade my last two years for anything and look forward to many more years of involvement with this fascinating aspect of flying.

Climbing into the cockpit of a PV-2.



### ABOUT THE AUTHOR

Gabrielle Anita Thorp is a member of the newly formed Arizona Sundance Chapter of the Ninety-Nines. Prior to this, she was a member of the Phoenix Chapter for two years and served as its membership chairman.

She is a Commercial pilot with ASMEI, ASES, Instrument and CFII. She is also an Advanced and Instrument Ground Instructor.



# 1982

## INTERNATIONAL CONVENTION REGISTRATION FORM

ST. LOUIS, MISSOURI

AUGUST 10-15, 1982

NAME \_\_\_\_\_ SECTION \_\_\_\_\_ CHAPTER \_\_\_\_\_

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Private Plane to Bi-State Parks Airport \_\_\_\_\_ ETA \_\_\_\_\_ Make/Model \_\_\_\_\_ N- \_\_\_\_\_

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Registration package includes: convention activities, Welcome Wine & Cheese Party, transportation to Scott AFB and McDonnell Douglas Prologue Room tours, AE Luncheon OR 49½er Luncheon, International Luncheon, Continental Breakfast, Banquet, and transportation to and from Bi-State Parks Airport.

Total Attending \_\_\_\_\_

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**OPTIONS:**

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Goldenrod Showboat, fun dinner theater, includes dinner, show, and transportation, Friday, Aug. 13, 1982 \$20.00

St. Louis Area Sightseeing Trip, 3½ hours, Sat. Morning, Aug. 14, 1982 \$ 8.50

AOPA Air Safety Foundation "Radar Seminar", Sat. 1 to 5 p.m., Aug. 14, 1982. Fee for Ninety-Nine members \$25.00

**NO. PERSONS**

**TOTAL**

\_\_\_\_\_ \$ \_\_\_\_\_

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Registration form continues on back of this page ...



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One Broadway, St. Louis, MO, using reservation form included in this issue.

For name tag purposes, please list all names included on this registration form:

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PLEASE SAVE THIS ISSUE. THIS IS THE ONLY TIME THE REGISTRATION FORM WILL BE PRESENTED.

In the May issue of *The 99 NEWS*, we will give you more in-depth information on our Convention activities, as well as the optional tours, sight-seeing, etc.

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Penthouse (2 bedrooms) \$228

Date mailed: \_\_\_\_\_ 1st night deposit \$ \_\_\_\_\_



# Inching through Canada

by Claire Drenowatz

2919C, a Cessna 180, didn't pass annual inspection late in 1981. Owner Patty Livingston of the Alaska Chapter decided Charlie would get a new engine. Patty, a skydiver and jumpmaster, made arrangements with a friend and fellow jumper (and mechanic) in Sheridan, Oregon, to do the job. I had just started working with Patty on her instrument rating, and we decided that we could get a lot done between Alaska and Oregon; I signed on for the trip south.

We decided we'd try to make Portland by January 9, 1982, since I had a friend who'd be there then. We also contacted Carol Clark of the Willamette Chapter, formerly of Alaska, in hopes of getting together with her.

We got serious about getting it together a week before departure. A winter trip through interior Alaska and Canada takes a lot of preparation. We had checklists for equipment for the airplane — engine heaters to keep it warm overnight, long extension cords for the heaters, tools, oil, wing and engine covers. And survival gear — tent, sleeping bags, stove, food, axe, rifle/shotgun, ammunition, super-warm

clothing, arctic boots, and, of course, snowshoes, all required by law for winter travel through Alaska and Canada. Normal clothing for visiting in warm country was included. And charts — IFR and VFR — it takes a lot of maps to get from Anchorage to Portland. And Patty's jump gear. We weren't heavy, but we sure were bulky.

Patty had the radio setup modified so that we could both use our headsets, a great help in instrument flying — and much quieter at any time. We couldn't fly in actual IFR conditions, since we would be on a ferry permit. Besides that, IFR in winter usually means ice and Charlie isn't equipped for it.

We had already decided to fly the Alaska Highway route to Ft. St. John, then through Prince George, Williams Lake and Bellingham into the Seattle area, and finally south to Portland. The airways follow the same route, probably for the same reason the highway builders used it — low terrain. We wanted it, of course, for safety reasons. It's nice to have the world's longest runway under one when the engine is pretty tired. We left on January 2 in cold weather for Anchorage, -15°F. The cold, clear weather looked like it would last a long time. There

was a big high parked over the Alaska/Canada border that promised good flying all the way. We followed the road to Gulkana, then the only leg not over the highway, direct to Northway, our first stop, saving about 45 minutes flying time. Eight miles out of Northway, the engine quit cold as we were descending. It started again as Patty went to level flight attitude, but quit for good on final. Patty made a perfect engine-out landing, and we got a tow off the runway and into the hangar. The diagnosis was a leaky carburetor — we had used all 54 gallons in 2.5 hours. By the time it was fixed, we had to stay the night. The days are very short in January, and we were restricted to flying in daylight — no night VFR in Canada. The temperature was -35°F, but Charlie was nice and warm in the hangar.

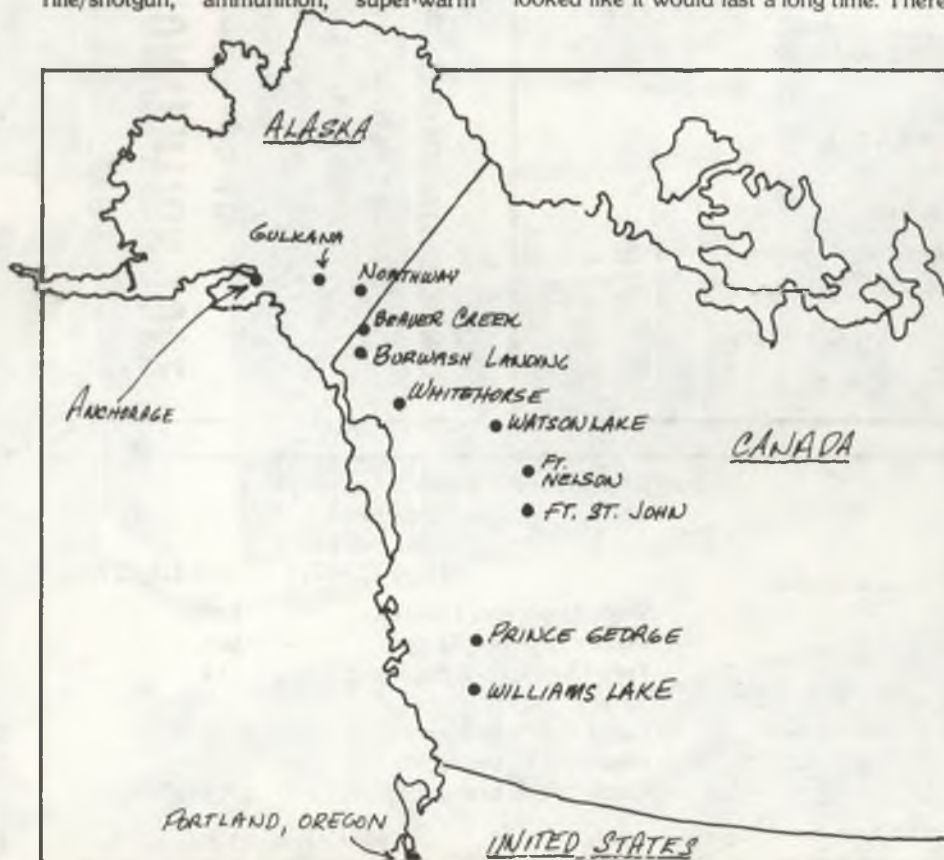
Overnight warm air moved in aloft, and it started snowing. Kept snowing. Visibility wasn't good until after noon on the 3rd, but there was another problem. Whitehorse, our planned Customs stop, and the first place one can find lodging after leaving Alaska, had ice fog. We kept ourselves amused with crossword puzzles, started a Gin Rummy game (score at the end of the day Patty 2285, Claire 3350), talked to Lud Larson (who owns everything on the airport — store, motel, restaurant, charter service, shop, hangar, and power plant) and Ruth, who runs the cafe, and a helicopter crew, walked over to the Flight Service Station occasionally (it used up more time than telephoning), and ended up spending another night.

We had worked out a new plan — clear Customs at Beaver Creek, just across the border, and then if the weather report for Whitehorse was bad as we overflew Burwash Landing, about halfway, land there for gas and wait it out. So on the morning of the 4th we started out bright and early (well, at first light). Over Burwash we learned there was no gas available there. Fortunately, the ice fog had cleared at Whitehorse. We flew on in, bought gas and filed a new flight plan and were on our way in under an hour. It had warmed up — to -26°F.

About cold on the ground. Usually it's warmer aloft, and Charlie's heater added enough so that we were comfortable. Usually, about 3,000 AGL was a good place to fly. The outside air thermometer wasn't working, but the carb air temperature gauge gave us a good indication of where the warmer air was.

Although we were comfortable, the wet-pump vacuum system wasn't. We abandoned early on the idea of instrument training. Artificial horizon, turn and bank, and directional gyro were all useless. (Charlie is also getting a dry pump system.)

We got into Watson Lake well before dark, but with not enough daylight to make Ft. Nelson. The -35°F temperature there sounded balmy compared with Watson Lake's -56°F, but we parked, refueled, and bundled Charlie up for the night. We took the battery with us, and headed for the





Watson Lake Hotel, a super old log building, with double rooms, the bath down the hall, for only \$20 a night.

We did another puzzle from my big book of super ones — the New York Times Sunday crosswords. Then the rummy game started getting out of hand. All the point cards avoided my hand, and I got very tired of the numbers from 2 to 7. I started calling Patty "Ace." She had them all, and besides that she was shooting me down. Score at the end of the night was Patty 4300, Claire 3875.

It was at Watson Lake that we first started thinking about taking photos, but I wasn't sure either camera or film would like the cold.

Next morning, the 5th, Charlie started right up, but took a 30-minute warmup in the -45°F air. The tailwheel had frozen straight, so we had to pick up the tail and point Charlie down the taxiway. By working the left brake, Patty finally got the tailwheel to turn, and got onto the runway without having to get out of the airplane again.

We ran into low clouds after Liard River, in the only place where the road goes through a very narrow pass, over Muncho Lake. However, visibility was good, and at Toad River we were back in clear skies to Ft. Nelson.

That's where working the left brake caught up with us. On landing, the left main tire turned, but the wheel didn't. The brake was frozen. Fortunately, the tail wheel was frozen straight again, so Charlie didn't even think about groundlooping. Getting towed off the runway was becoming a habit. The folks at the Shell service station, where we refueled, and at R&D Aviation, where the flat was repaired, were very friendly and helpful.

The fix had taken time, and we only made Ft. St. John that night. We had hoped for Prince George. The weather we had so far

been outrunning caught up with us. Next morning the weather was marginal, so we made a late start when it looked possible to make Prince George. But it was no go. After a couple of tries at the pass, we headed back to Ft. St. John.

After checking back into our hotel (Holiday Inn, complete with indoor swimming pool), we wandered around town. We bought some postcards, of course, and after buying 35¢ postcard stamps, I promise never again to complain about U.S. postage rates. And Patty skunked me — final score 5435 to 4485.

The next morning, the 7th, the weather was worse and the prognosis for the next week was rotten. The high was still parked over the Yukon Territory and was forcing warm moist air south into the area we wanted to fly through.

When that high did finally move, it brought the first wave of the terrible cold the lower 48 got this winter. At one time I noted it was colder in Atlanta, GA, than in Anchorage, by about 30 degrees.

We got hold of Patty's friend in Sheridan, who said he'd be glad to pick up the airplane when the weather cleared. So we parked Charlie, and got reorganized for the trip on the iron bird to Portland. All the cold-

weather stuff got stowed, and we gratefully got rid of the longjohns and arctic boots.

Carol Clark was there to meet us in Portland. I had given her the mechanic's phone number in case I wasn't able to reach her, and after calling him and learning that we were on the way, she figured out which flight we had to be on. We had a nice visit that night and the next morning, and gladly accepted her offer for super ceramic goodies for the 1984 convention which Alaska will host.

Patty and I stayed a few days visiting friends, but the weather did in Patty's plans for jumping. It stayed foggy the whole time.

All in all, we had an incredible mixture of good and bad luck. We ran out of gas, but had taken the short route. Froze a main wheel, but the frozen tailwheel helped. And froze the wheel in the right place — if it had been at Watson Lake, it's doubtful we could have found a new tube. We outran the weather for awhile, but it finally stopped us. And when we found there was no gas at Burwash Landing, luckily we didn't need it.

The worst part of the trip was schlepping all that gear back home on the airlines. You get some pretty funny looks with all the Army surplus bags, but snowshoes in Portland really got people to staring.

Claire Drenowatz, getting ready to say goodbye to Charlie — and the longjohns and arctic gear.

Patty Livingston and Charlie, both bundled up against the cold in Fort St. John, B.C.



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# New Horizons

## Elizabeth B. Hamilton

August 27, 1900 - February 23, 1982

Elizabeth B. Hamilton, widow of James Linton Hamilton of the Flying H Farm, Charlotte, North Carolina, died at the Wesley Nursing Center.

Mrs. Hamilton was a charter member of the Carolinas Chapter of The Ninety-Nines, Inc. and was very active until just recently. Beloved by many, she will be missed.

## Nancy Armstrong

Fort Worth Chapter

## Mercedes Chapman Crabtree

Feb. 21, 1928 - Jan. 23, 1982

Mercedes Chapman Crabtree passed on to New Horizons in January, 1982. Mercedes became a Coastal Bend 99 in December, 1977, and from the very first she was an enthusiastic, imaginative and active member. She served as chairman of the Airport Beautification, Membership, and Flying Activities committees, and was currently serving as chapter vice-chairman.

Mercedes, a very gracious and lovely lady, will be greatly missed.

by Vel Morgan

## Vern Beardsley Chandler

The B.C. Chapter reports that Vernon B. Chandler, husband of 99 Carole Chandler of North Vancouver, B.C., died suddenly on November 15, 1981 in an aircraft accident at Abbotsford, B.C. The twin-engine plane, piloted by Vern, was apparently doing touch-and-go landings when it went into a spin and plunged out of control. Vern and a passenger were killed and three other passengers survived. All were pilots being checked out on the aircraft. Vern will be greatly missed by those who knew him. He has left behind his wife and four children.

by Barbara Meredith

## Josephine Chandler

Josephine Chandler, Treasurer of Tennessee Chapter 99s, died Saturday, Feb. 20th. She was killed in a one-car accident near New Market, Tennessee. Josephine had been a member of the Ninety-Nines since 1965. We will miss Jo so very much.

by Evelyn Bryan Johnson

## Sara Friedman

Palisades Chapter extends its deepest sympathy to Blossom Friedman for the loss of her mother, Sara. Even though Sara was not a 99 she was a faithful participant in most of the chapter activities as well as keeping our scrapbook up to date for many years. Many of you must know and remember Sara who travelled many miles with Blossom to Section meetings and International Conventions.

## Mary Perryman Kitchens

May 2, 1933 - January 27, 1982

Tall in spirit and enthusiasm, small in stature describes Mary. She was the epitome of example to the handicapped. We never thought of her as handicapped, but as efficient and exceptional. As Little People, Mary and husband Lee soloed their Piper Tri-Pacer N6947B in 1964 on the same day at Highland Park Airport in Dallas. Lee loves to tell the following story:

"Mary was second to solo behind me and fuel indicated below half. Her instructor kept cautioning her to keep the nose down on climb out, due to her light 60 lbs. weight, lack of fuel weight, and fact that he could see all of top of wing from ground, but she still was making 1500 feet per minute."

Mary was born in Lubbock, graduated from Lubbock High School in 1951; while there she was president of one of her

classes. Four years later, in 1955 she graduated from Texas Women's University in Denton with a major in costume and fashion design. Mary designed and made her family's clothes and painted the works of art in their home. On one of her self designed Christmas cards she referred to their children, Alan and Sandra, as "Turbulent Cargo".

In the ten years that the Kitchens owned their Tri-Pacer, 1964-1974, it made many trips across continental U.S. to L.P. conventions and to Lee's family ranch near Menard, Texas. In 1974 they sold their plane and Lee's business as an executive with Texas Instruments took them to Europe until 1976.

Mary was a lifetime member of St. John's Methodist Church, where her parents were charter members. She was a two term national treasurer of Little People of America, and more recently a two term chairman of Lubbock 99s. She was Lubbock's chairman during the 1980 Spring South Central Section meeting and put all data on computer. She originally joined 99s' Dallas Chapter in 1964.

Her family honored 99s and her chapter by letting us say goodbye to her as honorary pallbearers.


by Pat Cantrell

Mary Perryman Kitchens



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# News, Activities and Projects

## INDIA SECTION

I desire to introduce another Indian 99, Bonodini Devi, who is the first lady instructor of India and imparts instructions to student pilots at the Indane flying club, Madhya Pradesh. This young girl has about 600 hours of flying and is now making efforts to work on her P.I. ratings, but due to financial problems, is unable to go ahead. Indian Women Pilots are helping her with some financial support, and we are also trying to collect money for her from some businessmen and industrialists of Bombay. If any other Ninety-Nines are desirous of helping this young lady, donations may be sent to the India Section.

by Mohini Shroff

## EAST CANADA SECTION



Environment Canada Aviation Weather Specialist Nick Nickerson fields questions from the Eastern Ontario Chapter at their January meeting. Chapter Chairman Dorothy Drew looks on.



Betty Jane Schermerhorn digs out the family Super Cub in readiness for the Eastern Ontario Chapter's February meeting. For many members, it was the first opportunity to fly a ski plane. The piece of galvanized pipe leading into the cowl is conducting heat to the engine from a can of sterno, a portable, light-weight heating method especially useful in the bush.

### Eastern Ontario Chapter

The Eastern Ontario Chapter joined the Montreal Chapter in a tour of Air Canada's

Maintenance Facility at Dorval International Airport, January 16. Stormy weather ruled out flying, but eleven hardy souls braved the snow storm to drive. We all felt the trip was worthwhile, especially those who had "hands on" time in the DC-8 simulator.

Our first meeting in 1982, hosted by Camille Laughland, took place on January 25. The speaker was aviation weather specialist Nick Nickerson. Nick explained some modifications made to the weather which are unique to the Ottawa Valley. He brought maps, radar print outs and satellite pictures to help explain the services available at the Environment Canada Office at the Ottawa International Airport.

We found his presentation very interesting until (with the help of a 500 mb map) he explained why we were experiencing so much cold weather during January and added that it would continue well into February. At least cold days have clear visibility.

## WESTERN CANADA SECTION

### British Columbia Chapter

The B.C. Chapter closed 1981 with a Christmas Party in the form of a Sunday



Marilyn Nouch, B.C. Chapter chairman, presents Des Price, Regional Aviation Safety Officer, with a gift in appreciation for the excellent seminar on human factors in aviation. (Photo by Barbara Meredith)

Members of the Central New York Chapter attending the Flight Instructor of the Year Awards banquet in Albany, New York were Marcia Buller, Shirley Hoerle, Shirley Ludington, Elaine Roehrig, Harriet Hilliard, Marolyn Wilson, Nancy Morgan and Millie Murray.



Brunch. The event was well-attended, and everyone there enjoyed the chance to get together in the relaxed atmosphere of B.B. Beltons in Burnaby.

1982 was kicked off with a safety seminar sponsored by the B.C. Chapter and presented by the Regional Safety Council. The topics were "Human Factors in Decision Making" and "Human Factors Applied to Pressing Weather Accidents." The presentation centered around why good pilots act foolish.

Des Price, Regional Aviation Safety Officer, gave an excellent talk with the aid of



Refreshment break between films at the B.C. Chapter's Safety Seminar. (Photo by Barbara Meredith)

overhead transparencies and two films. One film, Transport Canada's latest film on human factors in aviation entitled "To Be A Pilot," did a superb job of demonstrating how a student pilot can put himself in a dangerous position through lack of judgment. A good film for both the experienced and inexperienced pilot.

Mae Primeau, vice-chairman of the B.C. Chapter, is representing the B.C. 99s on the B.C. Aviation Council's General Aviation Liaison Committee. The name reflects the purpose of the committee, which is to maintain a liaison with B.C. pilots as well as the flying clubs.

The B.C. Chapter would like to wish the best of luck to Judy Hess, who is training to be an air traffic controller. GO FOR IT, JUDY!!!



## MIDDLE EAST SECTION

### Steel Valleys Chapter

After two years of continuous contact by the Steel Valleys Chapter and other aviation groups, WQED-TV began a two-month trial period of broadcasting "AM Weather." Public response thus far has been excellent and AM Weather's future broadcasting appears very bright.

Our chapter hosted an FAA Safety Seminar. The guest speaker was Andy Anderson, Avionics Engineer for Cessna Aircraft. Over 240 pilots and friends attended.

Congratulations to Debi Pfisterer — she received her multi-engine rating.

by Betty M. Grubich

## NEW YORK- NEW JERSEY SECTION

### Garden State Chapter

The Garden State 99s ushered in the Christmas season with a lovely party at the home of Mary and Ray Helfrick. The pot-luck dinner was delicious — 99s can cook, too!

January took us by surprise as one of the coldest ever; but we didn't let the snow, showers and freezing temperatures keep us from our visit to New Jersey's Aviation Hall of Fame at Teterboro Airport. Although we couldn't fly-in, it was an interesting day.

Alice Hammond, George and Claire Angellini, Grace McGuire and Betty Pifer joined other New York-New Jersey 99s at the First Amelia Earhart Awards Dinner sponsored by Zonta and the Wings Club in New York City. It was a real treat for us to meet guest speaker Muriel Earhart Morrissey and award winner Cliff Robertson.

The chapter has begun planning our Tenth Annual Garden State 300 to be held June 13th at Marlboro Airport, Marlboro, N.J. under the leadership of Chairman Janis Blackburn. This promises to be a very exciting competition. There will be two routes of flight this year in order to expand participation to include aircraft that have

99 Louise Sacchi, author of *Ocean Flying*, speaks as one of the honored guests at the "Meet the Authors" party. Chairperson of the event was Eleanor Friede, GNY 99 seated at Louise's left. (Photo by Gene Bartczak)



less than a 300 SM fuel range. Entries open April 1 and close May 15th, so send for your entry kit right away! Kits are available for \$3 from Racquel McNeil, 50 Tarrytown Road, Englishtown, NJ 07726. There will be a lovely banquet at the Sheraton in Freehold, N.J., and lots of prizes, trophies & cash to the winners!

Betty Pifer has joined the ranks of the many other 99s in our chapter who have gotten their instrument ratings and is quite proud to be one of them. Commercial next!

by Betty Pifer



At the Greater New York 99s' "Meet the Authors" party at the Wings Club, 99 Elinor Smith (right), author of *Aviatrix*, is interviewed by Valerie Moolman, author of the Time-Life book *Women Aloft*. In addition to 99s Elinor Smith and Louise Sacchi, the event honored aviation authors Jules Bergman, Gordon Baxter, Richard Taylor, Frank Kingston Smith, Hershel Smith, Sally Keil, Len Buckwalter and David Thurston. Over a hundred aviation industry supporters and 99s from the New York-New Jersey Section attended. (Photo by Gene Bartczak)

### Greater New York Chapter

The Greater New York 99s joined the Long Island 99s dinner meeting at the Island Inn, Westbury, Long Island, on March 9th. The topic was the 1982 Section Meeting which Long Island will host, and the New Yorkers were making notes for 1983.

On March 16, the GNY 99s co-sponsored with FAA/GADO a Safety Seminar at the Hayden Planetarium in New York City. The subjects discussed were:

"Star Tracking" — Alan Seltzer

Descent to the MDA —

Robert O'Gorman

VFR & IFR Landings: Secrets and

Techniques — Henry Sollman,

Chief Pilot, Panorama, HPN

The meeting was arranged by Safety Chairman Penny Amabile, with the New York 99s acting as hosts and helpers.

by Eleanor Friede

### Long Island Chapter

Jean Malden introduced Dr. Russell Minton at the Long Island Chapter's February meeting. Dr. Minton, surgeon involved with Aerospace Medicine as applies to general aviation, is a pilot and member of the Farmingdale Flyers Club. He spoke on many aspects of safe flying within the realm of medicine and gave us many tips.

Carol Maffettone provided us with our

monthly up-date on flying conditions around the area, as well as with safety figures on various types of flying — airline, general aviation, etc. Included in her report was how to conduct a test on your airplane's fuel to see if you had been given jet fuel instead of what you need. The latest NTSB report was reviewed on the ATC system. The NTSB does not feel the system has been compromised by the recent strike and the skies are safe to fly.

Ruth Dobrescu, International Board Member, spoke about Amelia Earhart at the Long Island Chapter of Zonta recently. Ruth has also been invited to appear on live TV Feb. 10th. Ruth will talk about Women in Aviation on the half-hour program, "Women in the 80's."

Alice Borodkin has been appointed Director of Marketing for Public Affairs by the Metropolitan Airport Authority at Republic Airport, Farmingdale, N.Y. Among her duties will be Public Relations for the MAA at both Republic and Stewart Airport, N.Y. Alice gets to fly back and forth between the two airports almost daily. It must be fun to fly to work on a regular basis. Lucky!

Ida Van Smith visited Edwards Air Force Base as a guest to view the landing of the Space Shuttle last November. Ida is the "Instructor" on the 1982 99 Calendar — month of April. We're very proud of her.

Marjorie Gray, L.I. member and former WASP, talked with Pat Gladney, San Francisco resident and former WASP, as Marj passed through San Francisco on her way to Hawaii, New Zealand and Australia.

by Patricia Rockwell

### NY Capital District Chapter

January's wicked weather could not deter the Capital District 99s from gathering. While the regular Wednesday night meeting had to be postponed due to snow and ice, the following night the gals convened for an evening of shop and pleasure talk.

Also in January, our chapter co-hosted the FAA Flight Instructor of the Year (Eastern Region) Award dinner. This year's winner was a 99 — Elaine Roehrig. Guest speaker for the event was Paul Garber, Historian Emeritus at the Smithsonian. All agreed it was an entertaining and informative evening.

While February brought a continued beating by the cold and snowy northeasters, our chapter members stayed warm and toasty by holding our monthly gathering with a dinner at the Van Dyke Restaurant (Schenectady) and a live theater performance of "1,000 Years of Jazz." Who said we were only interested in airplanes?

With signs of spring around the corner, we're all looking forward to putting away the ice picks, dusting off our wings and once again taking flight.

by Trish Bianchi

### Palisades Chapter

Due to the financial collapse of Kiwi Airlines at Greenwood Lake Airport, W.



Milford, NJ, the Palisades Chapter was unable to hold its Christmas party in the Constellation that had been converted into a cocktail lounge and restaurant.

However, undaunted, the committee of Chairman Valerie Dempsey, Treasurer Barbara Buehler, Co-chairman Micki Thomas pooled their resources and organized a great last minute party at The Robin Hood Inn in Upper Montclair.

Chapter Chairman Valerie Dempsey added excitement to the festivities when she walked in without her cast!!!! 49½er Dr. Joe Bellino was petitioned by members of Palisades Chapter to remove the cast in time for the party!!!! P.S. The ankle was healed beautifully.

the Wings Club second annual "Women of Achievement" luncheon at the Grand Hyatt Hotel were Clarice Bellino, Selma Cronan and Micki Thomas. Clarice and Micki enjoyed meeting and speaking with Maureen O'Hara Blair, movie actress and owner of Antilles Airways.

by Clarice Bellino

**Western New York Chapter**

The Western N.Y. Chapter is busy planning for the Spring Section Meeting they will host in Buffalo April 23-24.

Buffalo is celebrating its sesquicentennial this year, and the chapter plans to have a float in their big parade June 6th.

by Dorothy Hake

Luncheon at the convention, and her committee are well on their way in planning the program, favors, and entertainment.

by Jeane Wolcott

**Greater Detroit Area Chapter**

The Greater Detroit Area Chapter has been an enthusiastic working group these past months. We are looking forward to hosting North Central Section in April in Ann Arbor. Those attending will have a memorable time. Make your reservation NOW!!

Two weeks after that we will be holding our Pinchhitter Course, again at Ann Arbor. We hope to graduate many capable "right seaters." We hope the snow will be gone by then and tie downs will surface and dry out. We are grateful for the work because the weather has not encouraged any flying.

GDAC, with the other three chapters in Michigan, held the 26th Amelia Earhart Commemorative Brunch, February 14th at Oakland-Pontiac Airport. Charlie Spence from AOPA, filling in for an ailing John Baker, was our speaker.

With Doris Kilanski's encouragement, many members are working on their Ground Instructor Rating — again, a good pastime to combat "cabin fever."

by Gini Sutherland

**Greater St. Louis Chapter**

Finally able to dig their planes out of some two ft. of snow, our STL gals were further grounded by ghastly fog for several days. This has not been a winter to promote flying! It has even delayed surface transportation, much to the grief of our Convention Committee members, however, good old "Ma" Bell has helped, and plans are proceeding, in spite of "Ma" Nature.

Plans also are going forward for our second Flying Companion Seminar scheduled for March 20th at Spirit Airport's FSS, as well as the St. Louis stop for the April Shangri-La Air Race.

Our February meeting at Flight Safety, Inc., Lambert Field, was most informative. Guest speaker, Dr. Jim Heins, told us everything you ever wanted to know about flight medicine, but were too shy to ask your doctor during a flight physical! Concentrating on the effect of common over-the-counter drug use, Dr. Heins assured us there was no "safe" drug to use when flying.

Saturday, Feb. 20th was the mini-Mardi Gras in STL Souldard Market area, complete with a parade. Three of our balloonist

Mardi Gras revelers, STL 99 style.



**CHAPTER NEWS, ETC.**

As a follow-up on The Convocation on Aviation in which Vice-Governor Clarice Bellino participated with the area students at West Essex Jr. High School, Clarice was invited to present a program to the students at Adlai Stevenson School in Fairfield, NJ. She presented the slide show "For the Fun of It" with a question and answer period following.

February 2 Clarice Bellino addressed the Upper Saddle River Women's Club as their aviation program speaker. A brief discussion of flying in general, the 99s, and the Powder Puff Derby preceded the slide show "For the Fun of It" which really says it all. Treasurer Barbara Buehler was program chairman for her club.

A Valentine party followed the business meeting at Essex County Airport February 9th. The informal evening included Clarice Bellino presenting "For the Fun of It" for her chapter members and invited guests. (Clarice is logging more time with the Kodak



Meeting Maureen O'Hara Blair, owner of Antilles Airlines, (here with Clarice Bellino) was one of the highlights of the "Women of Achievement" luncheon held by the Wings Club.

carousel than with her Aztec!!!)

An informal "Salute to Spring" party is being planned for March 19th at the Teterboro Airport Aviation Hall of Fame. Highlights of the evening will include the tour of the museum, the catered "goodies" and live entertainment.

The spring activities being planned are a poker run, an airmarking, and a fly-in luncheon ... details to follow.

Members of Palisades Chapter attending

**NORTH CENTRAL SECTION**

**All-Ohio Chapter**

Buckeye Air Rally Chairman, Gloria Berryhill, announced preparations for this year's Rally at Greene County Airport, Xenia, Ohio, June 12-14, are progressing at full throttle! A special meeting of the Rally Board was held at Lunken Airport, Cincinnati, February 21. 99s to chair specific committees were selected, and elections of new board officers consisted of Connie McConnell (last year's Rally chairman), president; Vi Blowers, past All-Ohio chairman, vice-president; secretary-treasurer, Sandy Gordley.

All-Ohio 99 meeting in February was held at Lunken, Cincinnati, Ohio, hosted by Pat Fairbanks. After the regular business meeting the 99s and 49½ers enjoyed a chicken dinner. Flight instructors Pat Fairbanks, Marcia Greenham, and Rosalie Burchett held a Safety Seminar. Members asked questions regarding their own flying and problems encountered, which were answered by the instructors.

Also during the meeting all the members wrote a letter to FAA Administrator Helms concerning their objection to the FSS personnel being involuntarily furloughed a day each pay period. Copies of the letters were sent to AOPA and local FSS's.

Gloria Berryhill has volunteered to chair the All-Ohio portion of the National Precision Flying Team try-outs.

All-Ohio sponsored a FAA Safety Seminar at Walnut Ridge High School in Columbus, with more than 400 pilots attending.

A Pinchhitter Course will be taught in Columbus on March 13-14 with Marcia Greenham, Joan Mace and Jeane Wolcott as instructors. This is a first-time presentation, and it is hoped that the course can be taught around the state. Profits will be utilized for the forthcoming International Luncheon to be held at Convention in St. Louis.

Vice Chairman Rosalie Burchett, who is the Chairman for the International



members supplied the 99s with "floats" for the parade. Don and Nikki Caplan drove their very handsome van, bearing our brand new 99-made banners, while Vivian and Bernie Waters and Jane Buckles drove their pick-ups containing balloon gondolas and passengers Jan Quick, Rubi Fudoli, Dorothy Haupt, Iva and Jim Finnigan; lighting up the evening sky every so often with their burners. All reported they had a super time, but with mixed emotions. Unlike your reporter, they didn't get to watch the entire parade, because they were in it!

Smart Jan and John, with brother Ed, stood on the curb and watched the whole thing! What a fun event and even Mother Nature cooperated with clear skies and milding temperatures. Led by Shrine clowns, "Marching Mizzu" (U. of Mo. marching band), a couple of high school bands, lots of folks in crazy costumes, much merriment, and an indication that this is something that can only grow with each year. We were pleased to be included on the "ground floor," as it were, because we received plenty of exposure along the parade route, and huge crowds of people now know who the 99s are.

by Jan Pocock

### Indiana Dunes Chapter

The Indiana Dunes February meeting was well attended, with quite a few new faces and two new private pilots pinned. Shirley Russo of Elkhart, Indiana was the newest pilot, just passing her test on February 2; Kandy Kane, also of Elkhart, became a pilot in April, 1981. Both women were sponsored by Chris Murdock. Just as the meeting was getting underway, a call was received from Charlene Falkenberg saying she had broken her ankle and was in the cast room at the hospital!

Karen Johnson, who is attending Purdue University at Lafayette, Indiana, has been a Dunes member since she was a senior in high school. Now in her second year at Purdue, she has been doing a lot towards advanced ratings and has just become a CFI. All of us 99s, and especially this chapter, are very proud of Karen!

The March meeting has been moved to the 27th, a Saturday, due to the Section Chairman's meeting which is to be attended by our officers. Barb Gross, who is running for governor, will be there as Safety Education Chairman.

The May meeting being planned for the 22nd will be at Frankfort, Illinois, which is an historic town. We hope to be able to tour parts of it and have lunch. At the Grainery (an old building which held grain), there are many specialty shops to delight the hearts of shoppers. Cherry Householder, chairman of the 66s, is the hostess for that meeting.

The Dunes Chapter is also developing its own scholarship award, to be presented at the annual Awards banquet. Barbara Gross and Charlene Falkenberg are formulating the requirements.

Now that a hint of better weather is coming, our group is starting to spread their

## Michigan Ninety-Nines Honor Amelia Earhart

by June L. Beers

What better date to gather for the 26th Annual Commemorative Brunch in honor of Amelia Earhart than February 14th — Valentine's Day! And, what better place than the Oakland-Pontiac Airport Skyway Inn Restaurant. The four Michigan Chapters (Michigan, Greater Detroit, Lake Michigan, and Ann Arbor) planned the event that started with a fabulous coffee hour in the airport lobby. One hundred eighty-nine aviation enthusiasts gathered here to renew acquaintances and welcome AOPA senior Vice President-Public Relations Charles Spence who so graciously stepped in for John Baker who was unable to appear due to a bout with pneumonia. Channel 7 was there getting a story for the six p.m. news and in the background Mary Alice Cahen of Wurlitzer provided some pretty lively music.

Juliette Clarke served as toastmistress for the Brunch, Lillian Snyder gave the Invocation, and Mearl Frame led a champagne toast to Amelia Earhart ... then one to a treasured Ninety Nine, Loma May. All four Michigan Chapter Chairmen (Patricia Moorhatch, Phyllis Wood, Joan McCombs, and Ilene Hemingway) gave talks about their chapters. Claire Ojala, Chairman and Permanent Trustee of the Mary Von Mach Scholarship Committee, presented CAP Cadet Liane Kufchock with the fourth annual solo encampment award, and Charles Spence talked on rebuilding the ATC system.

It was an exciting, successful, and important day for Michigan Ninety-Nines, and what really made it special was the program prepared by Mr. Jay Tobaltdt of Brasch Advertising and printed by Mr. Richard Armstrong of Visual Arts. Amelia's picture is featured on the cover of the program in a lovely red lace heart. Inside, along with information on our speaker, the Brunch program, poems, and AE history, is an Amelia Earhart photo album. The eight pictures, never before published, were obtained by Jay, especially for this event. We are indebted to him and to our aviation friends who made the brunch one to be remembered.



Gini Sutherland, Lillian Snyder and Lois Goodrich greeted guests.



Guests enjoyed coffee and conversation.



Cadet Liane Kufchock, CAP, expressed appreciation on receiving the Mary Von Mach Scholarship.

### Amelia Earhart



COMMEMORATIVE BRUNCH  
Sunday, February 14, 1982

Skyway Inn

(Oakland-Pontiac Airport)

Cover of the program for the brunch.

wings and get out to fly. One of the first fly-in brunches will be on March 6 at the Holiday Inn in Plymouth, Indiana. Mary Holm will host, both for the brunch and the March meeting.

Many of our group are planning to fly to Ann Arbor, Michigan for the North Central Spring Sectional in April ... great to be in the air after this midwest winter.

by Patricia Magon

### Lake Erie Chapter

Lake Erie Chapter members have been busy cleaning out closets and attics during the past two cold, snowy months in preparation for the annual Rummage Sale which goes on during the entire month of May at a consignment shop in Cleveland. Useful clothing and other items are collected at members' leisure, with a



deadline of the end of April. This has been the mainstay of our Ways and Means effort, although attractive airplane print, tan tote bags plus litterbags and airplane cookie cutters are also available.

Welcome to new members Pam Buckley from Akron, Justine (Joy) Shaver from Medina, and Alice Henry from Cleveland.



Lake Erie Chapter members Bev Demko, Pat Stark and Marg Juhasz got together with other pilots in the Air Wing of the Coast Guard Auxiliary.

Three members of our chapter, who are active in the flying wing of the Coast Guard Auxiliary, attended the Forest City Yacht Club Change of Watch dinner in January and are looking forward to summer months spent flying sunset watches, safety patrols, logistics, etc.

Slightly warmer weather finds members looking forward to a summer of weekday and weekend fly-ins, with the committee planning one of each per month, some in conjunction with the second-Sunday chapter meetings.

by Margaret Juhasz

**Michigan Chapter**

All our best wishes for a speedy recovery go out to member Imogene Ross of Lennon, Michigan. Our Newsletter Editor, Renate McLaughlin, of the Lennon area, and other members have been visiting her and advise she is making a good recovery from a recent stroke.

A "Fly-Walk-Run" event is being scheduled for May by Chapter Chairman Patricia Moorhatch, an avid runner. This will be a Michigan Chapter first! Grosse Ile Airport, selected for this activity, will be open to the public. Details will be available shortly. In addition, Anne Baughman, Poker Run Chairman, is ready to distribute poker hands for her June Poker Run. Her committee is lining up airports and making plans for a great terminus party. First prize for the best poker hand is \$99. Michigan Chapter is looking forward to a fun-filled flying summer!

A "Valentine Basket of Cheer" proved to be a delightful money maker for the Mary Von Mach Scholarship Committee at the AE Brunch in February. Donations of \$1 per ticket provided those attending an opportunity to take home holiday cheer, Valentine chocolates, jellies, and a cute little stuffed Valentine monkey all put together in a lovely wicker basket. This effort brought \$149 into the scholarship treasury.

Another basket is planned for the annual

Poker Run and again these dollars will help sponsor a Civil Air Patrol Cadet thru solo encampment in Alpena, Michigan. The basket contents were donated by Michigan Chapter members and professionally arranged by a florist.

by June L. Beers

**Minnesota Chapter**

The Minnesota Ninety-Nines are gearing up for big and busy times ahead. February, on the other hand, was purely fun and games with 48 of us showing up in Princeton, Minnesota. All but one drove in because of the poor weather. We were the guests of K.C. Rameriz, who opened his home and swimming pool to us. (Swimming in February in Minnesota is quite a treat!) During the day the "K.C.-99 Scholarship" was established. It will be awarded to a qualifying Minnesota 99 at our March meeting.

On March 27 our chapter is holding its first Pilot Proficiency Day. It is through the efforts of Terry Ludtke and her vast committee that this flight clinic is developing. It is intended to bring people up to date with their flying, polish their skills and offer biennial flight reviews. Mini-seminars, simulator time, films, and flight time with an instructor will all be available.

By getting more pilots current at the Pilot Proficiency Day, we hope to have more pilots flying for our American Cancer Society Daffodil Days. April first marks the day when Minnesota 99s deliver daffodils throughout the entire state. Last year 637 boxes of flowers (318,500 daffodils) were flown over 6,500 miles to 37 airports. Approximately \$80,000 was raised for the fight against cancer. We hope the weather is good and the wind on our tails this April first so that our contribution to the Cancer Society will be even greater than in the past.

by Mary K. Hudec

**Quad City Area Chapter**

Our March meeting will be an Open House to acquaint the aviation community with our new simulator. We will have a business meeting before the Open House March 7 from 3-5 p.m. at the Civil Air Patrol building, Quad City Airport, Moline, IL.

We held a "Simulator Class" at our February meeting immediately following our business meeting to check out our 99s. We now have four gals "flying."

by Judy Pobanz

**Scioto Valley Chapter**

Forced to cancel its January meeting in weather a snow goose wouldn't be caught flying in, the Scioto Valley Chapter proceeded with work on spark plug airplanes at its February meeting, hosted by Chairman Marilyn Miller. These airplanes will comprise a fund raising project for the chapter.

Members have purchased material for chapter jackets for identification purposes at airfairs, sectional meetings, etc., and these will be highlighted by the chapter logo

designed in patch form. Also, chapter members are in the process of gathering items to fill "goodie bags" for distribution at International Convention this summer.

by Lee Loffer

**NORTHWEST SECTION**

**Alaska Chapter**

At our Christmas party we had some very special guests. Accident Prevention Specialist Tom Carter of ANC GADO explained how we could respond to Eastern Oregon's challenge through the FAA's Flight Proficiency Program and helped in the general confusion and merriment of our Chinese gift exchange.

And we said a very sad goodbye to Eric and Vicki Meindl. Eric, a National Weather Service meteorologist, was the producer of Aviation Weather on Public TV in



Ruth Schommer tries to decide if she'll keep the gift she drew or swipe/swap with someone else.

Anchorage, a program beamed statewide. In addition to the most comprehensive report anywhere, Eric and his team presented short informational or instructional segments on aviation.

Our January meeting featured a short film and a demonstration of Cardio-Pulmonary Resuscitation and the Heimlich Maneuver. Our own Ginny Hyatt, our Programs Chairman, and the U.S. Fish & Wildlife Services Safety Director, demonstrated CPR techniques with the aid of a dummy, and the Heimlich Maneuver, to aid choking victims, with the aid of Dee Swinson. The idea, of course, was not to certify anyone in CPR, but to make people aware of its value.

In February, our meeting on Survival was in preparation for our annual winter camp-in trip to Willow Airport later in the month.

Ginny Hyatt (still in uniform from work) demonstrates CPR on an uncomplaining dummy for Alaska Chapter members.





The short film, "On Survival," pulls no punches in describing the deadly results of ignorance in survival situations. Gail Rigden, who put the program together, found a fine speaker in S/Sgt. Bill Dennstaedt, a survival instructor from Elmendorf AFB. He finished up the evening with a slide show and commentary on the latest in clothing and other equipment and the construction of emergency shelters.

Bill and one of his team members will join us at Willow on Feb. 27-28, where we'll get down to some serious demonstrations of survival and signalling techniques.

by Claire Drenowatz

### Central Oregon Chapter

Our Pilot Safety Seminar in January was so successful, with over 80 Central Oregon pilots attending, that we have decided to sponsor another to encourage pilots to participate in the Safe Pilot (Wings) Program.

"On Weather" is a new slide show that is highly acclaimed by the FAA. It will be presented on April 22, at Cascade Natural Gas in Bend, Oregon at 7:00 p.m.

Somebody forgot to check the freezing level for our February skiing extravaganza at Mt. Bachelor ... the hardy souls who braved the rain were literally soaked to the bone! Replenishment was provided by a chili feast that evening along with a business meeting. Thanks to our secretary, Jody Tuttle and her 49½%er, Mark for opening up their home to us.

The FAA/99 co-sponsored pilot indoctrination at Redmond FSS was well received by both pilots and FSS controllers. Over 20 pilots observed the inside operation



of the Flight Service Station.

We are all anxiously anticipating spring ... VFR flying, no scraping ice off wings, and a chance to meet neighboring chapters.

by Patricia Washburn  
and Debra Campton

### Greater Seattle Chapter

"Who wants a ride in a Goose?" Fifteen members of Greater Seattle Chapter answered enthusiastically in the affirmative when they were Feb. 10 guests of Kenmore Air Service.

Twice that afternoon, the 1942 Grumman Goose roared into life out on the ramp and lumbered like a pregnant pelican down into Lake Washington, where she floated majestically on her ample belly until takeoff. Windshield awash, the sturdy old bird became airborne into a windy blue afternoon for a fantasy flight across the skyscrapers of Seattle and the white-capped waters of Puget Sound. We skirted the snowy Olympic Mountains and flew low and slow by the Trident Submarine Base on Hood Canal.

Our Kenmore pilot was accompanied on each flight by a crew of seven Ninety-Nine pilots, with our own Julia Abston in the co-pilot's seat. Taxiing in a partially submerged cockpit with the spray flying was a new experience for Julie, recently promoted to the co-pilot position for Alaska Airline's 727s. Seattle is very proud of Julie!

Monica Mygatt, Seattle 99, instructs on floats for Kenmore Air Service and was our hostess for the day on a comprehensive tour through the facility. Kenmore, at the north end of Seattle's Lake Washington, is the largest float plane FBO in the contiguous U.S. Besides their own large float fleet, they store more than a hundred private seaplanes. The aircraft are stacked up on racks like so many toys on the shelf and are forklifted to the water's edge as needed. In addition, the facility has an extensive enterprise in restoring the old Beavers for new life in the air.

Next activity on the agenda for the lively Greater Seattle ladies was the thrilling March-scheduled FLY-IN to McCord Air Force Base — right in there with the big boys in brass!

by Jean Thomas

Julia Abston was recently promoted to 727 right seat for Alaska Airlines.



Sidney Sandau, Utah Chapter 1981 Woman Pilot of the Year.

### Utah Chapter

Snow-covered baseball diamonds, factory smokestacks, a John Deere tractor abandoned in a field ... Even visibilities of two miles couldn't keep our flyers from identifying these and 20 other photographed sites in the Utah Ninety-Nines Picture Hunt. The winners were Bill Brinn, Sid and Rita Hendricks, and Al Laney, flying a Bonanza, Second Place; Wilma Nichols (a 99) in her Decathlon, Third Place; Craig Bolinder and Jim Mabye, in a Grumman. Awards were made at a cocktail party at the Salt Lake Airport Hilton. KTVX News reporters flew part of the route with Carol Clarke in a Duchess. Their report appeared on the evening news.

Julie Jacobson is recovering at home following surgery for a brain tumor. Debi O'Connor is now up and around, but not in the air, after her back surgery.

Ruth and Ron Kendrick are the proud owners of a Cessna Turbo 210, complete with everything, even an onboard telephone!

Sidney Sandau is the recipient of the Utah Chapter 1981 Woman Pilot of the Year Award. Sid has served the chapter in many capacities, from holding all offices, to organizing the Density Altitude Clinics, airmarking, taking photos for the picture hunt, and most infamously, as being in charge of "Sanitary Facilities" at the Utah Pilot's Association Air Affair. Sid is Southwest Section Scrapbook Chairman and is also active in several other flying and community activities. (See photo.)

by Carol Clarke

Greater Seattle Chapter members gather in front of a Beaver for a tour of Kenmore Air Service in Seattle.



## SOUTH CENTRAL SECTION

### Aspen Chapter

As of last summer, the small ski and resort town of Aspen, Colorado, has its own 99s chapter! With 15 local members, we have a monthly meeting with interesting local and visiting guest speakers. We've had people talk on ballooning, ultralights, aviation medicine, flying into TCA's, and air



rescue (an important topic living in the Rockies). Last month we had a special guest: Jeni Arton, a 99 and Whirly-Girl from South Africa, who is a 737 simulator trainer for South African Airways.

four.  
The Chapter has an airmarking planned for early March at the Giddings, Texas, airport.  
by Virginia Dare Mattiza

# CHAPTER NEWS, ETC.

We've been blessed with abundant snows for our mountains, which unfortunately has meant IFR conditions, so no one has been doing much local flying this winter. (Aspen Airport closes when conditions are below VFR minimums.)  
Polly Ross is the new chapter chairman, with Betty Pfister (a Denver member for several years) the membership chairman and Judi Harris the secretary. If any of you 99s spend a vacation in Aspen, give us a call!  
by Polly Ross



Aspen Chapter members (in spite of a snow-storm) gather for their January meeting. Standing are: Anne Burrows, Justine Woods, Carol Blank, Betty Pfister and Sheila Bryan. Seated are: Polly Ross, Joyce Meredith, Jeni Arton (South Africa member) and Sharon DeQuine.



Austin and Waco Centex Chapters attend a joint meeting and dinner at the Sheraton-Crest Hotel, Austin.

## Austin Chapter

On Feb. 3, 1982, five Austin Chapter members, Kathy Griffis, Virginia Dare Mattiza, Robbie McBride, Laura Jobe and Barbara Gard, attended the 30-Year Anniversary Dinner of the Austin Zonta Club. Laura, the guest speaker, spoke on the functions of the Texas Aeronautical Commission.  
A joint meeting and anniversary dinner was shared by the Austin and Waco chapters on Feb. 10. The Austin Chapter is five years old; the Waco Centex Chapter,

## Colorado Chapter

Our third session of Flight Without Fear concluded with a graduation flight to Salt Lake City. In Salt Lake, a banquet and presentation of certificates highlighted the ground visitation prior to a relaxed, enjoyable trip back to Denver. Congratulations to Moderator Carol Leyner and Registration Chairman Diana Williams and all the willing volunteers that helped to make for a successful third session.

Pat Knox, former membership chairman and vice chairman for the Colorado Ninety-Nines, is doing most of her flying these days on the ground, as Pat is working in Saudi Arabia.

Ellen Corder, a helicopter pilot as well as glider, balloon, and fixed wing pilot, made an outstanding presentation on the aerodynamics of helicopter flight at the February meeting. Ellen brought along her cyclic control stick and showed us how the directions of horizontal flight are governed by this control. She explained that you use your right hand on the cyclic control as your left hand operates the collective control stick. Fortunately, the throttle is located on the end of this stick and operates with a twist. Can't you imagine your first solo cross country with maps, pencil, clip-board? Let's see, I think my pencil is still under the seat of that little 150. We fixed wingers may never be copter pilots, but we certainly came away with new knowledge.

Plans are now underway for our second annual 99 Quiet Birdman Dinner at Lowry Air Force Officers Club in Denver. Speakers for the event will be our membership chairman Eddie Whistle and her husband Paul. The Whistles recently attempted to break the Around the World speed record in a single engine airplane.

March 28 marks the day set aside by the Historical Society for recognition of the CAP and its 40th anniversary. A bus is chartered and will be taking 99s and other aviation groups to Colorado Springs for participation in the recognition program. The 99s have made a contribution to the scholarship fund.

Now that the weather is looking better and the big Colorado winds are calming down, we look forward to spring flying. Leslie Lynch, Safety Chairman, has encouraged all of us to participate in the Flight Proficiency Program.

by Barb Hobson

## Ft. Worth Chapter

The Fort Worth Chapter of Ninety-Nines will "solo" on our second "Sky Pals" seminar. Last year friends from the

Lubbock Chapter steered us through our first and very successful effort.

Mary Gumm, chapter chairman, and Carole Wheeler, committee chairman, have set the dates of April 23-24 for the seminar. Plans are in process for choosing teachers and equipment for the classes to be conducted at Fort Worth's Meacham Field.

Our chapter honored five new members at a Christmas dinner and talk by Charlie Hillard, the Fort Worth native and international aerobatics champion.

The Fort Worth Chapter this past year has co-hosted with the FAA and Golden Triangle Chapter a symposium on general aviation at the University of Texas at Arlington.

by Henrietta Pence

## Golden Triangle Chapter

Golden Triangle visited the Rotec Engineering factory in Duncanville, Texas, which makes powered ultralight aircraft. After a tour of the factory and observation of a demonstration flight by Bill Adaska, owner, we were each permitted a turn at taxiing the ultralight. We regrouped at Red Bird Airport for lunch.



Golden Triangle's Beverly Stephens receives final instructions from Bill Adaska before taxiing Rotec Engineering's ultralight.

Our February meeting was combined with a CPR course taught by Rosemary Hughes, the daughter-in-law of our own Dottie Hughes.

Mary Wheelock has received her Phase II Wings in the Pilot Proficiency Program.

by Beverly Stephens

## Kansas Chapter

The Kansas Chapter of the 99s has once again held an interesting and informative Flying Companion Seminar. The session was attended by 17 people, 15 women and 2 young men. Both of the young men, one 12 years old and one 18 years old, have been flying right seat to their father's left seat. The mothers have, for the most part, remained in the back seat. Both young men want to get their private pilot's license. Classes were February 20-21 at Cessna Pilot Training Center.

A film, "Women in Distress," introduced by our Chapter Chairman, Kay Weber, preceded her talk on Aerodynamics and a



film, "How does an Airplane Fly?" Rilla Rogus spoke on weather and turbulence, and Carol Lanning instructed the class on the use of the sectional and on flight plans.

Other chapter members are working on the Aviation Careers for Women Seminar set for March 26-27 in Wichita. This is the 2nd year that the International 99s and its Kansas Chapter have held the event, an educational seminar for high school and college women, which is open to the public. Marilyn Copeland, chairman for the Careers Seminar, can be contacted at 1308 Kevin Rd., Wichita, KS 67208.

Carolyn Westerman Schmalz is Stop Chairman for the 2nd Annual Shangri-La Grand Prix Air Race, which will be coming through Wichita April 5-7. Her co-workers are Lenora Heathman, Pat Wilson and Diana Wittman. They will furnish food, refreshments, and transportation, if necessary, to the racers.

Pat Mlady has been given a nice new promotion by Cessna Aircraft Co. Starting March 1, 1982 Pat will be the new Editor of Cessna Marketing News. Congratulations go to both Pat and Cessna for the choice.

The Wichita Eagle and Beacon had a nice article about chapter member, Anne Gallegher. The story was in a special section of the paper which was devoted to career women and their interesting lives.

We learned just recently that Joyce Case was married in November. Joyce is now Mrs. Jerry James. Best wishes to you both, Joyce.

*by Paula Bruce*

### Oklahoma Chapter

On February 7th, most of the Oklahoma Chapter flew in to PNC for our meeting. It looked like a small GAM convention — 6 planes — 1 Aero Commander 112 TC, a Beech Baron, a Beech Musketeer, a Piper Cherokee, a Piper Dakota and one lonely Cessna 172. Not often does Cessna end up being a majority of one.

After our hostesses, Pat Boyd and Dot Clum, served a delicious brew of chili and a FAA briefing, we were off to tour the Pioneer VORTAC. Quite interesting, since most of us only see it from a bird's eye view. Didn't know the TAC part was for military planes or any others carrying celestial navigational avionics.

Lu Skillern, former Oklahoma Chapter member, was there and is re-upping. Glad to have you back, Lu and Grady. They are Cessna 152 owners, another plane for the Oklahoma fleet. Betty Martin Riddle, WASP 44-9 and former Chicago Area Chapter member, has joined us. Now, we are nine WASPs in our chapter.

Had a great turn-out (29) for our Flying Companion Seminar, already have (18) in the holding pattern for next time. Flight Safety International provided the facilities and John Caraway, the simulator. We thank you both.

Some of us are getting geared up for the Shangri-La Grand Prix. The Guv, Nancy Smith, is the Start/Finish Chairman; Phyl

Howard set up the Safety Seminar and will be a timer along with Ben Baysinger; Betty Jo Hammer, credentials, if she doesn't fly the race; Jan Million and Hazel Jones are the judges. Dana Gibson, Gwen Crawford and Charlene Davis are Gal Friday(s) and gofers.

Jan and Nancy have wings again, a Cessna 182 — slick and plenty of avionics. Happy day!!

Fly friendly, all.

*by Nema Masonhall*



Norm Hoelting, whose responsibilities include maintaining the Pioneer VORTAC, discusses internal electronics with Oklahoma Chapter members.

### Space City Chapter

Our February meeting got off to a flying start with the introduction of our special guests, Mr. Tiner Lapsley and his wife, Sandra, a long-time 99 member. Mr. Lapsley is the new FAA General Aviation Accident Prevention Specialist. Whew! They arrived here by sailboat from the US Virgin Islands, where they had been stationed for the last three years. Sandra started a 99 chapter in St. Thomas, V.I., called the Beachcombers.

Mr. Lapsley spoke about many topics, pointing out that we needed to be our "Brother's Keeper" and report any unsafe conditions we may see. Any pilot can call and give him the information or fill out and submit a Safety Improvement Report form (which does not have to be signed). These



Carl Edmison, FAA General Aviation Accident Prevention Specialist for the Houston area, is surrounded by Space City members Bernadine Roop, Della Lynch, Mary Byers, Patty Dancer, Helen Jackson, Elaine Bartlett and Cheryl Baker.

forms are available from any FBO's and the FAA.

I just got new figures from him on the 18th, and in this district there are 14,000 licensed pilots, 9000 of them being in Harris County. And there is probably lots of room

for improvement of flying habits, condition of aircraft, etc., in order to cut down the rate of accidents happening in our area.

Mr. Lapsley answered many of our questions, gave us insights into his position, and said he is available for any questions we may have later.

*by Della Lynch*

### Wichita Falls Chapter

Our February 1 chapter meeting at Betty Kidd's included the following agenda: planning for chapter election; a proposed air marking; schedule of meetings; and preparing forms for the Jimmie Kolp award.

Betty arranged for the excellent slide presentation "For the Fun of It." We do appreciate the 99s who put together such a wonderful record of The 99s.

*by Lou Ellen Foster*

## SOUTHEAST SECTION

### Alabama Chapter

Alabama Chapter of Ninety-Nines met at Bessemer Municipal Airport with Ruby Dickerson as hostess. The program, History of Ninety-Nines, was presented by Harriett Hall. Ruby Dickerson discussed the Safety Topic of the month, Thunderstorms.

Members receiving Phase I Wings were Linda Mauldin and Harriett Hall. Phase II Wings were presented Nadine Rose and Renea West. One Phase II 49½er was Charles Rose.

Members who have participated in interesting activities include Marie Carastro, who flew as mission pilot for CAP.

Harriett Hall, Betty Willcutt, Hilda Ray and Margie Pohl served as judges for Gamma Chapter of Alpha Eta Rho Airmeet in Auburn, Alabama November 21.

Carol Cleveland has bought a 1978 Super Decathlon.

All members gave a warm welcome to new member Lynne McDonnell, who is working on an aviation career in Montgomery and Luverne, Alabama. Glad to have Linda Mauldin and Connie May — both transferred into the chapter.

Alabama Chapter is sponsoring a \$25 scholarship to the outstanding aviation science fair project in the state. Rhoda King is chairman and is appointing Ninety-Nines throughout the state to be judges on the spring project.

"For the Fun of It," a 99s' film, will be shown in Monroeville at the March 6 meeting at 10:30 a.m.

Alabama Chairman Margie Pohl and Nadine Rose present plans for the September sectional meeting.





The February 7 meeting was held at the Huntsville-Madison County Airport with 12 members attending. Claudia Conn gave a most interesting program on airplane maintenance.

Pat Frierson, hostess, presented some of the plans for our Sectional meeting, next September 11-12. Safety topic was Inflight Problems — Weather.

Carolyn Cleveland received her instrument rating January 24.

Members welcomed Carolyn Fisher, Capt. USAF, stationed at Maxwell AFB.

by Nadine Rose

### Carolinas Chapter

February once again blessed the Carolinas with perfect flying weather for our meeting in Greensboro, N.C., sponsored by one of our newest members.

Electing to jump right into the business of being a supportive active 99, Marlene Cato put together a very nice meeting. This was truly above and beyond the call of duty because Marlene lost her mother just two weeks before the meeting. We all extend to Marlene our deepest sympathy.

We met at Atlantic Aero and Marlene presented Mr. Mike Draughan from Atlantic Aero with a most informative, interesting program on the Mirage Ultralight. It is



Mr. Mike Draughan discusses a Mirage Ultralight with Carolinas Chapter members.

wonderful to see an FBO approaching this alternative to expensive flying the way they are. Good training and check outs will go far to enhance the safety of this type of flying.

The Carolinas are saddened by the death of one of our most beloved members, Betty Hamilton, who passed away February 23. Betty had continued to actively fly and take her last BFR at age 76. She was always a tremendous supporter of women in aviation, the Carolinas and the 99s. She will indeed be missed.

by Ksena M. Stone

### Florida Goldcoast Chapter

February's meeting of the Florida Goldcoast Chapter was held at Tursair's training room at OPF. After a brief business meeting, members took part in a thorough course in CPR given by member and RN Kathy Littrell. It was surprisingly hard work to pump breath into those weird and lifelike mannequins. Everyone agreed that,

although not confined to aviation alone, a knowledge of CPR could well be vital at any time. Members completing the one-night course were issued certificates.

The chapter has set up a committee to determine the most effective way of utilizing the funds from the sale of an airplane last October. Mr. Les Griner, a good friend of our chapter and a well-known general aviation pilot, donated to us his beautifully kept C-182. We will determine the best way to open up a trust and/or scholarship fund for the benefit of general aviation in his name, and specifics will be worked out and reported on in future months.

Future meetings are planned involving programs by members, safety films, and fly-in luncheons. We're going to be busy in 1982!

by Joyce Pittman

### Florida Gulfstream Chapter

On February 14, Gulfstream Ninety-Nines who were not fogged in flocked to Lew and Ruth Phillips' Lauderdale Aviation on North Perry Airport where Gini Orosz, Adele Hervey and Ellie Reichenbach hosted a Valentine's Day program impossible to resist.

Lauderdale Aviation Chief Pilot and FAA Examiner Ron Kitchen spoke on AIM changes and changes in IFR procedures. Then Wade Chandler, Channel 7 Weatherman, presented a special video tape on behind the scenes activities preceding a TV Weathercast. It takes talent to point to the right weather system on a weather telecast!

Virginia Britt was called away from the ensuing luncheon to Island hop a Bahamian doing some real grass roots "politicking."

In future Bonnie Marra will be known as Marra The Knife when traveling with inflatables, whether on land, sea or in air! Bonnie has photographic proof of the horrible fate of her car in which her life raft unexpectedly and inexplicably inflated one night.

Dottie Westby-Campaigne and Betty Dodds flew a refurbished Seneca to Venezuela and returned with some very interesting tales. They have promised a story of the event for a future 99 NEWS.

Grasshoppers were honored on February 24 when a Ninety-Nine from Ohio, Marilyn Miller, flew into Florida to have lunch with them at the ARK in Lantana. Marilyn flew down by way of an Ohio commuter which recently expanded its routes to include three Florida cities and will visit her parents while here.

Also honoring the Grasshoppers was Diplomat Bob Fretz. Bob is Betty Hostler's son and spent the last two years in New Guinea. He related his experiences there as a diplomat and outlined the requirements to become a diplomat.

For three weeks in March Mina Elschner will be hostess to Dr. Lucie Wymans, Ninety-Nine at Large from the Netherlands.

by Virginia Britt



FAA examiner Ron Kitchen and television weatherman Wade Chandler with Florida Gulfstream members Gini Orosz and Adele Hervey at Lauderdale Aviation on North Perry Airport.



Bonnie Carr and Scouts at the Suncoast Chapter's Aerospace Education Day in Lakeland.

### Florida Suncoast Chapter

February 15 was Aerospace Education Day for 24 assorted and various Scouts at LAL. Bonnie Carr of Spaceport gave them an Aviation Day Superior. She brought 5 of the finest Charlotte Co. High School Scouts to help and her "bubble", too. We used the SnF hangar, made and flew Delta Darts, had aviation games, toured LAL tower, NB flew in from Winter Haven with her 172 & highlighted their day by getting them "into" a "real airplane". Their enthusiasm was great and we all enjoyed ourselves. We used Corporate Jet's tables, SnF hangar and facilities, Bill Martin's LAL staff time and thank you to them and to all who helped in so many ways, especially to the Suncoast 99s who sponsored this.

by Connie Chancey

## SOUTHWEST SECTION

### Hi-Desert Chapter

Braving twenty degree weather, Hi-Desert 99 members started laying out letters for the Fox Field airmarking on January 9 at seven o'clock in the morning. January may seem a strange time of the year to airmark, especially to those living in the eastern states, but it sure beats airmarking in 110° weather in the summer. Actually, by ten o'clock, most of the fifteen members who showed up had already shed hats and coats. Even the wind cooperated that day, though it blew twenty-five knots all the preceding week and the following day. All



members agreed, it was a great day to be outside.

Burt Rutan's aircraft design company at Mojave Airport was the setting for the chapter's February meeting. Sally Melvill and Pat Storch, part of Rutan's aircraft design team (as well as Hi-Desert 99 members), showed past projects such as the VariViggen and Long-Ez, as well as current projects, including a self-launched glider and the "Grizzly", a prototype which just started its flight tests on January 29.

Later in the afternoon, Sally Melvill took some members for a flight in her Long-Ez, which she and her husband, Mike Melvill, built. Melvill skillfully performed various maneuvers, and all who rode with her agreed the capabilities of the airplane were quite impressive, not to mention it was "just plain fun" to fly.

After the tour, Chairman Rosemary Jensen presided at the monthly business meeting. Discussed were upcoming meeting



Donna Lee, Hi-Desert member, takes a break during airmarking activities at Fox Field.

dates and locations, including a fly-in to Santa Paula in March, and Bullhead City, Arizona, in April. It was also decided to finish the airmarking at Fox Field, including the compass rose, on another day beside the regular meeting date, usually the second Saturday of each month.

Also welcomed was Flora Belle Reece, a former WASP who flew AT6 and B-26 airplanes during World War II. After not flying for almost 25 years, Reece is in the process of updating her license and flying once again.

by Cynthia Hicks

### Las Vegas Valley Chapter

This year we have scheduled all meetings with a speaker and a film. Our opening meeting in September was for installation of new officers with speaker Jim Jenista, ex-Navy Pilot and CFI for Desert Soaring in Boulder City. He brought the film "Soaring is for Fun" by the Schweizer Corp. Our Woman Pilot of the Year awards were in October at Hughes Aviation Executive Terminal. We showed the special 99 slide presentation "For the Fun of It" and Carole DePue and Kathleen Snaper put on a skit about the life and flights of our Woman Pilot of the Year — Mary Langlois — who managed to take all the awards for obtaining all ratings — ATP, CFII, ASMELS — AGI in the last two years and is now corporate pilot for Gaudin Ford Company.

Our November meeting honored 99

Jerrie Cobb, who had sent us a letter about her mission in the Columbian jungles. A jungle flying film from JAARS — Wycliffe Bible Translators — was also shown. We voted to donate \$60 to Jerrie's mission to pay for her miracle beans for the Indians. Several prospective members have attended our meetings. They were Stacey Ferguson, a private pilot; Kay McMillan, a CFI from Wyoming; Angie McBride, a private pilot; Debra Casavoy, a glider pilot; Corke Clark, a private pilot; and Georgia and John Lambert, a Los Angeles Chapter 99 who now resides with us here in the Las Vegas Valley.

Our December Christmas party was held at the home of Mink Dixon, a local male pilot who supports our 99 group many times. Our covered dish supper saw 30 of us eating and watching Carole DePue's slides of past

## CHAPTER NEWS, ETC.

Powder Puff Derbies, Confederate Air Force Show and local events. In January our newest member, Marjorie Meder, a transfer from Phoenix, Arizona who is stationed at Nellis AFB, arranged a tour of the Thunderbird Hangar and their private quarters above. We also toured the "Bad Guys" Avenger Squadron, the ones who pretend they are the Russians in dog-fights. After all that, she arranged a luncheon at the Officers Club. What an interesting day!

In February we held our second annual Las Vegas Valley Valentine Poker Run. Fifty-four entries flew from North Las Vegas Airport to Jean, Nevada; Skyharbor; Boulder City; Overton and back to North Las Vegas. A bar-b-que and awards lunch with special entertainment was arranged by our member, Gloria Johnson. Manning the stops were Liz Heller and Winnie Howard at Jean, Gloria Johnson at Sky Harbor, Carole DePue and Nita Andrews at Boulder City and Linda and Dick Trettin at Overton. Stacey and Doug Ferguson were judges for the spot landing contest at the last stop, with Cindy Manion and student pilot Bonnie Rennault taking care of the terminus and bar-b-que. We welcome all out of town 99s who are passing through to visit with us — call us for info.

by Carole B. DePue

Las Vegas Valley's Poker Run Chairman Kathleen Snaper has a "few" aces up her sleeve, practicing against Dick Hepworth's royal flush.



### Mount Shasta Chapter

Spring fever has hit and the Mt. Shasta Chapter is gearing up. Not only are there many fly-ins and air shows coming up, but two of our members are soon-to-be married. Congratulations to Nita Cole! We also hope to attend the wedding — that is, "fly-in" to the wedding of Kristin Gebhardt in Chico.

We will be holding a fly-in to the Trinity Center to visit an air museum there. There will also be a breakfast provided by the 99s for the C-120/140 Club at Enterprise Sky Park. Fly-in season has arrived!

Jane LaMar, chapter chairman, has returned from her trip to South America where she was visiting her daughter.

Hope to see many 99s at the Redding Airshow on June 13. Some will be performing.

by Martha Iliff

### Palomar Chapter

The weather was beautiful the weekend of February 13th for our fly-in to San Felipe for Ginny and J.C. Boylls, Beverly and George Zirkle, Rene and Terry Hawk, Ami and Russ Erickson, Pam Vander-Linden and Kay Brick. Bev Zirkle endeared herself to all of us during our Havasu Fly-in when she brought a huge bag of popcorn to share; she brought another to San Felipe and created quite a stir (she's making history) — a great ice breaker.

For those 99s who couldn't make it to San Felipe, we had a special meeting on February 23rd with some of us getting together for dinner prior to the evening meeting. Plans for our one-day Flying Companion Seminar, our fourth, on March 27th, were finalized. Lydia Fowler is chairman and Val DeFrain and Mary Pearson will assist in technical areas. Special Guest Speaker will be Bob Griscom, FAA District Accident Prevention Inspector. Among those assisting will be Sharon Jauregui, weather segment; Ginny Boylls, Mary Pearson and Vi Pfeiler, preflight; and Sheila Wing, refreshments.

We are hoping to have a good representation at the Southwest Sectional Meeting in Santa Monica. We will either share a bus with the San Diego Chapter or accept the hospitality of several 99s who have motor homes to drive to Santa Monica for the day on Saturday, April 24th.

Mary Pearson, FAA Examiner and Flight School Operator, was a guest speaker on February 12th for Career Night for young women of high school and college age, sponsored by the 99s of Imperial So-Lo.

With the announcement that the name of Palomar Airport in Carlsbad is being changed to McClellan-Palomar Airport in honor of the late Gerald C. McClellan, a private pilot and local supporter of aviation, Chairman Mary Pearson announced that the 99s would be assisting in the dedication





All you ever wanted to know, almost, about emergency procedures in the air was the subject of a Safety Seminar presented by Aloha Chapter member and FAA Aviation Safety Inspector-Operations Pat Davis to an enthusiastic group of pilots recently at Honolulu International Airport. With Oahu's Koolau Mountains in the background the participants are Charlotte Oda, student pilot guest; Pat Davis, Marion Lee, Joanne Williams, Cheryl Zarbaugh, Nelwyn Choy, Kyu Kyu Tam; and kneeling, Marion Leong and Sheri Pizl. Also participating was Lindy Boyes, who is behind the camera.

on May 1.

Pam Vander-Linden and Kay Brick participated in the AOPA Safari to Kenya, Africa, in January. On Saturday, March 27th they will host a fly-in to Fallbrook, California, of the 25 pilots from California and Alaska who were on the trip with them. These adventurers will share their slides, pictures and experiences at an evening potluck, and Palomar Chapter has been invited to share with them.

Pam and Kay are also busily preparing for the Baja California Air Race, April 30th, from Long Beach to La Paz, Baja California Sur, Mexico. You could feel the excitement building during our meeting as we talked about the upcoming air races, and Mary Pearson gave an interesting, informative and provocative talk on some of the requirements for air-racing. Mary raced many times in the Powder Puff Derby and stimulated our interest with her enthusiasm to such an extent that we want to have an air racing seminar in the near future.

by V Pfeiler

### Phoenix Chapter

APT Day in January was a success. Twelve Phoenix 99s got APTed including Charter 99, Melba Beard. Five flight instructors from the chapter volunteered their time, one her airplane, and the chapter paid for two rental APT planes.

During Arizona Aviation Week in January the chapter sponsored an airlift and concession stand. Five planes stayed in the air supported by an efficient ground crew and a steady flow of customers, 600 in all. The weather was perfect and the

concessions did just as well as the airlift. Ruth Reinhold, Phoenix 99, autographed her new book, *Sky Pioneering*. Chapter wind chimes were sold. Two 99s were on a local 6:00 p.m. news spot featuring Aviation Week activities.

Early February, Phoenix 99s parked airplanes for the annual Cactus Fly-In. As usual the Antique Aircraft Association presented a history lesson to newcomers of the fly-in. A lot of California 99s flew over to participate.

Mid-February our first Fly Without Fear Clinic came to a successful end after 8 sessions. Seven 99s shared all sessions with five attendees. The participants really appreciated the professionalism and helpfulness of the program. Three of them took the optional flight, one plans to join the next class's flight and one pre-arranged another flight on her own. The next clinic is planned for the fall.

Also mid-February there was a mystery flight. Everyone was required to bring a jacket and can of vegetables. There were coordinates and a 4-leg route to calculate. After becoming airborne, an envelope was opened which cancelled the coordinates and directed the group to Prescott. In Prescott, Phoenix 99s gave support to Embry Riddle female students during hangar talk. The vegetables were made into a hobo stew. The group had an unexpected opportunity to meet Pappy Boyington.

In March we held our second annual Poker Run and NIFA practice for Arizona college teams. Airmarkings are planned for Buckeye and Winslow in the spring.

by Kitty M. Pope

## Classified

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### NOTAM

*International Section gets new name.*

The 99 Board of Directors has given approval to change the name of the Indian Section to India Section.



# Air Racing Update

The Greater Pittsburgh Chapter of the Ninety-Nines is sponsoring their 7th annual ALLEGHENY AIR DERBY at Westmoreland County Airport, Latrobe, Pennsylvania, on Saturday, May 1, 1982 with a rain date Sunday, May 2. Derby time 12:30 P.M.

The Proficiency race is open to all licensed pilots, flying any stock model single engine aircraft of not more than 420 horsepower. A proficiency race is scored on a handicap system. Each aircraft must fly the closest possible to its own pre-determined speed and expected fuel consumption. The non-stop triangular course is less than 250 statute miles and will be flown during daylight hours.

Computerized race results are through the courtesy of "Control Data Corporation."

This is the third year the ALLEGHENY AIR DERBY will be a computerized race. The Control Data Corporation of Pittsburgh, Pennsylvania will be donating their time, equipment and personnel to score this race. Control Data personnel will be located in the control tower, allowing for faster scoring and race results.

With the growing interest and enthusiasm among pilots for proficiency racing, this annual derby has grown from 12 participants the first year to nearly 40 in 1981. All guests and visitors are welcome to join us for a good time and competition.

For rules and entry information, send \$3.00 to:

Helen Davison  
4011 Dragon Rouge Drive  
Gibsonia, PA 15044  
412/443-5124

## R·O·N

by Patricia Rockwell

Long Island Chapter member Roberta Pistorius, her heel healed from the August frog accident (see Chapter News, Nov. 1981) and her 49½er, Albert flew to Florida in their Cessna N735PM on Nov. 17, 1981. After a lovely vacation, plans were made to start home on Dec. 5. Leaving Jacksonville, Florida on Saturday afternoon, they flew to Charleston, S. Carolina as planned and stayed overnight. That was the only stay over for the next 5 nights that had been planned. Under ordinary circumstances they would have been home the next day after a long but happy flight.

The particular week they chose to come home happened to be one of the Northeast's most windy — 45 to 60 knots reported regularly. Sunday evening, instead of landing at L.I. MacArthur

Airport, strong winds forced them to land at Norfolk, Virginia. There they remained until Tuesday when the winds let up some and they flew on for a short while (90nm) before being grounded for two hours at Salisbury, Md. due to a thunderstorm. As soon as the storm passed, they flew on to Atlantic City — a very lengthy distance of 80 nm where they had to land again due to winds. The winds were too strong to land crosswind on Bader Field's single runway so they landed at NAFEC where they could head into the wind — some way!

The Long Island Chapter teases Roberta quite frequently about her love of Atlantic City. We're sure if there had been a choice of RON stops this would have been the one chosen. Therefore, Roberta and Al stayed at Harrah's in Atlantic City, certainly not ?? enjoying themselves, until Friday afternoon when winds abated enough for them to take-off and finally reach L.I. MacArthur Airport an hour and five minutes later.

Haven't our instructors always told us that one long trip is really only a lot of shorter trips put together?

### NOTAM

Ballots will be mailed in April. Be sure to cast your VOTE!

### NOTAM

Please send a recent good, clear photograph of yourself to Headquarters to update your file.

### NOTAM

Contact Hazel Jones for USPFT events scheduled for 4-21-82 to 5-24-82. Lois Feigenbaum will be out of the country during this period.

### BOOK REVIEW

Collins, Richard L. *Thunderstorms and Airplanes*. New York, Delacorte Press/Eleanor Friede, c1982. 280 p., maps. ISBN 0-440-08877-1 \$14.95.

Just in time for those of us who are dusting off our wings after a long, hard winter. The one item stressed throughout this book concerning the airplane and thunderstorms is: Don't; Stay away from; Go-out-of-your-way to avoid. Many examples are cited when this advice was not followed, and many of the participants are no longer around to tell about the experience. The only certain weapon a pilot has is to avoid such storms.

To aid in the avoidance Collins helps the reader to understand the why, when, and where these lethal flying hazards form and how to prepare if such a storm would suddenly erupt. Collins has used the most current weather research to date to describe thunderstorm dynamics and the aspects of wind sheer and related storm phenomena. The technical information has been translated into practical advice so the reader does not need a degree in meteorology to understand the evidence presented.

In spite of all the advice given on the necessity to avoid if at all possible, Collins continues with advice on what to do if you should be caught in one of the monsters. The advice is tempered by stating that there are really no hard and fast rules to follow and what would be successful in one situation could lead to disaster in other situations.

Collins concludes by stating there are no pat answers to the thunderstorm question. The key to the thunderstorm question is what is happening right now and the pilot is most likely in the best position to decide the quality of the flying weather. Collins' concluding statement sums up the entire thesis of the book by stating: "Properly flown and maintained, an airplane will last a long, long time. Thunderstorms only last a little while. The airplane that flies around them at a respectable distance, or waits on the ground for the time it takes for a storm to quit menacing the departure area, or diverts to an alternate airport to wait for the activity to clear the destination, is the airplane that will be back to fly again another day."

A Flying Book Club main selection. Recommended.

by Dorothy Niekamp  
99 Librarian

Editor's apology to the Utah Chapter — You are located on page 24.

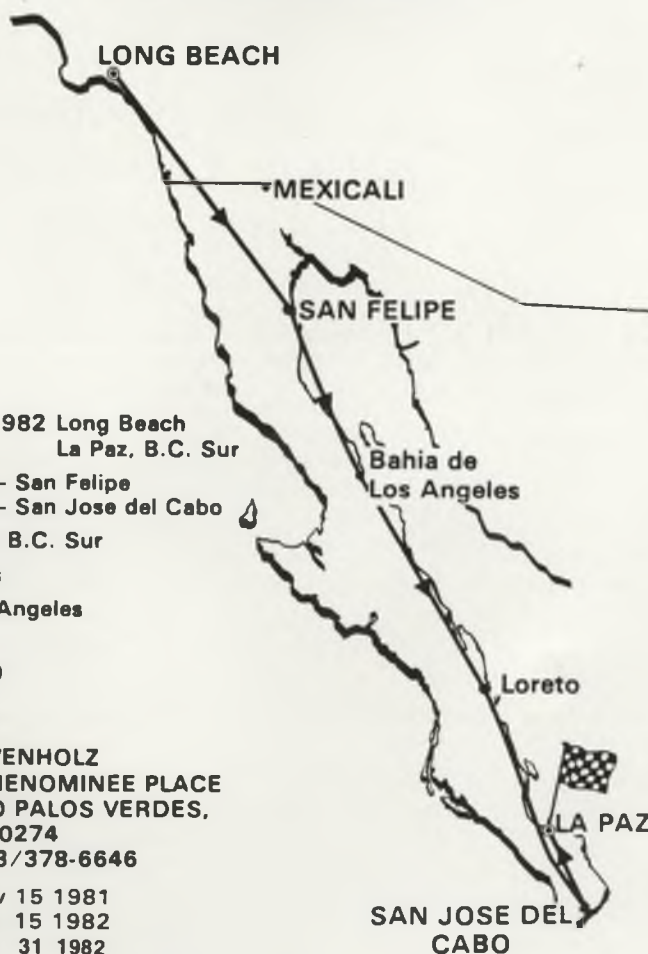


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