

# ***the 99 news***

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

**Volume 9**

**Number 6**

**July - August 1982**



## **Minnesota's Lady Lifeguards**



# LETTERS

## to the Editor

### Flying fast becoming luxury for the few

I sympathize with Joan Kerwin's clever "FAA Spelling Bee" in the April 1982 issue of *The 99 NEWS*. Flying, the greatest fun ever devised by man, is fast becoming a luxury available to a select few.

My view is: The FAA National Airspace System Plan will save you money. The present system cannot accommodate the predicted doubling of traffic, largely general aviation, over the next ten years. Computers will be outdated and equipment and people overstressed. Automation is the only hope for those of us (I'm a private pilot) who want to be free to fly as we please, even if only VFR.

By investing now in a planned, phased program of modernization, a chaotic condition down the road can be averted at a fraction of the cost of a patchwork panic-generated concoction that would have to be paid for with 1990 dollars. The taxes at that point will blow your mind!

I say, spend a buck to save a buck, you won't be sorry; we're on your side.

Sincerely,  
Joseph M. Del Balzo  
Director, Eastern Region, FAA

### 99s participate in successful SAFECON

Janet, we missed you at Bakersfield and especially so, as we would have liked you to see NIFA in action. It was an especially good SAFECON this year. Even the weather cooperated.

However, the Ninety-Nines were more than adequately represented. Hazel, as usual, did an outstanding job. Her judging support group was mainly made up of 99s and I was glad to have the opportunity to meet "in person" many of our Associate Members. Gene Nora Jessen worked hard as the Lead Judge for the Women's Achievement Competition. Also, your Section Governor for the Southwest area, Thelma Cull, was very much in evidence and was a worthy and hard working member of your 99 team. We also should

mention Carol Nielson who served as Hazel's "Executive Assistant" and the 99s coordinator working with the student committee.

As you know, one of my favorite projects is the NIFA Foundation, where we are working to build up some permanent and long-term support of NIFA. Page Shamberger was one of the originators of the concept of Annual Donations to a permanent fund and we have appreciated the Annual Donations of the International Board to this Fund. The \$1,000.00 check Hazel presented to us was the annual donation. We sincerely hope your Board will continue to include us in your annual budget.

I cannot close without a word about Polly Gilkison. She not only works hard at the National SAFECON, but participates very actively in the Regionals. Her major contribution, however, is as Chairman of the Fund Raising efforts from the Chapters. Again this year, she has made the quota and more. Her letter writing, in securing the donations and then following up with a thank you letter, is a major contribution. These donations are what keeps NIFA in the black and enables us to carry on our expanded program among the local units and the regions.

Best wishes as you conclude your most successful tenure as the International President. We appreciate your personal interest in NIFA and the college students.

Cordially yours,  
Harold S. Wood  
Executive Director

### Sponsorship of AE marker suggested

Dear Ms. Green:

At the excellent suggestion of my Administrative Officer, Bob Fretz, whose mother Mrs. Betty Hostler of Boynton Beach, Florida, is a member of your organization's Gulf Stream Chapter, I am writing to bring to your attention some facts regarding aviation in Papua New Guinea which may be of interest to your members.

On July 2, 1937, Amelia Earhart took off from Lae, Papua New Guinea on her last flight to Howland Island. She was never seen again. Even though there is a fine, natural coincidence that Ms. Earhart, 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. Next July marks the 45th anniversary of her take-off, and I wonder if the Ninety-Nines would consider sponsoring the erection of an appropriate monument in Lae to Amelia Earhart's memory.

Lae is a pleasant, tropical industrial and shipping center of some 60,000 population. The seafront airfield from which Ms. Earhart took off is still used by Air Niugini's F-28s. Like many airports in Papua New Guinea, it is but a few hundred yards from the center of town.

Aviation contributed significantly to the development of Papua New Guinea. 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. Eight 500,000 pound gold dredges were flown up 7,000 pounds at a time in Junkers G-31s; four of the dredges are still visible near Lae, remnants of a superhuman aviation effort.

The interior of Papua New Guinea 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 suggestion of erecting some sort of memorial plaque is informal on the part of the Embassy. Nevertheless, if you are interested in pursuing the matter, my staff and I would like to help you with the planning and details on this side of the Pacific.

Sincerely,  
M. Virginia Schafer  
Ambassador

U.S. Embassy  
Port Moresby, Papua New Guinea



**WITH**

# JANET



by International President Janet Green

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Contributions to the Scholarship Fund made by Sections, Chapters and individuals will be listed in the annual report given at Convention.

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You may say to yoursxlf, "I am only onx. I won't makx or brxak thx organization." But it doxs makx a diffxrxncx bxcausx an organization, to bx xffxctivx, nxxds thx activx participation of vxvxy mxmbxr.

So, thx nxxt timx you think you arx only onx and that your xfforts arx not nxxdx, rxmxmbxr my typxwritxr and say to yoursxlf, "I am a kxy mxmbxr in 99s and I am nxxdx."

The foregoing appeared in a San Diego Chapter newsletter. It cleverly makes such a good point — a chain is only as strong as its weakest link. We are each one a 99 link and an important part of making our organization strong.

It has been my job and privilege to serve as your president. Unbelievably these two years have gone by like two months. I had expected at some point to encounter a "bad part" but it has never been anything but pleasure to serve the 99s. You gave me an easy going yet efficient and capable Board of Directors without whose help I would have indeed been on a rocky road. Each one of you is forging a strong chain. You have supported major new programs such as Careers, USPFT and the Resource Center. Anyone can see that we have been On The GO.



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# Proficiency and you

**Proficiency** — the state or art of being proficient; performing in a given art, skill or branch of learning with expert correctness; adept, skillful.

Now, that is the Webster dictionary meaning — but what does it mean to you, the private pilot? And by private pilot, we are not speaking of just what it says on your license, but those that are flying for their own pleasure or convenience.

Proficiency is a very individual and personal thing. The Federal Aviation Administration has established requirements for takeoffs and landings, but they are minimal. Perhaps the coldest hard fact of all in the private pilot world is that proficiency can be linked directly to the dollars available for flying.

Fuel and maintenance costs escalate, the cost of general aviation flying grows higher and higher. As our daily living expenses

increase there are fewer dollars left over for the luxury of flying.

Does the private pilot really need to fly much to maintain proficiency? Most general aviation airplanes are not the complex machines that face the military or transport pilot. Nevertheless, no matter how simple the aircraft may seem to be, it would be naive for any of us to believe that the airplane can't kill you. It definitely can and does, as accident statistics for general aviation point out each year.

**SO WHAT ARE YOU GOING TO DO?**  
Torn between proficiency and feeding the family.

What you must do is fly smarter! There are several things you can do to make the most out of the time you fly.

First, there is the owner's manual, which by federal regulations, must be on board the aircraft for flight. If you fly a particular aircraft most of the time — borrow or buy

one (a good investment).

Sit down and read this worthwhile book. The information will be priceless. There is an explanation of flight maneuvers. It may have been some time since you have flown these maneuvers and this chapter will refresh your memory to ensure you are following procedures correctly.

How long has it been since you have reviewed landing techniques? The information contained in the owner's manual on cross-wind landings could save some embarrassing moments.

Although some of the Safety Articles have covered stalls, what are the stall characteristics of your particular aircraft? The owner's manual will give you information on stall speeds for various aircraft configurations and angles of bank. Pay particular attention to the configurations most used when you fly traffic patterns and approach to landings. Try memorizing some of the most critical speeds. If memorizing is not your forte, write them down on small cards for ready reference to review before entering the traffic pattern.

How about emergency procedures? When was the last time these even crossed your mind? Again the owner's manual has covered this subject with emergency procedures and operating limitations of the aircraft. These are items the manufacturer decided were important enough to warrant your special attention. The procedures are designed to help you safely recover the aircraft when it performs less than advertised.

The owner's manual can be your best friend. It allows you the freedom to ponder the manufacturer's recommendations while your body is safe and sound on the ground. Better to get answers to any questions now than wait until you are in the air and the actual situation arises.

Now, you have reviewed the owner's manual and it is time to go out and practice what it says. If it has been a while since you flew it might be a wise investment to get an instructor to ride around the pattern to ensure you have not slipped into any bad habits.

While you are doing all this reviewing don't neglect brushing up on navigation and weather. Thoroughly plan each aspect of your flight and there will be fewer unpleasant surprises in store.

Proficiency — you must decide what it means to you. You are a pilot — a professional. You have a responsibility to your fellow pilots, your passengers and yourself.

Try flying smarter for less and getting more safety and pleasure. Give it a try!

by Marilyn Miller  
International Safety  
Education Chairman

## USPFT to compete in Piper Tomahawks

The United States Proficiency Flight Team hopes to soar to victory in Piper Tomahawks during next year's world championships to be held in Skein, Norway. Piper is providing the team with four of its popular, highly maneuverable two-place trainers for the August 1983 competition and also will provide aircraft for the 1985 championships, expected to be held near Vero Beach, Fla.

"Precision and quality are the team's watchwords and Piper's as well," said Thomas W. Gillespie, senior vice president of Marketing and Sales at Piper. "With some of the country's best pilots flying our Tomahawks, the United States will surely be the team to beat."

The U.S. Proficiency Flight Team is

chosen through regional and local events and represents the United States at the world championships. Men and women pilots are judged on their skill and accuracy in the performance of basic flight operations. The competition does not include aerobatics or stunt flying.

Hazel Jones, international vice president of the Ninety-Nines, the international organization of women pilots which manages the USPFT, is pleased to have Piper on board.

"We know the Tomahawk to be a fine airplane and we think it will do a great job for us during the competition," said Jones, who serves as the chairman of flying activities for the USPFT. "We hope we will produce a team that will be a credit to the United States, to Piper and to the USPFT Council."



Checking out a Piper Tomahawk is International Vice-president Hazel Jones.



# "Don't Scratch" Syndrome

by Gene Nora Jessen

My insurance agent self says, Don't scratch the airplane. My flight instructor self says, Don't scratch the passengers. My pilot self says, It will never happen to me.

That may be slightly facetious, but we pilots do have mixed emotions about accidents. I'd like to offer the somewhat heretical proposal that we change our thinking about breaking the airplane. Instead of holding the thought that, above all, we must save the airplane, let's be mentally prepared to damage the airplane.

Many incidents are compounded into tragedies. For example, the pilot gets into weather, climbs, then can't get down and loses it. Had he just put it somewhere, anywhere, while he still had visual contact with the ground, he might have bent the airplane but likely would have hurt no one.

The problem is, he cannot handle making the decision to land knowing he will hurt the airplane. He elects to gamble on the unknown since a fatal accident is not entered into any equation he envisions.

Let's talk about the unthinkable, electing to damage the airplane rather than carry on to possible worse conditions. Will the insurance pay after your mistake? Of course, it will. That's why you've paid all those premiums.

In five years of writing aircraft insurance, I can think of only one claim which could be blamed on an act of God. All the others were pilot error. And the insurance paid.

Insurance is not negated because we demonstrate to the whole world an error in judgment; coverage is denied when the pilot

violates the contract made with the insurance company. For example, the private pilot insured to fly for business and pleasure is in trouble if his accident occurs while he's carrying passengers for hire.

It's been my observation that the great majority of pilots fly their airplanes in a legal and responsible manner, well within the parameters of their insurance policy and the law. So back to my major premise. The primary concern in time of difficulty is not the airplane, it is the people.

An intentional fender bender is preferable to an out-of-control stretched glide or horn-blowing climb into the trees. We regularly practice emergency procedures. We should also consciously recognize that scratching the airplane is an option.

## Come to the COM Session

by Janet Green

COM is short for Communications. It is a gathering of 99s each year at convention the day prior to the business meeting to informally exchange ideas, learn more about programs and operating procedures and perhaps improve them. The president is the moderator, and to kick off conversation and provide background material she asks for several panelists to speak briefly and informally. Usually the subjects covered by the panelists are the magazine, Headquarters, legal and others. The board of directors is present both to answer questions and to learn of your concerns on the issues.

This year I want to emphasize the Membership Directory or Roster. Last year we were fortunate to have a top quality publication at slightly over \$14,000. Prices have risen dramatically and, for a like quality and composition, bids for the coming year are a minimum of \$19,000 including postage (which may be more). We would all like a Bonanza but sometimes must settle for a Skyhawk. So it is with our Directory. We are going to be driven to some sort of compromise with the storm clouds of cost.

Your directors will be prepared to discuss other projects of interest such as the Resource Center, US Proficiency Flight Team, Careers and more. Drop me a card if you'd like to discuss a particular aspect and would like me to do some research or find an expert opinion.

Whether you have compliments or complaints the 99s should benefit from this simplex communication system. It is a means of staying together on the same frequency so that we can be cohesive and strong.

## NOTAM

With 3106 ballots cast (setting a record for member participation), election results for International officers, AE Scholarship Trust and Nominating Committee have been tabulated.

Serving their two year term (1982-1984) will be Marilyn Copeland, International president; Charlene Falkenberg, International vice president; Barbara Goetz, International secretary; and Betty Jane Schermerhorn, International treasurer.

Thon Griffith will serve as an Amelia Earhart Scholarship Trustee.

International Nominating Committee members will be Valera Johnson, chairman; Jean Davis; Harriett Hall; Carolyn Pilaar and Carolyn Westerman Schmalz.



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## Amelia Earhart Scholarship Judges



Nancy Landon Kassebaum



Jack R. Hunt



John L. Baker

*Honorary judges for the 1982 Amelia Earhart Scholarship program are Senator Nancy Landon Kassebaum, AOPA President John L. Baker and Embry-Riddle University President Jack R. Hunt. Their responsibilities include evaluation and selection of the 1982 AE Scholarship honorees.*

Nancy Landon Kassebaum, United States Senator (R) from Kansas, was elected to the Senate on November 7, 1978. First woman to represent Kansas in the Senate, she was also the first to be elected to the Senate without having been preceded in Congress by a spouse or appointed to fulfill an unexpired term.

Her father, Alfred Mossman Landon, was governor of Kansas from 1932-36 and was the Republican candidate for President in 1936.

She attended Topeka public schools and received her BA in Political Science from the University of Kansas, and her MA in Diplomatic History from the University of Michigan.

Senator Kassebaum's committee assignments in the 97th Congress include chairmanship of the Aviation Subcommittee under the Commerce, Science and Transportation Committee.

Jack R. Hunt joined Embry-Riddle Aeronautical Institute (University) in 1963 as its president, a position he still retains. In 1968, under his direction, the Institute gained accreditation from the Southern Association of Colleges and Schools, becoming a full-fledged university.

He received his BS in Business from Pepperdine College and a Masters in Education Administration from Barry College.

Hunt completed two tours of active duty

with the US Navy, retiring with the rank of Commander in 1978. During this time, he earned the Distinguished Flying Cross, presented by Admiral Halsey; and the Harmon International Trophy, presented by President Dwight Eisenhower.

The Harmon Trophy was presented for the longest, non-stop flight in history, some 264.2 hours aloft. On the trip, he left New Jersey, flew to England, Spain, Africa and South America, completing it in Key West, Florida. His record was broken only when astronauts began circling the globe.

He presently holds a pilot's license with Commercial, Instrument, SMEL, Lighter-than-air airship, Lighter-than-air balloon, and holds a First Class Medical Certificate.

John L. Baker joined the staff of AOPA (Aircraft Owners and Pilots Association) in 1977, after serving three years as an executive with the Air Line Pilots Association. He was elected president of AOPA the same year.

He is probably best known in aviation for three years of service with the Federal Aviation Administration as Assistant Administrator for General Aviation. This FAA position followed assignments handling Congressional relations for the FAA and the Department of Transportation.

An attorney, Baker previously was a legislative assistant to US Senator Roman Hruska of Nebraska. He also served as minority counsel on the Senate Judiciary Subcommittee and the Constitutional Rights Subcommittee of the Senate Judiciary Committee. For two years prior to his Senatorial assignments, Baker was a trial attorney in the US Department of Justice.

His aviation background includes six years in the Air Force as a jet pilot. He is currently an active pilot, holding a commercial license with single and multiengine land and instrument ratings.

## Careers slide program now available

A new program on Careers in Aviation is available for distribution. The slide presentation and printed information includes the following 99s in addition to others forthcoming — Wally Funk, Nancy Waylett, Babe Ruth, Barbara Hicks, Ruth Sitler, Lee Orr, Lynn Marie Litchy, Jan Orr Young, Betty Jo Ault, Tangela Tricoli, Sandy Bacsanyi, Pam Mitchell, Nancy "Red" Guernsey, Michele Stauffer, Marilyn Copeland, Edna Gardner Whyte and several members from Hawaii.

A wide variety of careers are represented in the program which is appropriate for showing to civic groups or for chapter meetings. As this is only a beginning project, any 99 who is currently employed in an aviation career is invited to send her job story/resume, two color slides and a black and white photo to add to the presentation. To obtain the program or send additional material contact Marilyn Copeland, 1308 Kevin Road, Wichita, KS 67208.

A brand new member of the 99s who is included in the program is Pam Mitchell, Wichita, Kansas. Pam is a former flight attendant for United Airlines, has worked as a charter pilot including air ambulance, freight and carrying passengers. She has also worked as a ferry pilot and delivered single and multi-engine aircraft all over the world. More recently she has been a production test pilot for the Cessna Multi-engine, Turboprop and Citation Jet aircraft. Currently, she is working with a brand new program for Cessna which is designed to stimulate general aviation flying.



Included in the careers slide presentation is material on Pam Mitchell, brand new Kansas 99, who is working with a new Cessna program designed to stimulate general aviation flying.





Florida Panhandle Chapter painted Destin Airport at Fort Walton Beach, Florida.

by Mary Jo Voss

Rollers and handles in the go position? It's airmarking time again.

If you see an airport you think needs airmarking, get your airmarking chairman to draw the name out on graph paper, take it to the airport manager and present your plan. Yellow highway paint for names, white for numbers. Get him to buy the paint, or you can contact one of the wealthier airport users and see if he/she will buy. A rough estimate is 3½ to 5 gallons per letter depending on the surface. The newer the surface the less paint it requires. By the way the highway department at Springhill, Louisiana, advised us to use diesel fuel to thin the oil based highway paint. It worked very well but time will tell how it holds up. It only took 7 gallons to do the entire 10 letters on a new surface.

Don't forget to take your broom with you to sweep the area to be painted clean first. Those little rocks and debris will cause your paint to peel when they are moved.

Have your publicity chairman notify the town's media that you are going to airmark. You can nearly always get publicity for the 99s this way.

Invite other chapters to join you and have fun. It's a good flying activity, and if it is in the boonies, carry your picnic lunch. If your section doesn't have an airmarking guide, you can order a very good one from Palomar (California) Chapter 99s. Also be advised that FAA's Advisory Circular 150/5340 1D, Marking of Paved Areas on Airports, has been replaced by AC 150/5340 1E available through Supt. of Documents, US Govt. Printing Office, Washington, DC 20402.

Here are some helpful hints from South Central Section's Guide:

1. If you do not want to carry templates around with you, it works just as well to box your letters and draw off the angular corners with a yardstick. Take 3 feet off on each leg of outside corners for 30 foot letters. Adjust accordingly for 20 foot letters.
2. Use 30 foot letters whenever possible for better legibility with 20 foot spacing between letters. Some chapters just triple the spacing recommended in the

guides. Otherwise the name is a yellow glob above 3000 feet. The strokes or legs should be about 4 feet wide and the width of the letter 16 feet. Space 30 feet between a 2 word name.

3. In establishing the length needed, include the width of the letters and the spacing. Mark off the entire length of your work at the beginning. Select the runway according to the prevailing wind at the particular airport and position the name to be read on the downwind leg of the traffic pattern as near to midway of the length as possible.
4. Good highway paint will cover quite well with one solid single coat. The paint dries quickly and it will pick up or peel if you try to go back over it after it has set for a few minutes. So get it on good and heavy the first time. Don't try to stretch your paint to the max — it will be too thin and will not last. However, don't pile it on too thick as this causes peeling also.
5. Take paint rollers off soon as you finish or they are nearly impossible to remove. Buy cheap rollers and do not try to re-use them.
6. Keep records of the amount of paint required on certain surfaces for future reference. Also keep graphs of the letters as it simplifies graphing the next one.
7. Take an empty, clean 5 gallon container with you or have the airport furnish one to mix your paint. The cans are always too full for adding thinner and stirring.
8. Have one of your members or 49½ers make a paint dolly. Take a 2 foot square of ½" or ¾" plywood and attach 4 heavy duty casters to the bottom. Drill 2 holes in one side and attach a rope. This makes it very easy to move the heavy paint around and you do not need muscle to help out.
9. If you spill some paint and the thinner won't get it off just get some gray or black paint, depending on the surface, and paint over it. It won't show at altitude. Hope this will be of some help to you. If anyone has any tips to make airmarking easier or better, please let us hear from you. Your chapter may have been doing

## NOTAM

Let the 99s know you are moving. One report of address changes takes care of all mailings from International Headquarters, including *The 99 NEWS*. Let us know 6 weeks in advance to avoid delays and forwarding.

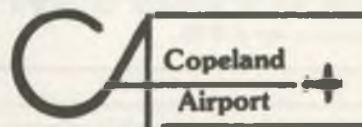
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something for years which you take for granted that another chapter has never thought of. Communicate.

International Guide suggests you give first timers their own roller handle. Another suggestion is a blue ribbon on your very own handle for each airmarking in which you participate.

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## New medication guide published for pilots

Pilots who take medication — from aspirin to prescription remedies — can now check in a new book which ones are safe for use while flying. The guide is published by Aircraft Owners and Pilots Association and the National Aeronautical Institute.

The 225-page "Medication and Flying: A Pilot's Guide," was written by Dr. Stanley R. Mohler, director of aerospace medicine at the Wright State University School of Medicine.

"All too often a pilot will either not fly, or not take needed medication because of an uncertainty of the effects of the medication at higher altitudes," an AOPA spokesman said. "This guide removes those doubts."

Hundreds of drugs are listed in the guide by generic and trade names. Information includes any significant side effects that the medication may have on pilots as well as the length of time it takes for the body's system to clear itself of the drug effect.

The medication guide will sell for \$19.95 but is available to AOPA members for \$14.95.

## Donations to Headquarters

Eleanor Lay Ross, Charter Member  
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Landscape

## NOTAM

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1983 Ninety-Nines Calendar

Theme will be 99s' sponsored air races and rallies. There are less than 30 such races, so chances are good for selection.

Send your glossy photo (color or black and white), 3x5 to 8x10 to Nancy Crase, 5201 N. 19th Ave., Suite 111, Phoenix, AZ 85015 by Sept. 1, 1982. Include background on your race and a note giving Phoenix Chapter permission to use photo. Photos returned upon request.

## Book Review

Taylor, Richard L. IFR for VFR pilots: an exercise in survival. New York, Delacorte Press/ Eleanor Friede, c1982. 180 p., ill. \$13.95. ISBN 0-440-04028-0

"There is nothing so absolutely fundamental to a pilot as survival; and there is no objective that justifies the certain risk of an attempt to continue flight in adverse weather.

"Survival is everything."

This is a survival manual for those pilots who do not feel the need for that instrument ticket. Each of the eleven chapters opens with the above words, and each chapter forcibly points out the need for survival.

Taylor has adapted the book to the average pilot's ability in the stressful IFR situation. He recognizes the near impossible task of scanning the panel, especially for those who are not used to such an operation, so, accordingly Taylor has developed the necessary instructions to give the non-IFR pilot the necessary information in a bare-minimum scan.

Information is included on obtaining help from ATC. Along with the instructions on how to get help is information on how to use the help when it is offered of DF steers, radar vectors, approach and landing techniques and even includes what to do on a missed approach.

A chapter by Dr. Gerald D. Cockrell covers the human elements in IFR survival, namely how to control your natural fear and stress. Helpful hints on how to get the shaking hands under control (shake them even harder to relax) and how to recognize the symptoms before things get out of hand so you can maintain your self control.

The book concludes with a reprint of a chapter from Taylor's *Fair-Weather Flying*, "Why not get an instrument rating?" Good advice for all.

Since a majority of the general aviation weather related accidents occurred during relatively "benign" conditions — fog, rain, low ceilings etc., this "survival kit" could help.

Again "Survival is everything."

A Flying Book Club main selection. Recommended.

by Dorothy Niekamp  
99 Librarian

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Ceremonies on Friday included unveiling of a plaque honoring the 50th anniversary of AE's solo Atlantic crossing. The Atchison High School band provided appropriate music for the occasion, including a rousing rendition of "On the Atchison, Topeka and Santa Fe."



Approaching Amelia Earhart Airport for landing a beautiful compass rose, painted to honor Blanche Noyes, highlights the ramp entrance.



A freshly refurbished terminal building, complete with friendly folks and hot coffee, welcomes pilots.



## Forest of Friendship setting for pageantry

A beautiful sloping Kansas hillside in the heartland of America is the site of the International Forest of Friendship. The Forest was a gift to America on her 200th birthday from the Ninety-Nines and the city of Atchison, birthplace of Amelia Earhart, first president of the Ninety-Nines.

The Forest is made of trees from the 50 states, territories and 33 foreign countries around the world where there are Ninety-Nines. James J. Nighswonger of Kansas State University designed the Forest, and selection and care of the trees is supervised by the Forestry Extension of the University.

Winding through the Forest is Memory Lane, tying America's flying past to its future by honoring those who have, or who still are, contributing to all facets of the advancement of aviation. Embedded in this ribbon of concrete are granite plaques engraved with the names of many honorees including Charles Lindbergh, Wiley Post, Amelia Earhart, Olive Ann Beech, Dwight D. Eisenhower, Moya Lear, to name just a few.



A small area in downtown Atchison is the location of a bronze statue of Amelia Earhart. Grace McGuire, who is planning to re-create and complete AE's flight from Lae, Papua New Guinea, to Oakland, California, poses with her "look-alike."



cont. on p. 12



## Forest of Friendship

cont. from p. 11

1982 honorees in Memory Lane included John K. Northrop, Moya Lear, Orville and Wilbur Wright, Broneta Davis Evans, Freda Thompson, Margo Smith, Ken E. Hoffman, Evelyn Waldren, Doris Abbate, Ronald Abbate, Evelyn Sharp, Ann Hider, Betty Wood McNabb, Dr. George Gumbert, Helen Shropshire, Hugh H. Libby, Deac Lyman, Jimmie Mattern, Marie Christensen, Ernie and Marie Shults, V. J. Skutt and Ruth Margaret Stafford.

Celebrations normally occur annually on Amelia Earhart's birthday, July 24. However, this year's activities (May 20-22) were planned to coincide with the 50th anniversary of her solo Atlantic flight.

1983's celebration will be held on July 22-24, and will commemorate the 10th anniversary of groundbreaking ceremonies for the Forest and the 20th anniversary of the Amelia Earhart Commemorative Stamp Fly-away.



A visit to Atchison would not be complete without a chance to visit AE's birthplace, overlooking the Missouri river. Paul and Winney Allingham, former owners of the *Atchison Globe* newspaper, own and live in the beautifully preserved home, and were kind enough (in spite of their health) to allow 99s attending Forest of Friendship ceremonies to view portions of the home's interior.



Fay Gillis Wells, Forest of Friendship Co-Chairman, stands at the foot of the staircase in AE's home.



Ninety-Nines have an opportunity to visit while waiting for college-provided transportation to the Forest of Friendship ceremonies.

Items of clothing and accessories belonging to Amelia Earhart are displayed at the Atchison Historical Museum.



An ornate fireplace in the living room bespeaks the high-ceilinged elegance of by-gone days.



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(Left) Guests enjoy a social time prior to Friday evening's banquet (above) where International 99 President Janet Green addresses the crowd.



Scouting groups march along the winding walkways and place flags from fifty states and thirty-three foreign countries by their appropriate marble markers.

During the ceremonies, Fay Gillis Wells introduced 99s in the audience and also drew 99 Joan Kerwin's name as the winner of AE's watch.



Honored as active pilots with over 50 years of flying time were Alice Hammond, Betty Huyler Gillies, Connie Wolf, Edna Gardner Whyte, Evelyn Waldren, Melba Gorby Beard and Nancy Hopkins Tier.

cont. on p. 14



## Forest of Friendship

cont. from p. 13



### NOTAM

Memory Lane honorees are proposed by sponsors who then contribute \$200 to the International Forest of Friendship to help defray the cost of the installation of the 12" x 16" x 4½" granite plaque.

A biography and picture of the honoree, plus a check for \$200 (tax deductible) made out to the International Forest of Friendship, should be sent to John E. Smith, Treasurer, P.O. Box 99AE, Atchison, KS 66002.



As a finale, blue and yellow numbered balloons were released by the children, and quickly disappeared from view in the gusty wind.



One final walk through Memory Lane, and then it was time to fly away home...



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# Heaven sakes ... it's a Great Lakes!

by June L. Beers

In hot pursuit of a CFI-airplane this Spring I came upon the requirement for spin training. At this point my instructor made a significant recommendation. He suggested I look into a program of acrobatics that would incorporate the needed spin training as well as conventional gear operations since I had no experience in any of the forementioned. This suggestion resulted in an interesting, exciting and educational temporary side track to my program. And, I'm a better pilot for it, having now logged time in a Super Decathlon and the beautiful and impressive Great Lakes ... an experience I'll never forget and need to tell you about.

First let me say it's not easy to locate an acrobatic flight school and qualified instructor. But, we are fortunate here in Michigan to have an outstanding facility at Oakland Pontiac Airport (Pontiac, Michigan) called ... and appropriately so ... Stick and Rudder, Ltd. Ron Foucault is the expert instructor here who also flies competition and shows. He's got two very nice Decathlons on his flight line. But, more exciting and tucked away in another hangar in another part of this busy airport is his marvelous Great Lakes. For some reason that aircraft commands a heated sumptuous hangar and people seem to hover around constantly pampering the sleek red, white and blue object. Of course I never learned of this beauty until after a few hours into my training when I appeared on a MVFR day for some conventional gear pattern work in the Decathlon. Following my lesson we took a few minutes to stop by that special hangar so Ron could pay homage to the Great Lakes. Actually he was checking on some work being done to it. I could hardly believe my eyes when I saw an aircraft that was definitely magazine cover material. From that day on I thought a lot about what it would be like to fly that bi-wing beauty.

When the big day finally came Ron spent some time on pre-flight walk around procedures, pointing out all the important areas requiring careful checking. Let me tell you that getting into the front seat of this monster requires some athletic agility. I didn't have too much trouble here but felt there has got to be something sacreligious about stepping on the leather seat to get in. Once settled, Ron spent even more time teaching me how to properly hook up the seat-type parachute that should require a course of its own. Then it was on with the cloth helmet containing earphones and mike. I was so busy with all this preflight ritual that I was devastated when I looked up to find I couldn't even see over the nose. I was sitting in a hole! (The least they could do with this panel is install a mirror so I could

see how I looked in the helmet, I thought.) Having identified my concern about taxiing the Great Lakes, Ron's voice on the intercom began to describe the s-turn taxi method we'd use to get to the active runway.

As the engine roared and we rolled out between the metal hangars toward the active I called ground control stumbling on Great Lakes 5761Z as I swayed from side to side trying to get the feel of the aircraft. Wind created by the prop was hitting my face and for the first time I realized there was no canopy over my head. I instinctively checked the tightness of my seatbelt.

Pre-takeoff runway was standard with the 180 HP Lycoming engine and constant speed Hartzell propeller. This particular aircraft is a familiar one to Pontiac tower personnel, I soon discovered, and I swear it gets special treatment from that group, too! Their voices melt as they talk to 5761Z! Cleared for takeoff, I was delighted to finally see a runway when I eased the stick forward to lift the tail. (This isn't so bad after all, I thought.) Suddenly we were airborne and had received an approved right turn out to the practice area. I was on my way to a whole new world of fun the books aptly term "sport" aviation. There is nothing finer than the sun and wind on one's face as you experience immediate control response, terrific visibility, and maneuvers that can never happen in the PA-28-180 hangared several miles away and not aware of my whereabouts today.

In the practice area Ron begins the acrobatic instruction with a calm assuring voice over the intercom that instills student confidence. He's careful and meticulous. His narrative demonstrations are clear and precise. Upon returning to the airport following a workout, I realize that I can now really identify with the 99s pictured in our anniversary book that flew the open-cockpit planes of days gone by. What a thrill!

Landings in 61Z are an interesting challenge in that once lined up on final, reference to the side is required to keep the aircraft tracking straight down the runway. Peripheral vision helps, too, with regard to correcting for drift once committed to land. Ron points out the need to maintain positive control of the nose. Poor control and/or careless technique can easily result in a damaging ground loop.

In conclusion, this training helps to instill confidence in the pilot's ability to handle an aircraft, perform precision maneuvers and recover from extreme attitudes. Acrobatic training is a rewarding experience well worth the time, effort and money involved. Doing it in an exciting and distinctive aircraft with a professional instructor like Ron is extra special to say the least. I recommend that pilots interested in this phase of aviation contact an acrobatic organization for details. The International Acrobatic Club, Inc. (IAC), P.O. Box 229, Hales Corners, Wisconsin 53130 has a nationwide network of chapters that can be of help to acrobatic enthusiasts.



With the Great Lakes in which she took acrobatic training is June Beers.



99 Lifeguard pilot Sally Woodburn gives a carton of blood to Tom Fontaine of the Red Cross after flying it into St. Paul from Eau Claire, Wisconsin.



Minnesota Governor Albert Quie signs the proclamation for "Women in Aviation Week" while Henry Korent, Red Cross Director, Donor Resources; Lifeguard pilots Linda Haedge, Terry Ludtke, Clara Johansen and Mary Hudec; Greg Guettler, Red Cross Donor Resources and Lt. Governor Lou Wangberg observe.



Sylvia Otyпка unloads blood at St. Paul, Minnesota, after her flight from Ladysmith, Wisconsin.

# Minnesota's Lady Lifeguards

by Mary K. Hudec

The room was large with lots of thick, red velvet carpeting and dark heavy furniture. It was the kind of environment that encouraged those present to speak in hushed tones and act very grown-up. Our small group, four Ninety-Nines, was quickly ushered to the front of the room where we were introduced to two distinguished gentlemen, each wearing their pin-striped, three-piece suits and both being very cordial. We were instructed to face the lights and cameras. A few clicks and flashes and we were guided away from the two men at the dark, shiny mahogany table.

It was all over. We had just had our picture taken with Governor Al Quie and Lieutenant Governor Lou Wangberg as they signed our proclamation declaring May 10-14th, 1982, as "Women in Aviation" week. It was a special tribute to the Minnesota Chapter because it marked the 7th Anniversary of our Lifeguard Flights for

the American Red Cross.

As I exited into the bright sunlight and stood on the capitol steps on this beautiful spring day, I couldn't help but take time to reflect. This outstanding project, referred to by the Minnesota Ninety-Nines as their Lifeguard Flights, began seven years ago almost to the day.

It was 1975 when Linda Haedge, a member of our chapter, happened to be speaking to the West St. Paul Kiwanis Club about how much she loved to fly. Her words caught in the mind of Kiwanis Jad Asfeld, who just happened to be a member of the Red Cross National Board. Jad was very much aware of the need to move shipments of blood more rapidly over the 125,000 square-mile St. Paul Blood Services Region which covers Minnesota and parts of Wisconsin, Iowa and North and South Dakota. Would the Ninety-Nines consider providing transport? You bet we would!!

In some respects it all sounds a bit corny — like the great American heroine thing, and in a way it was. There is something present in us that seems to leap out when offered the opportunity to help others. Americans are known as a people who give of themselves and the Minnesota 99s are no exception to this basic concept.

So began a most vital role in the lifesaving work of the St. Paul Regional Red Cross Blood Services Program. Under the able tutelage of Linda and her co-chairman, Sally Woodburn, the two organized, conducted and directed the Lifeguard Flight program. An extremely successful program today, it is viewed by many across the nation as one of the finest voluntary efforts of its kind.

The Minnesota Red Cross Center is the 7th largest in the United States. They are not always able to collect enough blood near the St. Paul laboratory to support the total needs of all 160 hospitals in the region.





Minnesota 99 Sally Woodburn talks about her experiences as a pilot flying blood shipments with an Eau Claire, Wisconsin, television reporter during the 7th anniversary celebration of the 99s' affiliation with St. Paul Regional Red Cross Blood Services.



Minnesota 99s arrive at Downtown St. Paul Airport to participate in Red Cross Recognition Day for Lifeguard Flights.

Minnesota 99s began flying blood, collected by the Red Cross at distant points from voluntary donors, back to the St. Paul Airport where it is picked up by Red Cross Volunteer Drivers and quickly transported to a nearby lab for processing into components. The flights are necessary because when whole blood is to be made into components (red cells, platelets, cryoprecipitate, etc.), the process must begin and be completed within a few hours of collection. Many of the collection sites are so far from the St. Paul processing and component laboratories that transporting the blood by automobile isn't feasible.

While we as 99s emphasize that we do not fly blood in emergency medical situations — our role is rather to keep the blood supply level up to demands — we do fly under the pressure of time. Because the blood we fly is broken down into components, it must be processed within four hours after drawing.

Whole blood which is made into components and derivatives enables doctors to give patients only the part needed to treat a particular illness. This means a greater utilization of the blood donated, and the need is ever increasing.

Red cells are given to patients who have liver or kidney diseases.

Cryoprecipitate may be given to patients who have hemophilia (the bleeding disease).

Platelets are given to persons, such as leukemia patients, whose blood does not clot well due to a low platelet count.

Gamma globin is given to help prevent infectious hepatitis.

Serum albumin is given to many accident victims to prevent shock.

Linda made the first Lifeguard Flight on June 26, 1975. The Minnesota 99s followed her lead and today there are thirty active pilots flying for the Red Cross. At first, they called themselves "99s for Life", then

changed that to Lifeguard Pilots — after the aviation code word for priority-clearance flights where life is at stake. Personally speaking, I know those controllers can make one feel pretty important when the pattern is crowded and you're vectored right to the front of the line just as soon as you declare that you are a "Lifeguard Flight".

An average of ten flights per month are flown with each flight delivering about 150 units of blood. In 1981 we flew the equivalent of 1¼ times around the world, donating our time and airplanes. If we request, the Red Cross will reimburse us for our gas. In return, we log the time and remain current.

The blood center schedules the blood drawings based on projections of need. Linda, Sally, Clara Johansen and Rita Orr set up the flights trying to use the pilot living

cont. on p. 18



## Minnesota's Lady Lifeguards

cont. from p. 17

closest to the drawing site. Each flight has a back-up pilot. It is each pilot's decision whether to go or not to go. Thunderstorms in summer and icing in winter are large factors in the life of all Minnesota pilots. However, only twice has a pilot had to remain overnight at the draw site because of weather.

As Minnesota 99s learned early in their flying careers, adverse weather conditions can try one's patience in a hurry. One Ninety-Nine discovered that it can be a long way around a thunderstorm especially when the ice the blood is packed in is melting and running onto the seats her husband had reupholstered. We wear everything from shorts in summer to snowmobile suits in winter when flying. One flight was completed this past winter with the outside temperature indicating -17° below zero. Another pilot, after a late pick-up, became stuck in the snow on the taxiway. It was getting dark and the FBO was closed. Fortunately there was someone in the pattern and after a little communication on the radio, he came and helped push her out of the drift.

Snow can be a problem even when it comes to getting your airplane out of the hangar. Try it sometime after a snowfall of 17" and you're struggling with your shovel in snow higher than your knees just to free the large hangar door! Whether it is in snow and boots or seaplanes and shorts, the Lifeguard Flight always seems to be completed.

Clara, a retired Minneapolis florist and grandmother who earned her instrument rating at age 65, prides herself on her devotion to flying that leads her to cut corners on groceries so she can afford more air time. She calculates that even with the Red Cross paying for the gas, her 17 Lifeguard Flights in 1981 cost a little over \$500. She's proud of that, too: "Frankly, I



Lighting the 7 candles on the Anniversary cake.



99s Rita Orr, Terry Ludtke and Sally Woodburn tour the Red Cross Laboratory.

doubt I would have given that much in cold cash!"

At the Red Cross Recognition Day commemorating our 7th Anniversary, it was Linda who thanked the Red Cross on behalf of the Minnesota Lifeguard pilots. Her remarks were eloquent as she said, "Thank you for letting us give something back to our community."

From those Capitol steps, I felt very proud to be a Ninety-Nine — a Lifeguard Ninety-Nine!

*Editor's note:  
The following  
4 pages of this mag-  
azine are designed  
to be pulled out  
and given to  
a prospective 99.  
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*Our thanks to  
Joan Kerwin  
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# *What is a Ninety-Nine?*



## **A simple love**

**of flying** is the common tie that binds all manner of women together in this unique organization called the Ninety-Nines. The joy of the first solo flight, the challenge of the "greased-on" landing are moments that have been savored and shared by all.

Whatever our occupation — astronaut, professional pilot, schoolteacher or housewife — we have shared the pride of accomplishment that comes with the attainment of a new rating and have experienced the joy of glimpsing the sunlight dancing through puffy clouds on a glorious clear day.

This love — this joy — this challenge — binds diverse ages, races, nationalities,

personalities, talents and aspirations into the dynamic organization the Ninety-Nines has become.

Diversity has been present from the inception of the organization. Not all 99 of the 117 licensed women pilots who organized together in 1929 were record setters like Phoebe Omlie (record parachute jump, 1921); Louise Thaden, winner of the Bendix Trophy Race, 1936; Amelia Earhart, first woman to cross the Atlantic, 1928; or professional pilots like Helen Richey who became the first woman airline pilot (Central Airlines, 1934). Although many were to become famous later in the history of aviation, most joined for the same reasons as you and I — the love of flying.





Airmarking runway surfaces and roofs of hangars is a top-of-the-list 99 activity.

It's great when you can combine your career and your first love, flying. Science teacher Gail Rezebek of the Chicago Area Chapter helps her fifth grade class inflate their hot air balloon.

Ninety-Nines love to eat...

...especially if you have to fly to get there!



99 Julie Ames flies a Pitts S-2A in aerobatic competition.



**Friendship, fellowship and** the promotion of career opportunities for women in aviation were among the central thoughts in forming the organization in 1929. Although the purposes have been expanded through the years to encompass many kinds of educational and philanthropic objectives, flying is still the core of the Ninety-Nines.

There's always a good excuse for getting in the airplane and FLYING when you're a Ninety-Nine. We fly in to chapter meetings, section meetings and international conventions. Some chapters fly blood for the Red Cross, or transport medical supplies for missionaries.

We fly school children on familiarization flights; handicapped people for an outing;

city officials to show them the benefits of aviation.

We fly out for lunch, breakfast or dinner with other Ninety-Nines. (We like to eat a lot. Some of us look like it — some don't.)

We enjoy the challenge of proficiency and speed races, poker runs and treasure hunts. So what if you don't win? You're a winner if you've learned more about flying, yourself and the airplane.

For those of us who lack the incentive to use our skills once the private license is attained, we provide each other with motivation. You no longer have a problem if you are among those who have said, "I don't like to fly alone. I enjoy company while flying — someone to talk to." If you think "flying just to keep up proficiency is a bore," we'll give you plenty of opportunities to stay current and do something worthwhile or fun in the process.

# What is a 99?





Presenting a program on women in aviation at a recent regional pilot's meeting are 99s Charlene Falkenberg and Joan Kerwin.



Aviation career-minded young people learn what is available to them at a recent Aviation Careers seminar.

During a break in section meeting activities, 99s have a chance to visit (hangar-fly) with friends.



## Education for ourselves and others is

a large part of being a Ninety-Nine.

For ourselves, we offer scholarships on both international and chapter levels. We have a new career date bank at Headquarters to track, by computer, aviation related jobs and women who can fill them. We hold seminars, and have speakers at meetings who help us brush up on our flying. We keep abreast of what is happening in national and local governments that may affect our flying. We meet with other aviation organizations to share problems and solutions.

For others, we try to educate the community and governing bodies on the benefits of aviation. We present air-age education classes to school children. We conduct airport tours. We judge and help conduct meets of the National Intercollegiate Flying Association. We are sponsors of the United States Proficiency Flight Team competitions at all levels — local, regional, national and international. We hold Aviation Career Seminars, conduct, sponsor and teach at aviation clinics and flying companion seminars.

And in educating others, we again educate ourselves and have fun doing it.

**At the top** of the list of every Ninety-Nine asked, "What did being a Ninety-Nine do for you?" was the one word "friendship."

"We started out with a purpose of communicating with other women pilots and proving we could fly in a male pilot's world. We wanted to fly together — a fellowship-in-the-air sort of thing. I still believe this is one important part of the Ninety-Nines we shouldn't forget." — *Charter member Louise Thaden.*

"We formed the Ninety-Nines to keep in touch with one another. I still think that is the best part." — *Charter member Nancy Hopkins Tier.*

"Having been a Ninety-Nine for the past 15 years, I have given our organization a pretty good trial. It still comes up to be the finest organization I know, welcoming members with open arms without prejudice of flying experience age, social



status or amount of flying involvement." — *North Central Section member.*

"What have I gotten out of being a Ninety-Nine? Fellowship — meeting women pilots throughout the country and the world." — *Indiana Chapter member Dorothy Niekamp.*

All the above quotes can pretty well be summed by Ginny Sutherland of the Detroit Area Chapter who says, "All I really need to travel anywhere is my toothbrush and my Ninety-Nines roster."

Time for you to become a Ninety-Nine — join in the flying, fun, learning and friendship this unique organization can bring to you.





# the ninety-nines Inc.

## INTERNATIONAL WOMEN PILOTS

### NEW MEMBER APPLICATION

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

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

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I hereby apply for membership in *The Ninety-Nines, Inc.* and agree to abide by the bylaws of the organization. A check for \$37 U.S. funds is enclosed. MEMBERS OUTSIDE UNITED STATES AND U.S. POSSESSIONS shall remit in U.S. Dollars only, by International Money Order or checks drawn on U.S. Banks.

Signature of active member sponsoring

Signature of applicant

Is new member joining a chapter?

☐ Yes ☐ No

If yes, name Chapter \_\_\_\_\_ Section \_\_\_\_\_

Signature of Chapter Officer if joining a chapter



# News, Activities and Projects

## chapter

### CARIBBEAN SECTION

The Caribbean Section 99s held their spring Section meeting on May 8 at Freeport in the Bahamas. Section officers elected were Governor Yvonne Smith, Vice-Governor Fran Davis, Secretary Helen Veatch and Treasurer Sandy Dunn.

Section member Dr. Iza Horsfall, who has completed the first stage of the Pilot Proficiency program, became a member recently of the Dixie Chapter of Flying Physicians at a meeting held in Key Largo, Florida.

New wings for Sandy Dunn and husband, Max, is a Cessna 182RG, N3353C; and for Leona Sweeting, a Cessna 172, N61897. Sandy also serves as secretary on the board of directors of the Freeport Flying Club, with active prospective Gina Clarke as treasurer.

The section welcomes new members Valerie Noyes, who lives in Georgetown, Exuma, in the Bahamas.

by Frances S. Davis

### MEMBERS-AT-LARGE

Dear Friends,

This year the European Women Pilots Federation held its annual meeting in Montegrotto Terme, Italy. During the three days the congress discussed the problems affecting women pilots, especially the professionals, and how they could be overcome in the various countries.

On this occasion, I was elected President by the Federation for the coming biennium, and I am very grateful for this recognition given me by the qualified women pilots. I have gladly accepted because Marie Josephe de Beauregard remains "the founding President" and I will be helped in particular by her and Mutz Trense, Orvokki Kuortti and Marie Claire Pele and by the solidarity and friendship of all the other friends. Our present Secretary-General is Anne Giraud.

About 30 women pilots took part in the congress and we are very grateful to Jean Ross Howard who came to join us from the United States.

Among the most active pilots in all aeronautical fields we welcomed Margrit Orlowski who is 25 years old and has already ferry-flown the Atlantic 53 times, breaking a few records.

Among the guests there were D.ssa Maria Teresa Montanarella (niece of D'Annunzio) as Alitalia representative, Captain Ferraro as ANPAC President representing the Pilots Union and various journalists. On this occasion the Air Museum of San Pelagio inaugurated the section dedicated to "Women and Flying".

A thirteenth-century-old castle houses the Museum which, besides showing the history of women in flight, illustrates D'Annunzio's flight to Vienna, the feats of aces such as Mario de Bernardi (my father) with the first post flight in 1917, the victory of

Schneider Cup in 1926, and the first world jet flight of the Campini-Caproni in 1939. Fifty years of the history of aviation have been commemorated, spanning from Donati, Ferrarin and Balbo to present day astronauts.

All this due to the interest, good offices and organization of Maria Fede Caproni. The participants enjoyed a tour of the Colli Euganei and, Sunday morning, admired the Voga Longa in Venice and visited Murano's glass factories. In spite of the weather which was not at its best, we had three happy and cheerful days.

Happy landings!

Yours sincerely,

Fiorenza de Bernardi

Professional pilot in DC8

President of API (Associazione Pilote It.)

and now President of

European Women Pilots

### EAST CANADA SECTION

#### First Canadian Chapter

Our East Canada Fall Section Meeting will be hosted by the First Canadian Chapter. Events will be held at the Ramada Airport Inn, Toronto, Ontario, on the weekend of October 1-3. Plans are underway to insure a great weekend for everyone. We are hoping for an excellent turnout.

by Carolyn Cutt



Ninety-Nines Madona Skaff (Eastern Ontario Chapter), Shauna Megill (Montreal) and Carol Pappas (First Canadian) listen attentively to Robin MacLeod of the Aviation Safety Engineering Facility at Ottawa International Airport as he explains the work done at this new facility for accident investigation. Photo by Betty Innes.

Attending the European Women Pilots Federation meeting are Inge Berger, Erika Cordes, M. Concetta Micheli, Karin Wolk, Elga Wimmer, Ingrid Muller, Monica Ciantelli, M. Josephe de Beauregard, J. Ross Howard, Orvokki Kuortti, Helga Bauer, Marie Claire Pele, Matilde Hofer, Mirjana Ivanovic, Anne Giroud, Fiorenza de Bernardi, Sophianna Karamalis and Efthymia Bellou.



## East Canada 99s hold successful Section meeting

The Talisman Motor Inn in Ottawa was the scene for the Spring Section Meeting of the East Canada Section of the Ninety-Nines, on the weekend of April 30th, May 1st and 2nd. Governor Virginia Cunningham, of North Bay, chaired the business meetings that were held on Saturday morning, May 1st.

One of the highlights of a very interesting program organized by the Eastern Ontario Chapter of the Ninety-Nines was a seminar conducted by Debbie White, owner with her husband of White's Air Service at St. Andre Avellan, Quebec. Her subject *Buying A Used Airplane* was replete with tips on how to choose an airplane most suitable to an individual's needs, how to estimate maintenance and operating costs and how to avoid the hidden pitfalls that can turn ownership into a nightmare instead of a pleasure.

At the same workshop, Mr. Perry and Mr. MacDonald of Standard Aero Engine, distributors in Canada of the Alcor EGT, presented an audio visual program describing the Exhaust Gas Temperature method of fuel consumption and control. The EGT combustion analyzer system, produced by Alcor, is approved by all engine manufacturers as a method of maximizing fuel economy, an important consideration with soaring fuel costs, as well as a method of achieving better engine performance and engine life.

A tour of the National Aeronautical Collection, housed at Rockcliffe Airport, was conducted by Bob Bradford, formerly Curator of the Collection and presently Acting Director of the Museum of Science and Technology in Ottawa. The Ninety-Nines, their friends and families, were privileged to have a tour of the Collection and of the workshops conducted by someone so knowledgeable and enthusiastic about the airplanes that make up one of the finest aeronautical collections in the world. Especially interesting was the viewing of the HS2L flying boat, *La Vigilance*, that is now undergoing restoration. The HS2L

flying boats were first used in bush flying operations in Canada in the early 1920s. The one undergoing restoration was located in a lake in Northern Ontario early in the 1970s, was salvaged and brought to Ottawa for restoration and is considered one of the prizes of the Collection. Also of great interest to the Ninety-Nines was the Puss Moth, an airplane flown by one of Canada's first female pilots, Louise Jenkins.

Guest speaker at the banquet on Saturday evening, May 1st, was Dr. D. Copley, Regional Medical Officer in the Winnipeg Region. Dr. Copley is with the Civil Aviation Medicine Division of the Department of Health and Welfare and spoke about the role of his service in assessing medical fitness of pilots and in assisting aviation accident investigation personnel in determining the human factor as causation of aviation accidents.

Also on the banquet program as speaker was Fred Ferguson, designer of the Van Dusen LTA Airship. A revolutionary design in airship construction, the prototype LTA first flew early this year. Mr. Ferguson described his airship as resembling a manta ray with a beach ball on its back. The spinning sphere achieves lift through the aeronautical principle known as the Magnus Principle. With the success of the tests of the prototype which was a 1/8th scale model, a full scale ship will be built by 1985. Its sphere will be 180 feet in diameter; it will travel at speeds up to 60 knots and will carry 60 tons of payload.

A visit to the newly opened Aviation Safety Engineering Facility at Ottawa International Airport was the final feature of an excellent and interesting program. Robin MacLeod and Max Vermij conducted the Ninety-Nines through the laboratories and explained the process and procedures by which the personnel of the facility conduct their investigations into aviation accidents.

The Ninety-Nines will be holding their Fall Section Meeting in Toronto on the first weekend in October.

Air Marking and summer meeting at Vulcan, Alberta, for July 10th.

Also the Chapter has volunteered members to assist in the organization and hosting of Copa's "Governor-General's Air Rally" to be held at the Namao Air Force Base in Edmonton on August 28.

ALL in ALL a very busy summer schedule for the Alberta Chapter.

by Judith A. Clarke



Mary Ellen Gillan (center), Coordinator for Special Employee Training for the Ministry of Transport presented a safety award to Alberta Chapter members Rosella Bjornson and Jo Harris at the recent Western Canada Section meeting.



99s in Western Canada received a safety award from Transport Canada for the work done by the Alberta Chapter to prevent weather related accidents. Mary Ellen Gillan (left) presented the award and spoke on job opportunities with Transport Canada. Seated beside her are Robert Taylor, vice-governor; International Board member Gene Nora Jessen and Governor Kate Merry. Photo by Mike Gollitz.



Centerpieces at the Western Canada Spring Section meeting were handmade by Canadian Rockies member Pat Fraser. Local lawyer-pilot Dave Pope then auctioned them off to guests while Pat described each one. The centerpieces featured chunks of the Canadian Rockies and doll replicas of AE. Photo by Mike Gollitz.

## WESTERN CANADA SECTION

### Alberta Chapter

At the Western Canada Section Meeting in Radium Hot Springs, B.C., on April 30th, 16 members of the Alberta Chapter were pleased to witness the presentation of an MOT Award and a letter from Jean Luc-Pepin to the chapter. The award recognized

the chapter's contribution to flight safety through many successful Safety Seminars organized and held in Edmonton throughout last year and this spring.

A few of our future events include a Flying Companion Seminar to be held on May 29th at the Edmonton Flying Club.

Our Annual Poker Run will be held on June 6th.

We have scheduled another combination



## Saskatchewan Chapter

At the COPA Annual Convention, Nadine and Tony Cooper were presented with a stein in appreciation of the work they have done with general aviation in southern Saskatchewan.

Grace Duke has given up work for a career in flying! She instructs at Prairie Flying Service in Regina. Grace will also be giving APT rides on May 22, when we hope to encourage everyone to come out and take their ride.

Karen McPherson plans to be married on July 2. All our members would like to wish her the best of luck.

Nadine's daughter, Melody, is graduating from flight training on June 5, when she receives her Royal Canadian Flying Club wings at a special "Wing Parade" held on Saturday evening. There will be upwards of 100 graduates receiving wings. Melody will also be preparing for another special event in her life, her wedding to Dave Jackson on August 21.



Presenting an engraved stein to Nadine and Tony Cooper is Russ Beach, president of COPA.

The 9th Annual Poker Run will be held on June 6, with stops to include Davidson, Imperial, Central Butte, Moose Jaw and terminus at Regina.

The chapter is also planning a display booth at the Canadian Forces Base, Moose Jaw, on June 20 when Moose Jaw celebrates 100 years, and the Air Force puts



Lt. Janet Panteluk, owner and chief instructor at Mitchison's Flying Service in Saskatoon, was guest speaker at the recent Saskatchewan Chapter meeting held there. With her are Nadine Cooper and Mary Pyne.

on the largest Canadian Air Show of its kind.

Member Kathie Golletz attended the Spring Section meeting held in Radium Hot Springs, and her comments were very favorable. Kathie has also offered to set up a tour of the AFB at Cold Lake, Alberta, for the chapter in September.

by Nadine Cooper

## CHAPTER NEWS, ETC.

### Canadian Rockies Chapter hosts Section meeting

Seminars on survival, mountain flying and buying a used aircraft were well attended during the spring conference of 99s (women pilots) held at Radium Hot Springs May 1-2.

Seventy-five delegates and guests from Manitoba, Saskatchewan, Alberta, B.C. and the United States attended the event hosted by the Canadian Rockies Chapter of the 99s at Cranbrook, B.C. Most of these were women pilots who had flown in by private aircraft.

Guest speaker for the banquet was Gene Nora Jessen of Boise, Idaho, a former Beech factory demo pilot and presently an aviation insurance agent. She spoke on the risks of writing aviation insurance and how to keep insurance claims down. M.D. for the banquet was Roberta Taylor.

A seminar entitled "Survival — How to Cope, What to Carry" was presented by a panel of pilots from B.C.'s Civilian Air Search and Rescue group who had participated in a 24 hour winter survival course instructed by the Armed Forces. Panelists included Roberta Taylor of Cranbrook B.C., Don Parminter of Golden B.C. and Wayne Osterhold of Cranbrook. They related their experience of making a shelter and a means of surviving on a snow laden mountainside in freezing weather.

A great deal of information on mountain flying was provided by Norm Babin's "Mountain Flying" seminar. Babin is Chief Flight Instructor of Horizon Air at Cranbrook B.C. and has

several thousand hours of mountain flying experience. Through slides and a talk, Babin shared his knowledge of safely flying B.C.'s mountainous terrain, with particular emphasis on weather.

A "Buyer Beware" Seminar — tips on buying a used aircraft was presented by Pete Taylor, aircraft maintenance engineer; Roberta Taylor, aircraft broker; and lawyer Dave Pope. They explained how to determine if the aircraft you are buying is airworthy, free of mechanical defects and liens and a good buy.

During the business session of the conference the Western Canada 99s agreed to donate funds to the Western Canada Aviation Museum's display of women pilots at Winnipeg.

The next Western Canada 99s conference is scheduled to take place October 1 weekend at Winnipeg.

The Western Canada Section has made a bid to host the international convention of 99s at Vancouver in 1987.

During the Radium Hot Springs Conference a Transport Canada representative, Mary Ellen Gillan, regional co-ordinator special employment programs, Western Region, spoke on career opportunities with Transport Canada, and presented an award to the Alberta chapter for its work in promoting aviation safety and reducing weather-related accidents. Accepting the award were past chairman Jo Harris and member Rosella Bjornson.

## MIDDLE EAST SECTION

### Central Pennsylvania Chapter

The Annual Poker Run was held May 15 in lieu of the monthly meeting. Last checkpoint for the run was York, Pennsylvania, with Ted Pastor of Hallstead winning first prize — a Navtronic! Chapter members who helped received a hand for their work. Those assisting at the various checkpoints were Carol Smith, Shirley Kline, Sue Godar, Nancy Abt, Bill and Hazel Bartolet, Margaret Wellington and Poker Run chairman, Marti Pool. 27 flyers competed in the run.

Note — Carol Windsor Anderson is moving from Savannah, Georgia, to St. Louis and hopes to see Central Pennsylvania members at Convention.

Cyndy Otis attended the NIFA SAFECON in Bakersfield, California, in early May as part of the judging staff. The weather was perfect and the competitors shone as always with their skills. Congratulations to all of them!

See you next month!

by Cyndy Otis

### Eastern Pennsylvania Chapter

Jane Morris and Arlene Feldman received the VIP treatment when they attended a private showing of a monument to World War II flying ace, Major James B. McGuire. A P-38 fighter has been placed at the entrance to the Air Force Base named for Major McGuire in New Jersey. The civilian group responsible for the memorial is headed by William J. Demas, a Wrightstown, New Jersey, businessman who was assisted by James Varanyak of the New Jersey Division of Aeronautics and Lt. Colonel Ed Leete, USAF.

The group is attempting to secure President Reagan's attendance at the dedication ceremonies and will schedule a



date accordingly. Other dignitaries have accepted the invitation to attend, along with many local aviation groups. The public has also been invited to view displays of aircraft and other memorabilia of early aviation.

It will be an event to remind the community of the efforts of early aviators in civilian and military endeavors, while commemorating the achievements of one man.

Anyone interested in obtaining more

Jean Pickering. Lt. Patricia Evans, USAF, of Wright-Patterson AFB was the main speaker, with Mountaineer Chapter members hosting the meeting.

Two chapter 99s and their 49½ers enjoyed a flying vacation in Florida with lots of activities. Sharon Peters and Jean Pickering and their husbands, Bill and Charlie, took the Pickering's Cherokee 235 and headed south, leaving winter behind. First stop was the Valient Air Command Air



Connecticut Chapter member Laurie Reeves conducted another airport tour at Waterford, Connecticut, recently. This time the group was from a local nursery school and full of questions about planes. Photo by Carol Phelps.

## CHAPTER NEWS, ETC.

information may contact Arlene Feldman at 609-424-0723.

### Washington D.C. Chapter

On April 22, the D.C. chapter was granted special permission to land at Langley AFB, Virginia. We taxied to the NASA Langley Research Center hangar and were met by Guy Boswick from NASA's Office of External Affairs. The seventeen 99s and guests boarded a bus for a tour which included the Impact Dynamics Research Facility where general aviation aircraft are crashed at different angles for crash worthiness, the Visitor's Center with its many displays, a "Unitary Plan" wind tunnel, the Differential Maneuvering simulator, and the Visual Landing Display System — a 24 ft. by 60 ft. dual scale terrain model used by various simulators at Langley. We also talked to one of the test



Washington D.C. 99s pause outside of Flight Control Research Lab during their tour of NASA Langley Research Center.

pilots about their stall/spin test program and toured their hangar and test aircraft. The tour was very informative and the personnel there gracious.

The annual fund raising dinner was held at Tantallon Yacht Club in Maryland on May 25. The food was delicious and we enjoyed visiting on Jo Eddleman's boat after the meal and meeting.

by Frances J. Wehman

### W. Va. Mountaineer Chapter

Middle East Section meeting was held April 17 at the Lafayette Hotel in Marietta, Ohio. The weather was not the greatest, but the turnout was large. Betty Jo Ault, Eastern Pennsylvania Chapter member and governor of the section, was presented a banner donated by the Mountaineer Chapter and executed by Mountaineer

Show at Titusville Airport, located near Melbourne.

Following a few days spent at Vero Beach, the couples flew to Key Largo to visit Pinnecamp Coral Reef State Park, and then went by way of the Everglades to St. Petersburg-Clearwater.

Next stop was the Sun 'N Fun '82 Fly-in at Lakeland, Florida. Planned by the EAA as a



Lt. Patricia Evans, USAF, looks on while Martha Roe, West Virginia Mountaineer Chapter member, presents a banner to Governor Betty Jo Ault at the recent Middle East Section meeting.

mini-Oshkosh, the event grows larger each year, with more and more warbirds, classics and homebuilts.

Final stop for the four was to see the space shuttle launch, the flawless launch and flames forever burned in each one's memory. Later, Jean returned to Florida to visit son, David, and student pilot daughter, Beverly.

Betts Abraham is to be congratulated on receiving her multi-engine rating.

The chapter has also held several membership drives, and results have been very good.

Two Pinchhitter courses were held with excellent attendance.

by Lois Fida

### NEW ENGLAND SECTION



### Eastern New England Chapter

Eastern New England's third annual Safety Seminar for licensed pilots, would-be licensed pilots, friends of pilots and just those interested in air safety numbered in a goodly amount along with many children to the entitled "Introduction to Aviation" at Providence, Rhode Island on May 8, 1982.

Our Rhode Island group, headed by Barbara Clorite and assisted by Deborah Grimes and Marjorie Zeuch, made us proud to help them in the effort: Airport Environment — Jean Doherty; Navigation — Carol Stites; Weather — Debbie Grimes; Rotorcraft — Harriet Fuller; Lighter than Air — Nancy Keith; Aircraft Control Surfaces — Barbara Clorite; Aircraft Control Panel — Sherry Edmonds.

An additional safety check of your air speed indicator was also suggested since, if you have removed the glove, a tiny wasp can invade this wee place trying to lay her eggs for her future flights — but it can ruin yours!

by Gene Woodworth

### Northern New England Chapter

Northern New England Chapter is



Nance-elisha Baratas and Alma Gallagher Smith, a scholarship judge, review a copy of the History of the Ninety-Nines, Inc.

New England Governor Evelyn Kropp was caught by the camera as she washed her airplane at Waterford Airport. After spending hours and days spring cleaning and gardening, Evelyn decided the next project was the airplane. Now she'll be winging to 99 events throughout New England at least 3 knots faster. Photo by Carol Phelps.



pleased to announce the 1982 winner of the Shirley Mahn Memorial Flight Scholarship. Nance-elisha Baratas of Weare, New Hampshire, is a student at Embry-Riddle Aeronautical University, Daytona Beach, Florida. Although she enrolled in computer technology, ground school classes for freshmen were required and her interest in flying was sparked. During vacation she began flying at Concord, acquired her private pilot's certificate after returning to

school and is the only woman student in a class of thirty working on her airframe and powerplant rating. Her goal is one day to be a fixed base operator like the late Shirley Mahn, in whose memory the scholarship was established. Shirley Mahn was a charter member of the Northern New England Chapter and the sole winner of the 1956 Amelia Earhart Scholarship. She was a fixed base operator,

museum. We then crammed in as many exhibits as we could in the time remaining before our 3:00 P.M. departure. The museum displays an incredible array of aircraft from replicas of the first free air balloons to the lunar lander, puppet shows, art gallery, film strips and Amelia Earhart's Vega!

In April we conducted two spot landing contests which had been postponed three times due to weather. Garden State 99 Grace McGuire won the morning event in a Stearman! 49½er Lew Mammel was our afternoon winner in his Bonanza. Both pilots were presented awards for their sharp flying skills. This event proved to be a successful fund-raiser. We are planning a White Elephant Auction May 16th and hope that this too will add some "green" to our coffers. Meantime, we are going to put some "white" on the compass rose at Marlboro Airport in preparation for the 10th Annual Garden State 300!

We are all very happy to congratulate Mary Helfrick on her election to vice governor of the New York-New Jersey Section. Mary has been our chapter chairman for the past two years as well as treasurer of the Section. We know that she will be an excellent vice-governor and wish her the very best in this new endeavor. We are grateful for her leadership of our chapter and her dedication to the 99s.

by Betty Pifer

## Women in Aviation Week New Hampshire Style

Thanks to Jean Batchelder's efforts, Gov. Hugh Gallen signed the proclamation declaring Women in Aviation Week in New Hampshire. Women who were honored in New Hampshire for their accomplishments in the field of aviation and were present when Governor Gallen signed the Proclamation included Evelyn Kropp, Norwich, Connecticut, governor, New England Section, who flew up to attend the ceremony. Evelyn holds an ATP, is a CFI and has logged over 2800 hours. She has flown several transcontinental and international races.

Mary Kelly, chairman of Northern New England Chapter, is also an active Civil Air Patrol member.

Capt. Irene Graf of the 509th Bombardment Wing (SAC), Pease Air Force Base, is presently flying as a co-pilot on a KC-135 refueling tanker. She expects to check out as aircraft commander this summer.

First Officer Heidi Wise is a co-pilot for Precision Airlines with over 2600 hours who aspires to fly as captain.

Mary "Babs" Nutt owns and operates Post Mills Airport with her husband. Babs holds the world altitude record for women in a multi-place glider which she set over Pike's Peak in Colorado in 1975. She soared to an altitude of 35,460 feet.

Barbara Federici is an air traffic control specialist with the FAA Flight Service Station at Concord. The FAA has cited her on several occasions for performance above normal with letters of commendation and appreciation and special achievement awards.

These women exemplify those who are working for careers in aviation, and the contributions made by the women of New Hampshire to the advancement of aviation in the state.

Also present from the Northern New England Chapter for the signing were Jean Batchelder, "Betsy" Alexander, Aileen Anderson and Barbara Herbert.

by Aileen Anderson  
and Jean Batchelder



While Governor Hugh Gallen signs the proclamation declaring "Women in Aviation" week, honorees Babs Nutt, Evelyn Kropp, Capt. Irene Graf, First Officer Heidi Wise and Mary Kelly look on.

airport manager, flight instructor, charter pilot and corporate pilot. Shirley was in charge of the 99s flight operations at the Whitefield Airport during the 1970 Ninety-Nine International Convention at Bretton Woods, New Hampshire. She lost her life in the crash of a company Aztec out of Burlington, Vermont, one stormy night. The New Hampshire Aviation Association, FAA, and the Northern New England Chapter co-sponsored the scholarship in her name and applications are available to anyone wishing to further their education in the field of aviation.

by Aileen Anderson

## NEW YORK- NEW JERSEY SECTION

### Garden State Chapter

During March we chartered a bus, the bunch of us. Destination: the Garber Restoration Facility and the National Air and Space Museum, Washington, D.C. It was a beautiful weekend and perfect for doing circles on "the loop". Our bus driver was a good sport, although not the greatest of navigators. "We crossed the Potomac" was heard again, and again, and again. Finally at our destination, we enjoyed a tour of the Garber facility; the immaculate aircraft restoration center where bits and pieces of historic airplanes are reassembled and restored to mint condition.

Washington by moonlight was a sight to behold. (We were only lost once!) Early Sunday morning we were off to the Air and Space Museum to catch the first screenings of their films *To Fly* and *The Living Planet*. These films are a "must see" while at the



Spot Landing Contest Winner Grace McGuire artfully puts the Stearman right on the mark.

### Greater New York Chapter

The Greater New York Chapter recently held a meeting at Eleanor Friede's house in Manhattan, and it turned out to be a noteworthy event.

Ruth Wentz gladly turned over a "substitute" gavel (having forgotten the original!) to Eleanor Friede, our new chairman. As the departing chairman, Ruth was presented with an engraved sterling silver Amelia Earhart medal and she was delighted.

Marion Andrews will be going to the Forest of Friendship in Atchison, Kansas, on May 20-22 for the 50th anniversary celebration of Amelia Earhart's solo flight across the Atlantic.

Doris Renninger will be presenting the 1982 "Man of the Year" award from the JFK Lions Club to Fr. Marlin Bowman, of the JFK Protestant Chapel, at the airport.

Gina Detmar is still flying for the NY-NJ



Dept. of Forestry, engaged in educational photography. Her seaplane is based at Greenwood Lake.

Marie-Louise Schmidt is still aiming to fly once or twice a week "anything rentable!" She has ASMEI and ASMES ratings. A make-up professional for Revlon, she "re-did" Ruth Wentz as the meeting drew to a close and proved to be more than willing to offer advice and Revlon products to the GNY members.

A fly-in to East Hampton Airport was scheduled for Saturday, June 19, followed by food and fun at Eleanor Friede's beach house in Bridgehampton. This is the 3rd Annual Event — the first one was fogged in, and last year's weather was marginal IFR. We're all hoping it'll be CAVU this time, since a great reunion is assured!

A new member of the chapter is Nancy Patricia "Red" Guernsey, formerly a member-at-large in the NY-NJ Section. Red is an engineer for Grumman Aerospace currently assigned to their flight test centre at Calverton, Long Island, where she's working on several Navy proposals for the EA-6B Prowler aircraft. She was put to work immediately, and this column marks her first performance as *The 99 NEWS* reporter. She was recently a guest editor for *The 99 NEWS*, working on the handicapped women pilots feature in the March issue.

The meeting ended on an Asiatic note with a buffet-style Chinese dinner.

by Nancy Patricia "Red" Guernsey

### Long Island Chapter

The Long Island Chapter's Annual Poker Run, held May 1, was a HUGE success. The best weather we've ever had brought out the largest turnout we've ever seen. It seemed as if the planes would never stop taking off and landing as the towers went crazy answering, "Yes, the Poker Run is still going on." We had a total of 98 aircraft participate with 216 registered players. 529 hands of poker were played. Is it any wonder planes were being held outside traffic areas for 20 to 45 minutes at various times throughout the day.



Long Island Chapter members attending NY-NJ Section meeting are Pat Bizzoso, Jill Hopfenmuller, Joyce Malkmes, Roberta Pistorius, Doris Abbate, Carol Richard, Barbara Evans and Sue Mirabel.

Many thanks to Chairman Jill Hopfenmuller who did all the work beforehand with the help of Sue and Jim Mirabel. Jill also manned Bridgeport Airport with Joan Scarpinato. Pat Bizzoso and 49½er, Pete, ran out of printed hands at Poughkeepsie and improvised by hand



Workers for the Long Island Poker Run are Vivien Ellis, Doris Abbate, Joan Scarpinato, Jill Hopfenmuller, Joan Malden, Pat Rockwell, Merideth Richard, Mae Smith, Jean Bavaro and Carol Richard.

drawing some. Mae Smith and Pat Rockwell ran out of cards (we only started with 8 decks), at Danbury, Connecticut. President of Connecticut Air Services, Bob Costello, had a lineman run to the local store and purchase more decks for us.

Joan Malden had problems with her Arrow and she and Barbara Evans arrived slightly late at Waterbury-Oxford to quite a large group of pilots waiting to get started. The terminus of Suffolk County Airport on Long Island was inundated with planes as the closing hour drew near. The deadline of 3:30 P.M. was extended to 4:30 as planes were held outside the area by the tower. J.C. Burns, Sonia Stratford and Carol Richard manned Suffolk with Carol Richard's daughter, Merideth, as Chief Poker Hand Sorter. Merideth, 15, sat on the floor for some 3½ hours sorting through the 529 hands. When finally finished, Pete Bizzoso checked them over and our 15-year-old expert had done a perfect job.

Joyce Malkmes, Sue Mirabel and Carol Maffettone flew the run carrying hands for the workers. Sue's husband, Jim, had been accepting information calls for weeks while Sue was at work. We thank all who worked so hard to make it a perfect day. We also thank all those who took part in the flying and safety fun.

Carol Richard, chapter chairman, is helping her troop of Junior Girl Scouts to earn their Aerospace Badge. They have been to see the film "To Fly" and enjoyed the sensation of flight that the film creates. They've learned about Amelia Earhart and other women aviators and are planning trips to an air show and an airport tower.

Pat Bizzoso, after working and studying to pass her commercial written (with a 95), took time off to attend the AOPA CFI Refresher Seminar in Schenectady, New York. Though not a CFI yet, Pat relates it was an excellent program and very helpful. Pat Bizzoso and Sue Mirabel attended an AOPA Safety Meeting at Westchester and an FAA Safety Course at Brookhaven Labs was attended by Mae Smith, Pat Bizzoso, Sue Mirabel, J.C. Burns, Joyce Malkmes, Sonia Stratford and Jill Hopfenmuller. Lots of safety conscious gals around Long Island.

Joan Malden and Duke Harrison flew to Lake Norman, North Carolina, in Joan's Piper Arrow, to try out a Luscombe, which they didn't buy. Nice little airplane and beautiful scenery.

Jill Hopfenmuller, Chairman Flying Activities, Sue Mirabel and Joyce Malkmes

flew to Martha's Vineyard one gorgeous day to check out facilities for the chapter's June 19th fly-in. Pat Rockwell had scheduled the plane for the day to instruct Joyce in instrument flying but relinquished it so the three girls could enjoy themselves. Though invited, Pat was not free for the entire day and watched longingly throughout the day as the sun was out, the sky was blue, the trees were calm and the thermals were nil. Hopefully June 19th will be as nice for all the chapter to enjoy.

by Patricia Rockwell

### Palisades Chapter

Member of the Palisades Chapter attending the Spring Section meeting in Buffalo, New York, were Clarice Bellino, who was inducted as governor of the NY-NJ Section; Sue Palmer, in-coming *The 99 NEWS* reporter; Connie Moser, ATP and Section Career Survey chairman; and Pam Sheeler, Flying Activities chairman. Friday night was a "chicken wing" party night hosted by the Western N.Y. Chapter with local pilots invited.

NY-NJ Section officers for June 1982-May 1983 are: Clarice Bellino, governor, Palisades Chapter; Mary Helfrick, vice-



Enjoying the munchies at Section meeting are Connie Moser, "Red" Guernsey, Governor Clarice Bellino and Mae Smith.



New NY-NJ Section officers are Treasurer Doris Abbate, Corresponding Secretary Betty Pifer, Governor Clarice Bellino and Vice-Governor Mary Helfrick.

governor, Garden State; Patricia Barone, recording secretary, Hudson Valley; Betty Pifer, corresponding secretary, Garden State; and Doris Abbate, treasurer, Long Island.

It has been a pleasure serving my chapter as *The 99 NEWS* reporter, but as governor's duties loom on the horizon, I smile knowing that Sue Palmer is a capable replacement for me. I'm now flying my desk and typewriter two weeks post-op from excision of a torn knee cartilage. I'm grounded for at least two months as PIC; however, that didn't prevent me from entering the Garden State 300 with my son,



Christopher, flying Aztec N14136 as PIC, and I'm co-pilot!!! That should be fun!!!

To Jan Million, I think I know how you felt leaving *The 99 NEWS*, but I want to wish you many happy landings.

To Lu Hollander and staff, congratulations on your excellent transition and a job well done!!!!

by Clarice Bellino

**Western New York Chapter**

Buffalo, New York is celebrating its sesqui-centennial and part of the festivities was an air show held May 23. The main attraction at the show was the Canadian precision flight team, the Snowbirds.

99 Lois Shriver was instrumental in arranging for the team to appear. Terri Pirrow was the official FAA person in attendance. Darla Richter was the official designated FAA Safety Coordinator and made all the arrangements.

Darla and Terri received replica Snowbird airplane pins from the team for their work in the tower.

Pat Kneiss and the rest of the chapter arranged a welcoming coffee hour, and three TV channels covered the event.

business at Lunken Airport, Cincinnati, with an Open House on 25 May.

All-Ohio Kathy Samuelson and Roberta Jones decided to wet down Kathy's new Instrument ticket with a one and a half week trip west. They got as far as Carlsbad, New Mexico, and used the ticket in the rainy "sunny" southwest! This was a Huck Finn-Tom Sawyer for the two who really enjoyed breaking out of the Ohio borders and seeing what the west was like!

by Jeane M. Wolcott

**Greater St. Louis Chapter**

The month of May is aviation oriented, no doubt! Adela Scharr, our first chapter chairman and former WASP was one of 10 women, plus a couple hundred men and their wives, who attended the P-47 Pilot's Reunion weekend of May 7th at Stauffer's Riverfront Inn in St. Louis. Two of Del's long time friends, Theresa James of Florida Gulf Stream Chapter and Gertrude Tubbs, joined in the festivities and had loads of fun reminiscing about the "good old days".

On Wednesday, May 12th, nine of our members flew to Jefferson City, Missouri for the signing of "Women in Aviation



Friday evening's pool party was fun for 99s attending the North Central Section meeting in Ann Arbor, Michigan.

**Greater Detroit Chapter**

A breezy April weekend at Weber's Inn in Ann Arbor, Michigan, was the setting for the 1982 North Central Spring Section meeting. Over 200 Ninety-Nines attended the memorable event hosted by the Greater Detroit Chapter.

After a relaxing Friday evening pool party, the 99s got down to business Saturday with committee meetings. Chairmen from 22 chapters presented their year's activities in creative and entertaining ways. Work projects ranging from safety seminars to the American Cancer Society were among the items discussed.

Master of Ceremonies Merle Frame gave a salute to "Governors of the North — Past and Present," by presenting each one with a unique stained glass logo made by the Greater Detroit Chapter.

An impressive line-up of speakers, including Jessie Hedges (FAA Examiner and AOPA Instrument Refresher Course Instructor), and Frank Kingston Smith (Editor-at-Large of AOPA magazine and author of *Weekend Pilot*) were heard and enjoyed.

Numerous tours were arranged with 99s visiting the Phoenix Memorial Laboratory, Mattaei Botanical Gardens and the Ruthven Exhibit Museum while 49½ers were experiencing a bit of the past at the Henry Ford Museum at Dearborn.

In spite of a busy and rushed schedule, every 99 took time for a moment of prayer to wish Val Johnson a full and speedy recovery.

A special thanks to every Greater Detroit Chapter member for a job well done! Even the small jobs were well appreciated. Extra special thanks to Phyllis Wood, chapter chairman; Gini Sutherland, registration; Marie Littler and Phyllis Wood, hospitality; Nancy Hecksel, graphic art; Doris Kilanski, transportation; Joan Woodruff and June Jarvis, sales room; Susan Siporin, banquet and decorations; Joyce Odom and Mardi Drebing, program and Elaine Evans, publicity.

by Elaine Evans

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The chapter was presented with a large autographed photo of the team in appreciation for their efforts.

by Virginia Hake

**NORTH CENTRAL SECTION**

**All-Ohio Chapter**

All-Ohio Mimi Reiheld hosted the May meeting at Oroville, Ohio. Members gathered there for a working meeting to make the favors for the International luncheon to be held at convention on Friday, 13 August, in St. Louis. Members Thelma Miller, Jeanette Jenkins and Jean Hixson took advantage of the meeting to continue with plans for the WASP Reunion that will be held in Cleveland, Ohio, Sept. 2-5. The WASPs will be the guests of honor at the Cleveland National Air Show.

99 Pat Fairbanks and 49½er, Don, celebrated their 25th anniversary of being in

Week" proclamation by Governor Bond. Joy Harvey flew over with Dorothy Haupt as co-pilot, Elizabeth Jordan carried Amy Laws and Martha Norman with her and JoAnn Sabo and plenty of back-seat drivers in Ruby Fudoli, Mary Kinnaw and Audry Casper, chairman. The St. Louis ladies were joined at Jefferson City by Janet Caldwell of Columbia, Missouri, and Margo Carr, not quite a 99 from Washington, Missouri. The proclamation was actually dated for the week of May 17th in order to coincide with the 50th anniversary of AE's first solo Atlantic crossing.

Balloon lady Vivian Waters reports that she, her 49½er Bernie and crew members were on hand at Knoxville for the opening of the 1982 World's Fair. Unfortunately, bad WX prevented them from launching their balloon. She was able to launch, however, on May 8 at an air show in Quincy, Illinois. In fact, she was interviewed by the local TV station, giving the 99s a plug.



All-Ohioans working with the Buckeye Air Rally include Lois Taylor, secretary; Vi Blowers, past chairman; Marcia Greenham, past chairman; Martha Veleaky, treasurer; Sally Berryhill, Buckeye Air Rally chairman and newly elected chapter vice-chairman; and Elinor Kline, hospitality for the Air Rally.



99s arriving at North Central Section's meeting were greeted with a stiff surface wind.



Joy Harvey and Elizabeth Jordan attended the Atchison celebration the weekend of May 20th and report having a super time. They were quite impressed with the 50-year 99 pilots who are still actively flying and with the ceremonies in general. Joy suggests that everyone try to make the celebration next year — it's that worthwhile.

We are delighted to report the continuing good progress of our favorite lady, North Central Section Governor Val Johnson. Val and husband "Dinger" are both at home now, gradually on the mend and so very much appreciative of the loving wishes

held on May 1 at South Bend, with Chris Murdock as chairman.

Five BFR's were given as an added attraction to the program. In addition there were tours of the Flight Service Station and the airport fire station, displays and a chance to try out the vertigo chair.

The clinic was held in two segments, with the sessions for pilots (Red Barons) including maintenance, meteorology, instrument charts, plane building and much more. For the non-pilots (or Snoopys) it was to learn how an airplane flies, read charts, use the mike, radio navigation and the use of

used for a future poker run.

During the meeting held in a conference room at the school, plans were made for attending the International Convention. Maisie Stears offered to drive her motorhome, and Mary Creason may fly her Twin Comanche. Thea Fleming then took orders for 18 jackets with the "99" logo, and plans were made for the next meeting to be held on June 12 at the Willow Run Air Show.

Our 66er, Lois Stevenson, is working on her private license. Five years ago she became the first woman official in charge of the National Weather Service in Muskegon.

by Betty Bytwerk

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they've received from you all, all over the world — including a message from Germany! We know that, by the time you read this, they both will be back to the normal rat race in perfect condition.

by Jan Pocock



Hostessing the St. Louis stop for the Shangri-La Grand Prix Air Race are Amy Laws, Audrey Casper and Elizabeth Jordan.



Ruby Fudoli and Val Johnson work in the tower during the Shangri-La air race.



Witnessing the signing for a "Women in Aviation" week proclamation by Missouri Governor Christopher Bond are 99s Amy Laws, Janet Caldwell, Audrey Casper, Ruby Fudoli, Dorothy Haupt, Mary Kinnaw, Elizabeth Jordan, Joy Harvey, Martha Norman, Margo Lane and JoAnne Sabo.

### Indiana Dunes Chapter

For once the sun shone on us flyers and gave us a beautiful Saturday for the Aviation Clinic. Attended by over 120 people, it was

a sectional chart.

Vern Jobst spoke, presented a film about the EAA and answered questions from the audience.

Many of the Dunes members were also at Ann Arbor, Michigan, for the North Central Section meeting the weekend before. Charlene attended, along with her newly attached "friend" (her cast). She and Sue Mohnsson were flown over by husband, Walt Falkenberg. Marshall and Carol Zander, the Herrings and the Murdocks were also in attendance, along with Carl and Terri Buettner. Pat Magon, Barb Gross, T.J. Shaum and Betty Parrish were some of the singles. John Magon, Pat's husband, flew over on Saturday for the balance of the weekend.

June's chapter meeting will be a treasure hunt in Rochester, Indiana. July is the annual Indiana Air Derby, with Ellen Herring as chairman and August will be a pool party hosted by Charlene and Walt Falkenberg in Hobart, Indiana.

by Pat Magon

### Lake Michigan Chapter

May 8 found chapter members attending the open house at the missionary flight training school in Lowell. The event, run by flight school administrators Colonel Clair McCombs and his wife, Joan (our chapter chairman), drew a good crowd of spectators who watched Clair perform spectacular, VERY low-level aerobatic maneuvers in his converted Cessna 150. Joan demonstrated the technique of lowering a bucket of supplies into remote areas where landings are impossible. Both Joan and Clair instruct international students in the art of taildragger bush flying, a dangerous and dedicated activity. Under blue skies and in warm temperatures, the day furnished hours of interesting events ranging from helicopter rides to competitive student maneuvers.

Our chapter brought great quantities of homemade cookies to be sold at the 99 booth, complete with displays of 99 activities and history, which Jan Russell had set up in a hangar. A sizeable sum was made for the treasury, and leftover cookies were taken home and stored in freezers to be



Joan McCombs, chapter chairman, is a flight instructor for missionary pilots.

### Quad City Area Chapter

May 15 was Annual Plane Wash day for Quad City 99s. It was the most successful yet, with 15 airplanes being washed and \$350 gross for the treasury. Barons, C-310s, Aztecs, Bonanzas, Sierras, C-172s, and a TR-2 provided enough work for a lot of aching muscles, sore backs and greasy fingernails, but a lot of happy aircraft owners. This has been an annual event for us for about 10 years and has proven very successful.

June will be our airmarking month. We plan to replace the taxiway centerline reflectors that didn't survive the winter snow plows. We put them down at the Quad City Airport last year on some of the south taxiways that were not lighted. Sure makes the south T-hangars easier to find at night.

Our election of officers was held for the 1982-1984 term. The new team that will take office in August are: Chairman Rosemary Bryan; Vice-Chairman Carolyn Pobanz; Secretary Judy Spencer; and Treasurer Judy Pobanz. The new officers will be installed at an evening dinner meeting in August.

by Judy Pobanz

### Scioto Valley Chapter

Experimental Aircraft Association and the Oshkosh Fly-in were the subjects of the program provided chapter members at their May meeting. Bev Griffin hosted the meeting at her home, and presented the fascinating account of the Oshkosh event, complete with excellent slides. The Griffins, owners of a Thorp T-18 home-built, are themselves active members of EAA, and Bev reviewed the history and activities of that organization.



Bonnie McSwain, charter member and chapter secretary, was attending her final meeting as an active member of Scioto Valley. She is being married in June and is moving to Lafayette, Louisiana. Her chapter wishes her the very best the South has to offer.

by Lee Loffer

**NORTHWEST SECTION**

**Eastern Idaho Chapter**

Fifteen members of the Eastern Idaho 99s gathered at the Westwinds, Pocatello Municipal Airport, to finalize the plans for the up and coming Density Altitude Clinic. Posters have been printed and distributed by the members to area airports. This clinic, which is free and open to all pilots, will be held at the Rexburg Airport on Saturday, June 19. The clinic begins at 9 a.m. with a ground school taught by FAA Specialist Jack Walsh. Following the ground school all participating pilots will have the opportunity to test their aircraft's true take-off performance. Those pilots coming closest to their predicted take-off distance will be awarded various prizes. There will be sandwiches, cookies, coffee and soft drinks available. For further information, contact Judy Ramsthaler, 524-2226.

The election of officers was held and new offices will be assumed in August. Those taking office will be Sandi Bills, Pocatello, chairman; Judy Ramsthaler, Idaho Falls, chairman; Marcia Ball, Rigby, secretary; Cathy Pusey, Pocatello, treasurer; Kathy Layman, Pocatello, news reporter; Lois Bauer, American Falls, Amelia Earhart Scholarship; Mary Kilbourne, Pocatello, Aerospace Education; and Milli Campbell, McCammon, membership chairman.

The next meeting of the 99s will be at Smiley Creek on July 17. Members and guests will fly to Smiley Creek for breakfast at 8:30 a.m. with the meeting immediately following. Anyone interested in attending the July meeting should contact Cathy Pusey, 233-1747, Pocatello; Lois Bauer, 226-2655, American Falls; or Judy Ramsthaler, 524-2226, Idaho Falls.

by Kathy Layman

**Greater Seattle Chapter**

Anchors Aweigh — no Up and Away — was the theme song for Seattle 99s' May meeting. Wobbly weather did not entirely ground the ladies, as they set sail aboard a

Greater Seattle Chapter members Dodie Gann and Ilovene Potter placed second in the Baja Air Race.



ferryboat to hold their meeting "somewhere at sea" on the round trip from Seattle to Bremerton.

New officers were elected for the coming year, and plans were announced for a fly-in to beautiful Lopez Island in the San Juans for June 9. Chairman Nancy Jensen laid out the agenda for a poker run scheduled for July 10. The route will be Renton - Burlington - Port Angeles - Bremerton - Renton. The entry fee will be \$3.00 with the proceeds going to the Amelia Earhart Scholarship Fund.

Congratulations to the team of Dodie Gann and Ilovene Potter who just missed first place in the Baja Race by .09 of a second. Third place came in .003 of a second behind Gann and Potter for an extremely close race in the winners' circle. Captain Dodie and illustrious co-pilot Ilovene are making plans for the Petticoat Derby and the Air Race Classic.

A gaggle of pilots from Seattle 99s are planning to enter the Petticoat Derby in Oregon, followed by the Air Race Classic. Joining Gann and Potter in the Classic will be Bonnie Edson and Phyllis Baer, flying Bonnie's Duchess. The chapter salutes our enthusiastic racers!

by Jean Thomas

**Idaho Chapter**

Ladies, by the time you read this, the vote will be in. I do hope you all expressed your right to participate. The Idaho 99s have a personal interest in the International Ballots this year. We stuffed brochures into envelopes and then stuffed and stuffed and then stuffed some more. I personally get excited over lady pilots but not 5000+ at once. We were going to take pictures and share with you how it's done but decided instead to open up an envelope stuffing school and you are all invited!! All in all we enjoyed our time together, Ste. Chapelle (Idaho's newest winery, best wine in the world) enjoyed our purchases, the post office enjoyed our money and for the beautiful candidates (Gene Nora, Ruth, Hazel and Barbara) that we stuffed all of those envelopes for ... we love you!! ... We received your 'thank you's' ... Thank you!!

Now as I think about it ... Maybe we should have an Idaho wine tasting party for all the candidates that won ... Gene Nora is giving it ... You're all invited ... I wonder what Gene Nora is going to think when she reads this ... Next we had a most successful "Companion Flying Seminar" ... more about that next newsletter.

by Mary Curtis

**Intermountain Chapter**

Seventeen members and nine guests attended May's meeting at Henley Aerodrome, Athol, Idaho, where fourteen members and four guests shared the thrill of an "Introductory Flight" in a 2-32 Schweitzer Glider. Thanks to Gladys Buroker for the glider instruction, and daughter Sally Simundson, who showed us

how to hook the glider to the tow plane, and the hand signals needed to let tow plane pilot, 49½er Dick Simundson, know when we were ready for the tow. After the business meeting and a delicious lunch everyone enjoyed a film on "Gliding".

May 2nd was "Bloomday '82", a 7.5 mile run at Spokane, Washington. Among the 20,540 runners who finished were 99s Sally Simundson with official time of 1 hr. 20 min. 58 sec., Merylin Traynor 1:14:55, 49½ers August Lake 56:43, and Mel Fitzpatrick 1:34:59. Fern Lake helped at an aide station along the route. Several sons and daughters of chapter 99s were among the runners.

April 28th nine Ninety-Nines were able to participate in an educational trip to Fairchild Air Force Base, using the vertigon, KC-135 tanker and B-52 simulators. What a fun learning experience for all of us.

Several work days in May from volunteers completed the task of painting and papering the woman's restroom in the terminal building on Felts Field. Colors were picked to compliment the terminal lobby recently redecorated by the local chapter of the Washington Pilots Assn. End results were well worth the time and energy spent. Volunteers were Dorothy Fowler, Millie Shinn, Phyllis Hordemann, Peggy Crow, Katie Reikofski and Beryl Fitzpatrick.

by Beryl Fitzpatrick



Henley Aerodrome, Athol, Idaho, was the site for glider introductory flights enjoyed by Intermountain Chapter members and guests (standing) Beryl Fitzpatrick, Sally Simundson, Shirley Hauer, Kathy Perry, Barbara Thinted, Barbara Hutton, Katie Reikofski, Gloria Tornbom (in glider), Phyllis Hordemann and Phyllis Sheaffer. Kneeling on the runway are Fern Lake, Gladys Buroker, Dorothy Fowler, Millie Shinn, Jonalea Tonn and Peggy Crow.



Intermountain Chapter members Dorothy Fowler, Millie Shinn, Beryl Fitzpatrick, Phyllis Hordemann and Peggy Crow help paint the women's restroom at Felts Field.

**Oregon Pines Chapter**

Upcoming events for the chapter include



the June 25-27 Oregon Pilots Association Fly-in at Ashland Hills Inn, featuring women in aviation.

Also, the annual Palms to Pines Air Race for women will start in California July 30 and land in Independence, Oregon, July 31. Members will help with this racing event.

by Betty Wittmer

### Rainier Chapter

Rainier Chapter has had three breakfast flights worth crowing about! In April we enjoyed the log cabin atmosphere and home cooking at Hewitt Field, which is tucked under the base of Mt. Rainier. For Mother's Day, we flew to Roche Harbor Resort in the San Juan Islands for their scrumptious champagne brunch. The flowers were in bloom in the award winning gardens and we strolled along the dock — truly one of the most picturesque spots in our state. On May 23rd several flew to South Prairie for the fly-in breakfast, antique aircraft display and impromptu air show. Great gatherings all!

The May meeting was at Marcia Aure's where we held elections for chapter officers. Betty Denney of Greater Seattle Chapter was our guest 99 and delightful company she is, especially when relating her experiences in getting checked out in their new Shinn. We also enjoyed the company of Carol Hills, a prospective member. We set June 3rd as the date to airmark Crest Airpark in the early evening.

by Elise Adams

### Wyoming Chapter

Representatives from the Wyoming, Montana, and North Dakota Chapters rendezvoused in Billings, Montana, on May 15 and 16 to plan an informative program for the Northwest Sectional Meeting scheduled September 15-17, 1983, in Casper, Wyoming. Inclement weather prohibited the large attendance anticipated but the nucleus was able to make initial committee assignments and preparations.

by Shirley L. Everett

## SOUTH CENTRAL SECTION

### Austin Chapter

"Wings & Women," a Girl Scout 'Girls on



Austin and Waco Chapter members and area aviation people attended a recent reception for Marilyn Copeland, hosted by Virginia Dare Mattiza.

the Go' event, March 13, hosted by Capt. Barbara Gard and Kathy Griffis, provided the girls with a tour of Bergstrom AFB tower, operations and wx briefing rooms and some airplanes.

The April 30 sectional in Corpus Christi was attended by Barbara, Kathy, Robbie McBride, Paula Faught, Laura Jobe, Pat Johnson and Virginia Mattiza.

April 3 Barbara, Pat, Kathy and Virginia airmarked Giddings, Texas, airport.

May 2 a reception at Virginia's home was held honoring Marilyn Copeland so that area aviation people could learn more about the 99s. Robbie, Barbara and Thelma Havice assisted.

May 22 Jo Payne graduated from UT with a BS in Education. Same day, Barbara graduated with a MA in Human Services, plus an MBA, from St. Edwards University, Austin.

Pat is very happy to be bringing her 206 to Texas from California June 14.

Mopsy Eldredge is moving to Rockwall, Texas, July 1. Our loss, Dallas' gain.

Judy Reinhart is attending the 4th Annual Women's Glider Seminar, Midlothian, Texas, July 27-31.

Lynn Hersho, UT Civil Engineer graduate August 14, is marrying Russel Zapalac August 28.

Welcome to Beck Spelce, our new member.

Several plane loads of Austin 99s will be headed to St. Louis August 11-15. See you there!

by Virginia Dare Mattiza

### Colorado Chapter

Now that our Safety Chairman, Leslie Lynch, encouraged us to become proficient pilots, a few fly-ins are being planned for the summer months. Our first big one was to have been held in June, but due to recent rains we now look forward to a fly-in combination air marking to Wray, Colorado, scheduled for August. An invitation was issued to the Spanish Peaks Chapter to join us at the fly-in picnic following the work session. Lucile Bledsoe who lives next to the strip will host the BYOP.

Summer brings a time for field trips and the Colorado Chapter will hold their meetings out in the field which will give us an opportunity to visit facilities related to aviation.

Capt. Barbara Gard graduated from St. Edwards University recently with two degrees, an MBA plus an MA in Human Services.



Colorado 99s extend an invitation to Spanish Peaks members to join in a fly-in picnic.



Colorado 99s attending CAP's 40th anniversary are Linda Horn, Eddie Whistle, Pat Luther, Barb Hobson, Diana Williams and Vaneta Faatz.

The June meeting will take us to Tri-County Air Park for a program on preventive maintenance. The location also provides a fly-in for anyone wishing to come by air. In July, it will be off to Parker, Colorado, to visit a private collection of Confederate Air Force planes. We look forward to a summer cookout with this special event. August, too, will be in the field. However, at this printing, the location has not been confirmed.

Norma Faulkner presented a program on flying sailplanes at the May meeting of 99s. We power-dependent pilots learned that "Soaring is occasionally serene and peaceful, but more often it is beautiful, exciting and challenging. It gives the sense of accomplishment and skills yet to be learned." There is a tremendous motivation for flying proficiency; lack of it costs the pilot altitude. Norma is working on providing us an opportunity to sail the friendly thermals in July.

Our fourth session of Flight Without Fear concluded with a flight to Oklahoma City.

At the International Forest of Friendship in Atchison, Kansas, the Colorado Chapter installed into Memory Lane a plaque in honor of Moya Lear.

by Barbara Hobson

### Golden Triangle Chapter

Golden Triangle members made airplane



Golden Triangle member Beverly Stephens reviews "Last Flight" by Amelia Earhart, and traces her route on a world map.





Dottie Hughes explains how to make mobiles as Betty Carter and Judy Bruce work on theirs.

mobiles which were donated to the children's ward of Arlington Memorial Hospital. Dottie Hughes designed and cast the plastic airplanes and members cut them out and assembled them.

Dottie Hughes and Beverly Stephens gave book reports at the April meeting. Dottie reported on "A Sky of My Own" by Molly Bernheim, and Beverly reported on "Last Flight" by Amelia Earhart.

Beverly Stephens made small information posters relating the historical significance of May 20. Lindbergh's solo across the Atlantic began on May 20, 1927. Amelia Earhart began her Atlantic solo on May 20, 1932. The posters were taken to local libraries.

by Beverly Stephens

### Houston Chapter

Houston Chapter 99s have been working and playing. Several members have been out in the community educating young students at Ed White Elementary School. This is the Houston District's magnet Aviation-Aerospace school. Peggy Campbell and Mike Alexander gave a presentation to 600 students at the school and Margaret Nelson gave an inservice for the faculty. We received publicity in a newspaper article and a magazine article as one of their best resources.

Members improved their minds when Jackie Young, a licensed balloonist, was a guest speaker at the April meeting. Several members attended a play, "Daughters of Heaven," which was based on female pilots, including Amelia Earhart and other 99s. Seven members attended the South Central Section meeting on North Padre Island. They were Alice Bull, Jana Ross, Mike Alexander, Carol Phillips, Peggy Campbell, Delle Hightower and Mary Able. Everyone



Some of the Houston Chapter who attended the South Central Section meeting in Corpus Christi are Alice Bull, Jana Ross, Mike Alexander and Carol Phillips.

enjoyed every minute and can't wait for the next Section meeting.

Our annual prospective party was a resounding success. Carol Phillips' home was overflowing with members and prospectives. The pot-luck dinner was delicious and we enjoyed watching films of the Confederate Air Force that our guest Bob Cresap, finance officer of the CAF, brought. The Lunch-Bunch has been weathered in twice, but have managed to fly to Galveston and New Braunfels for a good lunch and a good time.

by Linda Andrews

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### Kansas Chapter

Kansas 99s went flying off in all directions this month. Some of us attended the South Central Sectional meeting in Corpus Christi, Texas, which was held April 30th to May 2nd. Others went to Atchison, Kansas, for the 50th Anniversary Celebration at the Forest of Friendship, held May 20th to May 22nd. Others went still farther from Wichita to attend other Sectional meetings.

Marilyn Copeland and Sammy Lambrechtse flew an A-36 to the Southeast Sectional meeting in Greenville, South Carolina, the early part of April. Then, Marilyn, Kay Alley and Debbie Durden flew a 210 to the North Central Sectional, which was held in Ann Arbor, Michigan. A good showing of Kansas 99s attended the Sectional meeting in Corpus Christi. Marilyn Copeland and son, David, flew down in their 340 along with Debbie Durden and her 49½er husband. Others from Wichita at Corpus Christi were Kay Weber, Carolyn Westerman Schmalz, Pat Mlady, Pat and Louise Wilson and Meriem Anderson, from Eureka, Kansas. Dorothy Dickerhoof and Lee Kensett came down from Chanute to join their fellow Kansas Chapter members. According to all the reports it was a good meeting. Delightful food, lovely beaches and of course, excellent company.

Another highlight of the month was the 50th Anniversary Commemoration of Amelia Earhart's solo flight across the Atlantic on May 20th to 22nd. Marilyn Copeland and Kay Alley flew the Lance to Atchison for the event, and Kansas 99 Helen Simmons came from Abilene, Kansas. Many of the 99s in attendance flew their own aircraft to Atchison from all parts of the country. It was a chance to meet, or to renew earlier meetings, with some of the very earliest members of the 99s. The Amelia Earhart Airport had been newly airmarked by the Greater Kansas City 99s and everyone agreed that it was a work of art in itself with its prominent display of the compass rose.

Atchison was beautiful this time of the year with all its hills and trees nestled along the banks of the Missouri River. The people, as always, were warm and friendly in their

welcome of the 99s. Atchison's Pride organization, 99s from the surrounding states, and the Zonta Club all cooperated in the activities. Benedictine College furnished the lodging once again in their on-campus air-conditioned rooms. The first night there was a welcome party and buffet also at Benedictine College.

Friday there were tours of the city and visits to the Atchison County Historical Museum, Hetherington House and the Muchnic Art Gallery. In the afternoon there was the unveiling of the Amelia Earhart plaque at City Hall, and a dedication of the

plaque. After several other activities, the day ended with a cocktail party and banquet at Benedictine College.

Saturday morning ceremonies at the International Forest of Friendship began with a children's program and ended with the drawing for the Amelia Earhart watch. The main program was the introduction of those who had flown 50 years and comments about their early days. The Boy and Girl Scouts marched and carried state flags to each state's tree in the Forest of Friendship. After the program guests were able to walk through the Forest and see trees and markers dedicated to famous people in aviation more closely. The winner of the Amelia Earhart watch was Joan Kerwin. This beautiful watch was worn by Amelia Earhart during two of her Trans-Atlantic flights. Congratulations to Joan on her good fortune.

It was a lovely event and Fay Gillis Wells is to be commended for her hard work concerning this worthwhile project. It was obvious that the city of Atchison, Pride, the Zontas, the Scouts, the High School band that played at City Hall and, of course, the 99s, had once again gone all out to make the event the success it was.

Although this reporter was unable to attend the event in Atchison this year, nevertheless, I feel that I have a memory of my own to add to the story. My grandparents were from Atchison and I spent several years there in my early childhood. I recall vividly a parade honoring Amelia Earhart that was given in Atchison after one of her famous flights. She was the heroine of the day. As I sat in the window of my grandfather's 2nd story office, I had an excellent view of Amelia as she came by. She was sitting on the back of the seat in an open convertible holding a bouquet of flowers, wearing her famous khaki suit and smiling radiantly while she waved to her adoring fans. It was quite an event and I have always remembered it. "How wonderful it would be to be able to fly," I thought. And now that I have learned to fly I realize even more what a wonderful thing it is. We who fly are somehow a bit more fortunate for the knowledge.

by Paula Bruce



## Lubbock Chapter

January's newness of year was marred by the loss of Mary Kitchens. But February plans for the 10th anniversary of our chapter brightened our horizon. Angela Boren is chairing this committee.

Captain Stephanie Wells flew a T-37 from Reese AFB to Wichita, Kansas, to speak at the Careers Seminar in March.

April's meeting was the celebration of our new member, Jane Bartos, with chapter members helping her eat a cake decorated by pilot friend Charles Scarbrough's



Oklahoma Chapter members Carol Sokatch, Dana Gibson, Nancy Smith, Emily Frost, Charlene Davis and Marlene Micheel visit after enjoying a fly-in blueberry pancake breakfast in Rita Eaves' hangar at Cole Airport.

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bakery. Prospective new member Gena Hutchinson visited and helped us say goodbye to Stephanie Wells, who left for Guam on May 1. We also elected new officers in April.

Sky Pals Seminar, held at Wes-Tex Aviation, was most successful. Our local GADO and Bill Sullins were most helpful in mailings and co-sponsorship. Kent Copeland of Wes-Tex provided donuts, coffee and cold drinks for our ten inquisitive attendees.

Spring Section weather, with embedded thunderstorms all the way to Corpus Christi, left some airplanes hangared; however, ailing Braniiff got Chairman Pat Cantrell there in plenty of time to enjoy the hospitality of Pauline Glasson and six other Corpus 99s on North Padre Island. Pat got to visit with second cousin Claude Glasson, an aerial photographer; he piloted her on her first airplane ride in 1941 at Taft, Texas,

in a J-5 Cub.

Jane Bartos hosted our May meeting at her lovely Santa Fe style home south of Lubbock. To the tune of rain, plans were made to attend the Amarillo Air Sho on May 23.

June 26 is the date for our Poker Rally, with a rain date of July 10. Town and Country, Slaton and on to Wheeler Farms will be our itinerary, with spot landings to be judged at Wheeler.

by Pat Cantrell



Oklahoma 99s Jan Million and Nancy Smith flew to Atchison, Kansas, for recent Forest of Friendship ceremonies.

both are doing a lot better now. Broneta was still too ill to attend the dedication of her plaque at the Forest of Friendship in Atchison, Kansas, May 20-22. Our chapter is quite honored to have Broneta as our first inductee in the Forest.

Jan Million, Nancy Smith and Lu Hollander were able to attend the ceremonies at the Forest of Friendship. The weather finally cooperated on Friday morning to permit a nice flight up to Atchison, and even a return flight the next day in Jan and Nancy's Skylane. It was a real thrill to meet and listen to the seven women honored for their active pilot status of over 50 years.

by Nema Masonhall

## Shreveport Chapter

Eileen Anderson and Ken Hardcastle (Marge's 49 $\frac{1}{2}$ er) were selected by the Shreveport Senior Squadron, Civil Air Patrol, to represent Shreveport in a Search and Rescue test for the region at Georgetown, Texas. A real tribute to their ability.

Martha and Ray Christy were honored recently to entertain as their houseguest for 3 days the U.S. Surgeon General, Dr. David Koop. He was guest speaker at LSU Medical School graduation, and a personal friend of the Christys. All ashtrays and cigarettes were respectfully removed.

The chapter enjoyed a fishing/picnic at Reita Dorsett's ranch in Tenaha, Texas, May 31. Trophies for biggest catch and best horseshoe pitcher went to Mary Walton (fish) and Wally Netherton (horseshoes).

Mary Jo Voss, Janet Ducote and Evelyn Snow invite South Central Section members to Shreveport for the fall section meeting with a sing-along.



A visit with her second cousin, Claude Glasson, highlights the SCS trip for Pat Cantrell, Lubbock 99. Mr. Glasson taught Pat to fly in 1941.

Honoring new Lubbock 99 Jane Bartos (with cake) are Angela Boren, Capt. Stephanie Wells, visitor Gena Hutchinson, Janie Bailey and Pat Cantrell.



## Oklahoma Chapter

Seven of us made it to the North Padre Island sectional meeting, four via the airlines, two by Bonanza and one by the concrete beam. Those planning on coming Friday got socked out by the wx. The 49 $\frac{1}{2}$ ers almost outnumbered the 99s.

On May 15th, we served coffee and doughnuts at the Third Annual Westheimer Fly-in and Safety Seminar at Norman, wx good. The next day, the wx was soupy for Rita and Leonard Eaves' fly-in-drive-in blueberry pancake breakfast meeting. Score drive-ins — all, fly-ins — 1.

Completing their BFR's are Pat Boyd, Arlene Walkup, Lu Hollander and Sue Halpain. Sue has also completed her Phase 11 Wings program. Also, Cyndy Otis, former Oklahoma Chapter 99, has has CFI-I, congrats, Cyndy.

Now for some bad news. Essie Taliaferro's son was killed in an auto accident. Marge Hudson and Broneta Evans have been on the serious illness list,



Hewitts returned from train tour of Germany. Helen now fluent in three languages.

We are very pleased to announce Eileen Anderson has been elected to South Central Section's Nominating Committee and Mary Jo Voss elected to serve as treasurer.

Shreveport's leading citizens entertained some of the FAA regional officers last week trying to sell them on keeping Louisiana's one and only FSS in Shreveport. I think we made a pretty good pitch. Lafayette and Baton Rouge were also to be visited by them. We are keeping our fingers crossed.

by Mary Jo Voss

### Topeka Chapter

The Topeka 99s celebrated their 16th birthday in March with a lesson on aircraft engine maintenance and a White Elephant auction. Mike Whalen of Kansas City Piper explained the basics of engine operations and repairs. To illustrate how the inner parts of a reciprocating engine work, he disassembled an engine. It was a "hands-on" experience as piston, connecting rod, crankshaft, valves, and other assorted parts were identified. Mike also clearly and simply discussed jet engines with the group, outlining both the advantages and disadvantages of turbine, jet, and reciprocating engines.

The birthday party which followed featured a N9916 cake, decorated by Dianne Merz, and a White Elephant auction. Some of the items which Bonnie Foder, prospective 99, auctioneered included a gasoline can-piggy bank, a Wishing Well, and a cabbage bowl. With bids starting at 10 cents and ending at two dollars, no great financial losses were suffered and everyone left with someone else's "prize" gift.

New officers were elected at the May meeting, and are busy assuming their new roles. Topeka's new chairman is Michele Stauffer; vice-chairman is Dianne Merz; and secretary-treasurer is Sheralynn Honacki. These gals have some great new ideas and the chapter is excited to have their leadership for the months ahead.

St. Louis and Convention are uppermost in our thoughts at this time. Sandra Ridgeway, Dianne Merz, Michele Stauffer, Deb Holmes and Lonnie Steele have plans to attend. Michele is a featured speaker on the Careers panel discussion, to be held Saturday. Aircraft Sales Manager for Kansas City Piper, Michele is responsible for a multi-million dollar inventory and is the top salesperson for the company. Although she has been in aircraft sales for only five years, she has a career sales total in excess of \$25 million. With over 2000 hours flight time, Michele recently checked out in Piper's Cheyenne III.

Barb Hornuth is currently operating out of the LaCrosse, Wisconsin, Control Tower. A recent graduate of ATC School, Barb is excited over her new career as an Air Traffic Controller.

Topeka 99s joined forces with the Greater Kansas City 99s to airmark at Amelia Earhart Airport, Atchison. Thanks to Marie Christianson's organizational ability and our sturdy backs, the job was done! Despite cold temperatures, wind and rain, Michele Stauffer, Dianne Merz, prospective Lori Combs, and Lonnie Steele helped to complete a lovely 99 Compass Rose. The talents and skills of 49½er Doyl Merz were instrumental in airmarking one of the four roof tops pointing the air route to the airport.

The Governor of Kansas, John Carlin, proclaimed May 20, 1982, "Amelia Earhart Day." Topeka 99s were present to participate in the celebration of AE's solo Atlantic flight, held in Atchison. Along with 66 Sandy Brown, who flew a Warrior, Michele Stauffer, Lonnie Steele, and Dianne Merz attended the Forest of Friendship ceremonies. It was an inspirational event, and we felt privileged to witness the recognition of the new honorees in Memory Lane. The women who preceded us have left a magnificent and monumental record of flight experiences which we cherish. May our aspirations equal their accomplishments!

by Lonnie Steele

### Tulsa Chapter

Things have been happening in the Tulsa Chapter. At our last meeting we voted to host a CFI Refresher Clinic every year. The April CFI clinic had a big turn-out with the Kings instructing. Workers were Deanna Robertson, Julie Palmer, Earline Biles, Melissa Whitehead, Ozzie Landrum, Charlene McCullough and Fran Rankin.

The Tulsa 99s have also invested in an airport beacon for the Harvey Young Airport. It is up on a 40 foot pole and working like a charm. It has been reported as being seen half way between Okmulgee and Tulsa. Harvey Young Airport has always been hard to find at night so this light will be a welcome sight to a lot of pilots trying to find it at night.

The 99s helped host a Fly-In May 21, 22 and 23 at the Harvey Young Airport, serving coffee and donuts to a bunch of early birds. Some of the gals were seen flying around in Stearmans. Betty Phillips, Charlene

Dave Rankin installs an airport beacon at Harvey Young Field in Tulsa, Oklahoma, while Eddie and Anna Howland, Fran Rankin and Ron McCullough look on.



McCullough and Fran Rankin were among the lucky ones to get to fly in the Stearmans.

Julia Johnston flew her plane in but had a few problems. Melissa Whitehead flew her beautiful 172 to the fly-in. Charlene McCullough was flying around in her J-3 Cub with her instructor, Carlton Willcox. After all the flying we enjoyed the awards banquet where we could sit around and enjoy some hangar flying. We heard a lot of stories — some true — and some you wonder about.

by Fran Rankin

### Southeast Sectional meeting a success

The Southeast Sectional meeting of the 99s was held in Greenville, South Carolina on April 16-18, 1982. Seventy-five were registered, including International Vice-President Hazel Jones, International Director Marilyn Copeland and Joan Kerwin.

During the business meeting, conducted by Governor Bonnie Quenzler of Merritt Island, Florida, reports were submitted by the various committee chairmen, who all reported great progress in their respective areas. These included air marking, air education, safety, and conventions.

Plans for the 1983 International Convention, to be held in New Orleans, Louisiana, were announced by the delegates from that chapter.

Several air races were mentioned, including the Air Race Classic, Grand Prix and Angel Derby, and all were urged to participate. This is an activity which brings 99s close together, while improving piloting skills and confidence.

Hazel Jones conducted an informative safety meeting while spouses enjoyed the golf facilities at a local country club.

The hostess chapter, Foothills, provided various entertainment and diversion. Greenville, in the heart of the textile industry, has a multitude of outlets and shopping malls, and many were sampled by the delegates. Merry Robertson and her 49½er, Bill, hosted a pre-banquet cocktail party at their home. The banquet was held at the private Poinsett Club, housed in one of the old historic southern mansions of the area. Guest speaker was Bill Norwood, who enjoys local fame as a TV personality and hot air balloonist. His slide presentation was both humorous and enjoyable, as well as educational. All were reluctant for him to finish. Appropriately, ninety-nine were in attendance at this function.

VFR weather ushered most of the delegates home on that spring Sunday morning, and the Foothills members are already asking when they can have their next sectional meeting.

by Merry Robertson



## SOUTHEAST SECTION

### Carolinas Chapter

High Point College in High Point, North Carolina, has honored Louise and Herman Smith for their enduring interest and generous support of their college. The planned library for High Point College will be named the Louise and Herman Smith Library.

Louise, a past International President (1961-1963) of the 99s, a devoted member of the Carolinas, has long been an inspiration to all of us. We salute this couple for their support of education in their community and always their support of aviation.

The Carolinas is pleased also that the Governor of the State has appointed Nancy Jones to finish out the term of her late

outlined our way the day before.

by Connie Chancey

### Foothills Chapter

The Foothills Chapter hosted the spring meeting of the Southeast Section of the 99s, with some seventy-five registrants in attendance. Despite IFR weather, there were few delays in arrivals. Greenville, South Carolina, was in the peak of its springtime flowering, which made a welcome sight for those from farther north, and also for those from Florida, who get little change of seasons. In addition to the regular business sessions and safety meetings, parties and festivities were held, insuring fun as well as education for all.

Foothills Chapter has four pilots competing in the sixth Air Race Classic,

1982. They are Carolyn Pilaar and Caroline Grubbs, as well as Anna Kate Hipp and Merry Robertson. Gary Wheeler is racing with Susan Maule of Moultrie, Georgia. Grubbs is a member of the Blue Ridge Chapter.

Activities will not cease during the summer months, as several meetings are already planned, including picnics and poker runs, later to be announced.

by M. Robertson

## SOUTHWEST SECTION

### Alameda County Chapter

Our April 4th "5 Cents a Pound" Airlift was a great success. We had a turn-away crowd. The chapter earned upwards of \$700.00 for our Air Age Education Fund and various other scholarships. Airlift Chairman Jean Stroobant was indebted to her fabulous 99 Ground Crew: Judy Barker, Susan Poindexter, Connie Saunders, Audrey Yeandle, Cle Chrisman, Bonnie Sposeto, Willie Harrison and Airlift 99 pilot, Frances Gibson, who flew many hours along with members of the Hayward Flying Club. Jean's daughter, Jan, worked all day loading and unloading passengers. Our chapter is grateful to Max Gilbert who unselfishly lets us use his hangar for weigh-in operations. We should not overlook the hours of help given by 49½ers Norm Sanders and Dan Powell.

Because of our success with Airlifts, our chapter is drafting a "How to put on an Airlift" booklet which we plan to offer for a reasonable cost to other chapters.

We had a Membership Party at Beechwest in April which was attended by our Southwest Section Governor, Thelma Cull. We welcomed a number of prospective members to our chapter. Frances Gibson was overall chairman of the event.

Member Karalee Canham performed with her all woman Sky Diving team, "The Stardusters," at the Hayward Air Fair held May 9th. The crowds were thrilled at their spectacular jumps and excellence of maneuvers.

In the May 14-16th Hayward-Las Vegas Air Race, our "Miracle Girl" Bette Davis, not only managed to fly in the race but won the "Best 99 Pilot" trophy and brought home a 10th place Race Trophy. Sarah Pearl, who was the first winner of the Marion Barnick Scholarship last year, was forced to abandon the Air Race at Bakersfield after her aircraft developed hydraulic problems. She and her co-pilot, Barry Sachs, arrived in Las Vegas later in the evening and joined other racers in the weekend activities.

Liane Conway and Valerie Brown have transferred to our chapter from Bay Cities Chapter. They also won a trophy in the Air Race. It was the first proficiency race they have flown and brought home a very respectable 14th place trophy in a field of 50 aircraft. Welcome aboard and congratulations.

## CHAPTER NEWS, ETC.

husband, Representative Bob Jones.

by Ksena M. Stone

### Florida Suncoast Chapter

Lake Wales Municipal Airport has been beautifully airmarked by Suncoast, assisted by some members of the Spaceport Chapter. What a wonderful thing this is from the air. I only wish it had been there when I was a student pilot on a cross-country trip! The gray, windy day did not keep away 27 members and guests, and even saw Suncoast add a new member to its ranks. The hard work was followed by hamburgers and covered dish style lunch, then a busy chapter meeting.

Each of us carried away some memory of the day — under our fingernails, on our shoes, knees and pants — memories which will last a long, long time — or until the bright yellow paint wears off. Thanks to a pair of Cadette Girl Scouts, who manned the grill, to Air Service, Inc. and the City Manager of Lake Wales, but especially to our airmarking chairman and her crew who

### Chapters combine for fun meeting

Members of the Mississippi, New Orleans, Alabama and Florida Panhandle Chapters flew to Dauphin Island Airport off the coast of Mobile, Alabama, on May 15th. This island is ordinarily connected to Mobile by a causeway but it was completely destroyed in Hurricane Frederick. The only way residents or visitors can reach the island is by plane or boat.

Hosts were Evelyn and Frank Hopkins, who have a condo on the south beach. Frank manages the airport and said that we set a record with nineteen aircraft. Transportation was furnished to the poolside recreation room where chapter meetings were held. Swimming, beach hiking, picnic lunches and hangar flying were enjoyed by over thirty 99s plus their guests.



Members of the Mississippi, New Orleans, Alabama and Florida Panhandle Chapters flew to Dauphin Island, Alabama, recently for a joint meeting.



Gulf Stream Chapter's transportation executive Shirley Zillig with her "Racy Lady" and 87W. Shirley, who is president of Safe Air International, will fly 87W in the Air Race Classic.

Gulf Stream Chapter's other transportation aficionado, Genie Merrell, pre-flights "Kermit", the plane she will fly in the Air Race Classic. Genie is a Customs House Broker, which she likens to being a travel agent for cargo.





Our chapter is very proud to have won an APT trophy from the Southwest Section meeting for the second year in a row.

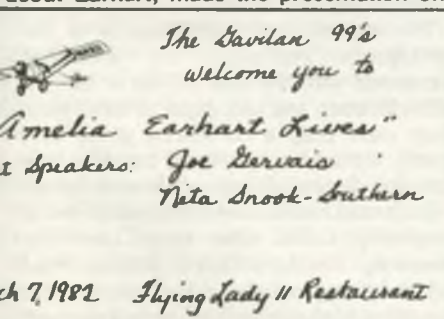
by Jean Stroobant

### Gavilan Chapter

Gavilan Chapter's First Annual Fly-In luncheon at the Flying Lady II restaurant in early March was supported by several members of various 99 chapters in the Southwest Section. Joe Jervais, author of "Amelia Earhart Lives" was the featured speaker of the day. As a result of extensive research, Jervais presents a thought-provoking theory about Earhart's possible rescue and return to the United States following her mysterious disappearance at sea. 49½ Erving Perlitch and Joe Klas, ghost writer, also support Jervais' theory.

Neta Snook Southern added warmth to the program as she reminisced about her friendship with Amelia and their association as Neta taught her to fly. Southern also presented a page from her student log book to the International Ninety-Nines, Inc. This Ticket No. 274 was given so that it may be added to Amelia Earhart memorabilia. Per the inscription by Neta "To the 99s, This is a page out of my student log book used in 1920, 21, 22. Amelia had ticket No. 201 dated Jan. 3, 1921 in my WW I Canuck, OX5 Curtiss engine. Plane built in Canada."

Carol Osborne, who is making a collection of photographs and other information about Earhart, made the presentation on



behalf of Neta. Copies of ticket were presented to all Ninety-Nines and guests who were in attendance.

Other notable members and guests included Bobbie Trout, Charter 99 and Mrs. Elgin Long, whose husband hopes to retrieve Earhart's plane from the Ocean floor.

Gavilan Chapter member, Jan Perlitch, who owns the restaurant in partnership with her husband, graciously spearheaded the fly-in which served to increase the chapter's treasury.

Barbara Gentry, Gloria Caliri and Jean Blake, members of Gavilan Chapter 99s recently joined local pilots to airmark an airport. The Unicom numbers 123.0 and the first five letters HOLLI stand out "white and clear". At that point the available paint was depleted. Soon additional paint will be provided to finish the task. Meanwhile this airport is near the town of Hollister, CA. The faded letters are still visible from the pattern.

### Hi-Desert Chapter

Members of the Hi-Desert Chapter attending the April meeting spent Saturday in three different states — California, Arizona and Nevada — and spent very little time in the air. How was it done?

Flying from the Antelope Valley area in California to Bullhead City Airport in Arizona, members congregated on the eastern shores of the Colorado River for a short meeting and later took the two minute ferry boat ride across the river into Laughlin, Nevada for lunch (and maybe a little gambling). Unfortunately, weather was starting to deteriorate back home in California, so most left early. Two members, Rosemary Jensen and Flora Belle Reece, stayed late and were weathered in overnight. (Or were they just on a winning streak!?) On Easter Sunday, they left early and bad weather once again stopped them at Barstow. Not being the only pilots forced down, hangar flying filled in the hours before the weather cleared in the afternoon.

On May 8 Edwards Air Force Base sponsored a fly-in, which just happened to coincide with the chapter's regular meeting date. It was a great place for a meeting, with the B-1 and Enterprise Space Shuttle, as well as smaller military aircraft on static display. However, the three hundred or more general aviation aircraft that were expected never materialized due to May's high winds and the cloud cover over the LA basin. But for those who attended, including four Hi-Desert 99s and their guests, it was both a fun and educational day.

At the Base Theater, pilots enjoyed films demonstrating the capabilities of the B-1 and A-10, and one depicting the history of Edwards AFB. Pilots learned how to safely use military airspace, especially where it overlaps with general aviation airspace.

A lecture on scanning techniques and the eye's limitations was most informative. Did you know that if a spot on your windshield stays in the same position with little deviation, that if that spot is an aircraft, it means you are on a collision course? That's why a clean windshield at the beginning of a flight is most important.

The day concluded with a weather briefing and lunch at the Officers' Club. Hopefully, Edwards will sponsor more of these fly-ins in the future.

by Cynthia Hicks

### Las Vegas Valley Chapter

Our gals are out racing — Velda Mapelli to the Grand Prix and Kathleen Snaper flying with Bonnie Rannald in the Fullerton Chapter's Skirts 'n Shirts race as well as Kathleen flying in the Hayward-Las Vegas proficiency race and this time, Bonnie flying in the same race but in a different plane.

Two new members have joined us this month — Bonnie Rannald, private pilot and Stacey Ferguson, private pilot. Also, we had a prospective new member — Shauna Zobel. Welcome to Bonnie, who is a Physical Ed teacher at UNLV and heads the

women's track team. And to Stacey, who is a Biologist by profession, but is working as a scientist at the Nevada test site.

Best news of all — our Captain in the Air Force — Marjorie Meder announced that she has been selected for pilot training and — darn — she will be leaving us in November, but not before she arranges another fantastic tour at the air base for us. She is now with the F-16 squadron and recently returned from duty in England.

Our world traveler, Marie McMillan, was in town for this last meeting and she told us about 'doing it again'. Yes, she is going to set 47 new speed records — but this time in Africa. Our best wishes and God's speed go with you.

by Carole B. DePue

### Phoenix Chapter

Recent officer changes have occurred. Since March our new first vice chairman has been Sue Storm. Jan MacDonald, our corresponding secretary, is moving to Alaska in June to do social work along the Yukon River. Phoenix Chapter has a new program for 66s. Grace Jones will chair this effort which gives psychological support and a sense of belonging to female student pilots. Recent business meetings have been educational with programs on such topics as a survival experience and personal health.

Chapter airplane wind chimes sales are still soaring. Another ongoing fund raiser is the 99s Calendar. Reprint 1982 calendars will be available at International Convention. The 1983 theme is 99s sponsored air races. There are so few such races that if every race sent a photo they would have a 50/50 chance of selection. Only one photo has been received so far.

The March NIFA practice for Arizona teams had 21 contestants from three schools; University of AZ, AZ State University, and Embry Riddle University. Three 99s chapters worked together on this event — Tucson, AZ Sundance and Phoenix. Events were spot landing, flour bombing, navigation, computer, simulator and IFR.

April 4, Phoenix Chapter had a concession stand and assisted the Arizona Sundance Chapter with thousands of program sales at the annual DSPA air show. Proceeds from the air show support the American Aerobatic Team in international competition. April 18 there was a tour of Garrett, jet engine manufacturer, for some, while others airmarked Winslow. Numerous airmarkings have been cancelled this year. There are attempts to get state and municipal paint funds for additional airmarkings. April activities ended with SW Section meeting. Phoenix members enjoyed the banquet honoring Past Section Governors, 3 from Phoenix, as well as the J. Paul Getty Museum and Will Rogers State Park tours.

May started with a poker run. There were 25 hands and Chairman Chard's daughter, Sheri, won with three 5s. The Natasha



Swigard Scholarship was awarded for the 1982-83 year. Lisa Beckley, a dedicated student and hard worker from New Jersey won. Lisa will be a senior at Arizona State University next year. Our Flying Companion Seminar is now chaired by Lois Maust. The May 22 seminar at Glendale Airport was filled to room capacity — 16. 42 requests were received for a June 5 seminar at Deer Valley. The classroom will hold only 35 students. This seminar seems to be growing in popularity since it was first started fall, 1980. This is a big fund raiser and highly recommended as a rewarding community service.

More events are planned. Our June meeting will be a family style Chinese dinner. 49½ers are invited and chapter election results will be announced. Our annual Prescott Picnic at Lois Ward's home will be on Smoke-eye Day, August 7, this year. Community leaders dress and perform traditional Indian dances. Following a March Accident Prevention Safety Seminar by Gates Learjet, Phoenix Chapter decided a plant tour would be worth organizing. A Saturday tour will be held on September 11 at the Tucson plant. Any 99 in the area is welcome to attend. SW chapters are being invited.

On Mondays and Thursdays between September 13 and October 4 Phoenix Chapter will sponsor their second Fly Without Fear clinic for the general public who is apprehensive on airliners. The Kachina Doll Air Rally is scheduled for October 16. This year it's back to Falcon Field. An en route stop, more miles and more meals have been added. On October 30 we will have a Regressive Dinner, back to our childhood with costumes. It will be a hangar-to-hangar walk at Deer Valley Airport.

by Kitty M. Pope

### Santa Clara Valley Chapter

Blue May skies finally allowed Santa Clara Valley 99s to catch up on flying activities they had to curtail for awhile. Sue Schiff and Sherry Ritchey made DFR flights to Santa Barbara. Nancy Rodgers gave a racing clinic on May 12, and the next day several 99 attendees practiced what they'd learned at Watsonville Airport.

After being twice weathered out, Mayetta Behringer and Lois Letzring finally got their long-planned and oft-cancelled poker flight off the ground May 22. With stops at Hollister, Salinas, Reid-Hillview and Livermore Airports to pick up cards, some 55 participants ended their flights at Napa Airport, where hands were compared. Best poker hands got prizes that included a free airplane wash.

Vera Arnold enjoyed helping with National NIFA competition in Bakersfield early in May. Stella Leis took a Girl Scout troop on a tour of San Jose Airport, including a visit to the tower. At two local schools Stella talked about aviation careers during "career days" events.

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Evelyn Lundstrom and Lois Letzring were in charge of the 99 booth at the Moffett Field Air Show May 15-16. Several chapter members helped out, telling the air show crowd what the 99s are all about. An added bonus: a long sign-up list of "flying companions" interested in our October seminar. Our booth was decorated with two striking blue and white nylon banners, proclaiming who we are. Banners represent hours of work by Lois, Evelyn and others — and they now become part of our paraphernalia for air meets, seminars and such. It beats hand-lettering signs on paper for an event, only to toss them out when the event is over.

Congratulations to newest future 99: Courtney Groves, born May 12 to 99 Kathy and 49½er Pat.

by Kathy Pelta

# Air Racing Update

Grand Prix racer Mary Jane Bassler sent us her comments and impressions about being a first-time racer ... we thought you'd like to read them.

## My First Air Race

by Mary Jane Bassler

For a grandmother of six who took up flying just three years ago, the Shangri-La Grand Prix, my first air race, had to be the most exciting adventure of my life. For the first time, I flew with full power. What a thrill! I wouldn't have believed my little 182RG could go so fast and handle so beautifully at such speed. It was exhilarating beyond description.

My co-pilot and fellow Ninety-Nine, Arta Henson, and I had never flown together before and we had a circus learning about speed racing as a team.

The warmth and friendliness of all the participants impressed me. Everyone connected with the race did his or her job with efficiency and was eager to be of help. They were truly a fascinating group with greatly varied backgrounds, but with one common denomination — a love of flying.

Each stop had its own memorable kind of hospitality. I shall never forget Louisville, Kentucky. The Aero Club at Bowman Field did everything to make us feel welcome. We saw more of that city than we had planned because, after flying the timing line, we were unable to land due to a disabled plane on the active runway. My Aero Flying Club cap will be a treasured memento for years to come.

All the things you read about racing are true. You learn about navigation, weather, your plane's capabilities, your own capabilities and you experience the joy of making new friends who love to fly!

Shangri-La resort was a perfect place from which to take off and at which to end the race.

We two neophytes didn't finish in one of the top places, but we *did* finish and next time ...

Can't wait to return and try again!

## The best 99 pilot Hayward-Bakersfield-Las Vegas Air Race — 1982

Bette Davis of the Alameda County Chapter, who has survived her tragic crash





At the Hayward-Bakersfield-North Las Vegas Air Race Awards reception, Jean Stroobant and Fielding West visit with Bette Davis. Bette, though still undergoing physical therapy as a result of the burns suffered when her plane crashed last year, flew the air race and placed 10th. Bette presented Jean, who raised \$10,000 for Bette's medical expenses, with a gold swallow on a chain. "The swallow," said Jean, "always returns. And that's what Bette did."

of July 9, 1981, and beaten the burn victim recovery odds of 1/125,000, amazed all of us by climbing aboard a Mooney M-20C to fly in the race. She had only flown this craft twice before. She won the beautiful "Best 99 Pilot" trophy and also brought home a 10th place air race trophy. Jo Ann Painter of the Hi-Desert Chapter was the first winner of the perpetual "Best 99 Pilot" trophy last year.

The other 99 pilot racers placed as follows: 12th — Carolyn Zapata of Golden West Chapter; 14th — Liane Conway of Bay Cities Chapter; 17th — Helen Bamber of Santa Rosa Chapter; 18th — Bonnie James of the Las Vegas Valley Chapter; 23rd — Sheryl Ritchey of Santa Clara Chapter; 24th — JoAnn Painter of Hi-Desert Chapter; 27th — Donna Vasco of the Golden West Chapter; 32nd — Kathleen Snaper of the Las Vegas Valley Chapter. There were a total of 50 aircraft in the race which covered a 580 mile course.

The Air Race committee is augmented by volunteer 99s from start to finish. At Hayward departure: Joyce Hibbard of Bay Cities Chapter and Audrey Yeandle, Alameda County Chapter; at Bakersfield, Maude Oldershaw and her 49½er Vern, Marianne Laxague, Judi Faulstick and various Bakersfield Chapter members, and at Las Vegas, prior to the race, Bonnie James and Kathleen Snaper helped.

by Jean Stroobant

## Illi-Nines Air Derby Gets Off Ground

by Charlene Falkenberg

Weather tried to be a bug-a-boo to the

13th Annual Illi-Nines Air Derby but once again the pilots showed their trait of persistence and overcame this obstacle. Most of the 37 contestants, coming from all over the Midwest, received discouraging weather reports on Friday, May 28. However, as you flew along, the closer you came to the terminus at Mt. Vernon-Outland Airport, Mt. Vernon, Illinois, the more beautiful the weather became.

However, forecasts for the day of the race, May 29th, weren't so promising. Bright and early Saturday morning the racers awoke to the rumble of thunder, the flashing of lightning, and low, mean, dark clouds. It didn't seem to have any intention of improving. The briefing was postponed from 8 am until 10 am. At that time the briefers said we would try for a 1 pm takeoff. No one believed we would go. Someone had faith and around 2 pm the loud speaker boomed, "All pilots to planes, ready for takeoff." And off we all went. We evidently had a clearing between rain showers. The race route weather was as good as could be. In the distance we could still see the dark clouds, but they were moving away. All planes completed the route and called it a good race. As we were so late getting off the ground, there wasn't too much time to enjoy the excellent hospitality provided by the Chicago Area Chapter 99s, but we did our best.

By banquet time everyone was in their dress-up clothes eagerly awaiting the results to be announced by Chairman Linda Hamer, Central Illinois Chapter. Charlene Falkenberg, Indiana Dunes Chapter, gave the invocation, we enjoyed the excellent meal, and then came the following results:

### PROFICIENCY:

Wayne Haraldson	99.516928%
Lori Haraldson - Piper PA-32	
Barbara J. Brusseau	99.0090507%
Mary M. Waters - Piper PA-28	
Ruth E. Frantz	99.011209%
Robert W. Frantz - Piper PA-28R	
Vi Blowers	98.553011%
Pat Fairbanks - Piper PA-28	

### SPEED:

Margaret Ringenberg	+24.95
Pat Hyde - PA-24	
Bernice Barris	+16.14
Wm. Clapper - Grumman AA5B	
Jerry P. Conners	+14.63
Patricia J. Keefer - Piper PA-28	
June L. Beers	+14.41
Ted Berz - Piper PA-28	

Everyone agreed it was a well run, fun, educational race. We had a weekend of meeting old friends, making new friends and lots of fellowship and hangar talk. As publicity chairman I can't resist adding, Walt Falkenberg and I came in fifth in speed in our Mooney M20F with a score of +14.40. Watch for the news of next year's derby and

plan to spend the last weekend of May with the Chicago Area and Central Illinois Chapters at the 14th Annual Illi-Nines Air Derby — Speed and Proficiency Categories — Open to Men and Women Pilots.

## Michigan Chapters plan September Derby

by June L. Beers

Plans for the Michigan Paul Bunyan Air Derby are under way. The big event, featuring \$2,000 in prizes and trophies, is slated for mid-September at Cherry Capital Airport in Traverse City, Michigan. All four Michigan Chapters (Michigan, Lake Michigan, Greater Detroit and Ann Arbor) will co-sponsor along with Trans-Air, Inc. Air Center and the Michigan Aeronautics Commission. Race Chairman Bernice Steadman has been busy for some time getting details set up and has come up with a program that looks most exciting. Her input regarding trophies is most interesting this year in that beautiful and unusual carved Michigan cherrywood trophies in the Paul Bunyan and Babe motif have been commissioned for the first five places (Pilot and Co-Pilot). Local artist David Bartlett presented his sketches and samples at the Michigan Ninety-Nines Derby Board meeting on Monday, May 17th. He's very enthusiastic about his project, in the process of selecting his wood, and plans to have the trophies available for display sometime in July.

This year our Derby will be a speed event using updated 1982 handicaps courtesy of the Grand Prix Air Race, Ltd. Race packets are available by sending \$3 to Virginia Sutherland, 1980 Redding Road, Birmingham, Michigan 48009. We will not have a RAIN DATE as there's something NEW under the sun! A special simulated Derby will take place if a "no-go" decision must be made.

The Derby event will be held in conjunction with the Michigan Air Tour sponsored by the Michigan Aeronautics Commission and Michigan Aviation Association. The Tour begins September 9th and runs thru the 12th visiting Mt. Pleasant, Harrison, Ludington, Frankfort, Traverse City and White Cloud. To join the tour in your aircraft please write for information to: Mr. Lloyd Junker, Rt. #3, Box 338, Bronson, Michigan 49028.

While in Traverse City on Friday night, the Paul Bunyan Clan will reunite and initiate new members at the 4-H Club Lodge. Initiation is a fun event and everyone is invited to come and participate. A planked white fish dinner is also available at 6:30 at the Lodge. Then it's back to the Park Place Hotel (Derby Headquarters) for a hoe-down featuring local talent playing bluegrass music. So, shine up your plane and make it a point to join us in Traverse City for a great weekend!





**...you need a little help!**

The U.S. aerobatic team will be challenging the world's best pilots in Spitzerberg, Austria, scene of the 11th World aerobatic championships, August 8-22, 1982. Sending the team and their aircraft to Austria involves considerable expense. Unlike many foreign governments who subsidize pilots and provide their aircraft, the U.S. government provides absolutely no financial assistance. U.S. pilots not only must pay for their training, but provide their aircraft as well. Understandably, the logistics and expense of sending the team and equipment to a contest site overseas is beyond the financial capability of individual team members. Here's where your contribution can help. Give your support to the U.S. team.



SEND CONTRIBUTIONS,  
THEY'RE TAX DEDUCTIBLE  
TO:

**UNITED STATES AEROBATIC FOUNDATION, INC.**  
P.O. Box 229, Hales Corners, Wisconsin 53130 USA  
1-414-425-4860

#### **HELP THE U.S. TEAM**

In 1980 our pilots swept all categories in world aerobatic competitions, winning individual men's, women's and team titles. Your financial assistance will help them make a repeat sweep this year. All donations tax deductible.

**\$500.00 DONATION**  
... you receive a silver aerobatic team jacket and lapel pin.

**\$100.00 DONATION**  
... you receive a golf shirt with embroidered aerobatic team logo

**\$50.00 DONATION**  
... you receive a world aerobatic cap with logo

**\$25.00 DONATION**  
... you receive a cloth patch with two decals

**\$10.00 DONATION**  
... you receive a pair of U.S.A. Aerobatic team logo decals