

# *the 99 news*

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

Volume 9

Number 7

September 1982



Heading for  St. Louis



Janet Green, who served as one of the USPFT check pilots, checks out the tanks on Craig Burlette's airplane. Amelia Shepherd (right) was on hand to see that the navigation phase of the USPFT trials went smoothly.

Craig Burlette found a quiet place to work out his flight planning for the USPFT competition.



USPFT Chief Judge Evelyn Studlick awards the first place trophy to Lisa Cook.

super day. Three overall winners were selected based on the scores in three areas. Lisa Cook, New Orleans 99, was the top scoring contestant followed by John Wascom, 2nd place and Mark Diblan, 3rd place. Pilot proficiency in the flying of a single-engine light airplane was measured in flight planning, navigation and landing skills. Lisa and John are eligible to participate in the regional competition and Mark will be an alternate contestant.

If any 99s would like more information on some do's and don'ts of conducting their own local USPFT competitions, get in touch with Evelyn Studlick in New Orleans.

## First local USPFT competition held in New Orleans

by Patsy Zeringue

The first local competition for the United States Proficiency Flight Team was held on June 11 and 12 at Lakefront Airport in New Orleans, Louisiana. This local event, as well as many other forthcoming local meets, are the first steps toward making the team which will represent our country in the World Competition in August 1983 in Skien, Norway.

All pilots living in Louisiana, Mississippi, Arkansas, Alabama, Georgia, Florida, Tennessee and North Carolina who held at least a Private Pilot Certificate with 100 logged hours were eligible to enter. Entries were limited to the first thirty qualified pilots. As it turned out, only eight pilots competed. This was a much smaller number than we had anticipated; however, we considered it a good start. Since most of us were novices at judging a proficiency flight contest, we conscientiously and diligently undertook our assigned tasks.

Mistress of task assignments and chief judge was Evelyn Studlick, who did a fantastic job. Evelyn helped to round up a lot of people who are well-deserving of our thanks for their assistance in pulling off a successful competition. Don Muzeroll, FAA Accident Prevention Specialist, presented each of the contestants a safety award. Mr. Muzeroll has long been an active supporter of the 99s and consistently seeks to offer his services to us. Terry Abry, at Lakefront Tower and Chuck Schuler, assistant tower chief at Moisant Airport, helped to coordinate events

for navigation and spot landings. John Maloney, of the New Orleans Levee Board, offered the use of two way radios for the judges and through management with airport staff, was able to bring our judges to their runway positions.

A very special person to New Orleans 99s on this day was Kirk Menard who is a captain with Royale Airlines. Mr. Menard has judged in many NIFA competitions, and helped brief the judges by going over the necessary criteria for judging as explained in the correspondence we received from International Headquarters.

Janet and Don Green's assistance was very much appreciated. Janet served as check pilot and, with Don, helped us spotting the landings. Assistant chief judge Mary Donahue also served as a check pilot. Pat Besselman, chapter chairman, was the safety judge. Gloria Burlette served in the capacity of registration chairman. Ede Brandon, Linda Charles, Jerry Maillion (EAA) and Nick Fisher (EAA) helped out as check pilots and spotters. Judy Maggiore was called upon with her pedagogical expertise to construct the written test which was given on Friday night prior to Saturday's flight events. She flew as check pilot too. Thanks are extended to Joe D'Antonio and Norma Gautier for their help in judging, and Brian and David Burlette for their help in marking our lines.

New Orleans' weather proved warm with a bit of an interesting cross wind present for the landings, but for the most part, it was a



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ON THE COVER: Heading for St. Louis and the International Convention are 99 NEWS staff members Nancy Smith and Lu Hollander and International Ways and Means Chairman Dana Gibson (center).





# New Ratings

## Middle East Section

Barbara Baron - W. Va. Mountaineer - CFII

## New England Section

Carol Phelps - Connecticut - CFII

## North Central Section

Gini Sutherland - Greater Detroit Area - AGI

Dorothy Bobrowicz - Greater Detroit Area - IFR

Donna Rupe - Indiana - IFR, COMM, CFI

Esther Wyandt - Indiana - CFII, CFIME

Mary Anglin - Michigan - CFII

Ann Baughman - Michigan - IFR

Renate McLaughlin - Michigan - CFII

Marci Glaesemann - Minnesota - CFII

Hope B. Isaacson - Minnesota - IFR

Kristi J. Iverson - Minnesota - Helicopter

Pat Welr - Wisconsin - IFR

## Northwest Section

Carol Cansdale - Greater Seattle - 727 Flt. Engineer

Lyn Clark - Idaho - ATP

Karen Marchbanks - Idaho - CFI

Karen Werner - North Dakota - COMM

## South Central Section

Cindy Shonk - El Paso - Citation

Gaye Durbin - Houston - IFR

Joy Parks - Houston - ATP

Carol Phillips - Houston - IFR

Carole Ragland - Houston - IFR

Helen Simonette - Houston - CFII

Janie Bailey - Lubbock - COMM, IFR

## Southeast Section

Anita Sasser - Tennessee - IFR

Barbara Baron - West Virginia

Mountaineer - CFII

Marlene Van Buren - Florida Gulf Stream - A&P

Dottie Westby - Florida Gulf Stream - Seaplane

## Southwest Section

Connie Taskel Arnold - Arizona

Sundance - IFR

Clydene Hauprich - Arizona Sundance - IFR

Ronna Poplawsky - Arizona Sundance - CFII

Kathy Malone - Bakersfield - IFR

Dotti Ray - Bakersfield - CFI

Paula Bazar - San Fernando Valley - COMM

Virginia Rainwater - San Fernando Valley - CFI

Misti Vreeland - San Fernando Valley - COMM

Ferrel Salen - San Gabriel Valley - IFR

Lois Letzring - Santa Clara Valley - CFI

Billie Allen - Utah - MEL

# Calendar

## SEPTEMBER

SEP. 1 - 99 NEWS DEADLINE for October issue.

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

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

SEP. 9-12 - NORTHWEST SECTION Meeting, Red Lion Motor Inn, Portland, OR. Sponsored by the Columbia Cascade Chapter. Highlights include a Columbia River cruise and flights to Mount St. Helens. For information contact Betty Prakken, 24401 S. Skylane Drive, Canby, OR 97013, (503) 266-7795.

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

SEP. 11 - CAPITAL PROFICIENCY RACE, Dulles International Airport (IAD) Virginia. Rain Date September 12. Open to all pilots and SEL or MEL stock aircraft. Co-pilots need not be licensed. Entry fee \$25. Entry kit \$3 (applicable to entry fee) can be obtained from Gerda Ruhnke, 11208 Wedge Dr., Reston, VA. 22090, (703) 471-1978. Deadline is August 1, 1982, with entry limited to first 25 applicants. Aircraft parking courtesy of Page Avjet Corp.

SEP. 17-19 - 13th ANNUAL EAA EAST COAST FLY-IN, sponsored by East Coast EAA Chapters. Pancake breakfast, forums, seminars, demonstrations, static displays, awards, seaplane ramp. Contact: Gene Brown, 9028 Hickory Hill Avenue, Lanham, MD 20706, (301) 577-3070 or Bob Wallace, 1800 Kittyhawk Rd., Baltimore, MD 21220, (301) 686-9242 or 686-3279.

## OCTOBER

OCT. 1 - 99 NEWS DEADLINE for November issue.

OCT 1-2 - NY-NJ SECTION Meeting, Island Inn, Westbury, Long Island, NY. Contact Kathryn Lusteg, 155 Middleville Rd., North Port, NY 11768 or Carol Richard, 35 W. Adams St., E. Islip, NY 11730.

OCT. 1-3 - EAST CANADA FALL SECTION Meeting, Ramada Airport Inn, Toronto, Ontario. Hosted by the First Canadian Chapter.

OCT. 1-3 - SOUTHWEST SECTION Meeting, Flamingo Hotel, Santa Rosa, CA. PAR terminus.

OCT. 3-7 - "AIRCRAFT RESTORATION: HOW TO", offered by the Smithsonian Institution. Features hands-on workshops at the Paul E. Garber Facility (formerly Silver Hill), the world famous preservation, restoration and storage facility where the masterpieces which appear in the National Air and Space Museum have been restored. For information on course content, registration and accommodations please write: Selected Studies, A&I 1190A, Smithsonian Institution, Wash., DC 20560.

OCT. 8-10 - SOUTH CENTRAL SECTION Meeting, Hilton Inn, Bossier City, LA, Shreveport Chapter, hosting. Contact Helen Wray for reservations and information.

OCT. 8-10 - EMPIRE STATE 300, Stewart Airport, Newburgh, New York. 300 mile round robin air race. Race kits available. Send \$4.00 to the Empire State 300, c/o Patricia G. Barone, Wurtsboro Airport, Wurtsboro, NY 12790.

OCT. 9 - POKER RUN sponsored by the New Orleans 99s. Terminus airport: Patterson, LA. For more information contact Pat Besselman.

OCT. 9 - WIS-SKY RUN, Stevens Point, WI. Race kits available from Cathy Smith, 1022 Royalton, Waupaca, WI 54981. \$3.

OCT. 15-17 - AUTUMN GOLD AIR RALLYE, Asheville, NC. Entry kit \$3, entry fee \$20 (after Oct. 10, \$25). All pilots invited to participate, any type single or twin aircraft. Impoundment Oct. 16. Contact Louise White, P.O. Box 625, Fletcher, NC 28732. Ph. 704/684-7220.

OCT. 16-17 - JACKSON COUNTY AIR SHOW, Jackson County Airport, Pascagoula, MS. Static displays 9:00 a.m. Aerobatics and demonstrations - 12:00 Saturday and 1:00 Sunday. FREE ADMISSION. Contact Obie S. Young, P.O. Box 1727, Pascagoula, MS 39567. Ph. (601) 475-5136.

OCT. 29-31 - SALINAS HIS & HERS GREAT PUMPKIN CLASSIC. 250 mile round robin air race. Entries accepted August 1 through October 15. Race kits available. Send \$3 to Salinas His & Hers, c/o Lynne Kastel, P.O. Box 5494, Salinas, CA 93905 or call (408) 449-1251.

OCT. 30 - AE SEMINAR, Hutchinson Community College, Hutchinson, KS. 9:30 a.m. - 4 p.m. Contact Barbara Price at 913/663-9868 or 913/663-3144; or Ed Burger at 913/665-3500. Speakers include Marilyn Copeland and Muriel Earhart Morrissey.

OCT. 31-NOV. 5 - AIRCRAFT OWNERS AND PILOTS Association 27th annual Convention and Industry Exhibit, featuring the Plantation Party. Aviation seminars, training programs, exhibits, entertainment. Las Vegas, NV. For information, please call (301) 951-3947.

## NOVEMBER

NOV. 1 - 99 NEWS DEADLINE for December issue.

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

## DECEMBER

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

## NOTAM

Remember, the deadline for November's issue of *The 99 NEWS* is October 1!

## NOTAM

For those convention-goers who did not have an opportunity to order photographs from the official convention photographer ... drop Jean Yake a note describing the photo in question, and she will be able to locate and print a copy for you. Copies are \$5 for either a 3x5 or 5x7 print. Write to Photo Services, 7865 Procyon Avenue, Las Vegas, NV 89118.



# The President's Message

by International President Marilyn Copeland



I am extremely pleased and honored for your confidence in electing me as the 27th President of the Ninety-Nines. Certainly, I am just as interested and have a much greater membership strength for accomplishing our goals than did our first president from Kansas, Amelia Earhart.

As your new president, my energies will be devoted toward continued positive and constructive up-to-date goals to benefit the entire membership. To succeed as an organization, we must be organized — but we must be organized for the benefit of the member — not for the organization.

Under Janet's fine leadership, we have been "On the Go." She has challenged us to emulate her and great strides have been made in the development of a meaningful Careers Program, the Resource Center and the USPFT.

Great challenges still lie ahead for all of us, but — working together in close communication and active participation within our 99 network of chapters, sections, international committee chairmen, Board of Directors and International Headquarters — we can make dreams into realities.

Some of those dreams include much more emphasis on membership on a one-to-one basis. Many women pilots are not 99 members simply because they have never been asked. Just as importantly, we need to keep our present members. Why not ask at least one other person to attend your chapter activity or meeting each month?

Encouraging women who are working on their private license to become a 66 and eventually a 99 is the focus of the 66 Program. The new "Seek and Keep" Membership committee will be reporting to you often — at least ten times a year, with the valuable tool for chapter planning — *The 99 NEWS*. By reading the *NEWS*, you can find out the names of chapters who sponsor interesting

events, cross reference with your 99 membership directory and have a simple way of finding out "How to do it" for a particular activity. *The 99 NEWS* and the Membership Directory are great sources of information.

A strong chapter Plan of Action Program which is published early in the year will enhance the success of most chapters' meeting and activity attendance and keep their membership active. May I suggest that those plans include at least one airmarking per chapter per year? This past year we had a total of 64 airmarkings reported — let's have at least 185 next year. Planning chapter aviation activities which put 99 members back into the air — FLYING — such as USPFT competition, a proficiency air race, a poker run, mystery race or speed race will add greatly to membership benefits.

The 99s are unique, inasmuch as we have more meaningful active projects than most other organizations. By becoming active in project work, most members are excited to renew their membership. Today, if every 99 member would personally commit herself to active participation in chapter projects and work with one other woman pilot to become a 99 member, by August, 1983, we would have over 9,999 members.

Certainly, we can perpetuate the lofty goals of those 99 Charter members in 1929 — we will continue to be a positive force in the aviation community — often leading the way — making DREAMS INTO REALITIES!!

## NOTAM

The City of San Jose, California, is actively recruiting qualified applicants for Senior Airport Noise Specialist. It is an excellent career opportunity for aviation professionals seeking a rewarding and challenging career in the specialized field of airport noise abatement/sound monitoring. The position reports to the Deputy Director, Airport Operations and Environmental Compliance, and supervises an Airport Noise Specialist. The incumbent will direct the operation of the Airport Sound Monitoring System to provide noise data in compliance with state and other applicable noise laws. Particulars on the job include:

**SALARY:** \$25,476-\$30,960/yr.

**QUALIFICATIONS:** B.S. degree in air transportation, airport management or related field, and one (1) year experience in sound measurement/noise abatement or other directly comparable experience in the aviation industry.

**APPLY:** Call or write City of San Jose Employment Office, 801 N. First Street, San Jose, CA 95110-1779, (408) 277-4204 for an application.

**FINAL FILING DATE:** Thursday, September 30, 1982.

The St. Louis Convention was a grand success. Special congratulations go to Convention Chairman Laura Sellinger, the Greater St. Louis Chapter and the North Central Section for all of their planning and effort to make this an outstanding meeting.

The fly-in to Bi-State Parks Airport was handled very smoothly and the courtesies received were much appreciated. Registration and general arrangements for the meeting were superb — which leaves all of us to look forward to New Orleans in 1983 — where the good times roll!

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Each chapter is encouraged to have special 66 meetings. Each member should invite a student pilot. Part of the business meeting or program could be devoted to the 66. Ask a CFI, either a chapter member or one you know is able to relate well in a ground school atmosphere, to attend. Ask the students to write down questions about their flying or anticipated written exam and have an answer and discussion period. This time period could be brief, maybe during a lunch break.

You could schedule a special segment at each meeting, or every other meeting, devoted to 66s to talk about weather interpretation (invite a weather man for the program), VORs, ADF, clouds, weight and balance, etc. Here again, a CFI or Ground School Instructor in attendance would be advisable. If your chapter sponsors any type of aviation seminar, this is the ideal time to find potential 66 and/or 99 members.

There may be students who will discontinue their training because they become discouraged at some point. If we can encourage student pilots to continue their training, our numbers will increase. Let them know we had our moments of doubt also, and talking with someone who understood helped us to continue and fulfill our desire to become pilots. Let them know it is all worthwhile the first time they take off as Pilot in Command. Ask a CFI member (if you have one) to go up with her and allay some of her apprehension.

You will find most students welcome the opportunity to fly with someone; when your chapter has a flying activity, invite a student to join you. She will be thrilled, and at the same time, probably ask you questions about the 99s.

Suggested guidelines for setting up a 66 program are available. If you are interested in obtaining a copy, please contact me at 126 W. Hickory, Chicago Heights, IL 60411.

# Let them eat cake

Student starts are down; aircraft manufacturers are singing the blues as sales, particularly single engine, slump; the FAA revises its forecast for 1993 general aviation flight hours and aircraft downward; airlines are teetering on the brink of financial disaster.

Midst all this gloom and doom, FAA Administrator Helms has responded in a letter to John Baker, President, AOPA, which states in part:

"Our review of AOPA press releases indicates the average member has an average income of \$52,000 per year and flies approximately 200 hours per year. The difference between the AOPA's proposed 8.5¢ tax and the Administration's 12¢ tax on aviation gasoline is \$67 per year. Despite an objective review, we at the FAA can find no logic as to why an AOPA member would desire to exclude himself from all the potential benefits of the NAS (National Airspace System Plan) for \$67 per year. It is the Administration's position that users of specific services provided by the Government should be the sources of funding for these services."

Golly, that sounds pretty good to me. I'd be willing to send the FAA \$67 a year to be able to participate in this plan — as soon as I save up enough to buy my black boxes for "the traffic alert and collision avoidance system, microwave landing system (MLS) and Mode S with data link."

I'm sure glad that we're going to be given the choice to exclude ourselves from all these potential benefits though, as I don't know if my 172 would have a useful load after I install all this.

However, there's no way we can exclude ourselves from paying despite the fact that we may never use the fancy gadgetry. And, the \$67 is *added on* to the almost \$163 you would be paying at the 8.5¢ rate. This is based on a 9.57 gph burnout. If your airplane

uses more per hour, you would be paying even more into the coffers of the "Trust" fund. (As of May 31, 1982, the Trust fund had a balance of just under \$4.4 BILLION.)

The \$235 a year tax can only serve to further depress the aviation industry. It can only further the idea of general aviation as a "luxury available to a select few," as Mr. Del Balzo stated in his letter to the editor (July-August, 1982). As the "select few" become fewer and fewer, how can the FAA predict a "doubling of traffic, largely general aviation, over the next ten years?"

If, indeed, this doubling of traffic occurs, it will be made up largely of corporate, air taxi and commuter aircraft, all of which can charge off the taxes paid to either business expense or the cost of a ticket to a passenger. Where does that leave the private pilot who uses his aircraft for personal transportation? Either driving his/her car or, as in several cases I have heard of, getting around the system by flying an uninsured, unregistered aircraft from a private strip, using automotive gas. That's one way of "saving a buck."

Mr. Helms, a most charming, friendly, intelligent gentleman, has been away too long from grass roots flying and pilots. In his abbreviated biography release by the White House on March 3, 1981 it states:

"Mr. Helms retired in 1980 as Chairman of the Board of Piper Aircraft Corporation, having been elected to that post in September, 1978. He served as president of Piper from July, 1974 through September, 1978 and as chief executive officer from July, 1974 through September, 1979.

Previously, Mr. Helms was Group Vice President of the Bendix Corporation and President of the Norden Division of United Technologies."

The questions are: When was the last time Mr. Helms flew a small, minimally equipped aircraft? (Mr. Helms received his flight training in the U.S. Navy, as a member of the Society of Experimental Test Pilots Association and was the first aviator to exceed 1,000 mph in combat aircraft. You can't do that in a Cherokee 140!) When was the last time Mr. Helms paid for his aircraft, maintenance, hangar or tie-down, insurance and fuel out of his own pocket with no write-off whatsoever on any of these expenses? If it hasn't been in the last few years, he can't understand the fuss over an extra \$67 in taxes. However, it does smack a little of the Marie Antoinette mentality; Let them eat cake.

by Joan Kerwin

## Gifts to International Headquarters

### Memorials

**Pat Davis**, Santa Clara Valley Chapter  
**Judy and Les Wagner**

..... by Barbara Goetz

**Margie Wood**, Intermountain Chapter  
**Eugenia "Deedo" Heise**, Past International President, Colorado Chapter

..... by Gene Nora Jensen

..... by friends of her son, Paul,  
at Firestone Tire and Rubber Company,  
Akron, Ohio

### Landscape Memorials

**Eugenia "Deedo" Heise**  
**Pat McEwen**

..... by International Board of Directors



## Membership Tips

by Betty Jane Schermerhorn

The International Membership Committee was established to help fill the spaces between Headquarters' functional processing of membership data and the individual chapters and sections — in other words, to establish connections between people and people.

My work with membership has led again and again to the need for better communication between the three levels of our organization. The most frequently mentioned factor has been the lack of contact between chapter chairmen and membership chairmen in forwarding the information on the monthly computer printouts.

Granted, this up to date information should be shared. But what can the membership chairmen do to make up for not receiving this information? *She can keep records!* Each member's renewal date comes due in the same month each year. Keep track of them. Give a copy to the newsletter editor so she can include reminders in the chapter newsletter. Once this list has been established, additions, deletions and changes can be processed with little work load to the membership chairman of even a large chapter.

The Standard Operating Procedures have been approved. Each section and chapter membership chairman should procure a copy of them to use as a basic guideline of the *minimum* requirements of the position. Then ... be sure to TALK to each other. I know mailing costs have gone up, but it is still a convenient, relatively inexpensive method of communication.

Share your chapter's ideas and activities with the section membership chairman so she can include them in her portion of the section newsletter. The section gets a computer printout with the number of members in each chapter. She does not need a report on statistics that she already knows. Chapter reports to section should talk about what people are doing and what has been successful or unsuccessful in the chapter.

It is not necessary to wait for a section meeting report to communicate between chapters and section. Drop each other a line as ideas and activities occur. Include a copy to the International Chairman to keep her informed also.

### NOTAM

The new audio-visual presentation "Aviation Careers for Women", produced and directed by 99 Jan Orr Young, is available for rental of \$12 plus postage. Contact Jan at 12485 Redwood St. N.W., Coon Rapids, MN 55433. (612) 757-8041.

## Safety Education

# Where are we?

What happens if your electrical system fails, a fuse blows or the left-right needle of the VOR receiver becomes erratic?

We must at this point rely on basic pilotage with compass and clock as our primary source of help in this sudden problem.

Compass-and-clock, or dead reckoning navigation, quickly becomes a lost art after most pilots gain their private license and learn to use more and more electronic navigation aids.

No one will deny that VOR navigation has simplified the cockpit workload but pilots must avoid becoming too complacent.

There are pilots who fly blissfully along waiting for the TO-FROM flag to drop, thus providing them with the first positive fix since passing the previous station. Wouldn't it behoove pilots to know their position relative to the nearest airport?

Dead reckoning, or DR navigation, is a relatively painless procedure that can and should be combined with radio navigation so that the approximate position is known at all times.

Simply stated, DR navigation is a method of establishing ETAs for en route progress based on the direction of flight and the estimated ground speed since the last known position.

The FAA does not require a periodic compass swing, but pilots would be wise to perform this check at least annually. Deviation errors can change significantly over a period of time.

Also make it a habit to glance at the compass whenever lining up on a runway of

known magnetic direction. Remember, runway numbers can be rounded off to the nearest even number. For example, magnetic heading of 234° would be a runway of 23. But four or five degrees in dead reckoning could be a significant difference.

By combining DR with VOR navigation, it will make knowing your relative position an established habit which could prove to be life-saving in an emergency.

The idea is to be aware of the wind and its effects and to maintain a running score of flight progress by either marking a chart or a flight log, labeling each position with the time of passage.

DR teaches another valuable lesson — how to avoid a mid-air collision. If you sight an aircraft and it remains fixed at a specific point on your windshield and it is at your altitude, you are on a collision course. To avoid this, change your heading so that the "bogie" appears to move across your windshield. When this happens, the two aircraft are not maintaining a constant bearing from one another and a collision is impossible.

DR offers much to a pilot willing to spend a little effort. It won't take long to realize that DR stands for DARNED RELIABLE. The pilot will also learn that the big three of navigation are not electronic firm names but are RATE, TIME and DISTANCE.

If you are interested in brushing up on Dead Reckoning Navigation, stop in at your nearest GADO office for their booklet on Dead Reckoning Navigation.

Marilynn Miller  
International

Safety Education Chairman

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# New Horizons

## Dr. Joan Baldwin

Dr. Joan Baldwin, of Island Lake, Illinois, passed away May 16 after a long illness.

Joan was a clinical psychologist, and worked with emotionally disturbed adolescents at Herrick House in Bartlett, Illinois. She also had a private practice in her home and was very successful in her career.

Joan's number one interest was her flying, and she was an active member of the 99s. She was a flight instructor at Pal-Waukee Airport before her death.

by Mildred Carrie

## Josephine Chandler

Jo was treasurer and longtime active member of the Tennessee Chapter. She lived in Knoxville where she had long been with South Central Bell. A single-car accident took her life in February, 1982.

by Marilyn Ayers

## Emily D. Conway

Eastern Pennsylvania Chapter

June 2, 1982

## Patricia Hanes Davis

1945-1982

Pat Davis, former chairman of the Santa Clara Valley Chapter, passed away on May 19 at the age of 36. Pat kept her long battle with cancer private as long as she could. She continued to fly her Comanche, and when that was no longer possible, Pat cheerfully flew right seat. She bought the Comanche to fly the Atlantic — but she ran out of time.



Patricia Hanes Davis

She started to learn flying in June of 1974, and two months later she earned her pilot's license. The same year, at the invitation of Marion Barnick, Pat became a Santa Clara Valley 99. She was elected and served two terms as treasurer and two terms as chairman.

She participated in local California air races and flew in the last Powder Puff Derby Race. Pat earned her instrument rating in time to fly as Pilot-in-Command in the last AWTAR and flew as co pilot in the 1977 Commemorative Race. Her husband Michael is also a pilot. He and Pat were married in 1967.

Growing up in southern California, Pat was the only child of Clarence and Helen Hanes. Pat loved to fly more than anything, but she also liked travel, boating, fishing, shooting, skiing, swimming and reading. She was a licensed CPA and was acknowledged to be outstanding in the accounting field. She was a principal in the San Jose firm of C.G. Uhlenberg.

Big and friendly, with a lovely dimpled smile, Pat Davis generously shared her skills and talents. We'll miss her.

by Evelyn Lundstrom and Peg Ewert

## Saul Eig

Saul Eig, husband of Lois Eig, Florida Goldcoast Chapter member, died on June 6, 1982.

Saul's gentle enthusiasm for private flying was extended to other activities such as soaring and canoeing. His interest in chapter projects was particularly apparent when we were preparing favors for the 1973 convention in Puerto Rico. We have fond, warm memories of the monthly meetings devoted to fabricating miniature biplanes, for which Saul gathered the raw materials and sketched the design.

Lois and Saul were proud of the year their Twin Comanche was designated the flagship of the Twin Comanche Association. They spent many happy hours exploring the skies of the United States and were regular participants in the Louisiana Air Tour.

The chapter will sorely miss its very special 49½'er, Saul Eig.

by Helen Mennitto

## Eugenia "Deedo" Heise

Former Ninety-Nine President Deedo Heise, member of the Colorado Chapter, passed on to New Horizons July 24, 1982, after a long illness.

Deedo joined the Ninety-Nines in 1946 in Milwaukee, a year after she joined her hus-

band in learning to fly. They were taildragger pilots, owning a Piper Cruiser, Cessna 170 and Cessna 180. Deedo logged over 4,000 hours and accumulated many racing trophies.

Deedo and her husband, Dr. Herman Heise, who founded the Flying Physicians in 1955, researched and co-authored articles on aviation medicine concerning the effects of weather on the fallout of pollen and molds. Deedo and Herman had been married 63 years at the time of her death.

Ninety-Nines remember with great affection and amusement a home movie shot by Herman of Deedo "learning" to fly, entitled "Flighty Lady." The star was costumed in a wide brim hat and dress and the primary comedy scene was her entrance into the Piper Cub. The one-wheel takeoffs and cross-controlled landings were bright testimony to Deedo's sense of humor and comedic skills. The Heise family has bequeathed the film to the Ninety-Nines' archives.

Remembrances in Deedo's honor have been requested by her family to be directed to Ninety-Nine Headquarters.

by Gene Nora Jessen



Eugenia "Deedo" Heise

## Janet L. Kramer

Indiana Chapter

July 18, 1982

## Nancy Ellis Leebold

This is to advise that Nancy died, after a long illness, on July 13, 1982.

As her 49½'er for some 27 years, I know how much the Ninety-Nines meant to Nancy.

Thank you for the inspiration and friendship which this International organization of women pilots gave to Nancy and myself over those years.





**Nancy Ellis Leebold**

It was always a delight to visit your country and, in turn, we loved having you visit us here in Australia.

*Sincerely,  
Arthur Leebold*

### **Dr. Lura Odland**

A former dean of the College of Home Economics at the University of Tennessee, Dr. Odland died in June, 1982, after an illness. She had been a member of the Tennessee Chapter for many years.

*by Marilyn Ayers*

### **Henry Richter**

Husband of Western New York 99 Darla Richter, Henry died suddenly June 4, 1982 in a plane crash.

He was an FAA Written and Flight Examiner on a routine flight test.

Devoted to aviation and to teaching others, Henry began his career when he graduated from Burgard Vocational High School in Buffalo as a licensed A&P mechanic.

In 1940, he obtained his private license through the Civilian Pilot Training Program, and in 1942 entered the Army Air Corps as a mechanic (propeller specialist).

Earning his commercial rating in 1948, he began part-time charter work for Buffalo Air Park. Richter became a flight instructor in 1964, chief pilot in 1978 and an FAA Flight Examiner in 1979, logging over 12,000 hours during his lifetime.

He is survived by his wife, Darla, and an 11-year-old stepson, Danny.

### **Marjorie Jean Wood**

Marjorie Wood, Intermountain Chapter, was fatally injured in an accident in the family Seneca, on July 21, 1982, on a flight from Kalispel, Montana, to Lewiston, Idaho, where she lived. On board were Marjorie, her husband, Woody, two of their sons, Mark, 31 and Steve, 32 and one passenger, an employee of their company. They were

returning from Kalispel where they had been visiting their third son, Craig.

"Although Marjorie, who was seated in the middle of the plane, was the only fatality, the others were all critically injured and remain in serious condition, with the likelihood of many weeks of hospitalization still ahead of them at Sacred Heart Hospital in Spokane, Washington."

Marjorie played such a vital part in the Intermountain Chapter and in the Northwest Section, of which she was current Membership Chairman, that her friends are still unable to imagine the future without her.

She was a truly devoted Ninety-Nine — happy, sincere and energetic — and always interested in everyone she met. The Intermountain Compass Pins were entirely Margie's project. She discovered them and always made sure the compasses were on display at Sectionals and Conventions, even making a majority of the sales herself.

Margie was a Private Pilot, SMEL, Instrument, and flew the Piper Seneca and the Aero-Commander 112-A with equal ease. She flew the 1977 PPD Commemorative Flight, made Life Guard flights with her husband, Woody, provided transportation by air for the Idaho Republicans and was planning a flight for DRF in the near future. She was a competent treasurer for the family business, Lewiston Equipment, and was an accomplished artist.

We shall always miss Margie, and we all pray for the recovery of her family.

*by Jean M. Davis*



**Marjorie Wood**

### **Dorothy Young**

*August 16, 1982*

Oklahoma Chapter member Dottie Young passed on to new horizons on August 16 after an extended illness.

A 99 since 1940, Dottie was a single and multi engine ATP rated pilot with over 10,000 hours, and was the first woman to



**Dorothy Young**

hold an ATP in both fixed wing and helicopters. She was the first woman designated a Helicopter Examiner, and also the first woman appointed as an Accident Prevention Counselor.

Her aviation achievements stand in enormous contrast to her diminutive but dynamic 4 feet 10 inch size. Dottie was a member of the first class of WASPs and a charter member of the Women's Advisory Committee on Aviation. She was a Life Member of the 99s and had served on chapter, section and international levels, as well as edited *The 99 NEWS*. A Whirly-Girl and past president of the Order of Fifinella, Dottie's flying credentials actually extend beyond our capacity to document.

Pete Young taught his wife to fly in the Sterling-Fort Morgan area of Colorado in the late 30's. Dottie became an instructor and together they owned and worked on an airport in the area. In 1973 she was inducted to the Colorado Aviation Hall of Fame.

Dottie will be sadly missed by all who shared many exceptional aviation experiences with her, and by those who have experienced the incomparable hospitality and warmth of the Young household in Oklahoma City.

Dottie's ultimate achievement was quite simple. Those of us fortunate enough to know her loved her.

*by Nancy Smith*



# International Committee Chairmen — 1982-83

Aviation Activities ..... Clara Johansen  
 Air Age Education ..... Evelyn Sedivy Cowing  
 Air Marking ..... Marie Christensen  
 A.E. Mem. Scholarships ..... Thon Griffith  
 Bylaws ..... Sally Plumley  
 Convention Liaison ..... Char Falkenberg  
 EAA 99 Coordinator ..... Jayne Schiek  
 501(c)3 ..... Sylvia Paoli  
 Credentials ..... Kate Merry  
 49½ers ..... Becky Thatcher  
 Forest of Friendship ..... Fay Gillis Wells  
 Historian ..... Skip Gumbert  
 Incorporation resident ..... Adelaide Tinker  
 Insurance ..... Susie Sewell  
 Legislation ..... Joan Kerwin  
 Librarian ..... Dorothy Niekamp  
 Membership "Seek & Keep" ..... Char Falkenberg  
 ..... B. J. Schermerhorn  
 ..... Virginia Mattiza  
 66 Chairman ..... Carol Zander  
 NIFA ..... Hazel Jones  
 NIFA Ways and Means ..... Pauline Gilkinson

USPFT ..... Lois Feigenbaum  
 ..... Hazel Jones  
 ..... Janet Green  
 99 NEWS Editor ..... Lu Hollander  
 99 NEWS Advertising Director ..... Norma Vandergriff  
 Nominating ..... Val Johnson  
 Careers ..... Easter French  
 Public Relations ..... Jan Million  
 Safety Education ..... Marilynn Miller  
 Scrapbook ..... Nan Gaylord  
 Standing Rules Update ..... Janet Green  
 Audio-visual "For the Fun of It" ..... Char Falkenberg  
 Audio-visual "Aviation Careers" ..... Jan Orr Young  
 Ways and Means ..... Dana Gibson  
 ..... Charlene Davis  
 ..... Dru Jones  
 Accessions ..... Rita Eaves  
 ..... Ruth Dobrescu  
 Governors' Liaison ..... Ruth Dobrescu  
 Courtesy ..... Lonnie Steele  
 TAKE OFF Coordinator ..... Marilyn Copeland



## LETTERS FROM AMELIA

*an intimate portrait of*  
**AMELIA EARHART**  
 by Jean L. Backus

The heart and mind of the vanished First Lady of the Air reveals itself in a lifetime of long lost correspondence to her mother.

From boxes of forgotten letters and photos in a dusty attic, suspense writer Jean L. Backus unravels the mystery of aviatrix Amelia Earhart's private moments. In *Letters from Amelia* she places these fascinating personal notes amid her skilled biographical account of AE's life and times to show a whole new side of the brilliant, humorous, and practical woman whose high-flying courage paved the way for future generations of liberated women.



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## Book Review

by Dorothy Niekamp  
 99 Librarian

Backus, Jean L. **Letters from Amelia, 1901-1937.** Boston, Beacon Press, c1982. 253 p., ill. ISBN 0-8070-6702-4 \$14.95.

A glimpse into the private life of Amelia Earhart based on a collection of letters from Amelia to her mother, Amy Otis Earhart. Evidently Amelia's mother never threw any correspondence from, or newspaper article about Amelia. These letters and clippings were discovered in four neglected boxes in a Berkeley, Calif. attic. Backus, as a friend of both the owner and the heir of the material, was invited to examine the cartons before the items were sold. Backus extends her appreciation to the cooperation of Muriel Earhart Morrissey for permission to use the letters and to publish them.

Around the collection of letters Backus provides an account of Amelia's personal relations with her family as well as a portrait of the more public Amelia, the flier. No new material concerning the last flight or the founding of the Ninety-Nines is provided.

Amelia's story is woven around the letters to her mother. The letters show Amelia as a very private person, concerned for the well being of her mother and sister, but yet retaining her own independence to live her life as she saw fit. The letters also show a streak of playfulness in Amelia by her use of unorthodox spellings.

This book along with Muriel Earhart Morrissey's *Courage Is the Price* combine to form an excellent portrait of Amelia, a personal view of Amelia.



# Whirly-Girl Scholarships Available

Applications are now being accepted for the two 1983 Whirly-Girls Scholarships which will be awarded next February to two deserving women pilots for use toward obtaining an initial or an add-on helicopter rating.

Each year since 1968 the Whirly-Girls, international women helicopter pilots, have awarded the Doris Mullen Whirly-Girls Scholarship in memory of Whirly-Girl #84, Doris Mullen. The 1983 \$4,000 scholarship will be awarded to a woman pilot to assist her in obtaining a helicopter rating at the school of her choice. To date each recipient has qualified for her helicopter rating and is now a Whirly-Girl.

For 1983, Tim Tucker, President Pacific Wing & Rotor will give the first annual

Whirly-Girls/Pacific Wing & Rotor Scholarship. This scholarship will provide a U.S. woman pilot with \$4,000 toward a commercial helicopter rating at Pacific Wing & Rotor's Long Beach, California, facility.

Scholarship applicants must hold a current pilot certificate, demonstrate financial need, explain usefulness of helicopter rating to her present or future helicopter-related career, and intend to make use of the helicopter rating to further the involvement of women in helicopter-related activities.

Organized in 1955 with the then 13 women helicopter pilots in the free world, the Whirly-Girls now number 366 in 22 countries. In addition to the member's dues, the Whirly-Girls scholarship program has had the sup-

port of The Flying Physicians Association, the helicopter manufacturers and The Ladies and Men's Auxiliaries of The Whirly-Girls, whose members are international industry leaders, husbands of Whirly-Girls, military aviation and civilian friends.

Applications are available from the Whirly-Girls, Suite 700, 1725 De Sales Street, N.W., Washington, D.C. 20036, USA. Deadline for receipt of completed application is November 1, 1982.

1983 scholarship winners will be announced in January and presentations will be made at the Whirly-Girls Awards Dinner, February 13, in Anaheim, California.

## NIFA Report

The National Intercollegiate Flying Association regional competition practice started during the summer at several colleges and universities. Reactivating a flying team or organizing a new aviation club may be the responsibility of one student. Many Ninety-Nines have asked, how are collegiate flying teams formed? Following the requirements for club application, according to the student activities department, the student advertises for members in the school newspaper.

A new club need not be large; some schools begin with five or six student members. A sponsor, faculty or a person associated with the school, must be found to act as coach or advisor for the team. The names of the sponsor and officers of the newly formed flying club, along with \$25 institutional dues are mailed to: NIFA Headquarters, P.O. Box 9910, San Diego, CA 92109. In return the NIFA Executive Director, Harold Wood, will mail the club an Aircraft Owners and Pilots Association Foundation Scholarship worth up to \$225 (depending on the ground school course selected). The club will also receive the newsletter *CONTACT* during the school year.

### 1982-1983 SCHEDULE OF REGIONAL SAFECONS

- Region III -** HOST: Kent State University at Kent University Airport, Kent, Ohio, November 12-13, 1982  
Contact: Harold Willingham, 216-672-2640
- Region IV -** HOST: Louisiana Tech University, Rustin Municipal Airport, Rustin, LA, October 21-23, 1982  
Contact: Rudy Falconi, 318-255-6279

- Region V -** HOST: University of Dubuque at Dubuque Municipal Airport, Dubuque, IA, October 7-9, 1982  
Contact: Craig D. Stephens, 319-588-9189
- Region VI -** HOST: Central Missouri State University, Sky Haven Airport, Warrensburg, MO, September 23-25, 1982  
Contact: Robert D. Mock, 816-429-4975
- Region VII -** HOST: Community College of Beaver County, Beaver County Airport, Beaver Falls, PA, October 21-23, 1982  
Contact: Mark J. Matuszak, 412-483-9202
- Region VIII -** HOST: Parks College of St. Louis Univ., Bi-State/Parks Airport, Cahokia, IL, October 14-16, 1982  
Contact: Mark A. Holtgrave, 618-337-7500
- Region IX -** HOST: Embry Riddle Aeronautical Univ., Regional Airport, Daytona Beach, FL, February 10-12, 1983  
Contact: Al Finster, 904-252-5561  
(To be held in Spring 1983)  
(Northwest area)
- Region I -** Contact: Wayne E. White, 208-385-1011  
(To be held March 25-27, 1983)  
(Southwest area)
- Region II -** Contact: Gerald Fairbairn, 408-277-2466
- NATIONAL SAFECON** date changed to **MAY 5-7, 1983**  
**HOST SCHOOL:** Western Michigan University,  
**PLACE:** Kellogg Regional Airfield in Battle Creek, Michigan

### TAX DEDUCTIBLE DONATION TO NATIONAL INTERCOLLEGIATE FLYING ASSOCIATION

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Individual Ninety-Nines and friends are invited to join NIFA as an Associate Member, Annual Dues \$10.00 or \_\_\_\_\_

MAIL TO: Pauline Gilkison, 131 Walker Ave., Clarendon Hills, IL 60514



# 1982 Scholarship Winners

Eight Amelia Earhart Memorial Scholarships were awarded to members of The Ninety-Nines, Inc. at the 1982 International Convention.

The scholarships, which provide financial assistance to 99s for aviation-related academic programs at colleges and universities and for advanced flight or ground training, commemorate Amelia Earhart, who was president of the Ninety-Nines when she made her historic Atlantic flight 50 years ago.

The 1982 winners, all of whom will use their awards for flight training, are:

Eileen B. Anderson - Shreveport, LA  
Joan D'Amico - Salt Lake City, UT  
Judy Ann Graham - Auburn, IN  
Glenda Lorraine Martlew - Flint, MI  
Virginia Ann Mitchell - Vancouver, WA  
Gabrielle Anita Thorp - Mesa, AZ  
Melissa M. Vreeland - Studio City, CA  
Mary Lou Westmoreland - Pembroke Pines, FL

Five ATE/American Flyers Career Scholarships were also awarded to 99s at the international convention.

The scholarships were all in the form of \$1000 certificates of credit for flight and/or ground training at any of the seven ATE/American Flyers training centers in the United States.

The winners of the new scholarships, offered to 99s for the first time this year, are:

Sharon Rita Crawford - Redondo Beach, CA  
Karen Ann Johnson - Crown Point, IN  
Bobbie Ann Raske - Northwood, IL  
Elene Tzetzos - Torrance, CA  
Dolores M. Weimer - Burbank, IL

**Eileen B. Anderson**, who holds a commercial license with an instrument rating, will use her Amelia Earhart Scholarship to obtain her flight instructor certificate.

Currently a realtor/broker, Eileen has been offered an opportunity to instruct at Southern Aviation at Shreveport Downtown Airport when she receives her certificate.

She also plans to serve as check pilot for the Civil Air Patrol in the Shreveport Senior Squadron, in which she is a Captain and serves as administration officer as well as a search and rescue pilot.

Eileen and her husband, Don, have eight children.

**Joan D'Amico**, a certified flight instructor for Thompson Beechcraft in Salt Lake

City, will use her Amelia Earhart Scholarship to complete her training for an airline transport pilot's license.

She already holds airframe and powerplant mechanic ratings, a commercial single and multi engine license, certified instructor ratings for single engine, multi engine and instruments and a basic ground instructor rating.

Joan also has an associate degree in Industrial Technology, with a major in Aeronautics.

**Judy Ann Graham**, a flight instructor and charter pilot, will use her Amelia Earhart Scholarship to obtain a multi-engine instructor certificate.

During the summer, Judy flies the north eastern Indiana counties for the Agriculture Stabilization and Conservation Service. Pictures taken by a photographer while she flies are used to estimate crop yields and damage.

Judy and her husband, Douglas, a consulting engineer, have three children.







Eileen B. Anderson



Joan D'Amico

Judy Ann Graham

Glenda Lorraine

Martlew

Virginia Ann Mitchell



Gabrielle Anita Thorp

Melissa M. Vreeland

Mary Lou

Westmoreland

Sharon Rita Crawford



Karen Ann Johnson

Bobbie Ann Raske

Elene Tzetzos

Dolores M. Weimer

**Glenda Martlew**, who holds a commercial pilot's license with multi-engine and instrument ratings, flight and instrument instructor certificates and advanced ground instructor rating, will use her Amelia Earhart Scholarship for multi-engine instructor and airline transport training.

Currently, Glenda is a flight instructor at Pontiac, Michigan.

Her ultimate aviation goal is to be a flight officer.

**Virginia Ann Mitchell**, a flight instructor and charter pilot in single and multi-engine aircraft, will use her Amelia Earhart Scholarship to obtain an airline transport pilot license.

Her charter work has included flying United States Geodetic Surveys on "sniffer" flights over Mt. St. Helens and relief flights for the Oregon National Guard.

"Ginger's" ultimate aviation goal is to be an airline pilot.

**Gabrielle Anita Thorp**, a DC-4 co-pilot for Globe Air, Inc., in large-scale agricultural spray programs, will use her Amelia Earhart Scholarship for a multi-engine air transport pilot's license.

Recently she was selected to become a pilot with the Arizona National Guard, and in November will begin 18 months of training.

Gabrielle plans to complete her ATP before November and upon completion of her Air Guard training to return to the Phoenix area.

She will then resume her career in general aviation and fly part-time with the Guard in a KC-135.

**Melissa (Misti) Vreeland**, office manager for *PRIVATE PILOT* and *AERO* magazines, will use her Amelia Earhart Scholarship to become a certified flight instructor.

Currently Chairman of the San Fernando Valley Chapter of the Ninety-Nines, Misti has participated in 16 air races and also organized two Flying Companion Seminars.

She has been promised a flight instructor's job on the staff of Berg-Branham Flying Service at Van Nuys, California, after she obtains her flight instructor certificate.

**Mary Lou Westmoreland**, a Lead Secretary in the Federal Aviation Administration Transport Aircraft Team in Miami, will use her Amelia Earhart Scholarship to obtain her instrument instructor certificate.

When she has that rating, Mary Lou will be eligible to enter the FAA's Career Development Program leading to the position of aviation safety inspector.

Mary Lou, who has acquired her private, commercial, instrument and multi-engine ratings and flight instructor certificate at her own expense and time during the past three years, also plans to continue her part-time college work to complete her degree in aviation science.

**Sharon Rita Crawford**, a high school math teacher in the Torrance, California, Unified School District, will use her ATE/American Flyers Scholarship to obtain a flight instructor's rating.

Sharon, who has a master's degree in education, hopes to teach aviation courses in high school or at a community college, and use her new rating as a private instructor.

Currently, she is the advisor to a high school flying club.

Sharon and her husband, Don, have two teenagers.

**Karen Ann Johnson**, an aviation technology student at Purdue University, has earned, in the last year, her commercial license and her instrument, certified flight instructor multi-engine ratings as well as her ground instructor certificates for advanced and instrument instruction.

When she applied for an ATE/American Flyers Scholarship last December (at age 20) she wanted it for her multi-engine rating, but she will now use it for her multi-engine instrument instructor's rating.

Currently, Karen is teaching cadets at Culver Military Academy and completing her training for a certified instrument flight instructor's rating.

She wants to become an airline pilot.

**Bobbie Ann Raske**, an office manager for Drive Controls, Inc., plans to use her ATE/American Flyers Scholarship to work on both her commercial license and instrument rating at the same time.

She has been gaining instrument, multi-engine and high performance single engine time by serving as safety pilot for instructors and friends and by trading secretarial service for flight time.

She hopes to ultimately have an aviation career as a corporate pilot, possibly combining her flying with administrative work and/or aircraft sales.

**Elene Tzetzos**, who has been attending Long Beach City College full time and working for Peninsula Aviation in Torrance, California part time, plans to use her ATE/American Flyers Scholarship for commercial and instrument flight training.

Her career goal is to work for a small commuter airline and be a flight instructor part-time.

**Dolores Weimer**, who was graduated from Lewis University this June, will use her ATE/American Flyers Scholarship for commercial and instrument training.

Very active in the Chicago Area Chapter of the 99s, Dolores has also done outstanding work in organizing and participating in National Intercollegiate Flying Association activities in her area.

Her ultimate aviation goal is to be a corporate or airline pilot.



# Convention '82 overview

by Lu Hollander

Convention '82 has come and gone ... it seems like only yesterday we were in Boston at the '81 convention, and now St. Louis is history.

99s who flew in to Bi-State Parks Airport were greeted by the controller with "54W, are you a 99?" Somehow, when all was said and done, there were 99 airplanes tied down in the area of grass set aside for 99s.

As with Boston, the weather in St. Louis dropped to that wonderful (when you live in Oklahoma) 70-80 degree range, and stayed there for the duration of the Convention.

The welcome mat was out. From the 49½ers who helped tie airplanes down, to the welcoming committee inside the terminal, to the gals at the 99 registration desk who so patiently answered the same questions over and over again, to the hotel staff who were extraordinarily pleasant and accommodating ... the list could go on and on.

Early arrivals on Wednesday toured Scott Air Force Base, learned how to dress in a professional manner in sessions with 99 Louise Wicks, or studied investment possibilities with Boyd Atteberry and Clare Beekley.

Wednesday's activities also included a "Take Off" meeting involving the 1982-83 Board of Directors, Governors and International Committee chairmen. A "rap" session, participants discussed their particular area of 99 responsibility and exchanged ideas for improvements.

Exercising being the popular activity it is, early birds could wake up with 99 Jean Doherty each morning at 6:30. Although this writer was lazy, we understand the class was very well attended by others more eager than we!

A morning Com session on Thursday allowed free wheeling discussions on matters of interest and importance to all 99s. Members of the Board, various International committee chairmen and others were available to answer questions from the audience in a more informal atmosphere than the next day's Business meeting would allow.

Sessions on such topics as handling stress and achieving maximum engine life were available; however, the highlight of the day was the Amelia Earhart Luncheon. Opening ceremonies included a roll call of sections

cont. on p. 16



Presiding over the AE Scholarship Award Luncheon is Madeleine Monaco. As she called each section and its chapters by name, representative members stood and lit candles in the darkened room to honor all 99s. Photo by Jean Yake.



Sculptor Don Weigand presents his original clay bust of Amelia Earhart to the luncheon audience. From the sculpture a limited edition of 100 bronze and 5 stainless steel busts will be cast using the lost wax process. During the course of the convention, enough monies were raised by private donation to purchase one of the stainless steel busts for International Headquarters. Photo by Jean Yake.

Presiding over the 1982 business meeting is outgoing international President Janet Green.



Modeling their distinctive hats, three Kentucky Blue Grass Chapter members enjoy the AE Luncheon. Photo by Jean Yake.







Delegates raise their voting cards.



Presenting their invitation to the next International Convention are New Orleans Chapter members Pat Besselman (in antebellum dress) and Judy Majoric (at mike).



During the course of Convention activities the Airmarkit did a brisk business as chapters displayed and sold their wares.

*The Phoenix Chapter Presents*

## 1983 Ninety-Nine Calendar

Theme — 99s Sponsored  
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Each month a different air race/rally is featured. There is plenty of space for notes plus dates and locations of many 99s activities.

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## AIR RACING



Available  
Oct., 1982



## Convention '82 Overview

cont. from p. 15

and chapters, with each group standing and lighting representative candles in the darkened banquet hall until the entire room glowed with candlelight.

Afternoon activities included tours of the McDonnell Douglas F-15 and F-18 fighter assembly lines where 99s followed the planes as they were completed except for the engine installation. Also included was a tour of the McDonnell Douglas Prologue Room, a museum containing items of historical interest pertaining to the company, models of all aircraft manufactured there, and the Gemini spacecraft.

In the evening many 99s enjoyed the outdoor Myny Opera, where Lucy Arnaz and Lawrence Luckenbill starred in "They're Playing our Song."

On Friday morning, with 12 sections out of a possible 19 represented by nearly 400 delegates present, the Business meeting began promptly at 8:00.

Among other items of business discussed, it was announced that eight new chapters had been chartered in the past year, making a total of 186 chapters worldwide. Ten Life Members were also added in the past year.

Iowa's Barbara Brotherton presented a

framed newspaper article to Headquarters, and several personal items belonging to Jacqueline Cochran were also presented by Mari Hurley for preservation and display at International Headquarters.

Friday's luncheon, complete with musical entertainment and a short address by Assistant to the Secretary of Transportation Patricia Keith, honored International members.

After sessions on mapping and the magnetic compass, it was time to ride a double decker bus down to the Goldenrod Showboat for the evening's dinner and entertainment. And entertaining it was, with the performers doing a fantastic job in a melodrama and skits, many involving the audience of 99s.

Saturday was filled with a city tour, Careers Seminar and Weather Radar session, and then it was time for the last banquet. Over 500 guests enjoyed a sumptuous meal and listened to guest speaker Senator Nancy Kassebaum.

All too soon the activity-filled days and nights were over, and it was time to say "Goodbye, St. Louis. Thanks for a grand time!"



Exhibits at the Convention included rides in the FAA's Vertigon.



Visiting during a break in the Weather Radar Seminar are Archie Trammell, Lois Feigenbaum and AOPA President John Baker.



While 99s took advantage of tours to Scott AFB and McDonnell Douglas, exhibitors have a chance to visit with each other.

Visiting with well-wishers at a reception in her suite is incoming International President Marilyn Copeland (center).







Accepting an FAA aviation safety award is International Safety Chairman Marilynn Miller.



Enjoying the International Luncheon are honorees Chanda Sawant, India; Lucinda Hagan, Special Assistant to the Secretary of Transportation; Kate Merry, Western Canada Section governor; Peggy Smith, Maple Leaf Chapter; and Glenda Philpott and her daughter from Australia.

Soprano Julianne Kelly and 99 mezzo-soprano Maisie Stears provide musical entertainment during the International Luncheon.

cont. on pg. 18



Instructed by Archie Trammell, executive vice president of the AOPA Air Safety Foundation, an attentive audience learns about weather radar.



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99s Christmas Ornament displayed at St. Louis Convention \$5.50 plus \$1.50 P & H. Send \$1 for catalog which includes skirts-tops-jewelry.



## Convention '82 Overview

cont. from p. 17



Tied to the river bank, the Goldenrod Showboat provided a full evening's entertainment for a boatload of 99s.



Audience participation was encouraged at the Goldenrod Showboat melodrama.



Hamming it up for the audience (and the camera) are Showboat performers during their production of "Under the Big Top."



From the Showboat deck, St. Louis' famed arch rises against the evening sky.



Directed by Helen Louise Graves, the Cosmopolitan Singers provided musical entertainment during the final evening's festivities.

Presenting a replica of the St. Louis arch to banquet speaker Senator Nancy Kassebaum is Master of Ceremonies Robert Hardy of KMOX Radio. Photo by Jean Yake.







New International Board members and officers are (back row) Secretary Barbara Goetz, Board member Gene Nora Jessen, Treasurer Betty Jane Schermerhorn and Board member Ruth Dobrescu. In front are Board members Hazel Jones and Judy Hall, President Marilyn Copeland, Vice president Charlene Falkenberg and outgoing President Janet Green. Photo by Jean Yake

A table of 99s visit while the more than 500 banquet guests are seated.



One of five speakers at the Careers Seminar is Easter French, assistant to the president of GAMA in Washington.



Pre-banquet crowds gather around the hors d'oeuvres tables at the Sheraton Pavilion Hotel.

cont. on pg. 20

## D-ter Crime



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On the way home ... buses to Bi-State Parks Airport on Sunday morning sported 99 signs in the windshield and blue windsocks tied to the side mirrors.



Iva Walter and Betty McNabb spend some time with their VFR charts prior to heading for home after convention.

## First International Convention

by Virginia Dare Mattiza

What a tremendous learning experience it was for the four AUS members attending our first international convention in St. Louis, August 10-15. Robbie McBride, Pat Johnson and Barbara Gard flew up commercial and I flew my 201.

The flight from AUS was my first experience with the GAR system. In my opinion, it just gives "them" another 24 hours to sleep on and gleefully figure out more ways to foul up your plan. I was held on the ground 25 minutes in AUS for "flow of traffic at St. Louis." Never mind that I was going to Bi-State Parks Airport.

After five hours of mostly IFR, and a hard crosswind landing, I was really happy to see the St. Louis girls, friendly and helpful, hosting a reception at M-C. Mid-Coast, the FBO at Bi-State Parks, kidded me about arriving in my 707. That *much* baggage could never have fitted into a Mooney! The baggage was reloaded into a car and I was promptly on my way to the Marriott.

To meet in person so many of the 99s from New York, California, Alabama, Idaho, Indiana, Kansas, etc., that I had been in correspondence with throughout the year really cemented our friendship. After check-in and upon registering, I immediately won a door-prize — a telephone stand — for being #67 to sign in. It's always fun winning a prize

the minute you walk in the door.

First night was the Wine and Cheese Party, hosted by the Greater Detroit Chapter at Pet Milk headquarters. With many thirsty people on hand and only two ladies to pour, I helped empty many gallons that evening. This was fun — got a couple of free glasses myself and a big blister on my right middle finger.

I thank the girls from Alaska and Colorado and others who sold my Flight Plans while I was attending membership and other meetings and not in the Airmarkit. They would catch up with me later in the evening and say, "Hey, Virginia, I sold three of your flight plans and here's your money!" Helping one another — that's what it's all about!

The meetings, tours, entertainment, excellent food, living five days in the great city of St. Louis and making so many new friends and renewing old friendships from air racing — all of these things and much more. What a truly great experience attending the 99s international convention is. You just have to go to appreciate everything. It was exciting to see all our new officers and to let them know we are behind them 100% in their new duties. The future is where it's at — the continued growth and good works of the 99s!

When it came time to go home Sunday, a

big thunderstorm hit St. Louis at 7 a.m. My GAR was for 11 a.m., and I had some tense minutes deciding whether to deviate west or fly as filed. To deviate would have meant another hour flying, plus a fuel stop, which I wasn't keen on doing if I could avoid it. When the 10 a.m. wx reports came in, I decided to fly as filed. Taking off in rain showers with our AUS Vice-Chairman Barbara in right seat, we were out of the storm in two hours and it was clear skies back to Texas. Barbara took the yoke for a couple of hours, which really gave me a break after the tension of the low pressure system. The turbulence of Texas thermals upon descent was much worse than flying through the dissipating storm, and Barb did a super job in right seat.

If you have never been to an international convention, think about and plan now for the 1983 convention in New Orleans. We have a goal in AUS — "3 in '83" — which means we are going to try to get three new members each this year. If each 99 signed up three new 99s in 1983, and you all came to New Orleans, we would have over 22,000 members there. Now *that* would be a lot of wine to pour! See you all in New Orleans, and please work on your membership. Let's all try for "3 in '83."

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Virginia Dare Mattiza is chairman of the Austin Chapter and holds a position on the International Membership Committee.





# News, Activities and Projects

## chapter

### WESTERN CANADIAN SECTION

#### British Columbia Chapter

On April 13, the chapter and their guests went on a tour of Vancouver Center at Vancouver International Airport. We had an opportunity to see some of the most up-to-date IFR control equipment in action. Controllers on duty gave us an extensive briefing and took us through the various areas of the center.

On June 26 and 27 some of our members will be taking off (literally) to Long Beach, British Columbia for the Tofino Fly-in, a popular event with pilots on the west coast. Camping out on the taxiways of the old air force base, eating crab and salmon, and generally having a wild time is the name of the game. Last year the weather closed in on Sunday and some of us almost didn't make it home for work on Monday (pity). If the weather to date is an example of things to come, there won't be a problem this year.

The last few months have been busy with planning the summer's events. July will be an extremely busy month for our chapter. July 4th is our 3rd Annual Poker Run and it is bigger and better than ever. Nine airports will be used as card pick-up points. Prizes include a day's sailing for six people on a 48-foot yacht complete with skipper, weekends for two at two of Vancouver's best hotels, a private Ground School Course and many others.

On July 15th and 17th the chapter will be participating in a fly-by as part of the Vancouver Sea Festival. It provides a fantastic opportunity for us to do some low flying over the city — a chance not normally available to us.

Finally, on July 23, there will be a reception at the Vancouver Hotel for visiting international executives who are here for a sight inspection of Vancouver as a possible location for the 1987 International Convention. The reception will be attended by 99s from throughout the section.

At this time we plan to spend August recuperating from July.

*by Barbara Meredith*

#### Saskatchewan Chapter

Our Poker Run was plagued with bad weather and strong winds but we were unable to postpone. Before the Poker Run, two stops were provided with windsocks. The town of Imperial produced a windsock, and Dr. June Mills provided a sock for the strip at Davidson.



Saskatchewan Chapter 99s provided a display for the recent Moose Jaw Air Show. Photo by Nadine Cooper.



Marg Meckelborg and Noreen Proudlove help to hold a sign in place at Saskatchewan Chapter's recent Poker Run. Photo by Nadine Cooper.

Melody Cooper has been proudly giving friends and relatives airplane rides with her brand new pilot's license, making everything legal.

July meeting is an overnight at Candle Lake, Saskatchewan. Noreen Proudlove has organized a delightful weekend of canoe lessons, golfing, water skiing, nature hikes and good food for July 17, 18. Noreen and husband Dal are members of the newly formed Flying Teachers organization.

Nadine Cooper attended the 20th anniversary of the Experimental Aircraft Association Chapter 154, held at the Western Development Museum in Moose Jaw, with Vern Jobst as the speaker.

*by Nadine Cooper*

June Mills on the wing of her Beechcraft Sundowner before the Poker Run at Moose Jaw.



### MIDDLE EAST SECTION

#### Central Pennsylvania Chapter

Quite a lot has happened since the last writing. Meetings, guest speakers, new section and chapter officers, 'lunch with the bunch,' seminars, dinners and vacations.

June and July meetings were both held in Williamsport. Section Governor Betty Jo Ault spoke in June, and July found the group (small one) at Shirley Weinhardt's housing development. I'm told the tour and talk on solar energy was quite interesting. Glad to see Eastern Pennsylvania members present in June!

Martie and Champe Pool now own a C180; Martie and Margaret Wellington attended a seminar in Washington, D.C. on Amelia Earhart; 'lunch with the bunch' in Mt. Pocono in June, and Martie hosted the same in July; Marcia Johnson visited in both California and Rhode Island; Boots and Rod Husted flew to Florida for vacation; and I flew home to visit family in Oklahoma. July 9th, chapter members attended a retirement dinner in Harrisburg for Bob Lyons, chief of GADO-10.

Congratulations to all new and continuing officers — know you will do well in your jobs.

We're all looking forward to September and the airshow in Williamsport, and also to October when the chapter hosts a local competition for USPFT.

Oklahoma Chapter — thanks for your congrats! I miss seeing all of you.

*by Cindy Otis*

#### Eastern Pennsylvania Chapter

Our most important news is that member Arlene Feldman has been appointed Director of Civil Aviation in the Dept. of Transportation of the State of New Jersey. We are naturally delighted and very proud of Arlene. She is well qualified for the position because, in addition to being a pilot, she is also a Safety person for the FAA and is an attorney specializing in Aviation Law. She began her new duties on June 1. We have been told that Arlene is the only woman Director of Aviation in any of the states.

Anne Shields and Helen Zubrow won the Garden State 300 proficiency race with a very high score, so they now have three new trophies to add to their collection. Some of you will see them in Knoxville, as Anne will be the announcer for the terminus of the Air Race Classic.

Our Pennies-a-Pound in May at Ronson



Aviation at Trenton - Mercer County Airport was quite successful. For the last two years it has been held in conjunction with New Jersey's Transportation Day. Mother Nature cooperated and one couldn't have asked for a better day.

Ten of our members are attending the Lycoming Engine School at Williamsport the last week in June. This is a very interesting and worthwhile course and is always well attended.

We have just completed our sectional voting; I was the official ballot counter and regret to say that only 44% of the membership cast their ballots.

by Louise Sacchi



An entire Little League baseball team, still suited up from a game, enjoyed a pennies-a-pound air-ride with the Hampton Roads 99s.



### Hampton Roads Chapter

Penny candy, penny postcards, and penny-priced thoughts long-extinct, it's a rare pleasure these days to purchase something worthwhile with just a handful of the shiny coppers. But on Saturday, May 15th, folks in Tidewater, Virginia had the opportunity to make a truly economical and exciting buy when the Hampton Roads Chapter of the Ninety-Nines sponsored sight-seeing flights sold at mere Pennies-a-Pound!

From nine in the morning till nearly sundown, six aircraft were continually in the unseasonably sunny skies over Hampton Roads Airport taking passengers on 20-minute rides that cost adults four-cents per pound of body-weight, three-dollars for children tipping the scales at less than 75 pounds. Several hundred folks — including an entire Little League team still suited up from its game — took advantage of the super deal — some people going on two flights, and make that three for one little girl. As a matter of fact, the turn-out was so enthusiastic that the Pennies-a-Pound event netted the Hampton Roads Chapter over nine-hundred-dollars!

Sincere thanks to everyone who made the weighing-n-paying evolution such a success. And special appreciation to Chair-

woman Linda Hollowell, Ground Crew Chief Nan France, four non-Ninety-Nine pilots, and Eastern Pennsylvania Chapter member Kate Macario, who generously provided the SOP for the activity.

Because the day logged in even better than advertised, the Hampton Roads Chapter has already calendared another Pennies-a-Pound flight-fest for 1983. So it only makes good cents to start saving your pennies starting right now!

by Leslie C. Nimmer

### Potomac Chapter

Potomac 99s are really getting to know their airports — every inch of some of them, and every type of surface. It's not uncommon to hear runways and taxiways being discussed by the painting pros in lieu of other airport features. To date, the chapter has airmarked College Park, Bay Bridge, Montgomery County and Frederick Airports in Maryland. There are invitations at Martin State and at Baltimore/Washington International (BWI) to do compass roses; work will be completed for the 1985 99s International Convention.

Patricia Garner, airmarking director, attributes the chapter's interest in airmarking to several factors. "First," she says, "it's fun, and, second, we know we are making a contribution to aviation safety." The State Aviation Administration, Maryland DOT, has been providing the paint and recently acquired a striping machine that cuts in half the amount of time it takes to outline the letters and numbers. "This is very important when you consider that most airports try to do business on the weekend, and we 99s are trying to airmark!" adds Patricia. "This is Blanche Noyes country. Through 99 Mary Feik, we are sponsoring, with the Washing-



Potomac Chapter 99s pitch in to airmark Frederick Airport, the soon-to-be-home of AOPA.



ton, D.C. and Maryland Chapters, the Blanche Noyes plaque that commemorates her fantastic airmarking achievements in the U.S."

Other 99s take pictures and help out with clean-up and supplies. Chairman Elizabeth Matarese has attended all airmarkings, and

Vice-Chairman Linda Lee Denett made the last two, for which she took some good-natured ribbing. Linda is also ways and means director, a job that suits her Midas touch. "Some of our projects HAVE been a little out of the ordinary ... like the TV raffle we had last fall. We like to get away from the bake sales sometimes and try some creative ideas." Most chapter members agree, however, that coming up with Linda in ways and means was terribly creative, and it has paid off.

The stalwarts who make the chapter work are several. Edna Dragoo, whose generosity, goodies and ground instruction efforts have proven she has no energy limits, is one. Denise Bourgeois, Marcia Hiltabidle, Marianne Moyer, Harryette Deckelbaum, Babs Shankman, Ellen Hahn, Robin Hosenball and Carol Roberts have also proven steady and reliable participants in chapter projects. Still others have given of time and energy from time to time; they are there when needed.

In December, 1981, the Chapter made about 400 Air Transportation booklets available to Maryland students through an aviation careers program that is presented at BWI Airport. The chapter recently held a training seminar for the program and will schedule another in the fall, 1982.

"Our commitment to aviation safety and education is total," comments the chairman. "Because of the opportunities in aviation in this area and the dynamic nature of chapter members, we have no excuse for sitting back. We are not alone; the D.C. and Maryland chapters have joined with us in various ways, like 99s publicity and promotion. Being a 99 in this area means being able to relate to other women with professional backgrounds and business experience. In furthering the role of women in aviation, that's a real plus, and it does wonders for the morale."

by Elizabeth Matarese

### Shenandoah Valley Chapter

Ethel Garber has been elected the new treasurer for the Middle East Section.

Mary and Russ Horner are building a Steen Sky Bolt biplane in their spare time.

Virginia Thompson attended on June 18 the Amelia Earhart Symposium at the National Air and Space Museum, Washington, D.C.

by Virginia Thompson

### Washington D.C. Chapter

Two chapter members, Judy Bergman and Gerda Ruhnke, participated in the Air Race Classic. Our daring duo came in dead last, but received a prize of \$300 worth of meat. We are all looking forward to a chapter barbecue soon. Charter member Fay Gillis Wells was a featured speaker June 18 at the National Air and Space Museum Symposium on Amelia Earhart. Several chapter members were present as well.

Rosemary Doud and Grace McGuire visit-



ed a picnic held at Great Barrington Airport, Massachusetts, July 10. The picnic was hosted by the Connecticut Chapter. After staying the night with Nancy Hopkins Tier, they spent the afternoon in Medford, Massachusetts, with Muriel Earhart Morrissey.

New officers for 1982-83 are: Mary Ellis, chairman; Thelma Johnson, vice chairman; Joan Stalk, treasurer; and Rosemary Doud, secretary.

by Rosemary Doud

### West Virginia Mountaineer Chapter

Our chapter has been very active the last two months. We had our June meeting in the midst of a local airshow at Harrison County, Ohio with a picnic lunch. June 20th, Father's Day, our chapter helped with the celebration of West Virginia Day, the 50th anniversary and re-dedication of the capitol of West Virginia, Charleston. Chairman Sharon Peters and her husband, Bill, volunteered our chapter to help with a fly-by of the capitol and we did so in honor of the original dedication 50 years ago at which Genevieve Pixler flew.

On July 11th our members sponsored a static display of the airplane and we had over 100 children in and out of the plane. This was at Aviation Day in Clarksburg, West Virginia, and we had most gratifying results on our sales tables.

One of our members, Lois Fida, was asked to help with judging of the Intermediate & Sportsman I.A.C. competition in Lancaster, Pennsylvania and hopefully learned a lot in case our chapter wants to sponsor one some day.

Chapter member Joan Allen has joined a local airline, Aero Mech, as a charter pilot.

by Lois A. Fida

## NEW ENGLAND SECTION

### Connecticut Chapter

Members scattered throughout the state sometimes makes it difficult to find a central meeting place. Usually we can be found in Hartford or Bridgeport. Our four members in the northwest corner, Nancy Tier, Leila Baroody, Sandy Gardner and Nina Whittemore, have the farthest to travel. They decided to do something about that and arranged our July meeting to be held at Great Barrington, Massachusetts Airport which is a few miles across the state line.

Some arranging they did — first the weather for the fly-in was CAVU, families and friends were invited and barbeque grills set up. They didn't stop there, as we were treated to a private airshow by a friend of Nancy Tier. Stanley Segalla of Canaan, Connecticut performed for us in his Citabria, followed by his son, Billy, in a Pitts. We had ringside seats and had a fantastic show as we sat in the shade and munched juicy burgers.

Throughout the day another friend of the 99s gave rides in his Piper Cub to folks who



Stan Segalla, who provided the Connecticut Chapter with a private airshow in his Citabria, poses with members Sandy Gardner, Leila Baroody and Nancy Tier. Photo by Carol Phelps

had never experienced a taildragger. All this flying fun day had been prefaced by a fantastic slide presentation which provided the right mood for the day. Leila Baroody and Sandy Gardner gave us an exciting slide show and narration of Oshkosh airshow they attended. We had been victims of poor weather everytime we tried planning a fly-in — and couldn't understand how we could have been blessed with fine weather. The mystery was solved when a birthday cake was brought out for Leila Baroody. Her comment was "It always shines on my birthday."



Carol Phelps, one of last year's AE Scholarship recipients, holds her new CFII license up for the camera. With her is her 99 instructor, Laurie Reeves. Photo by Susan Hobbs.

Nina Whittemore of Lakeville, Connecticut, who transferred to the chapter earlier this year, has been hired by Maine Air, a new commuter line with regularly scheduled flights between Bangor and Boston, Bar Harbor and Boston, as well as charter operations throughout New England. She is flying a Piper Chieftain.

by Carol Phelps

### Eastern New England Chapter

The Eastern New England Chapter of the 99s celebrated the installation of officers with a cookout and the inflation of new member Nancy Keith's hot air balloon (Snobyrd).

Fifty-six people attended this unique, fun-filled installation at the home of Jean Doherty

in Southboro.

Women installed by Governor elect Billie Downing were, Jean Doherty, chairman; Sherry Edmonds, vice-chairman; Irene Risberg, secretary and Marcia Brine, treasurer.

A beautiful birthday cake with, of course, an airplane motif, helped us to celebrate our 20th year as a chapter.

Exercise and all kinds of dancing to the fantastic music of a disc jockey filled out and finished this remarkable evening.

Eastern New England is eagerly looking forward to attending the International Convention in St. Louis this August. Plan on purchasing your warm and wonderful 99

## CHAPTER NEWS, ETC.



Snobyrd, a beautiful hot air balloon owned by Nancy Keith, was inflated to celebrate the Eastern New England Chapter's installation of officers.

sweater from our chapter.

September 17th and 18th marks the date of our section meeting at the brand new Marriott Hotel in Worcester, Massachusetts. Come and enjoy.

by Gene Woodworth

## NEW YORK- NEW JERSEY SECTION

### Garden State Chapter

We've been a busy chapter these past couple of months getting ready for the Garden State 300 held June 12 at Marlboro Airport, New Jersey. We held a white elephant sale at the May meeting at Marlboro Airport which helped out the treasury quite a bit. The Chapter also co-hosted an FAA Safety Seminar at Monmouth County Airport with a good crowd attending.

Congratulations to our new chapter officers; Betty Pifer, chairman; Raquel McNeil, vice chairman; Diana Delange, secretary; Betty Lehman, treasurer. They were installed at a special dinner at the Forked River House, Forked River, New Jersey, June 19th.

Betty Pifer conducted her first meeting as chairman July 11 at an airmarking and business meeting at Monmouth County Airport. The business meeting went oh-so smoothly, but I understand the painting didn't go that way. However, with a little



thinner and much determination, the letters looked magnificent from the air.

Special thanks to Betty Lehman for a job well done as chairman of our white elephant sale and selling coffee and donuts at the Safety Seminar. It surely helped the cause when we desperately needed it.

by Mary Helfrick

### Greater New York Chapter

A severe case of "icky flying rules" proved once again the validity of Murphy's Law for the third annual fly(?) in at Chairman Eleanor Friede's beach house in Bridgehampton, held on June 19. But nothing dampened the food, fun and friendship enjoyed by both the GNY and Long Island chapter members who attended.

The July meeting was held at Eleanor

with a headset and strapped securely to a jump seat, she assisted in a too-brief test flight in a US Army UH-1H "Huey" helicopter! It made for an interesting entry in her logbook! She also has received her "five-year-service" pin from Grumman.

by Nancy Patricia "Red" Guernsey

### Long Island Chapter

Ten chapter members attended a ceremony at the Cradle of Aviation Museum, Mitchell Field, on May 30. Women in the Armed Forces were honored on Memorial Day with 25 plaques presented by Chairman Carol Richard. Our own Marjorie Gray was recognized for her devotion to duty during WWII when she served as a WASP. International Board Member Ruth Dobrescu spoke on women in the services and the organization

## CHAPTER NEWS, ETC.

Friede's house in Manhattan on the 21st. Due to the convention, there will be no August meeting; however, a fly-in is being planned in September.

Penny Amabile returned from ten days in Aspen, having married off another daughter ("... two down, two to go plus three more boys!"). She flew her "99PA" Mooney and came back via Niagara Falls, thanks to IFR weather that blanketed the Big Apple for four days.

Nina Claremont is now involved in the design and production of aviation "action-wear" for women. She's one of GNY's Convention delegates — after the festivities in St. Louis, she plans to "go native." Native American, that is, with a trip to Dakota's "Black Hills" for the yearly powwow of Sioux Indians!!

Marion Andrews attended the 10th anniversary of the Forest of Friendship, followed by a "painting safari" in North Carolina; a week in Philadelphia was spent attending a conference and workshop.

GNY is also very proud to announce the birth of their 66 Program, with Red Guernsey as most-eager chairman. "Since the 66 is two-thirds of the way to being a 99, why not charge them two-thirds of the chapter dues?" she suggested. GNY's 66s will share all privileges with the exceptions of voting rights and chairmanships. Rules proposed by the Long Island chapter were read with interest and discussed at length; the membership agreed to use them as a basis. And helping to form the program were 66s Mary Ann Boyer and Judy Sullivan, both of NYC.

Doris Renninger has been appointed membership chairman, and she'll also be involved with the 66s as they are our future members!

Visitors to the meeting were Ilse Traulsen from El Salvador and Judy Benjamin from Palms Chapter.

Red Guernsey recently had a unique opportunity in her position as a systems integration engineer at Grumman Aerospace's flight test centre in Calverton. Adorned

of 99s.

Carol Richard, art teacher and class adviser at Bayshore Jr. H.S., had the rewarding experience of seeing the 1982 yearbook dedicated to her. The surprise dedication mentioned the following achievements: "Memory Book advisor, teacher art classes, advising art clubs, pilot, actively participates in a student exchange program, recently honored by receiving an 'Outstanding Achievement Award' because of her extensive participation with the Girl Scouts of America."

Ida Van Smith will be honored by the General Daniel "Chappie" James Chapter of AFA on Saturday, June 26, during the 1982 National Air Force Association meeting to be held at C.W. Post University on Long Island. The luncheon is held to honor outstanding accomplishments in youth education training. Ida is president of Ida Van Smith Flight Clubs for Youth, and a retired educator.

The Ida Van Smith Flight Clubs, Inc. will present a "night at the races" on Nov. 1 at Roosevelt Race Track. The dinner party at the track is a fund-raiser for her kids. Ida can be reached at 212-723-3054 for further information if you'd like to help.

Twenty-one Long Island and Greater New York Chapter 99s and 49½ers had a fantastic time at Eleanor Friede's beach house in



99s Joyce Malkmes, Nancy Guernsey and Nina Claremont enjoy the recent beach party with hostess Eleanor Friede.



Clowning for the camera are Nancy Guernsey, Pat Rockwell, Ruth Wentz and Joyce Malkmes.

Bridgehampton June 19. Invited by the Greater New York Chapter at Eleanor's request, we were wine and dined, swam in the pool and cavorted in the icy cold ocean waves. It was a fly-in that was 0/0 in fog and rain until 1 PM. However, the rain didn't dampen anyone's spirits and we've long since decided that getting together with the New York Chapter on a regular basis is great fun.

The June meeting turned out to be a Surprise Bridal Shower for Anita Coderre who will marry Ed Cafferty on June 25. Many good wishes were passed around but none more beautiful than a poem written especially for the occasion by Joyce Malkmes.

Pat Bizzoso and Pat Rockwell received their Phase II Safety Wings from the FAA.

Roberta Pistorious flew Commercial to Tokyo and spent several days with chapter member Rikako Carpenter talking about 99s and reminiscing. Rikako had been very ill since arriving in Japan, but is now on the road to recovery. We miss her on Long Island. Roberta and 49½er, Al, had 13 different flights on various airlines on their extended overseas venture, and she flew as copilot on the flight from Honolulu to Miami in a Cessna 402.

Ruth Dobrescu recently spoke at the Glen Cove Historical Society on Women in Aviation. She also showed the slide film "For the Fun of It". Ruth gets many offers to speak and tries to fill them all. A great representative of our chapter and the 99s, she's always on the go.

Ronni Minnig and Pat Bizzoso flew in the Garden State Proficiency Race. After taking first prize in the Empire State 300 last year Pat would like to share the cockpit flight recording of this race.

Pilot to co pilot — "We are making excellent time!"

Co pilot to pilot — "But, we are lost!" So much for finding all the airports. Their fuel score, though, was second highest — 98.8 — Not bad! You can always find another airport — you can't always find more gas.

The FAA and 99s held a Safety Seminar at JFK International Airport. Our chapter read the flyer at a meeting before we realized we were the sponsors. No one had told us about it. But, true to form, we showed up with our table and display items as always. As a result we had 8 prospective members



at our next meeting.

One of the highlights, after touring a 747, was a close up and inside view of the gorgeous Air France Concorde. What an instrument panel. The mechanic assured us that all the instruments worked and were not decals pasted on as they seemed to be.

Joyce Malkmes offered her home in Cooperstown, New York, for a fly-in and had beautiful weather and a great turnout. Doris Abbate and hubby arrived by motorcycle on Friday evening after a five-hour drive. Also arriving on Friday were Barbara Evans and hubby in the more conventional automobile. Mae and Bob Smith arrived by plane Saturday morning for breakfast. Other airplane arrivals on Saturday were Roberta and Al Pistorious and Joan and Manny Scarpinato. The latter flew to Kimberland the next morning at 5 AM and took a hot air balloon ride. The outing was a wonderful treat for all and a good turnout for the chapter, especially considering it was a grass strip (beautifully maintained) between a couple of mountains and not the easiest place to find for regular patrons of concrete and asphalt strips.

by Pat Rockwell

### New York Capital District Chapter

This year's 8th Annual Sea Plane Pilots Association Seminar, co-sponsored by the Capital District 99s, was especially rewarding. In addition to supporting the event, selling 99 articles and being available to answer questions relating to the 99s, one of our own was honored. Mrs. Betty Elliott, a well known and much respected pilot and 99, was presented the annual EDOAIRE award by Albany GADO official, Ward Shandoff, for her continued support and participation in the Speculator seminar. Betty has contributed a great deal of time and energy to furthering all aspects of general aviation as well as the Ninety-Nines. She has participated in and directed many flying activities and safety programs and has supported and sustained the Capital District Chapter in many of its endeavors. Our chapter is proud of Betty's achievements and wish to extend our congratulations to her.

June also brought a sad farewell party for one of our members, Jo-Ann Perko. Jo-Ann and husband, Carl, are leaving the Capital District and retiring to Sedona, Arizona. An active member of our chapter and the flying community, Jo-Ann received her private

ticket in 1967. She and her husband have owned several aircraft including a Cessna 140, an Aerona Super Champ, a Cessna 150, a Cherokee 180 and a Cessna 172 Skyhawk.

Jo-Ann, a charter member, was instrumental in establishing the Capital District Chapter in October, 1970. She has served as second chapter chairman, vice chairman, and has headed several committees. Actively participating in chapter activities, she has also attended five International conventions and many section meetings. Jo-Ann has also flown in the Empire 300, a cross-country proficiency contest. All the members of the chapter join in bidding Jo-Ann a sad farewell and many wishes for a happy and productive retirement. We shall miss her.

by Trish Bianchi



Jo-Ann Perko at a farewell party in her honor.

### Western New York Chapter

The chapter was saddened by an airplane crash which killed Henry Richter, husband of Darla Richter, and seriously injured Carolyn DeLacy, a 66 on her flight test.

A memorial scholarship has been started in Henry Richter's name. Through the sale of baked goods at the Buffalo Air Park Fly-in-Breakfast, and at the Niagara Falls Air Show, \$800 has been raised for this fund.

The summer picnic at the Hake's house was very well attended including India 99 Vijayakumar. Viji was in Buffalo on vacation.

by Virginia Hake

### NORTH CENTRAL SECTION

#### All-Ohio Chapter

Under the direction of Committee Chairman Vi Blowers, members of the All-Ohio Chapter worked at the Dayton Air Fair. The first two days of the four-day event were for familiarization. The vast number of fairgoers arrived on Saturday and Sunday. All-Ohio manned (womanned?) the information and lost and found booth. This year more husbands and/or wives were lost than children. Proceeds contributed by the Dayton Air Fair Board to the All-Ohio Chapter were then donated to the Women's Air and Space Museum.

by Jeane Wolcott

### Aux Plaines Chapter

The Aux Plaines Chapter got to enjoy a behind the scenes look at O'Hare's United Airlines activity, thanks to Chairman Mary Wedel and her 49½'er, Carl. We were shown their weather forecasting and flight planning area as well as the scheduling of flights.

We participated in the Waukegan Airport Open House with other aviation groups. It was open to the public and really promoted aviation to the community with air shows, exhibits and plane rides. It was more fun than work.

Sharon Greth was pleased to show a local CAP group of young ladies some of the local aircraft and demonstrated the proper way to preflight an aircraft. Sharon said if the number of questions asked is an indication of interest, they were INTERESTED!

Trudy Zorc, Virginia Rabung and Sue DeWulf were fortunate enough to meet and chat with Elinor Smith, the "Best Woman Pilot in the United States" in 1930. She was an inspiration to all of us and she did have lots of inside scoop on many aviation stories.

by Sue DeWulf

### Chicago Area Chapter

The last few months have been very busy, as usual, for the Chicago Area Chapter. In



Chicago Area 99s at their July meeting at Naper Aero.

June the chapter members sold tickets and brochures at the AAA "Gathering of Eagles" exhibition at Midway Airport. We enjoyed seeing the World War II aircraft that were there to commemorate the fortieth anniversary of the Battle of Midway. Our June chapter meeting was held in the Hand-schiegel's hangar at Casa de Aero, west of Elgin, Illinois. We had a white elephant sale to help raise money for our scholarship fund.

In July we held our 33rd meeting at Eva White's hangar at Naper Aero. We had a great turnout for the meeting, including a number of prospective 99s. After the business meeting we were invited for a picnic and a swim in the Whites' pool. At the end of the month many of our members plan to go to Oshkosh to work in the 99s' Friendship Tent. It will be an opportunity to meet new and old friends.

August will find many Chicago Area Chapter members in St. Louis for the North Central Fall Section Meeting and the Interna-



Past Chairman Harriet Bregman (center) and Andee Rappazzo (right) man the "T-shirt" booth at the Sea Plane Seminar held in Speculator, New York.



tional Convention. We have been working for some time on the Amelia Earhart Luncheon where we will get to know Ninety-Nines from all over the world. Our August Meeting will be at The Landings in a condominium hangar. As you can see, Chicago Area Ninety-Nines really get around.

We also have a lot planned for September and October. Our 33rd annual Air Meet will be run on September 11, with scholarships as well as trophies going to some lucky participants. In October we will be sponsoring the local competition for the Proficiency Flight Team. Maybe we'll be able to take a rest in November!

by Marjorie Sundmacher

### Greater Detroit Area Chapter

The chapter is coming up for air after hosting the section meeting in Ann Arbor the end of April (our first time). Three weeks later we met in Ann Arbor again to successfully run our fifth annual Pinch Hitter course graduating 16 students and 1 Ground School participant. Our members have given and given. EVERYONE helped on the section meeting including all those beautiful people from Ann Arbor Chapter. We've been "thinking" section for a year, but the chairman of the pinch hitter, Joan Woodruff, was thinking of her responsibility and getting instructors and working out insurance, etc., and our success was due to her efforts. Again, thanks to two Ann Arbor members, Ilene Hemingway and Sandy Bacsanyi, who volunteered their CFI expertise.

We are all learning how to relax again and will have our 5th Birthday Party in June at Janet King's and will just eat, swim and hangar talk. In July we hope to have a glider outing and then off to OSH and home in time to change our suitcases for International. Our chapter will be hosting the Wine and Cheese Party on Tuesday night — we look forward to seeing you there.

All four Michigan chapters are working on the Paul Bunyan Air Derby being held at Traverse City. This will be in September — come fly with us. If a Treasure Hunt is more your style GDAC is having their 6th Annual October 15th.

Members have also been very busy making presentations on aerospace education, career day programs, orientation rides, etc. Our May meeting had a program done by Sheila Devlin — "More Than You Care to Know About Your Gyro" — or "The Right Hand Screw." It was outstanding and helped us anticipate our instrument's reaction.

For now, to, we are going to just fly and enjoy.

by Gini Sutherland

### Greater St. Louis Chapter

**BLANKET THANK YOU:** The Pockocks were treated royally during their June vacation trip to Canada that included the beautiful city of Toronto. First Canadian Chapter and E. Canadian Governor-elect Peggy Smith went all out. Chairman. Margo McCut-

cheon and Helen Hems picked up 49½er John and I and took us to the arranged luncheon at the Hilton Harbor Castle revolving tower dining room. Such fun meeting 99s from another country and it gave me a chance to try to sell Convention in St. Louis. Tried my best to convince Margo, Peggy and Helen, as well as Gwen Hems, Donna Deakin, Betty Innes, Lorraine Ugolini, Shirley McDougall, Pat Lee and Shirley McKay to come see us. As I told them, I was there trying to sell St. Louis, but their gracious hospitality more than sold us to Toronto! 99s, the greatest people in the world!

**CHAPTER NEWS:** Our new officers for 1982-83 will most likely be hard pressed trying to get any of our members to volunteer for anything in the coming year! By the time they are installed, end of August, Chairman Martha Norman, Vice Chairman Jan Quick, Secretary Barb Wilper and Treasurer Rosemary Zander will inherit a very pooped bunch of ladies! Should be a lovely installation luncheon with new International President, Marilyn Copeland, as guest speaker. However, the month preceding Convention was about as hectic and busy as any in the history of the St. Louis Chapter, leaving most of our members exhausted! Hopefully, we will be pleasantly so, as a result of throwing one heck of a good party! Even your reporter for, lo these many years, is throwing in the towel for a while! Ruby Fudoli will take over the reporting duties for next year, and in spite of her new duties as treasurer of the newly formed "St. Louis Aviation Museum" group, she'll do a fine job.

Sue Matheis of STL radio station KMOX discovered one of the fringe benefits of being a reporter when she was able to fly in a CAT-10 with Montaine Mallet of the "French Connection" aerobatic team during their practice session for the giant St. Louis 4th of July V.P. Fair held on the riverfront. Sue had never flown aerobatics and was absolutely enthralled as she hung upside down, looking at the other "Connection" aircraft below — but not that far below! She said that Montaine is a delightful lady who wishes she had the time to belong to the 99s. However, she and her partner are on the go all the time with their show. Maybe she'll slow down some time and we can "catch" her!

**GOOD NEWS DEPT.:** Val Johnson flew her Bonanza in to Spirit of St. Louis Airport for our July business meeting and this, after having flown to Cape Girardeau and back the same day. She is very much back in the saddle now and looking forward to getting current in a 'copter again!

by Jan Pockock

### Indiana Chapter

Lillie Normington and 49½er Bruce hosted our May meeting in their home. The meeting was preceded by a Poker Run, profits from which were added to our treasury.

At this meeting the first North Central Section Ninety-Nines Governor's Award was presented to Dorothea Hendricks by Paula Hook. The award, a plaque, was



Dorothea Hendricks receives North Central Section Governor's Award from Paula Hook.

announced at the Spring Section and is given "In honor and recognition of the dedicated service given to the 99s."

Our June 20th meeting was at Sheridan Airport the scene of our first FAIR October 16, 1960. Betty and Curt DeBaun flew their 1946 Aeronca Champ from Terre Haute to Sheridan, a distance of 67 statute miles as the crow flies. For both the crow and the Champ the flying time proved to be approximately the same.

Following a picnic lunch, new officers were installed by outgoing Chairman Paula Hook. Officers are Martha "Cullie" Holst, chairman; Betty DeBaun, vice chairman; Lois Kennard, recording secretary and Lois Hawley, treasurer. The position of corresponding secretary will be filled by Mildred Moore.



Betty Nicholas (center) is surrounded by other 99 members of the Indianapolis Aero Club, all former winners of the Club's annual award. Past winners include Lillie Normington, Mid Cassidy, Betty DeBaun, Betty Nicholas, Esther Berner, Rae Cawdell, Midge Moore, Esther Wyandt and Dorothy Smith.

July 18 we met at Sky Harbor Airport Indianapolis. Lois Hawley and Barbara Simmons, co-hosts, furnished the drinks and members brown bagged it.

In honor of Amelia Earhart's birthday this month, our program centered around her life and her career, with members bringing pictures and articles from their collections. Betty DeBaun brought a cake which she had baked for Amelia's birthday.

Anne Black and 49½er Emmett gave first airplane rides to a Lafayette Cub Scout group. It was a beautiful May afternoon and the 15 Scouts, their Scout Leader, his wife and two daughters expressed their appreciation for a delightful flight. The Scouts indicated their eagerness to start flying lessons as soon as they are old enough.

June 6th Dorothy Niekamp flew passen-



gers during Airport Awareness Day at Monroe County Airport in Bloomington.

Lillie Normington reported that her 12 year old grandson, John Danek, has had four flying lessons. Proud grandmother stated he successfully landed on his first try.

The DeBaun's son Curt III is checking out in their Cessna Skylane and son Gary, now out of the Air Force after 15 years, is an FBO at Corona, California.

Former Corresponding Secretary Eva Parks left June 20th for a month in Europe as a Teacher/Leader in the People to People High School Ambassador Program. She and another teacher are directing 21 Lafayette Area High School students through four European countries.

At the June meeting of the Indianapolis Aero Club Betty Nicholas was awarded the annual traveling trophy for the "Most deserving woman pilot of the year." Betty was the first winner of the trophy 32 years ago. Last year's recipient, Betty DeBaun, presented the trophy.

The 99s are well represented in the officers line-up in the Aero Club. Esther Wyandt is treasurer; this writer, secretary and Lillie Normington's 49½er is president.

Several Indiana Chapter 99s served as volunteers for the Confederate Air Force Air Show, July 3 and 4 at Mt. Comfort Airport in Indianapolis.

Date for our FAIR is September 18 at Terre Haute.

by Rae Cawdell

### Indiana Dunes Chapter

The Indiana Dunes members met at the Frankfort Airport in Frankfort, Illinois for the May meeting. The turnout was good despite our old foe, the weather. Cherry Householder, the chapter's 66 chairman, was the hostess. Cherry lives in this town which was settled by Germans and the town has been restored with that theme. An old grain elevator and its building was developed into an indoor shopping area where the gals did some buying, had lunch and also were interviewed by the local press.

In June the meeting was held in Rochester, Indiana. The scheduled treasure hunt had to be postponed to July due to weather. Flying to the meeting were Christine Murdock and Betty Parrish of South Bend, Charlene Falkenberg with Pat Polig of Valparaiso and Pam Christ of Merrillville, Indiana. Others drove in for the day and were met by hostess Pauline Becknell of Bourbon, Indiana. On July 17th, the Dunes will hold their air rally at the La Porte, Indiana Airport. Ellen Herring of South Bend will be chairman. Prizes will be awarded to the first five places based on fuel and speed categories with the perpetual trophy going to the first place winner. The first place winner has the honor of chairing the following year's rally.

On Saturday, August 21st, a general meeting will be held at the Falkenberg home along with a pool party and picnic.

In September the Achievement Award Banquet will be held at the Gathering Res-

taurant in Dyer, Indiana. The banquet, to be held on the 25th, will have Diane Cozzi, our new North Central governor, as guest. The program will be a slide presentation showing the first fifty years of the 99s, and we will give special recognition to our members who have a career in aviation and, of course, the achievement awards to our members.

by Patricia Magon

## CHAPTER NEWS, ETC.

### Kentucky Blue Grass Chapter

July 23 was the 16th birthday of our charter, however, the traditional cake may not be enjoyed until much later. Since the spring sectional, our meetings have been concentrated around air shows, FAA safety meetings, conventions and compass rose painting. To help our members keep in touch, we have encouraged area luncheons in various cities, the time and place to accommodate those who work on a schedule. This has proven to be a successful way to include members who may not always make the monthly meetings or functions.

The Aerostar Association held their annual convention in Lexington May 19-22, and the Kentucky Blue Grass Ninety-Nines assisted the local FBO and Chamber of Commerce in rolling out the red carpet. Each plane was personally greeted by a Ninety-Nine and invited to enjoy a cool lemonade or mint julep in the Winnebago that cruised the flight line. (We love and encourage fly-in conventions!)

The cities of Danville and London asked for our assistance during their most successful air shows in June and July. We wouldn't have missed a chance to see Bob Hoover, Duane Cole, the Christen Eagles, and other exciting acts; however, this gave the Ninety-Nines extra exposure to the public as well.

After two rain dates, the Ninety-Nine compass rose was painted on Lexington's Blue Grass Field. By that time the list of volunteers had other commitments, so three Ninety-Nines, two 49½ers, one student pilot, and one future student pilot had the honor. It is truly a beautiful and useful addition to



Lexington Blue Grass Field gets a new compass rose thanks to 99s Skip Gumbert, Kaye Combs Moore, Betty Moseley, 49½ers George Gumbert and Kent Moseley and students Mary Jo and Marty Gumbert.

any airport; we highly recommend the project, and wish you good weather.

Our September activities will include assisting an air show in Hazard and the KAA-EAA meeting in Rough River State Park.

by Skip Gumbert

### Lake Erie Chapter

Bev Demko, flying her C-172 with last-

minute copilot Don Fairbanks (husband of All-Ohio's Pat), won the Buckeye Air Rally held in Xenia in June. After the race moved to the Sunday rain day, Bev lost her original copilot Dan Alspach, so Marcia Greenham of All-Ohio matched her with Don rather than having her scratch. It proved to be a propitious match.

Marie Eaves, Dodie Jewett and son Bruce attended a fly-in to the Allegheny U.S. Air Center in Pittsburgh where they got to simulate a 727 landing.



Lake Erie Chapter's Bev Demko with her first place trophy won at the Buckeye Air Rally.

Dana Fulks, daughter of charter member Donna Fulks from Canfield, has landed a job with Wright Air Lines as a pilot.

Members who have separately attended the World's Fair in Knoxville so far include Annette Fedor and family, Edy Maxim, Helen Sammon and Marg Juhasz with three small nieces. Others planning a fall visit are Rose Ray and family and Paul and Bev Demko.

Terrie Campbell hosted a ballooning program at the chapter's June meeting in Wadsworth, and the next meeting is at Medina's Freedom Field with Susan Simpson as hostess.

Members were saddened at the loss of Bernice Barris' husband Bob, from a heart attack. Bob was a 49½er, racer and Coast Guard Auxiliary Air Wing Pilot.

### Lake Michigan Chapter

Nothing beats a picnic on a beautiful summer day, and the chapter enjoyed just such an event on Saturday, July 12, at the Spring Lake home of Ed and Betty Bytwerk.



Bringing a dish to pass, bathing suits and fishing poles, ten members together with three 49½ers, three offspring and four guests gathered for the annual picnic meeting. Members in attendance were Chairman Joan McCombs, Jan Russell, Ruth Eisenman, Maisie Stears, Mary Gardanier, Thea Fleming, Eloise Smith, Mary Creason and Betty Bytwerk.

While husbands and offspring went fishing and boating, the chapter held a business meeting. It was decided to send Michigan maple syrup to the International Convention in St. Louis as our contribution to the door prizes. Also, the chapter has been

Isaacson, an Instructional Dean at Inver Hills Community College, St. Paul, participated in the 1981 Program.

Kristi Iverson recently earned her helicopter rating at the US Army Flight School, Ft. Rucker, Alabama. Kristi, a member of the 523rd Army Security Agency (military intelligence), is the first woman pilot the Minnesota Army Reserve has sent to the Army Flight School.

by Hope Isaacson

### Quad City Area Chapter

We have just completed our project of replacing taxiway centerline reflectors at

## CHAPTER NEWS, ETC.

asked to help out at the Michigan Paul Bunyan Air Derby which will be held in conjunction with the Michigan Air Tour September 10-12.

by Betty Bytwerk

### Minnesota Chapter

Minnesota 99s presented the story of the Lifeguard Blood Flights at the annual meeting of the Minneapolis Area Chapter of the American Red Cross. Linda Haedger, originator of the Lifeguard Flights, narrated a slide presentation depicting the journey of whole blood picked up by Sally Woodburn at the donor city airport, back to St. Paul Downtown Airport and then through processing at the St. Paul Area Red Cross blood processing center. Minnesota 99s have provided transportation of whole blood for the St. Paul Area Chapter since 1975. Linda Haedger, who will be moving from the Twin City area, was presented with a plaque naming her "Number One Lifeguard Pilot" by the Minnesota Chapter.

Newly elected officers, Treasurer Mary Hudec and Secretary Liz Groth, were introduced during a business meeting following the Lifeguard presentation, and red roses were given to retiring Treasurer Kathy Berg and Secretary Jane Goodwin.

Minnesota 99s were among volunteers honored by the Minnesota Chapter of the American Cancer Society at an afternoon tea held at the Governor's Mansion. On April 1, forty Minnesota 99s delivered daffodils to local chapters of the American Cancer Society at 56 airports throughout the state. The daffodils, "Flowers of Hope," are given in return for contributions made to the Cancer Society.

Barbara Hicks is one of twenty educators from around the country named to participate in the weeklong 1982 Regional Resource Program of the National Air and Space Museum. The program prepares participants to serve as aerospace educators and outreach people in their own communities for the National Air and Space Museum. Barb is an Aviation Representative with the Department of Transportation, Aeronautics Division, State of Minnesota. Hope

the Quad City Airport. Some, which we put down last year, didn't survive the winter snow plows.

July 16 we had a social evening and had a family picnic at the airport park at Moline. Everyone had a good time and enjoyed a lot of good food. It's nice to visit and hangar fly once in a while.

August 12 we will install our new officers for the 1982-1984 term with a dinner at the Greenbrier in Moline. Our new officers are Chairman Rosemary Bryan, Vice-Chairman Carolyn Pobanz, Secretary Judy Spencer and Treasurer Judy Pobanz.

The Moline Dispatch newspaper will be running an article with color picture on the local chapter of 99s on August 4, from which we hope to make the public more aware of our existence and projects and hope to recruit some new members.

Plans are continuing for another dance in November to help our Simulator Fund which, by the way, is still very active. If anyone would like to get some simulator time for instrument currency, let us know.

by Judy Pobanz

### Scioto Valley Chapter

At their June meeting, members of this Ohio chapter devoted the program to a discussion of the proposed recreational pilot regulations with the intent of forwarding their viewpoint and recommendations to the FAA. Connie Copeland hosted the meeting.

A fly-in to Bluffton, Ohio, by four members of the chapter promoted interest among pilots and flight students in that area in establishing a Ninety-Nine chapter. The four included Marilyn Miller, chapter chairman, Norma Bethel, Bev Giffin and Janie Weiser.

At its July meeting, the chapter made plans for its annual potluck picnic, to which the potential 99s in Bluffton will be invited.

Hosting this meeting was Mary Ellen Keil, who also provided a fascinating program that focused on her experiences as a member of the Womens Airforce Service Pilots. She recounted the origin of the WASPs and described her training and subsequent flying of B-26s and C-47s between 1942 and 1944. In

addition to hearing her interesting, and sometimes amusing account, we were able to "picture" her training experiences by way of a Pathe News film she included in the program.

by Lee Loffer

### Wisconsin Chapter

The Wisconsin Chapter held their June meeting around the camp fire at the Flying J campground, Lone Rock, Wisconsin, on June 12. A productive afternoon had been spent making sausage patties and filling syrup pitchers for the second annual 99 fly-in pancake breakfast to be held the next morning at the Richland Airport in Sextonville, just five miles away. Outgoing Chairman Terri Donner said a last few words to the chapter and installed each of the new officers with an attractive apron to wear the next morning at the breakfast. Welcomed into the ranks were Lois Truchinski, chairman; Jane Kirha, vice-chairman; Cindi Cope, secretary; and Cathy Smith, treasurer. Lois presented Terri with a birthstone pendant.



Gathered around the campfire, Wisconsin 99s relax after preparing food for the next morning's fly-in pancake breakfast.

The pancake breakfast was a huge success. The weather was picture perfect and 49½ers parked over 140 airplanes. The customers were lined up out the door, but the line moved quickly.

The July meeting was held at Oshkosh for a pre-EAA briefing. The chapter was welcomed by the new Chairman of the Aviation Committee for Winnebago County — Joyce Donner. A tour was available to inspect the latest development on the EAA grounds and the growing museum. Final details were worked out for the EAA 99 Party.

by Terri Donner

## NORTHWEST SECTION

### Central Oregon Chapter

What an exciting first year for us. The Dalles/Hood River group held a Flight Safety Seminar in April and had double the expected attendance.

Next, we were honored to be part of the Start Committee for the Air Race Classic at Sun River. Two of our Hood River girls, Lois Blumenstein and Judy Newman, made the ARC banquet decorations plus a "survival kit" for each plane. That week was really an inspiration — meeting so many super pilots



and wonderful women!

Jan Mlnarik and Lois Blumenstein flew Lois' 152 in the Albany Petticoat Derby; and Judy Newman and her sister, Pat Titus of San Joaquin Valley 99s, are right in the midst of the Palms to Pines!

Our July meeting at Hood River had four surprise visitors from Vancouver, Washington — Bev Fogle and Dorothy Mercer (both ARC racers), Hanna Oja and Evelyn Waldren (yes! the one with 54 years of flying!). What a treat! Jean Stone took the visitors on a cherry-picking expedition in a fellow farmer's cherry orchard. This isn't called the cherry capital of the world for nothing!

Labor Day weekend we will man the BBQ pit at the Hood River Air Show. Our August meeting will be at the Yakima, Washington, airport, and new friends from Seattle to Pendleton have promised to fly in and lunch with us.

Jean Hillis is now current so we have enough members to divide and the next time (red tape permitting) we may very well be the Columbia Gorge Chapter reporting in!

by Jan Mlnarik

### Columbia Cascade Chapter

Columbia Cascade Chapter held their annual Flying Companion program at the Portland-Troutdale Airport on Saturday, April 3. The relatively small class of twelve included two men whose jobs gave them a real need to know more about these machines called airplanes. Facilities at AAR Western Skyways included lots of airplanes, engines in various stages of overhaul, instruments, props and lots of space. The many aircraft undergoing repair provided aeronautical insight to students and pilots alike. We find that the one-day format, with a catered sack lunch, works very well for this program.

Other spring activities have included a fly-out to Independence, Oregon, to meet with the newly formed Pines Chapter; a fly-in to Mary Hill's short, short uphill strip in beautiful downtown La Center, Washington (well, not quite downtown!); and preparations for the summer air races (we'll have members flying the Air Race Classic, the Petticoat Derby, and the Palms to Pines — at last count). Our next big project will be hosting the Northwest Section Convention in September — and we're looking forward to an exciting surprise guest speaker! Y'all come, hear?

by Bev Fogle

CFII Rosemary Millbeck explains the fine points of chart reading.



Marie Edmiston (an FSS Specialist) demonstrates exterior features of the aircraft at Columbia Cascade Chapter's Flying Companion Seminar.

### Eastern Idaho Chapter

On June 19, 28 pilots gathered at the Rexburg Airport to learn about the safety of takeoff performance on hot weather days. The Density Altitude Clinic sponsored by the Eastern Idaho Chapter of 99s brought in Jack Walsh from the FAA in Boise to conduct this program. Two slide shows were given, along with each pilot having the chance to estimate their own takeoff performance. Following the slide series each pilot flew their airplane to see how accurate their estimated takeoff performance was. Prizes were given to those pilots who came the closest to the true performance of their aircraft. One pilot, Paul LaBeck, actually estimated his performance exactly.

by Kathy Layman



Eastern Idaho 99s visit during a coffee break at the Density Altitude Clinic.



Jack Walsh, with the FAA, measures take off performance for Eastern Idaho 99 member Betty Funk.

### Idaho Chapter

Idaho 99s have been busy "PLAYING".

Our July meeting was held at Johnson Creek, Idaho. For the record, Johnson Creek is one of the many Idaho mountain paradises, 100sm NE of Boise. Aviators from coast to coast come to Johnson Creek to enjoy its beauty. It lays snuggled between two magnificent mountains, down a little



Idaho 99s at Johnson Creek fly-in are (back row) Bobbie Hill, Kay Hawkes, Ann Stott, Patay Cady, Pat Jenkins, Betty Hubler and Linda Nave. On the front row are Mary Curtis, Ruth Garrison, Gene Nora Jessen, Karen Marchbanks and Bev LaBrie.



Everything flew into Johnson Creek, from Super Cubs to C-206s.



Early morning relaxation around the campfire at Johnson Creek — no one was in a hurry to do anything.

canyon onto a brilliant green turf at 5000 ft. We fished, ate, walked, ate, slept, ate ... How come food always tastes so good in the mountains. The highlight of Saturday night was a mystery Pot Luck ... Everyone was invited to bring their favorite dish, and we had everything from marinated vegetables to deep dish turkey ... DEEP it was ... about 2 ft. in the ground wrapped in lots of foil ... Our playday was attended by about twenty 99s and guests. No one wanted to go home. Landing back in Boise on an asphalt runway was a little bit like waking up on a Monday morning to go to work (not real exciting).

Speaking of mountains, our next big event will be a "MOUNTAIN FLYING CLINIC" sponsored by the 99s, given in McCall, Idaho. It will be held October 15-17. It will be presented by the best of back country



pilots, including our very own Lyn Clark, and will cover ground school as well as flying with instructors to various back country airstrips. You are all invited!!! Details in next issue.

by Mary Curtis

### Intermountain Chapter

June 12th meeting was held at Riverbend, Usk, Washington. Fourteen airplanes flew in with over 30 in attendance for the meeting and lunch. Northwest Section Governor Jean Davis, whom we have missed, was able to attend. Dr. Stanley Mayall was guest speaker, and explained the workings and goals of the "Direct Relief International" program. Our chapter is collecting used eye glasses for the less fortunate in other countries, and will help in flying medical supplies to Santa Barbara, California.

June 24th was an exciting and interesting day at Coeur d'Alene, Idaho, when Air Race Classic racers made their first stop of the race. Stop Chairman was Fern Lake and Chief Timer was Millie Shinn. Other 99s helping were Betty Bailey, Gloria Tornbom, Katie Reikofski, Helga Braman, Shirley Hauer, Minnie Boyd, Dorothy Fowler and Beryl Fitzpatrick. NW Section Governor Jean Davis was also on hand to greet the racers.

July 10th meeting was held at Fowler's Airstrip southwest of Spokane. We enjoyed a demonstration of an "Ultralite" and what

for the local libraries in our area.

July 11th 99s had a booth on the Ninety-Nines at the Lewiston Airfair, Idaho. Those helping were Marjorie Wood, Betty Steeley, Barbara Dunlop, Gloria Tornbom, Jonalea Tonn, Jean Davis and Beryl Fitzpatrick.

July 21 we were saddened with the news of a plane crash which killed 99 Marjorie Wood and injured Burton "Woody" Wood and two of the Wood sons, Steven and Mark. A friend, Steven Johnson, was also injured in the crash. We hope and pray for a speedy and complete recovery of those injured. July 24-25 was Aviation Awareness Week at Felts Field Airport, and 99s had a booth on the Ninety-Nines on both days.

by Beryl Fitzpatrick

### Mid-Columbia Chapter

A new chapter joins the Northwest Section. We're called the Mid-Columbia 99s and we're comprised of members from Southeast Washington, primarily from the trities of Pasco, Kennewick, Richland and Walla Walla. Following an organizational meeting in February, we received our charter in May. Our first big project was in August, when we took charge of the parking and ground layout for the Pasco-Tri Cities Air Show. Future plans are for fund raising, air marking and increasing membership. We number 15; we're small, but well represented. Northwest Section Governor Jean Davis is one of our members! Come and join us sometimes!

by Carol Cansdale

### Montana Chapter

The Montana Chapter's first airmarking project for this year was at Stanford on July 10. 99s and their 49½ers arrived promptly at 8:30 a.m., and with the help of templates and paint from the State of Montana Aeronautics Division, finished painting "Stanford" on the ramp and numbers on the approach end of the sod strip by 11:00! That must be some kind of record! Painters, stirrers, diagramers and slide-line supervisors were Dorothy and Roland Albright, Sandy and Jim Ellis, Nancy and Mark Larsen, Betty and Archie Nunn, Mary and Rich McKamy, Loretta Stevens and Mick Wilson. 99s and members of EAA are attempting to airmark the Laurel Airport as an "extra" project prior to the airshow scheduled for July 31-August 1. Hardin will be our final airmarking project and is scheduled for August 14.

A quarterly statewide meeting was conducted in conjunction with the airmarking project in Stanford. Due to the expanse of our state and the distances involved, we attempt to gather all the 99s on a quarterly basis. Our next statewide meeting is slated for October 9th in Helena, which hopefully will enable those members in the western part of the state to participate. Billings area 99s have been meeting monthly and usually invite a guest speaker. We have been preparing a static display, incorporating educational and general aviation activities, for the

Laurel Airshow. Hopefully, our display will move around the state for various aviation functions and can be used to promote safety, education and membership. New members to the Montana Chapter this year are Dee Barr and Loretta Stevens of Billings, and Linda Marshall of Belgrade.

Pat Johnson, Vivienne Schrank and Loretta Stevens have participated in the FAA's Pilot Proficiency Award Program and have received their Phase I Wings. Congratulations!

by Loretta Stevens

### Mt. St. Helens Chapter

Mt. St. Helens Chapter's first Flying Companion Seminar was held May 21-22 at the Centralia-Chehalis Airport with about 20 people attending. The participants seemed to learn a lot and to enjoy the seminar. The



Mt. St. Helens 99 Nanette Allen tries out the pilot's seat of a Harvard T-6 during the fly-in at Olympia Airport.



Carolyn Savage, Mt. St. Helens 99, stands with Canadian War Bird John Mrazek in front of his plane, "Pussy Cat." John was one of three War Birds who flew to Olympia from Canada for the fly-in.

highlight of the weekend was an informative, educational and entertaining talk by Max McGiver, head of the Washington State Search and Rescue.

However, the big event in our slightly over one year old chapter's history was the fly-in sponsored by the 99s at the Olympia Airport the weekend of July 10-11. It was planned to coincide with Olympia's annual summer event, "Lakfair." The 99s brought in Canadian War Birds to do a fly-by before the Lakfair Queen coronation on Friday, and also preceding the parade on Saturday. The War Birds were terrific and several of the 99s were given rides in the WW II Harvard T-6's, and a few even had the opportunity to take the controls for a short time.

Along with the War Birds' T-6's, there were displays of antique aircraft, experimental aircraft, ultralites, a hot air balloon



Assisting with the Air Race Classic stop at Coeur d'Alene are Intermountain Chapter members (back row) Fern Lake, Betty Bailey, Beryl Fitzpatrick, Helga Braman, Millie Shinn, Shirley Hauer, 49½er Shirl Shinn, Katie Reikofski and 49½er August Lake. In front are Minnie Boyd, Gloria Tornborn and Dorothy Fowler.



Air Race Classic racers Maybelle Fletcher and Mary Byers refuel at Coeur d'Alene, Idaho.

to expect in the future. We all enjoyed a beautiful breakfast of fresh fruit and hot-cakes topped with fresh blueberries and sour cream. Thanks to Dorothy and Jack Fowler for the great breakfast, whose proceeds will purchase two 99 History books



and the world's largest single-engine airplane, Antonov.

The weather was great and the event was well attended and termed a success by chapter members. We are already planning for next year. We were also pleased to note that some surrounding area 99s flew in for the happenings.

Our August meeting was a fly-in to the Evergreen Air Show in Vancouver, Washington.

by Ellen Coady

### North Dakota Chapter

The chapter held its June meeting at Ellendale on the 13th, in conjunction with their centennial celebration. A report was given on the preparations for the 1983 sectional to be held at Casper, Wyoming. It was voted that our chapter would offer to sponsor the Amelia Earhart luncheon at the 1984 International in Anchorage.

The July meeting was held on the 17th at Dickinson, North Dakota, with 15 members present. Dale Ziemer of the CAP presented a slide program explaining the functions of the CAP. Plans were made for those who plan to attend the sectional meeting in Portland, Oregon, in September. It was also decided that a joint meeting would be held with the Winnipeg, Manitoba, Chapter at the International Peace Garden in September.

by Kay Vogel

### Rainier Chapter

Crest Airpark in Kent has a bright new coat of paint on its airmarkings, cheerfully applied by Rainier Chapter at our June gathering. We would have done the center line too if 49 $\frac{1}{2}$ er DeWayne Schumacher had let us put paint on his bicycle tires. A crew of seventeen rolled up their shirt sleeves, including 49 $\frac{1}{2}$ ers and airport personnel who provided the paint. The unpredictable weather cooperated 100% so we had all the ingredients to make the work fun. Afterwards we had sandwiches, cake and snacks at DeWayne and Nita Schumacher's home on the airport.

The July meeting was a fly-in potluck dinner at the South Prairie home of Russ and Elise Adams. We dined on the deck to the tune of the ice cream grinder and J-3s flying by. Plans were made to attend the Portland sectional in September.

by Elise Adams

Airmarking Crest Airport are Rainier Chapter members.



Molly Sliger and Karen Dapp put the final touches on the 99 display board at Valley River Center.

## CHAPTER NEWS, ETC.

### Willamette Valley Chapter

The May meeting, a salad potluck, was held at Daniels Field with Kree Kree Snyder as hostess. Doug Pawley told us all about gliders, and the highlight of the day was demo glider rides for all who wanted to go.

June was a busy month for our chapter. We had our first experience at airmarking. Cottage Grove was chosen as it was a "freshen-up" job. It was decided to do another airport soon because everyone had such a good time.

Our 99 display board was set up at Valley River Center in conjunction with the EAA display. Several girls manned the booth during the weekend.

Forty-five 4-H Summer School boys and girls participated in aviation classes taught by members of our chapter. They were shown a slide show of airports in Oregon, learned about charts and the panel of an



Mary Ellen Hobin, Sally Plumley, Shirley Teutsch, Molly Sliger and Karen Dapp are hard at work airmarking Cottage Grove. Not pictured is Marjorie Watson, who did a lot of the leg work getting things organized, and Liz Utzig.

airplane. Everyone also got a close-up look at airplanes.

Sally Plumley and Karen Dapp were hostesses at Corvallis for the June meeting. Guest speaker Paul Cottengim, a local ag pilot, had photos, a slide show and his spray plane to entertain us.

by Mary Ellen Hobin

The Petticoat Derby held in Albany July 16-17 was a huge success. It was sponsored jointly by our chapter and the Albany Chamber of Commerce.

There were 22 planes from Idaho, Washington and Oregon participating, points

were earned for being proficient in time, fuel consumption, navigation and spot landing.

Our chapter is proud to have the first place trophy won by Lola Skirvin and Mary Ellen Hobin. Second place was also won by pilots from our chapter — Verda Giustina and Jan Amundson. Third place went to Margaret Streater and Barbara Glascock from Gig Harbor, Washington.

A big "Thank-you" to everyone who came. Hope to see you at the next Petticoat Derby.

by Karen Dapp

### Wyoming Chapter

Edna James of Lander won the spot-landing contest held by the Wyoming 99s at Harford Field east of Casper on July 11. Chairman Judy Logue video-taped the touch downs for later viewing in the Hilton parking lot in Casper prior to lunch. Two new members, Virginia Williams and Erva North, were initiated into the Wyoming Chapter.

by Shirley L. Everett



Wyoming 99s Judy Logue, Edna James, Virginia Williams, Crystal Ahrens and Erva North huddle under a space blanket in the Casper Hilton parking lot to view a video tape of the spot landing contest.

Wyoming 99s Crystal Ahrens and Edna James demonstrate a dirt-strip porta-potty to chapter initiates Erva North and Virginia Williams.





## Austin Chapter

June 26-27 at the Georgetown, TX EAA Fly-In Kathy Griffis, Robbie McBride, Imogene Chamberlain, Barbara Gard, Laura Jobe, Pat Johnson and family, Lulu Perkins, Michelle Prudom, Thelma Havice and Virginia Mattiza sold lemonade, enriching our treasury over \$400. We plan to do this again at EAA, Kerrville, Texas, Sept. 18-19 — maybe another \$400??

July 14 Austin 99s were guests of Tim Ross, meteorologist, KVUE-TV, who provided a tour of his most elaborate WX room. After 6:30 p.m. sign-off, Tim was our guest at Cocina del Sur Restaurant, where we also honored our three new members: Lulu (that's "22" Lulu) Perkins, Janet Ply and Kathy Bradfield. Tim also promised Virginia a ride in KVUE's helicopter for a reciprocal ride in the 201!

for now. Not to loaf though, but to assume Chairmanships of Austin 99s and SCS Air Age Education.

by Virginia Dare Mattiza

## Coastal Bend Chapter

On May 15 LaNell Easley, Katherine Caraway, Vel and Speck Morgan, with the much appreciated help of Lynette Billing, Lael Martin, W. A. Chase and Bobby Fielder, repainted the airmarking at Jackson County Airport in Edna, Texas.

On June 15, an Aviation Safety-Education Meeting was sponsored by our chapter at El Campo Metro Airport as part of the FAA Accident Prevention Program. Speck Morgan, Vel's 49 $\frac{1}{2}$ er, was appointed an Accident Prevention Counselor. Speck has also received his certification as a multiengine instructor.

On June 14, Barbara Kurtz, 49 $\frac{1}{2}$ er Steve and daughter, Stephanie, "discovered" the

was the beautiful backdrop for our novice glider pilots, and each enjoyed the new experience. Norma's experience is ever expanding, as she earned her diamond rating while attending a soaring conference at Taos, New Mexico. She is the thirteenth woman to make this accomplishment. She has also participated in glider races this summer.

Several of our 99s were involved in the recent Estes Park flood. Babette Andre, Denver's newest Sky Spy, provided the first eyewitness account of the disaster, and helicopter pilot Ellen Corder flew Governor Lamm over the area a few days later to view the damage.

Babette brings us home through the afternoon rush hour as Denver's only woman airborne traffic reporter. She is offering 99s the opportunity to ride along and observe her unique job.

Linda Horn and Barb Hobson placed eighth in their category in the Jackpot Air Race. All went as planned until their return to Jeffco, when their radios failed after pattern entry!

Last but certainly not least, our eminent Chairman, Charlene Lawrence, will be a newlywed at this printing. The chapter joins in congratulations and most sincere best wishes!

by Leslie Lynch

## Dallas Redbird Chapter

The Redbirds had a good showing for the South Central Spring Sectional in Corpus Christi with 9 attending: Jessie Bilbo and her 49 $\frac{1}{2}$ er, Bryant Hutchinson, Pat Jetton, Cathy Jones, Hazel Jones, Ro Lawrence, Kathy Long, Fran Shelton and Helen Wilke.

In June we airmarked Hudson Airport in Mesquite, TX, and Hazel presented a safety seminar on density altitude and mountain flying prior to the Air Race Classic.

Pat Jetton and Elinor Johnson placed 9th in the ARC with Helen Wilke and Hazel bringing up the rear in the chase plane.

The June meeting was held at Doris Fuller's lake cabin and the July meeting consisted of a review on CPR.

by Cathy Jones

## Golden Triangle Chapter

The Golden Triangle Chapter volunteered to work for the Confederate Air Force during their airshow at Denton, Texas, July 17-18. Helen Hill, John Robertson, Linda Wolf and Connie Hull withstood the heat and dust to sell tickets and worked far beyond their scheduled two hours. Barbara Pereira worked in First Aid both days. Ellen Hamlett could not get a babysitter so she brought Jeremy along and worked in the Information Booth.

T. W. Wheelock volunteered to work for two hours but worked for two days. He did such good guard duty at the Finance Center that they asked him to work both days. He would not let even the CAF Wing Commander and the CAF Airshow Coordinator

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Local TV meteorologist Tim Ross provided Austin 99s with a tour of his elaborate weather room in return for dinner at a local Mexican restaurant.

At an Austin WX Seminar held by Dr. Kenneth McCool on July 17 Laura, Robbie, Pat, Thelma, Janet and Kathy B. served coffee. Same day, Virginia was placing 4th of 14 airplanes in a GAMA-SAT 99 sponsored spot landing-lime drop event at New Braunfels, Texas. It was her first time to participate in SUCH FUN! Virginia Spikes, SAT Chairman's husband, I.H., flew as copilot.

Barbara Gard and husband, Lance de Plante, Pat, Robbie in her Bonanza, and Virginia in her 201 will attend International in St. Louis, Aug. 10-15. Virginia will be displaying her new copyrighted Flight Plan - WX Briefing forms there, plus will be working even harder as a new member of the International Membership Committee.

On Aug. 18, an installation dinner honoring new Austin officers will be held at Steak & Ale Restaurant. The SAT 99s will join us and we will attend their same event in September at Fort Sam, SAT.

Kathy Bradfield will be our new 99 News Reporter, so this old one will be signing off

Paul E. Garber Restoration Center of the National Air and Space Museum. Their guide was Mr. Gerald Black, who was quite knowledgeable about all aircraft on display and those being restored. To say the Garber Facility is wonderful, fantastic and marvelous is an understatement! It is a must on your list of incredible places to visit!

On June 18, the Kurtz family attended the Amelia Earhart Symposium at the National Air and Space Museum. They thoroughly enjoyed the seminar, particularly the presentations given by Muriel Earhart Morrissey, Amelia's sister and Fay Gillis Wells. During Mrs. Well's informative talk, she called attention to our 49 $\frac{1}{2}$ ers and their generosity in the giving of their time, talents and support in our 99 activities. Fay, thank you for recognizing all our terrific 49 $\frac{1}{2}$ ers!

by Barbara Kurtz and Vel Morgan

## Colorado Chapter

The July meeting was a field trip to the private WWI collection of Jim Parks. Chapter members were regaled with recollections of events of the war and had the opportunity to browse through his extensive collection of mementos.

The third Flight Without Fear class graduated in July. It was a great success, and received excellent publicity from one of Denver's major newspapers. A photograph of the class appeared on the cover of the "Now" section, with a three-page feature article inside. Flight Without Fear and the 99s also had a booth at the fourth annual Women in Business Conference in Denver. Women attended from several states, and one even traveled from the Republic of China!

Our May meeting was a presentation by Dr. Norma Faulkner on soaring, and several members took an opportunity in July to try it themselves for the first time. Pikes Peak





Golden Triangle Chapter's display at the Confederate Air Force Air Show at Denton, Texas.



Col. Ray Torres and Col. (and 49½er) John Stephens unload trash barrels provided by the Golden Triangle Chapter for the Confederate Air Force Airshow.

into the Finance Center because their names were not on his list!

Mary Wheelock primarily delivered Gatorade and water to other workers, but she also found herself directing traffic, parking cars and hauling trash both days. Beverly and John Stephens, who are also Colonels in the CAF, and their son, Charles, emptied the trash barrels after the show each day. Beverly also coordinated the Gatorade Brigade and John worked as a marshaller on the flight line.

Our chapter provided the trash barrels as an Airport Beautification project and spectators were very good about using them. Ann Dick, Mary Wheelock and her son, Terry, and Beverly Stephens developed displays of our chapter activities as well as other information about the Ninety-Nines. Loretta Santos was involved in one of the highlights of the airshow. Be sure to read next issue of the 99 NEWS to see what she did!

by Beverly Stephens

### Kansas Chapter

The Kansas Chapter of the 99s is especially proud of our own chapter member, Marilyn Copeland, for being elected president of the International 99s. Marilyn is the second International 99 president from our chapter. The late Pat McEwen was president from 1974-1976. And, we may recall, the first president of the 99s, Amelia Earhart, while not a chapter member, was a fellow Kansan who was born in Atchison, Kansas.

We are also proud of chapter members

Pat Mlady, who has been elected secretary of the South Central Section, and Carolyn Westerman Schmalz, who has been elected to the International Nominating Committee, as well as chairman for the section Amelia Earhart Scholarship Committee.

Other chapter members have been busy, too. Kay Alley is now flying for Midwest Corporate Aviation. Kay is flying copilot on a Beech King Air for Wesley Medical Center's Watch program. She is flying an air-ambulance fully equipped as a flying Intensive Care Unit. She flies critically ill patients to Wesley Medical Center from all parts of the country, as well as flying critically ill patients to other medical centers in the country if needed for further treatment.

Other chapter members have been busy air racing. Carol Lanning and her husband, John, flew in the Okie Derby as did Carolyn Schmalz and Pat Mlady. And the great team of Pat Gettle and Janet Yoder flew in the Air Race Classic where they were the first ones across the finish line. They had a fine time and even collected some prizes.

Your reporter, more at home behind a typewriter than in front of a mike, gave a speech about Amelia Earhart on the 24th of July for the Wichita Aeronautical Historical Association. I enjoyed my research on it and recommend all women pilots review Amelia Earhart's life. She was a very interesting lady.

Then, on July 27th, Marilyn Copeland, Kay Alley and I flew to Oklahoma City for a taping with Pat Shockey and her "Inner Views" program on cable COX-TV. We flew down in Marilyn's Piper Lance with Marilyn's son, David, skillfully piloting us around the bad weather that was threatening the area. I got to see 99 Headquarters and found that I would like to spend a lot of time there just browsing through the many interesting books and articles on display. Loretta Gragg provided our transportation to and from the studio and sort of played mother-hen to us, making us feel at home.

At this time the Kansas 99s are busy working with the FAA on a general aviation refresher course to be held July 30-31 at Copeland Airport. The 99s are providing refreshments on Friday night and a light breakfast on Saturday morning. It should be a good meeting and a well-timed one, too, as it is about density altitude.

by Paula Bruce

### Lubbock Chapter

July was full of activity. On Saturday, the 10th, we held our Poker Rally. The route was Town and Country Airport, south Lubbock, with Linda and Clyde Peterson and Janie Bailey meeting guests; then Slaton, Texas, Airport where Angela Boren offered two playing cards. The final destination was Wheeler Farms where Doug Boren and Bill and Pat Cantrell judged spot landings on the grass runway.

Dave Hampton won first prize trophy at poker while Bill Hunt of Tahoka won second

prize trophy. The spot landing trophies were won by Doug Boren at 17 feet and Bill Hunt with 30 feet. The most unusual landing trophy went to Angela.

99 Jane Bartos and family were host to the 10th anniversary celebration on Sunday, July 11. Invitations went out to 30 former members. Each 99 prepared a dish and Mary Kitchens' family was presented a plaque in memory and love of her. All enjoyed chocolate cake with appropriate white and blue icing. Guests were 49½ers Tom Mills, Jim Bartos, Doug Boren, Bill Cantrell, Clyde Peterson, Luther Bailey, and special guests Sandra and David Fennimore, Alan Kitchens, Lee Kitchens, C.C. Perryman and out-of-town guests Jana and Steve Franklin.

Texas Air Center at Lubbock International Airport west side hosted a safety seminar in June and July that several members and husbands attended.

August chapter meeting at Linda Peterson's the members will vote on bylaws for Angela and Pat to take to St. Louis, Missouri.

by Pat Cantrell

### Oklahoma Chapter

It has been off to the four winds for many of our members these summer months. For some: Kittyhawk, Williamsburg, Colorado, San Francisco, Ruidoso, Gulf Coast, Alabama, Wisconsin and places in between.

June started out with Betty Jo Hammer and Robin Smith winning the Arkansas



Getting together for a meeting are Oklahoma Chapter members (back row) Dru Jones, Carol Sokatch guest Joannese Hoennege, (middle row) Connie Pierson, Sue Halpain, guest Eleanor Ferris, Charlene Davis, (front row) Lu Hollander, Nema Masonhall, Rita Eaves and Dana Gibson.

Okie Derby participants also helped Nema and Mase Masonhall celebrate their 40th wedding anniversary.







Part of the crowd at the Goldenrod Showboat in St. Louis are Oklahoma 99s and their guests.

Derby, air race, that is. Jan Million and Lu Hollander had a mixed bag of wx problems getting to Hot Springs, but in spite of a late takeoff, finished 11th.

Then, it was Okie Derby time. Of the 28 entries, 26 flew the race. GAMA would have been proud: an Aero Commander 112TC, a Beech Duchess and a batch of Pipers. Betty Jo and Robin did it again, winning the Okie Derby. Somebody is going to hide that Lance next time. 'Twas a little hot this year, not our usual cool and showery wx.

GADO-9 had a "listen-talk-listen" session at the FAA Academy for GA pilots.

Fly friendly.

by Nema Masonhall

### South Louisiana Chapter

Some South Louisiana 99s gathered for a meeting at the home of Mary French to discuss attendance at forthcoming air shows and watch FAA training films.

We also made plans to send Chairman Judy McLane and 49½er Wesley (Prairieville), Marion Brown and 49½er J.D. (Patterson, La.) and Sandra Rice (Lake Charles, La.) to the South Central Sectional meeting in Corpus Christi, Texas.



South Louisiana 99s Eleanor Lowry and Sandra Rice (in front) and J. Mary French, Polly Baughman, Judy McLane, Fran Taylor and Lou Rieger met recently to discuss chapter plans.

Judy McLane passed her written Instrument exam and is working steadily on obtaining the full ticket!

by J. Mary French

### Space City Chapter

A highlight of our early summer activities was our sixth annual Air Proficiency Derby June 5. Our home base was H & R Aviation

(co-owned by 99 Debbie Rihn) at La Porte Airfield. We had a record number of 25 planes entered, many of which were flown by some of our own 99s and 49½ers. Following a catered dinner in one of the hangars, trophies were awarded to the winners and suitable jokes and gag gifts to some of the non-winners. Congratulations go to our 99 team of Bernadine Roop (chapter chairman) and Della Lynch (secretary), who won trophies for best 99, best fuel estimate, best Piper and second place.

The Confederate Air Show in Galveston, July 12-13, was a spectacular event and we did our share by joining with the Houston Chapter in collecting and selling tickets at the gates for these two hot (very hot) days. As always the members of the CAF presented a very impressive display with some of our wartime aircraft.

Our July meeting concluded with a small celebration to honor two of our members who recently achieved a longtime goal. Maybelle Fletcher and Mary Byers were the first place winners in this year's Air Race Classic which was flown from Sunriver, Oregon, to the World's Fair in Knoxville, Tennessee, June 25-28. We are very proud of these two members, as winning this race requires a combination of superior flying ability and months of dedicated preparation. Maybelle and Mary represented R.V.A. in the race.

The Diamond Shamrock at the Greens Bayou Plant in Houston was the scene of another successful Las Vegas Nite for our group. We use the money from these events to aid in travel to our sectional meetings and as part of our contributions to aviation scholarship funds.

We got together for another airmarking July 25 at Polly Ranch airstrip and can report that any pilots in the vicinity will now have no trouble in identifying this particular runway.

We are happy to report that three of our members will now be working for the 99s as section and international officers. Mary Byers and Judy Covin will be governor and membership chairman, respectively, of our section, and Bernadine Roop is now International Scrapbook Chairman.

by Linda Godwin

### Wichita Falls Chapter

Recently the Wichita Falls 99s, their 49½ers and friends flew to Jayton, Texas, for an



Wichita Falls 99s paint the numbers at Kent County Airport.

airmarking of the 35-17 runway at the Kent County Airport. Mark Geeslin, the newly elected County Judge, found that the judgeship included care of the airport. He called, asking the Wichita Falls 99s to come and paint numbers on the runway.

Mark and wife Laudazelle entertained us with a brunch at the Jayton Community Center, and a fine Mexican lunch was enjoyed by all the participants at a local cafe. The good flight, food and fellowship was enjoyed by everyone. The numbers are beautiful!

by Donna Percy

## SOUTHEAST SECTION

### Blue Ridge Chapter

May meeting was held at Jekyll Island, Georgia, with Southeast Section Governor Bonnie Quenzler attending the meeting. Plans are underway for the US Proficiency Flight Team Competition to be held at Jekyll Island in May, 1983. The Blue Ridge Chapter will be in charge of this event. A tour of the beautiful island was enjoyed by everyone.

June meeting was a fly-in to Ocean Isle Beach, North Carolina. Ed and Virginia Gilreath hosted the chapter members at their beach cottage. The Gilreaths celebrated



Blue Ridge Chapter members Virginia Gilreath, Louise White, Lee Orr, Sue Chrisawn and guest Mary Andrews met at Ocean Isle Beach, North Carolina, recently.

their 31st wedding anniversary with a wonderful seafood meal at the famous Calabash, with many 99s and 49½ers in attendance.

by Virginia N. Gilreath

### Florida Gulf Stream Chapter

Florida Gulf Stream 99s met July 11 at the Sea Ranch Lakes Beach Club for installation of officers and an afternoon of parasailing and wind surfing.

Dottie Westby had just returned from a yachting vacation in Maine and Marilyn Burch had just returned from a vacation in Alaska where she had the opportunity to fly a Twin Otter on floats over Glacier Bay National Park and the ice fields.

Guest Vicki Karnes, member of the Monterey Bay Chapter, recently moved to Hollywood, Florida, with the U.S. Coast Guard, and spoke of the aviation advantages to be found for women in the Coast Guard. Vicki will leave August 30 for Falcon 20 school in



Little Rock and Mobile.

Ellie Odorico is already planning a Flying Poker Party for November. Preliminary route includes Boca Raton, Lantana, Pahokee, Clewiston and Pompano airports. Entry fee is a \$3.00 donation. Donations will be used to help underwrite our charitable and educational projects. For more information, please contact Ellie!

by Virginia Britt

### Florida Suncoast Chapter

Suncoast is proud of our 99s who are also Civil Air Patrol members and officers. Mary Fletcher, Alma Parker and Ruth Hubert hosted our June meeting at Albert Whitted, St. Pete. Besides Search & Rescue Squadrons, they fly a Sundown Patrol every Saturday, Sunday and holiday evenings, traveling up the coast from Albert Whitted to Dunedin, working with the Coast Guard by radio. Last year this squadron was given credit for saving two lives when a catamaran overturned in the Gulf. They hold Aerospace Education workshops, have a Cadet program, scholarships, work with the USAF, have an EMT squad and receive no pay for personal expenses or for wear and tear on the aircraft. (Three CAP missions every hour.) 99 and Capt. Ruth Hubert recently located two ELTs in one day, quite a feat!



Florida Suncoast Chapter members Mary Fletcher, Ruth Hubert and Alma Parker, also members of the CAP, hosted a recent meeting of the chapter.

Also attending this meeting was 99 Life member Jesse Woods, who briefly shared our SE history which she helped make in the 1930s, and bits of her "wing walking" and trick flying times since the late 1920s. Education and nostalgia from our own Suncoast members gave us a very interesting day and left lots of interest for future meetings along this line.

by Connie Chancey

### New Orleans Chapter

Glorice and Charlie Wills are continuing with a delightful tradition of having a Fourth of July fly-in, picnic and plain old Southern hospitality at their grass strip known affectionately as Wills' International. For years, they have been in the process of fixing up a dream-place-come-true. This year, we all got a glimpse of the newest facility on the property: a beautiful hangar. To join in the festivities of the 4th, square dancers gave us some fancy swirls and twirls to the beat of



99s enjoy watermelon at Glorice and Charlie Wills' July 4th bash.

the caller.

New Orleans and Mississippi 99s, along with many other guests, enjoyed the day very much.

by Patsy Zeringue



Square dancers provided entertainment in the Wills' new hangar during the July 4th celebration.

### Aloha Chapter

Carol Farnsworth of Hawaii Kai has been awarded a scholarship by the Aloha Chap-

## CHAPTER NEWS, ETC.

### Tennessee Chapter

Tennessee 99s have had a busy year, highlighted by planning for and hosting the terminus of the Air Race Classic at Knoxville. Chairman Genie Rae O'Kelley, flight instructor and owner of Volunteer Aviation, also participated in the race. She was ably assisted by Co-Chairman Donna Bower of Knoxville, professional pilot and flight instructor and examiner, and backed by Evelyn Lyons, chapter chairman, and numerous workers from the chapter.

Activities for participants in the ARC included a trip to the World's Fair, a reception at Lord Lindsey's restaurant nearby, sidetrips to Gatlinburg and Oak Ridge for early arrivers, a poolside cocktail party and the Awards Banquet. In addition to race participants, their families and other special guests, two Tennessee 99s were recognized: Mickey Childress, member of Tennessee Aeronautical Commission, and Lady McReynolds, member of Knoxville Airport Authority.

New chapter officers, elected at our May meeting at Irene Flewellen's Dallas Bay Airport, are Evelyn Lyons, chairman; Rachel Pruett, vice-chairman; Mary Emma Klipple, secretary and Bertha Jones, treasurer.

by Marilyn Ayers

ter of the Ninety-Nines, the international organization of women pilots, to help her earn advanced pilot ratings.

The group also awarded a grant, made possible by member Marguerite Gambo, to Melissa McCluney, who will use it to earn commercial and instrument ratings.

by Marian J. Kuzma



New officers of the Aloha Chapter are Eleanor Sharpe, chairman (seated); Nelwyn Choy, vice-chairman; Marion Lee, treasurer; and Marion Leong, secretary.

### SOUTHWEST SECTION

Recipient of Aloha Chapter's Recognition Award, for the member who has contributed most significantly to the chapter during the past year, is Barbara Geist.



Carol Farnsworth accepts a scholarship award from Sheri Pizl, last year's recipient.

### Arizona Sundance Chapter

The newly formed (Feb. 1982) Sundance Chapter of 99s has an active group of pilots who have been busy making an impressive showing of their abilities.



Lisa Matthews, who is a student at Arizona State University, earned the Aloha Award at the Pacific Coast Intercollegiate Flying Association competition which aided her in receiving an invitation to compete in the National Intercollegiate Flying Association in May of this year. Due to a last minute sponsor problem, Lisa was not able to attend the National event.

Pam Marley and Clydene Hauprich came in 8th in the Baja California Air Race in May.

Connie Arnold was elected secretary of the Arizona State University Alpha Eta Rho Aviation fraternity.

Pat Moreland and Cathy Nickoliasen helped at the Jim Hicklin Air Race in May with the San Fernando Valley Chapter.

Melba and Bill Beard airlined to Atchison, Kansas, to take part in the 50th Anniversary observation of Amelia Earhart's solo flight across the Atlantic. Melba was one of seven women who have been flying for over fifty years who were honored at the celebration. Amelia's sister, Muriel Morrissey, was present. Forest of Friendship ceremonies concluded the event. Amelia Earhart's birthplace was also visited.

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## CHAPTER NEWS, ETC.

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Gabi Thorp was chosen for a pilot slot with the Arizona National Guard. She will begin training November 1 for approximately 1½ years. When training is complete she will be a copilot in the KC-135 air-to-air refueler. Gabi is excited to have received this commission, and the Sundance Chapter is proud to have her be one of us. Gabi also made it into finals for an AE Scholarship.

Our chapter held a fly-in to Bullhead City in May for lunch. A few of the members crossed the Colorado River to try out some of the Nevada gambling casinos located there. In attendance were Connie Arnold, Ruth and Marshal Benedict, Charlie and Beth Eaton, Bonnie Krentler, Maryann Macklin and father, Bob, Pat and Clark Moreland with granddaughter, Chrystal Savage, and Cathy and Jack Nickolaisen.

### Bakersfield Chapter

The Bakersfield Chapter has had a busy schedule this year, and plans a busy second half of the year. In February we held our annual Flying Companion Seminar. In addition to speakers who talked about weather, navigation, safety and mechanics, we had a tour of the tower conducted by Air Traffic Control Specialist and 99 Vangie Holcomb, and a registered hypnotist who discussed the difference between nervousness and phobias as related to fear of flying.

In April, we had a Las Vegas night in one of the hangars at Meadows Field. Judy Faulstick did a tremendous job of organizing the party, and 99s and their 49½ers worked hard as dealers and whatever else was

needed to make the evening a success.

May was a busy month, with both the NIFA SAFECON being held in Bakersfield, and the Hayward-Bakersfield-Las Vegas Race. Kathy Malone worked hard on the SAFECON, and Maude Oldershaw did another excellent job on the race.

Individual members have also kept busy. Chairman Pat Church and her family were in Florida to see the launch of Space Shuttle 4, and several members were on hand at Dryden Space Flight Center to view the landing. Janice Brown is in demand as a speaker all over the country, talking about her work with the Solar Challenger.

The Bakersfield Chapter is now making plans for an Air Fair to be held at Costerisan Lake, near Bakersfield, on October 23. Pat Church guarantees a lot of fun.

by Brenda Jackson

### Cameron Park Chapter

The Cameron Park Chapter has had a very busy month. Starting May 22nd, a meeting and pot-luck luncheon was enjoyed at the home of Robin Bovee who now

resides in Fresno, California. This gave us an opportunity to enjoy a nice cross country from Cameron Park to Fresno, as well as a super lunch. If only all meetings could be the fly-in kind.

On June 15th we joined forces with four members of the Sacramento Chapter who helped to guide us through our first airmarking of the Placerville Airport. Lunch was served by the airport manager. Thanks and appreciation go out to the Sacramento Chapter for their training and expertise. Without it, perhaps we would not have been invited to airmark two more airports this fall. It was a busy but very rewarding day for all who participated.

On June 6th we enjoyed a fly-away picnic to Cloverdale, California on the cool banks of the Russian River running right beside the airport. Fifty percent of our members attended with three 49½ers and one guest. I like to use percentages because it sounds like a crowd and when a chapter only has eight members we need all the help we can get. We will grow and grow!!!

On June 26th we hosted a Density Altitude Clinic/Spot Landing and Short-field take off contest which was conducted by the FAA GADO personnel from Sacramento. Flyers were mailed to 550 pilots in the surrounding area. The training Seminar was from 9:00-11:00 a.m. and the contest was between 12:00 noon and 2:00 p.m. First and second place trophies were presented to the winners of each contest. The Seminar was very informative for those of us who reside and fly here in the foothills of the Sierra Nevada Mountains, as well as pilots from the Bay area and the valley who may be flying into the area during the summer. We

had a fun day and are planning another Clinic for this winter.

by Lorene (Wray) Robertson

### Fullerton Chapter

Although you haven't heard from us for a long time, we are alive and well and very active — just not too good at the reporting end of things! Our annual Shirt 'n Skirts Air Race came to a successful conclusion the second time — the first date was weathered out. That didn't stop everyone from enjoying the free breakfast provided all the racers by the airport coffee shop, nor the banquet held in Betty and Bill Walworth's hangar. When everyone returned for the rain date, we did it all again — well, most of it, and the event was pronounced a complete success.

Monthly fly-ins have been well attended, with many chapter members taking advantage of the opportunity to become more proficient. The places vary, giving members flying experience to the mountains, the desert, long, wide strips and short, narrow strips. Our trip to Palm Springs gave some of the newer members their first flight in rain. A recent fly-in to the Paoli's ranch in Murietta gave most members their first landing on a private, off-the-chart strip, and let everyone practice their pilotage in locating the destination.

Several chapter members participated in the NIFA and PCIFA events in southern California, and are looking forward to assisting with USPFT events in the near future.

Congratulations are in order to Betty Ashcraft, Darlene Brundage, Margaret Burch, Delores Charles, Evelyn Craik, Kim Ernst, Jody Farrell, Jane Kropp, June Yeach, Lynn Pitts, Mary Robinson and Betty Walworth for not only being APT but getting the paperwork turned in that proved it!

The installation banquet in June saw a changing of the guard, with June Leach going out as chairman and Betty Walworth taking over for the coming year, along with Kim Ernst as vice chairman, Barbara Davis as secretary, Ruth Beede as corresponding secretary and Jody Farrell as treasurer.

Our members are currently scattered all over the west, from Stephanie Brown in St. Louis, to Mary Robinson in Twentynine Palms, to Peggy Kain up north in Mariposa, California, and Carol Tatnall in Auburn, California. It gives us some interesting places to have fly-ins!

We always enjoy having visitors from other chapters (meetings on the 3rd Wednesday of the month at 7:30 p.m.). Call any member for the location and come see us.

by Sylvia Paoli

### Hi-Desert Chapter

Four members of the Hi-Desert Chapter flew to Porterville, California, in May for Porterville's annual moonlight fly-in. The regular monthly meeting was held while at the fly-in and Joyce Fester, who placed ninth in the Baja Race, shared her pictures taken during the race.



At 6:30 on a July morning, members began arriving at W. J. Fox Field in Lancaster, California. The task at hand was to paint a compass rose. Members and 49½ers worked until the mid-day heat made the going miserable. Members then enjoyed the air-conditioned lobby of the terminal building to conduct the monthly meeting. The next morning, many valiant and slightly weary souls finished the job. Our efforts were paid off with a very impressive compass rose and a few more people enlightened about the activities of the 99s.

New officers for 1982-83 have been elected. On July 24th, the records of office were turned over to the following women: Donna Lee, chairman; Rosemary Jensen, vice-chairman; Carolyn Lumert, secretary; and Cynthia Hicks, treasurer. Also at the July 24th meeting, plans were made for the fall and early winter which include fly-ins to Tehachapi and Apple Valley and a tour of Los Angeles Center.

by Elaine Levesque

**Las Vegas Valley Chapter**

Off to the races has been the theme for several members of the Las Vegas Valley Chapter. Kathleen Snaper and Bonnie Rannald teamed up to compete in the rain threatened Fullerton Shirts 'n Skirts speed race. Velda Mapelli flew the Grand Prix Air Race. After returning to Vegas, Velda hosted the May meeting and gave highlights of the race. The 1982 Hayward Air Race finished at the North Las Vegas Terminal and involved the cooperation of our chapter. Three of our pilots competed in the race: Bonnie James, Kathleen Snaper and Bonnie Rannald.

Congratulations and best wishes to Captain Marjorie Meder as she enters flight training for the F16 Squadron at Moffett Air Force Base. Marjorie has presently been flight instructor of C130s at Nellis Air Force Base.

What can be more gratifying to a 99 pilot than to fly for a worthwhile cause? Kathleen Snaper and Bonnie Rannald are volunteer pilots for the United Blood Service. They will fly the platelets gathered from blood drives in surrounding towns back to Las Vegas for processing. The cost for the airplanes is being subsidized by the Circus Circus Casino.

by Bonnie Rannald



Kathleen Snaper and Bonnie Rannald volunteer to fly blood for the United Blood Service.

**Los Angeles Chapter**

The chapter spent many months preparing for our 50th anniversary celebration as hostesses for the spring meeting of Southwest Section. The Miramar Hotel in Santa Monica was our headquarters, with tours of the Will Rogers state Park and Rogers estate and the J. Paul Getty Museum. It was a pleasure to have members of the international board of 99s and so many past presidents, section governors, and 99 charter members to help us celebrate.

The chapter recently held its fourth Flying Companion Seminar. Many members participated and the two day event was a great success ... much credit is due to the level of interest and participation shown by our "students." They were an outstanding group ... especially the one who (anonymously) wrote her suggestion that slides or movies of an actual forced landing would be a great learning experience. Girls, next time, keep your cameras ready!

New chapter officers for 1982/3 have been elected: Sylvia Rickett, chairman; Pat McKennon, vice chairman; Doris Robertson, secretary; and Eugenia Rohrberg, treasurer.

by Mary Firth

**Orange County Chapter**

On July 15 the chapter held their annual Pilot-of-the-Year Banquet at the South Shore Yacht Club in Newport Beach. Once again, Betty Carrier arranged and cooked all of the food for the occasion with husband, Dean, at the BBQ with the steaks. Beverley Allen played 'Hostess' and MC for the affair with her crazy 'gifts'. Outgoing Chairperson Jan Gerber handed over the 'gavel' to the new chairperson, Marcie Mauthe. Vice-chairman will be Pam Mahonchak (she prefers to be called chairman-of-vice). Secretary is Leslie Bush and treasurer is Anita Crockett. Good luck to you all.



New Board officers are Anita Crockett, Pam Mahonchak, Leslie Bush and Marcie Mauthe.

Dawn Grande received an award for the Most Ratings for the year. Marcie Mauthe received one for the Most Non-Professional Hours Flown for the year and Carol Nielsen received one for the Most Professional Hours Flown for the year. There was a tie for the POY trophy. We thought of cutting it in half but decided not to be cheap, and got



Beverley Allen (seated) with POY winners Lois Scura (Dillman) Carol Nielsen, Marcie Mauthe and Eleanor Todd.

two trophies. These went to Lois Scura (Dillman) and Eleanor Todd. Two of the above winners were in the limelight last year also. Eleanor Todd, then Carol Nielsen who won the same award as she did last year.

This will be the last report that this News Reporter will be making for our chapter ... after three years at the typewriter I am turning over my typewriter ribbon to someone else. I enjoyed it, but other duty calls. Good Luck!

by Gwen Haynes

**Palomar Chapter**

Air Race Classic partners Pam Vander Linden and Kay Brick and Mary Pearson and Sheila Wing were honored guests at Bev Zirkle's patio party June 19. Mary won the Ruth Dilg Award for Best California



Ginny Boylls received the annual Woman Pilot of the Year award given by the Palomar Chapter.



Palomar members Pam Vander Linden, Kay Brick, Mary Pearson and Sheila Wing participated in the Air Race Classic.

Pilot. We are proud of Palomar's participation which also included Brad Pearson, Mary's husband, as the Official Starter of the Air Race Classic.



Saturday, May 1, Mary Pearson was a guest speaker at the dedication of McClellan-Palomar Airport, formerly Palomar Airport in Carlsbad, California, honoring pioneer resident and outstanding supporter of aviation in our community.

Ginny Boylls and Mary Pearson will again sponsor a career seminar — "Introduction to Flying" — for Girl Scout Seniors on August 20. Fifteen girls have already expressed their interest.

by Vi Pfeiler

### Phoenix Chapter

We just completed a June Flying Companion Seminar. The room was overflowing with 38 students. There's always a big demand for this session that offers nine hours of primary instruction to general aviation passengers. It's a big fund raiser, too.

Planning of big fall events is keeping Phoenix 99s busy. We will try a second Fly Without Fear clinic, Sept. 13-Oct. 4 for eight sessions. This general public service provides relaxation tapes, psychological training, information on airplanes and flights including talks from stewardesses, airline pilots and a tour through a maintenance facility. There is a graduation flight as an optional session for successful participants to demonstrate their progress on conquering the fear of flying.

Just after that big program we will sponsor the Kachina Doll Air Rally on Oct. 16. Kits are available now (see calendar in this issue). Impound will be Friday, Oct. 15. Night and morning briefings will supply total distance, first check point and forecast winds. This is a navigation and proficiency rally. Entries compete against their own estimates of fuel and time. This year's rally will add at least one intermediate stop and a plus one hour to all times. Entries can use the stop to adjust their time. This is an exciting rally and there will be a banquet afterwards.

To break up all the planning and work for our big events we have been escaping the desert heat with fly-ins to northern Arizona. In June 10 Phoenix and 2 Sundance members joined Palomar, Mission Beach, San Diego and El Cajon Valley Chapters in Sedona. Phoenix prepared a potluck lunch and everyone enjoyed 99 fellowship and sharing of ideas. Sept. 11 numerous Southwest chapters are going to Lake Powell. Phoenix will potluck lunch again. The first of August, Phoenix 99s will cool it at Lois Ward's annual picnic in Prescott. It coincides with Smoke Eye Day, where prominent leaders including Senator Barry Goldwater dress in Indian costumes and perform traditional dances as a tribute to the Indian culture.

New officers have been elected. They will be: chairman, Martie Pearce; first vice chairman, Stacy Hamm; second vice chairman, Karen Moore; corresponding secretary, Joan Larson; and membership chairman, Redgie Murdoch. We have a new committee program for 66s. It's going to be a good source

for prospective members as they get their licenses.

by Kitty M. Pope

### Reno Area Chapter

Lila Ferrel, Irene Smith, Sandra Sweeney and Lisa Schilling (our newest member) attended the Los Angeles Sectional, and reported on what a great time the rest of us all missed.

Nancy Patterson won the 99s Spot Landing Challenge at Fallon, which means we now have the trophy for the next year and get to host next year's challenge.

The May 15 APT Day at Carson City Airport was a super fun day. Not only did we have the choice of flying a Piper Warrior, Super Cub or a Varga Kachina, but some even flew all three. A big thank you goes to Don Draper and the Super Cub; Tom Johnston, who loved flying the Varga; Mark Baer, flying the Warrior; Nevada Aero for the place and plane; and Sandra Sweeney for her Varga. Several of the members were also busy putting together band-aid box survival kits.

Twenty one members attended the May business meeting. Sandra Sweeney brought Don Bailey to share insights into the purpose and effectiveness of the CAP.

The June meeting and 18th Chapter Birthday Celebration was a Soak and Dinner at Wally's Hot Springs in Genoa. There was a large turnout and some very interesting summer plans for our chapter were discussed.

Jan Bishop and I attended the Aerospace Education Workshop for teachers at the University of Nevada-Reno. I helped obtain speakers for the workshop, which included our member Linda Draper, who talked about soaring, and Balloonist and Private Pilot Peggy Twedt who participated with Jan and myself in a panel program on Women in Aviation.

by Hazel Hohn

### Sacramento Valley Chapter

In June we installed new officers Corky Cronin, Maryben McClave, Dorothy Flynn and Jeannie Dunlap. At the same dinner scholarship checks were awarded to Anita Whitney and Laurie Birch, both of whom will use the money toward instrument ratings. We also celebrated the Woman Pilot of the Year Award with Lois Erickson.

Later in the month we took 8 airplanes to Yolo County Airport's first open house in 12 years. 99s gave rides around the local area to 56 people, and after reimbursing the pilots for their aircraft expenses, shared the proceeds with the Chamber of Commerce and our scholarship fund.

Staying current during these busy summer days can be difficult for some of us, so several chapter members have been meeting for breakfast and a little crosswind practice at Woodland-Watts Airport on alternate Sundays.

And of course, our air marking crew stays



Woman Pilot of the Year for the Sacramento Valley Chapter is Lois Erickson (center), pictured with Jean Turner, out-going chapter chairman and Corky Cronin, this year's chairman.

busy. Last marked was "Placerville" and believe us, that is a LONG name!

by J. Koukol

### San Fernando Valley Chapter

Several of our members participated in the Fullerton Shirts 'n Skirts Air Race on April 17. Sue Jablonski and Alan Berenstein placed 3rd; Barbara Persons and John Black placed 4th and Louise and Mike Martin-Vegue placed 6th.

At the spring Southwest Section meeting held in Santa Monica the chapter once again won (third consecutive year) the APT trophy for having 75% of its members APT.

Many chapter members also participated in the Baja California Air Race. Placing 3rd was the team of Louise Martin-Vegue and Jo Ann Linder; 5th place went to Barbara Persons and Ely Rickabaugh and 6th place went to Sonia Scheimberg and Lorrie Blech.

Misti Vreeland and Delores Pynes took the leg prize for the Loreto to San Jose del Cabo leg of the race. And while they didn't place, Melinda Lyon and Elizabeth Dinan did participate!

The annual Poker Flight normally held in March was held in June this year. Nearly 80 persons participated. At the Spaghetti feed that night, prizes were awarded to six winners (there was a tie for second place). Prizes were also awarded to three persons for their participation in the "Infamous Chart Game!"

Later in the month, the new Board was installed at our annual banquet. The new Board members are: chairman — Monie Pease; vice chairman — Ceci Stratford; recording secretary — Jan Amos; corres-



With SFV Scholarship winner Mike MacKenzie and JHMAR Scholarship winner Gerry Brown are SFV committee members Ely Rickabaugh, Carol Riley, Misti Vreeland, Barbara Michaels and Wanda Schramm.



ponding secretary — Doris Totans; and treasurer — Barbara Persons.

Two scholarships were awarded on this night. The chapter awarded its scholarship to Mike MacKenzie, who will use the funds to obtain his Instrument rating. The first Jim Hicklin Memorial Air Rallye Scholarship was awarded to Gerry Brown. He will use the funds to earn his Certified Flight Instructor rating.

July was a busy month, starting off with newly installed chairman, Monie Pease, holding a Fourth of July celebration at her home. Later on in the month we had a DRF flight to Santa Barbara and a picnic on the beach near the airport. And to wind up the month, we decided to have a country/western (not square!!) dance at Van Nuys Airport in someone's hangar. Dance instructors were available to teach us the latest steps. And since most hangars don't have waxed hardwood floors, we used baby powder to make the concrete feel like a waxed floor!! Everyone showed up in their western clothes and all had a grand foot-stomping time!!

by Sylvia Sanderson

### San Gabriel Valley Chapter

A June installation meeting at the Red Lion Hotel brought out many members including Peggy and Leo DeZoete from Helendale and Marion and Bob Marriott from Lake Arrowhead. Chairman Yvonne Waldbott received the chapter's Pilot of the Year award before she turned the gavel over to incoming Chairman Nancy Gordon. A fine program on search, survival, and rescue was presented by Mr. Deutsch of the CAP.

Ferrel Salen used her new instrument ticket to make a shopping trip to Santa Barbara. Ilse and Jack Cook are home after a seven week's vacation in Europe. Margaret and Dave Lawson, too, have just returned from Europe.

by Eve Hunt

### Santa Clara Valley Chapter

Planes over Palo Alto can now tell where they are, thanks to the airmarking efforts of Santa Clara Valley 99s, a few 49½ers, and one 66 (Alice Robertson's daughter, Kassie.) Under the direction of Airmarking chairman Jackie Petty we painted the name "Palo Alto" on the taxiway, starting early while we still had cool protection of morning clouds. It's not true we painted an "O" upside down, as an onlooker claimed. A few of us did end up inside the "O," however, enclosed by a 5-foot wide "moat" of wet paint we had to leap over. The job was done in record time, despite the distractions of Jackie's hard hat — which had a red light on top that not only flashed, but also rotated!

Our Fly-In to the Cook House near Calaveras' new airport on July 23 was a chance for lunchtime socializing. Since the thermometer was over 100° F., and the altitude considerably higher than the San Jose area, it also gave us a chance to practice our density altitude conversions before we head-

ed back for our cooler, lower home bases. We missed the dedication of the airport by one day, but did get to see booths being set up for the big celebration and aerobatic pilots brushing up on their aerial acts.

Mayetta Behringer talked about flying careers at a local school in Santa Clara County and Sue Windus took a group of young people for a NASA tour recently.

by Kathy Pelta

## CHAPTER NEWS, ETC.



Information booth of the Santa Clara Valley 99s at the Moffett Field Air Show was decorated with banners made of nylon, with nylon letters stitched into place. They represent hours of work, but provide a worthwhile addition to chapter paraphernalia for seminars, air meets, etc. Photo by Edmond Pelta.



Santa Clara Valley 99s airmark Palo Alto Airport, California.



### Utah Chapter

The 1982-83 officers of the Utah Chapter are: Chairman Sidney Sandau; Vice Chair-

man Joan D'Amico; Secretary Linda Anderson and Treasurer Mary Janis Shockey.

The May Utah Chapter meeting featured a visit to the Salt Lake City Flight Service Station. A practice DF Steer was flown by two members, while the others observed the procedure from the FSS. As a result of this evaluation by the Ninety-Nines the FSS has recommended several changes in their procedure to make it more effective.

Sylvia Allred, Carol Clarke, Joan D'Amico, Carolyn Eklund, Nancy Reuling, Wilma Nichols and Carol White attended the Utah Pilot's Association in St. George, Utah. At the Annual Awards Banquet Carol Clarke received the UPA Pilot of the Year Award.

Wendover, Nevada, is predictably "high and hot" for the Utah 99s Density Altitude Clinic. Eighty aviators attended the July 17th seminar and then demonstrated the effects of density altitude on their aircraft performance. Following a dry, hot day at the airport the poolside social hour at Stateline Casino was a welcome refresher.

by Carol Clarke



Joan D'Amico rides her bike on the ramp at Wendover collecting takeoff distance estimates from pilots at the Utah 99s Density Altitude Clinic.



Alice Hammond with Edward Gorski, AE's mechanic, as he autographs 200 Special Edition First Day Covers commemorating Amelia's Transatlantic Solo Flight. Proceeds from these covers go to the Amelia Earhart Memorial Scholarship Fund of the Ninety-Nines, Inc.



One of the 200 Limited Edition Air Mail covers commemorating the 50th anniversary of Amelia Earhart's Solo Transatlantic Flight 20-21 May 1932.



*The beautiful extra special edition of our Amelia Earhart 8¢ Airmail First Day Covers, which we promised you on page 9 of the May 99 NEWS, is here! They commemorate the 50th Anniversary of Amelia's solo transatlantic flight 20-21 May, 1932.*

Pat Russell, long time Michigan Ninety-Nine, took them to Londonderry, Northern Ireland, in March where they were stamped and cancelled commemorating AE's landing there in 1932. She also had them autographed by the Lord Mayor of Londonderry, Joe Fegan.

Alice Hammond flew them to Lincoln Park, New Jersey, to be autographed by Edward Gorski, the mechanic who readied the Lockheed Vega for the transatlantic flight, and who accompanied AE to Harbour Grace, Newfoundland, for the takeoff, along with Bernt Balchen, Amelia's advisor for the flight.

They were then sent to Harbour Grace, Newfoundland, where they were cancelled 20 May 1982, 50 years from the takeoff date!

Two hundred of these unique covers were made. They are available for a tax deductible contribution of \$20.00 to the Amelia Earhart Scholarship Fund. Checks and a stamped and self addressed size 10 envelope should be sent to Barbara Evans, 27 Colonial Parkway, Manhasset, NY 11030. If you wish a list of other limited edition Amelia Earhart First Day Commemorative covers, include your request in your note to Barbara.

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## 99s NYLON JACKETS

100% nylon taffeta with sanforized cotton flannel lining. Navy with white compass rose. \$17 plus \$3 shipping. NY residents add appropriate sales tax and list county. Sizes: XS (30-32), S (34-36), M (38-40), L (42-44). Finger Lakes Chapter, Marcia Gitelman, 111 Commodore Parkway, Rochester, NY 14625.



## Air Racing Update You didn't race this year?

by Merry Robertson

### WHAT?!!?!?!!

You say you are a woman *and* a pilot, and you didn't race this year?

• Well, aaahhhhh, lessee. I have never raced before, and anybody knows only professional pilots do that, anyway. You must have to be so ... well, brave.

Okay. Here's how it really is. The 1982 Air Race Classic fielded 37 planes flown by women pilots from 22 states. Of these 71 women, less than half make their living in the field of aviation. The rest are weekend pilots, mothers, grandmothers, businesswomen, real estate agents, models, and "just housewives."

• Yes, but look, it must cost a bundle of money to race cross-country. These people must be absolutely loaded with the stuff. I could never afford it.

Most of us work part or full time for the sole purpose of supporting our racing habit. Does that say anything to you about the way we feel about it? We get out and beat the bushes and secure sponsorship, either partial or full. You'd be amazed how many people and businesses are eager to chip in, and every little bit helps, even if it's just (JUST?) a tank of fuel.

• But I don't have the time. On the contrary, I *do* have:

- (a) Small children.
- (b) Big children.

- (c) A small job.
- (d) A big job. (Choose one or more)
- (e) All of the above.
- (f) None of the above.
- (g) Other.

Fine. Don't race, then. Just sit there on the ground all your life, and go about your regular business. Racing does little more than instantly and permanently addict you to flying and all that goes with it, enable you to make new friends from all over the country, see said country in a unique way, hone your piloting skills razor-sharp, provide you with more fun, adventure, challenge and excitement than you ever dreamed possible, and leave you with a vast storehouse of "rocking-chair memories." Other than that, I can't see why anyone would ever bother with such an activity.

• Wellllll, you are beginning to get to me. However, I still don't have:

- (a) a plane to fly.
- (b) an instrument rating.
- (c) a copilot or pilot with racing experience.
- (d) a sponsor.
- (e) time or inclination.

If you chose any of the foregoing, except (e), help is on the way. Air Race Classic is instituting a bank for all interested parties. You might even call it a Matchmaker. You may deposit anything in this bank — your plane, your expertise, your instrument rating, your racing experience, your sponsorship, whatever.

Likewise, you may withdraw anything from this bank that you may need, provided a suitable match has been deposited by someone. A list is being compiled and will be sent to anyone requesting it. No cost or obligation. All transactions are between the interested parties. Inquiries may be directed to Merry Robertson, 300 Woodland Way, Greenville, South Carolina 29607.

• But, don't you have to be experienced to race?

No question about it: it helps. However, many first-time racers have placed well, and all veterans are eager to help them. Before every Air Race Classic, first-time racers clinics are held, wherein experienced and seasoned contestants willingly share their wisdom. Each year, there are some racers with the ink still glistening on their private licenses. Besides, you may as well start now. How else are you going to acquire experience if you sit there ground-bound?

Now. Have you run out of excuses at last?

Good. Now, get going. Fly. Learn. Get that instrument rating. Find that sponsor. We will see you at ARC '83, starting in San Diego, California, and terminating at Grand Rapids, Michigan, June 24-27, 1983. Make your plans now. For information, write Air Race Classic Headquarters, Box 187, Addison, TX 75001. Your kit will be forthcoming in January of '83.

cont. on p. 42



# Air Racing Update

cont. from pg. 41

## Okie Derby promotes 99 recognition and visibility

by Jan Million

What promotes recognition and visibility in the general aviation community and strengthens chapter unity as well? An air race, that's what.

As with any major undertaking, the efforts and contributions of all chapter members insure its success. Pre-race recruitment efforts bring chapter members into contact with many other aviation organizations, and publicity flyers on display are constant reminders to the aviation community that the Ninety-Nines are an active, viable group.

The 4th Annual Okie Derby, a 300 mile round-robin proficiency race held on July 16th from Norman, Oklahoma, was indeed



Okie Derby racers go over their just-announced race route at the Friday night pilot's briefing.



Racers Charlene Davis (running up the airplane) and Dana Gibson (checking the map one more time) teamed up to take 4th place.

a success. Twenty-five planes entered, and aircraft variety encompassed everything from a little Cessna 150 to a Beech Duchess.

The successful formula again repeated this year was to "keep it fun and keep it simple." Overall race chairman Gladys McCaslin was responsible for the major planning details, i.e. setting the date, making basic arrangements with the hotel, airport and controllers, setting up the schedule and assigning job functions to other members. Her competent groundwork allowed Phyl

Howard and Nancy Smith to take over with a minimum of confusion when Gladys, due to illness in the family, had to step aside close to race time.



NRP official Kay Newth scored the race and announces the winners at Saturday evening's banquet.



First place winners in the Okie Derby are 99 pilot Betty Jo Hammer and copilot Robin Smith.

Chapter members pitched in on publicity efforts, registration, banquet arrangements and hospitality. Our hospitality room, stocked with spirits and a bountiful array of scrumptious snacks, was open continuously and served as the focal point for making new friends and meeting old ones. Friendliness was the motto on the ramp as well, and an all-out effort was made to see that everyone felt welcome and had a good time.

The Okie Derby uses the NRP handicap formula, and NRP official Kay Newth, an Arkansas 99, comes along to do the pre-race briefing and the scoring. This releases our chapter members to work on the event and race, too, and that we did. Twelve of the 25 planes entered had a Ninety-Nine in the cockpit.

To help insure that chapter members can participate in the flying part of the event, relatives and friends are pressed into service as fuelers, spotters, timers and "ramp rats." We have found, however, that we have to recruit a new crew of such volunteers each

year because after every race they say, "This seems like so much fun that next year I want to fly it." The spirit of cooperation is contagious, though, and this loss is somewhat offset by the fact that many competitors become so taken with the fun of the event and the desire to "better their score" next year that they volunteer to assist with contributions of prizes or equipment or labor or whatever will help to see that the race will take place again.

Experience does seem to pay off as evidenced by the fact that veteran racers swept the first four places in the 1982 Okie Derby. Betty Jo Hammer (99) and Robin Smith took first place honors for the second year in a row. Claud Holbert, this year flying with Marion Hobbs, again took the 2nd place trophy back to Arkansas. Home town boys from Norman, George Schroeder with co-pilot/wife Billie, and Dick Hall with co-pilot Harold Burroughs, took 3rd and 4th places. All Ninety-Nine team Charlene Davis and Dana Gibson were 5th, and 99 Sue Halpain and husband, Bill, were 6th. Seventh place trophy went home to Arkansas in "Marvin Mooney," with its leaky fuel tank, piloted by Ed Morris and Dixie Baur.

## 45 airplanes fly Garden State 300

by Mary Helfrick

The date: June 12, 1982

The place: Marlboro Airport in Marlboro, New Jersey

The event: The tenth annual Garden State 300 — bigger and better than ever before. This year 45 airplanes lined up proudly on the infield of the airport waiting for the starter to give them the signal to start their engines. Finally the big moment arrived, the flag was dropped, and we took off for such exotic places as Butter Valley, Pennsylvania, an airstrip right down the middle of a golf course, Arner Memorial in the mountains of Pennsylvania, Gap View and Skytop, grass strips that tested the best of navigators to find.

Dropping the flag for this year's event was Arlene Feldman, newly appointed Director of the Division of Aeronautics for New Jersey. She is a 99 and former chairman of the

Garden State 300 participants eyeball their fuel carefully. Every little drop is important!





Eastern Pennsylvania Chapter.

And who was responsible for all this planning? Janis Blackburn was this year's chairman as she had been for the first Garden State 300, and, as before, she and the committee did an excellent job. She even arranged for the weather to cooperate with a high overcast, cool temperatures, no wind and visibility that wouldn't quit.

The awards banquet was held at the Shearaton Gardens, Freehold, New Jersey with some 35 awards and trophies being presented. In first place were Helen Zubrow and Anne Shields, two 99s from the Eastern Pennsylvania Chapter, with a score of 99.18. Second place went to Bud Fenwick and Don Glovich with a score of 99.02. Two teams tied for third place with a score of 98.33. They were Herb Greenberg and Gifford



Presenting the Alice Hammond Perpetual Award to Garden State 300 winners Helen Zubrow and Anne Shields is none other than Alice Hammond.

Boyce and Dug and Lilliane Kull, who traveled all the way from Maine to participate.

The hopes of the Garden State Chapter were flying with their chairman, Mary Helfrick, and their chairman elect, Betty Pifer, in their Archer, and we didn't disappoint them coming in ninth with a score of 97.29. Also participating were the new Governor of the New York-New Jersey Section, Clarice Bellino, flying as copilot with her son, Chris, in command of their Aztec, and Evelyn Kropp, governor of the New England Section, flying her Arrow with son, Robert, as her copilot.

A really great time was had by all, and the Garden States 99s are already looking ahead to next year's event which will be held June 12, 1983, and will be cochaired by Doris Miller and Diana Delange.

## It was a wet start for 7th Buckeye Air Rally

by Salley Berryhill

All-Ohio 99s 7th annual Buckeye Air Rally got off to a wet start and Saturday evening we had an awards banquet without awards. John Warlick, Chairman of the Wright "B" Flyer Inc., was the Master of Ceremonies and gave us an interesting insight to the Wright "B" Flyer being made and tested in Dayton. We had pilots "show and tell?" as

well as Don Fairbanks showing slides of his trip to the Reno, Nevada, Pylon Races.

The drawing for the lamb skin seat covers was made at the banquet and won by Gini Sutherland of Birmingham, Minnesota. Gini bought her ticket at the North Central Section.

Sunday the sun was shining brightly and the new "Rally Starter" flag, made by Vi Blowers, was put into action as twenty-two



Winners of the 7th annual Buckeye Air Rally are Dick and Lois Taylor, 4th place; June Beers and Ted Berz, 3rd place; Tom Harper and Margaret Golledge, 2nd place; and Beverly Demko and Don Fairbanks, 1st place.

planes leaped into the sky.

Dick and Lois Taylor of Springfield, Ohio, came in 4th; June Beers and Ted Berz of Detroit, Michigan, came in 3rd; Margaret Golledge and Tom Harper of Columbus, Ohio, came in 2nd; and, Beverly Demko of Cleveland and Don Fairbanks of Cincinnati came in 1st. But, for Beverly it almost didn't happen. Her original partner could not remain overnight so she was going to withdraw from the Rally. Don is the 49½er of Pat Fairbanks and generously volunteered to be Beverly's new copilot.

## Air Race Classic is history

by Glenn Buffington

The 1982 Air Race Classic is history! Listed are the final official scores of the top competitors. For your information, 33 planes started the race and 31 finished — one dropped out because of mechanical trouble after the start, and another was disqualified for flying the timing line after sunset.

### FINAL OFFICIAL SCORES — 1982 AIR RACE CLASSIC

1. Maybelle Fletcher, Houston, TX	Grumman Tiger	+26.784
Mary Byers, LaPorte, TX		
2. Martha Pearce, Tempe, AZ	Cessna 172N	+21.041
3. Pauline Glasson, Corpus Christi, TX	Cessna 172N	+20.017
Sue Gray, Corpus Christi, TX		
4. Margaret Ringenberg, Grabill, IN	Piper PA-32	+19.468
Wilma Ashe, Ft. Wayne, IN		
5. Shirley Zillig, Ft. Lauderdale, FL	Piper PA-28	+19.321
Bonnie Quenzler, Merritt Island, FL		
6. Marion Jayne, Palatine, IL	Piper PA-39	+19.215
Nancy Palazola, Mill Valley, CA		
7. Caroline Grubbs, Greer, SC	Cessna Cutlass-RG	+18.607
Carolyn Pilaar, Greenville, SC		
8. Pat Jetton, Addison, TX	Beech C33A	+17.995
Elinor Johnson, Dallas, TX		
9. Susan Maule, Moultrie, GA	Maule M-5-235	+16.880
Gary Wheeler, Greenville, SC		
10. Dot Etheridge, Greenville, MS	Beech V-35	+16.442

The Air Race Classic for 1983 will be flown from San Diego, California, to Grand Rapids, Michigan.



Winners of the Air Race Classic are Mary Byers and Maybelle Fletcher, flying a Grumman Tiger.



Martie Pearce placed second in the ARC in a Cessna 172N.

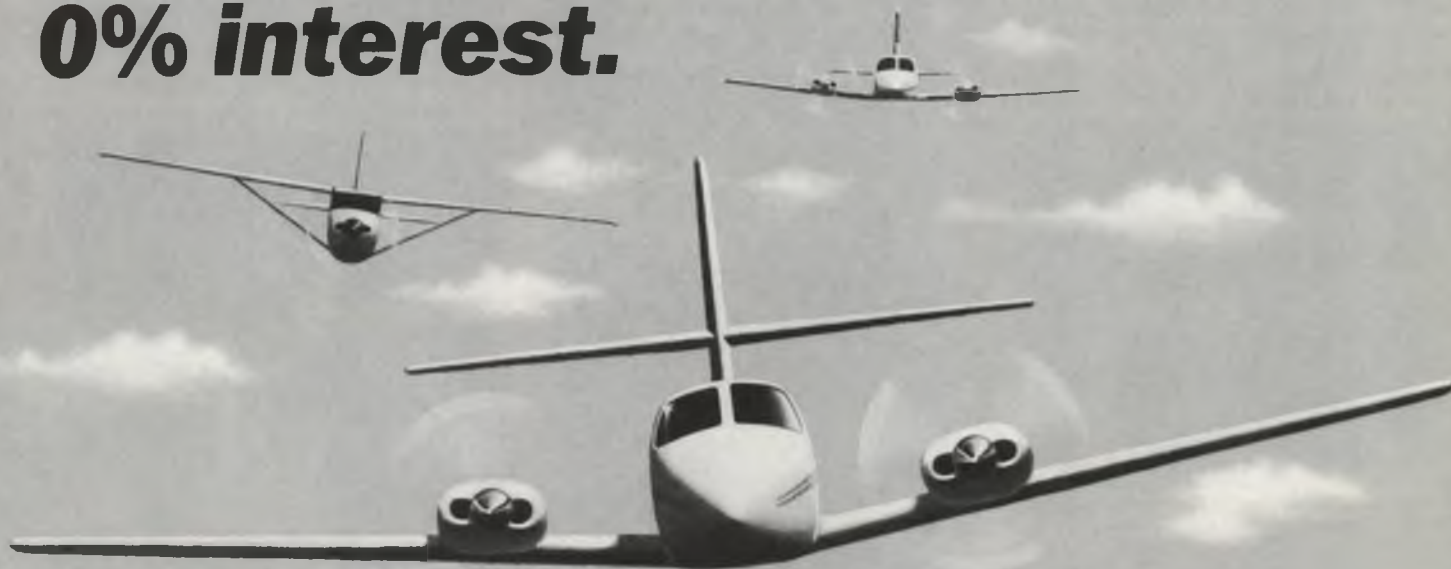


Flying a Cessna 172N, Pauline Glasson and Sue Gray placed third in the Air Race Classic.



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