

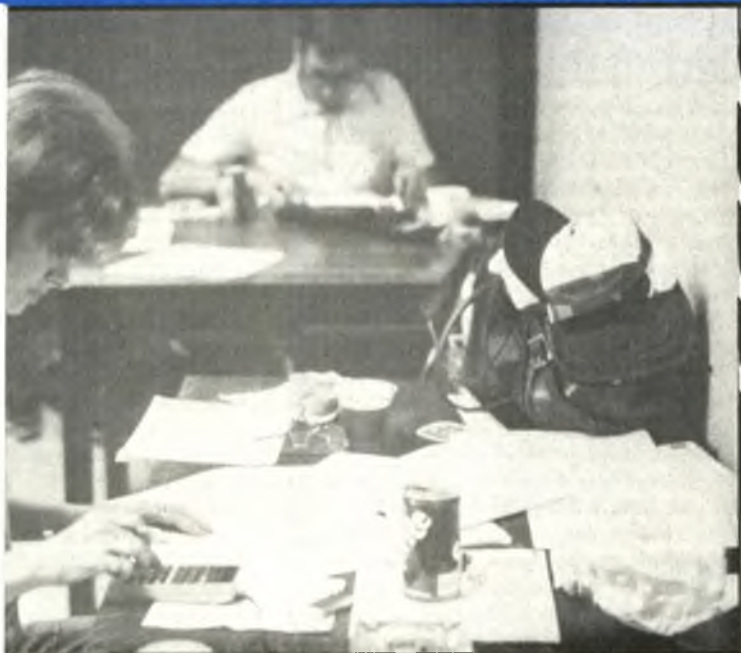
the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 9

NUMBER 9

NOVEMBER 1982



A Double Celebration at The International Forest of Friendship

by Fay Gillis Wells

The time— July 22, 23 and 24, 1983; the place — Atchison, Kansas, for the 20th anniversary celebration of the Amelia Earhart 8¢ commemorative air mail stamp and the 10th anniversary of the groundbreaking ceremony for The International Forest of Friendship, our gift to America for her 200th birthday.

The Stamp Flyaway in 1963 and Forest Flyaway in 1973 were both flown from Atchison by Charter 99s. As the sale of the Amelia Earhart commemorative stamps and our special First Day covers have raised over \$20,000 for the Scholarship Fund, the guard will change in 1983. Amelia Earhart

Scholarship winners will fly the routes to all the 50 state capitals, fanning out from Atchison. Some points, such as Topeka, Kansas, Jefferson City, Missouri, Lincoln, Nebraska, Denver, Colorado, and Des Moines, Iowa, are one-stop hops. Others to the four corners of America will be flown by relays from state to state. Mary Joan Reindl, the instructor at the Amelia Earhart Airport in Atchison, and an AE Scholarship winner in 1969, will have the honor of flying from Atchison to Topeka, the capital of Kansas. The other fliers will be announced as soon as the scholarship winners reply to the questionnaire that has been sent to all the winners listed in the 99 roster.

Ninety-Nine Fiorenza de Bernardi of Rome, Italy, will be among the celebrities at the ceremonies in Atchison. Fiorenza is president of the Association Pilote International, as well as president of the European Women Pilots. She was in charge of the AE Stamp ceremonies in Rome for the Flyaway in 1963. In 1967 she presented the Ninety-Nines' "See the USA" folio to the president of Italy—the 99s' contribution to International Tourist Year. Fiorenza's father, Mario de Bernardi, was one of Italy's flying aces.

Anyone who has a picture of the tree planting ceremonies after the 1973 Flyaway, please take a picture of the tree today, for "Before-and-Now" comparisons, and send them to me. We have been greening America for a long time. The holly trees we planted at the International Convention at Dulles Airport are now fifteen feet tall.

Memory Lane continues to grow but there still are many, many people who should be honored in Memory Lane. It is a wonderful cross section of aviation. All honorees are sponsored. The sponsors send a biography, a picture of the honoree and a check, made out to The International Forest of Friendship, to John E. Smith, treasurer, P.O. Box 99 A.E., Atchison, Kansas 66002. This helps defray the cost and maintenance of the 12" x 16" x 4½" granite plaque, etched with the name of the honoree. The plaque is embedded in the concrete walk known as Memory Lane that winds through the Forest.

More details of the celebration will appear in *The 99 NEWS* as they develop.

Join the fun in Atchison next July.

(Editor's note: Fay Gillis Wells may be reached at 4211 Duvawn Street, Alexandria, Virginia 22310, (703) 960-4632.)

THE PILOT'S PRAYER

Lord of earth and sea and air.

Please listen to a pilot's prayer

Send her wings that are
steady and strong.

Grant that her engines sing a song.

A flawless tone, by which she knows

It shall not fail where'er she goes;

Soaring, gliding, landing, or perhaps a roll.

Grant her, O Lord, always full control;

Pray she may see thru heights of heaven.

What true rapture, altitude has given;

Pray *all* can know the joy we feel,

Each time we ride the winds
of birds of steel.

*Received from the New Zealand
Women Pilots Association Monthly News.*



Memory Lane reunion... at the National Aviation Hall of Fame breakfast at the Dayton International Airshow and Trade Exposition Senator Barry Goldwater, General Jimmy Doolittle, Fay Gillis Wells and Frank Borman, astronaut and president of Eastern Air Lines visit.

the 99 news

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ON THE COVER: USPFT competitions include cross country flight planning and power-on and off spot landings. For more information, see p. 12.

New Horizons

Harold McNabb
October 5, 1982

Robert Paul Wentz
49 1/2 of Greater New York member Ruth Wetz, Robert died suddenly in July at age 56.

Ruby Reid Sadtler
September 18, 1982

Mervyn Waggott

Mervyn Waggott, husband of Australian Section member Fran Waggott, died doing what he loved best on July 3, 1982.

Merv was a very special kind of person, with a large talent for engineering. He had a wonderful quality of humility and remained unchanged throughout the years, regardless of the measure of success he attained in his chosen field.

He was a pilot of considerable skill and, when he flew his aircraft, it was as though he just became part of it. He had realized his dream in the building of that aircraft (a mini-Mustang II) and displayed the standard of excellence and perfection that was typical of his attitude in any project he undertook. He recently came home from a sports aircraft show with *Highly Recommended* for his aircraft which was flown for the first time this past April.

Merv spent nearly 23 years exploring the joy and challenge of flying as well as being involved in many other fields of endeavor. After serving in the RAAF, he was involved in motorcycle racing, speedboats and motorcar racing — designing and producing an engine of competitive world class.

Engineering was his business, flying was his joy. He will be sadly missed by all those who knew him and shared part of his life with him.
by June Perry

New Ratings

NEW ENGLAND SECTION

Laurie Reeves - Connecticut - ME/ATP

NEW YORK-NEW JERSEY SECTION

Mary Sand - Western New York - COMM

NORTH CENTRAL SECTION

Rosalie Burchett - All-Ohio - ME/ATP

Sharon Haucks - All-Ohio - BGI

Jayne Herman - All-Ohio - BGI

Micky Pinkston - Greater Kansas City - COMM, AGI, CFI

Marie Eaves - Lake Erie - CFII

Debby Kaeder - Minnesota - IFR

Theresa Ludtke - Minnesota - CFI

Maxine Pfeiffer - Minnesota - IFR

SOUTHEAST SECTION

Cindy Rouse - Florida Gulf Stream - MEL

Shirley Zillig - Florida Gulf Stream - COMM

Stuart Spicer Brown - Florida Panhandle - IFR

Nancy Wright - Florida Suncoast - IFR

SOUTHWEST SECTION

Ami Erickson - Palomar - IFR

Connie Francis - Palomar - IFR

Toni Mattel - Palomar - IFR

Lori Brand - Sacramento Valley - COMM

Pat Rowe - Santa Clara Valley - COMM

Norma Emery - Santa Paula - IFR

Gloria Greenamyre - Santa Paula - IFR

Sherry Moore - Santa Paula - MEL, CFII, BGI, AGI

Melody Rich - Santa Paula - COMM

Calendar

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.

NOV. 12-13 - REGION III NIFA SAFECON, Kent State University Airport, Kent, Ohio. Contact Harold Willingham at (216) 672-2640.

NOV. 13 - USPFT competition, Spartanburg, South Carolina. Contact Louise White.

NOV. 20 - USPFT competition, Daytona, Florida. Contact Bonnie Quenzler.

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.

DEC. 15 - DEADLINE FOR SUBMISSION to Chapter AE Scholarship Chairman of AE and ATE/American Fliers scholarship applications.

JANUARY

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

FEBRUARY

FEB. 1 - 99 NEWS DEADLINE for March issue.

MARCH

MAR. 1 - 99 NEWS DEADLINE for April issue.

MAR. 1 - DEADLINE FOR SUBMISSION of bylaws revisions for consideration of the Bylaws Committee. Suggestions should be sent to Sally Ross Plumley, 930 N.W. Overlook Drive, Corvallis, Oregon 97330.

MAR. 6 - USPFT competition, Callaway Gardens, Georgia. Contact Judy Hall.

MAR. 13-19 - USPFT competition, Lakeland, Florida. Contact Bonnie Quenzler.

MAR. 25-27 - REGION II NIFA SAFECON, San Jose State University, California. Contact Gerald Fairbairn at (408) 277-2466.

APRIL

APRIL 1 - 99 NEWS DEADLINE for May issue.

APRIL 7-9 - NATIONAL CONGRESS ON AEROSPACE EDUCATION, Aladdin Hotel, Las Vegas, Nevada.

NOTAM

Bylaws Revisions Due March 1, 1983

NOW is the time to submit bylaws revisions for consideration by the Bylaws Committee. Please send your suggestions to Sally Ross Plumley, 930 N.W. Overlook Drive, Corvallis, Oregon 97330.

Book Review

Casey, Louis S. **Curtiss, the Hammondsport era, 1907-1915.** New York, Crown Publishers., c1981. xiv, 235 p., ill., \$19.95. ISBN 0-517-543265.

Everything you wanted to know about the early Curtiss airplanes and then some. The majority of aviation buffs think of Curtiss as either an engine, OX-5, or an airplane, JN-4. This book goes into detail on many other Curtiss aircraft. It is well illustrated with photographs and three-view scale drawings.

The preface details some of the problems involved in attempting to produce this record of Curtiss aircraft, from the loss of many company records, to the sheer number of aircraft types manufactured by the company.

The book is a record of aircraft only to 1915; however the company continued in the aircraft business well into mid-century through two major wars.

by Dorothy Niekamp
99 Librarian

NOTAM

"The Last Powder Puff Derby" is a 16 mm. color sound film, 30 minutes in length, and includes interviews with Melba Beard, Fran Bera and Stephanie Wells. Made five years ago by Fullerton 99 Joyce Young, it is a positive and uplifting film about the 99s and the last PPD.

Joyce would like to make the film available to chapters on a loan basis for the cost of mailing and insurance. Cost is approximately \$5-15 to mail in the US insured for its value of \$400.

If you are interested in showing the film to your chapter, contact Joyce Young at either Disneyland Hotel Studio, 1150 W. Cerritos, Anaheim, California 92802, (714) 778-6600, ext. 1564, or Garden Grove, California 92644, (714) 638-5815.

The President's Message

by International President Marilyn Copeland



Keeping current — with the Ninety-Nines:

Success — making the most of it — life, work, leisure, and being a 99. After all, no one is really born successful, you have to become successful. Women today have grand advantages, unique talents, inventiveness, ingenuity, creativity, confidence and support. By sharing our successes through our organization in our magazine and meetings, we can assist others in achieving their life goals.

Continuing success and growth of each chapter is important to each of us in the 99s. As you know, success is not automatically given. It is earned by the work of each and every chapter member. Today, there are 186 chapters in the 99s. Every attempt will be made to keep in touch with each chapter via personal communication and headquarters correspondence. Our very fine headquarters staff, Loretta Gragg and Pat Harper, as well as myself and the other members of the Board of Directors, are willing to assist you daily.

Planning makes the difference. Each chapter should be encouraged to have definite goals and projects which they wish to accomplish in 1982-83. Most recently, a revised Standard Operating Procedures has been updated and will be distributed to governors, chapter chairmen and International committee chairmen. Additional copies are available from headquarters for any interested member for nominal printing costs.

A planning guide will be sent out to chapter chairmen next month to assist them in future planning. Good chapters plan activities which include airmarking, aviation and aerospace education, Amelia Earhart applicants, charitable flying projects, 501(c)3 reports, participation in convention, section and chapter meetings, Forest of Friendship, membership (both for seek and keep), NIFA, USPFT, 99 NEWS reports, chapter newsletters, consider nominations for section and international officers, careers seminars, public relations projects, safety education, scrapbook articles sent, flying proficiency projects and other items.

Incidentally — a suggestion for chapter reporters — always include a paragraph about your new members and a picture if possible. This is a very good way for all of us to become better acquainted.

On a recent trip to the Northwest Section Meeting in Portland, Oregon, she cannot leave the chapter chairmen's meeting. So area), and after solo cross country — what else — a "Loose Goose."

After passing her written she is a "Wise Baby Bird," "Wise Lame Duck" or "Wise Loose Goose" as the case may be. After receiving her license, she becomes a "Legal Eagle" and hopefully a 99.

Since husbands are included in chapter activities, even if only in the lowly state of 49½ers, husbands of 66s naturally become 33rds or "Dirty Birds."

These are only suggestions; each chapter can adopt any rules and regulations regarding the 66s and 33rds as they see fit. 33rds could be a boyfriend, father or whoever the student pilot wants to include in the fun.

Set aside a portion of each chapter meeting as recognition time for the advancement of the 66 as she progresses from "Lame Duck" to "Loose Goose" to "Legal Eagle." Even if you choose not to use this particular terminology, be sure to allow your 66 member

many good ideas were discussed and details explored by others regarding projects, how they were accomplished and why they were successful. One chapter related their general goals for this coming year as:

1. Support women in aviation.
2. Promote aviation education for all pilots.
3. Maintain proficiency and improve personal flying.
4. Socialization.
5. Fund raising.
6. Promote aviation awareness for the general public.
7. Group fly-ins.

Whether we are planning chapter, section or international meetings — it is important to review our purpose which is to engage in educational, scientific and/or charitable activities and to promote aeronautical science.

The Southwest Section Meeting in Santa Rosa, California, was indeed successful. Their section committee reports were 100% great news of many activities incorporating our purpose. This section has excellent response to all committee chairmen and they report. Their reports included a total of 48 chapters with over 1,500 members. They have successful spin-off chapters who are assisted in their projects for a time until they know how-to-do it (ex. airmarking Placerville).

Certainly, organization of our time is one of the keys to success in life. Success has many definitions; however, it has been best defined as a progressive realization toward a worthwhile goal. Success is measured by accomplishment which the 99s are striving for in all of our personal endeavors as well as that of our chapters and the entire organization. To be successful, recognized and content sounds like a big challenge. However, it is evident in the 99s. This organization of women pilots has succeeded by individual and chapter efforts, superlative talent, education, expertise, spirit and the confidence that we are getting better every year. Let us all be proud to be a 99 — whether a brand new pilot or an astronaut!

NOTAM

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



Collectors Series

Ornaments: Wright Brothers #1, Spirit of St. Louis #2 and Space Exploration #1 — \$5 each plus \$2 P&H. 99s ornament, cartoon pilot and American Bonanza Society — \$5.50 each plus \$2 P&H.
Christmas Counted Cross Stitch Graphs: 4 ornaments per page or 3 ornaments per page — \$3 per page plus 50 P&H. Enclose \$1 for aviation catalog featuring pilots' supplies, clothing, jewelry and gifts. **THE WINDSOCK, 1800 Drew Street, Clearwater, FL 33515. (813) 447-4800.**

Air Marking Update

by Marie Christensen

Soon the snow will be falling in many parts of the USA and that phenomena will seriously curtail our air marking projects. Winter can be put to good advantage though, by contacting local airport managers and arranging for an early spring air marking. It also gives us plenty of time to arrange for the paint, rollers, brushes and other supplies to be donated or purchased.

Let's get some rooftops surrounding the airports painted this year also. Those can be the most valuable air markings of all. During the winter months when the air is clear, crisp and still, fly over some buildings approximately 10-15 miles from your airport and select those that would be most valuable as guides to the field. After selecting the buildings, you have the rest of the winter to contact the owner and obtain his/her permission for the air marking. (I have consent and release forms available.) School buildings are generally good ones to choose if they are well situated.

Reporting points are excellent spots for air markings, also. The white tanks, J.C. Penney's, the shoe factory, whatever the control tower at your field prefers. Most of these could be combined with publicity for the owner of the building as well.

Don't let winter slow you down. Use it to get the ground work done; then next spring your air markings will go smoothly and you will probably be able to do more than one. All you "sunbelt" 99s have the whole winter to get a headstart on we "snowbirds" so get busy and set a good example for us. When spring arrives we will be organized and ready to follow your lead and possibly even exceed it.

Please make copies of the following Air Marking Report form and be sure to fill one out for each project and mail it to me upon completion. I am looking forward to compiling all these reports. They will be proof that 99s do perform a very valuable service to our communities.

Air Marking Report

TYPE OF AIR MARKING:

☐ Runway, ☐ Ramp, ☐ Taxiway, ☐ Rooftop, ☐ Compass Rose,

☐ Other (specify) _____

LOCATION (airport, town, etc.): _____

WHAT DID YOU PAINT (name, numbers, etc.): _____

SIZE OF NUMBERS OR LETTERS: _____

DATE PAINTED: _____

IS THIS A ☐ NEW AIR MARKING OR A ☐ RE-MARK?

CHAPTER(S) INVOLVED: _____

ANYTHING UNIQUE ABOUT THIS AIR MARKING (specify)? _____

REPORTED BY:

Name: _____

Chapter _____

Please mail this report to International Air Marking Chairman Marie Christensen, 4801 W. 87th Street, Prairie Village, KS 66207.



IDEAL CHRISTMAS GIFTS!

The Phoenix Chapter Presents

AIR RACING in the 1983 Ninety-Nine Calendar

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

\$5 each postage paid

**Bulk rate for 5 or more —
\$4 ea.**

We know you want at least one; and don't forget your friends for the holidays, birthdays or a thank you!

Available — Now

MAR. 13-19 - USPFT competition, Lakeland, Florida. Contact Bonnie Quenzler.

MAR. 25-27 - REGION II NIFA SAFECON, San Jose State University, California. Contact Gerald Fairbairn at (408) 277-2466.

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Seek and Keep

by Charlene Falkenberg

Let's concentrate on "keeping" this month! The 66 program is rolling along with such momentum that we are going to have our prospective members.

What happens when she signs on the dotted line and becomes a 99? She usually has accomplished what seems to her to be, and in reality is, one of the great accomplishments of a lifetime. She is brimming over with enthusiasm.

Each chapter should make a ceremony out of pinning a new member. Many chapters have a packet of information put together to present to her. As membership chairman of my chapter a few years ago, I developed such a packet, and will be glad to forward it to anyone for the cost of postage. After pinning the new member, be sure it is written up in your newsletter. Everyone loves to see their name in print.

Then— put the new 99 to work! Not on a project that she is unfamiliar with one or one that will take up every minute of her time. Let her serve on the hostess committee the

same month her sponsor serves. Put her on the same committee as her sponsor. If this is not feasible, let her decide on a committee on which to serve. Suggest one or two to encourage her. Make her feel the chapter needs her. If she has a particular talent, try to use it in a monthly program. If she happens to work in a category that prevents her from attending meetings regularly, find something she can do at home; i.e., send congratulations each month to the 99s celebrating an anniversary of their membership, sending invitations to prospective members. You'll have many things in your chapter that can be done behind the scenes.

Keep news coming via your newsletter to and about members who for various reasons cannot always participate or come to meetings. Drop them a note asking about themselves.

Get the new member involved. When she participates she becomes interested and aware. She will be proud and happy to be a 99 and enjoy every minute of it.

NOTAM

AEMSF and ATE/AMERICAN FLYERS scholarship applications must be in the hands of the AE chapter chairman by December 15, 1982.

66 Information

by Carol Zander

To date all my advice has been on the serious side regarding recruiting and keeping student pilots interested in the 99 organization. At the suggestion of Ruth Deerman, originator of the 66 idea, being a 66 could and should be fun. Some of Ruth's ideas follow.

Appoint a 99 from each chapter to be "Mama Bird" for the 66s. A new student pilot could be referred to as a "Baby Bird"; once she solos she becomes a "Lame Duck" (because she cannot leave the practice area), and after solo cross country — what else — a "Loose Goose."

After passing her written she is a "Wise Baby Bird," "Wise Lame Duck" or "Wise Loose Goose" as the case may be. After receiving her license, she becomes a "Legal Eagle" and hopefully a 99.

Since husbands are included in chapter activities, even if only in the lowly state of 49½ers, husbands of 66s naturally become 33rds or "Dirty Birds."

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Set aside a portion of each chapter meeting as recognition time for the advancement of the 66 as she progresses from "Lame Duck" to "Loose Goose" to "Legal Eagle." Even if you choose not to use this particular terminology, be sure to allow your 66 mem-

bers to announce their accomplishments along the way to becoming a licensed woman pilot.

A very special thanks to Ruth Deerman for sharing these fun suggestions with all of us.

HEADQUARTERS NOTAM

Please allow three weeks lead time on items ordered from Headquarters.

MOVING?

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

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International Flying Nurses Association

by June Simpson

Who are the International Flying Nurses? What do IFNA members and the 99s have in common? The second question must be answered first. The love of flying is the common bond!



99s are women pilots who come from various walks of life; IFNA members are pilots who share an interest, not only in

aviation, but in the profession of nursing. We are reminded that Marie Marvingt, a French flier who earned a pilot's license in 1910, was a nurse by profession. * Marie embarked on a lifelong mission to establish an aerial ambulance service for soldiers wounded in battle and for disaster victims. Amelia Earhart, before becoming a pilot, was a volunteer nurse's aide during World War I and found a kinship for a short time to nursing and medicine.

Active membership in IFNA is open to professional and practical (vocational) nurses who are also licensed pilots or hold a student pilot certificate. Associate membership allows for expansion of the organization by encouraging membership from nursing students and other interested supporters of aviation and nursing.

The organization is just seven years old. Members range from the eastern United States to Alaska and internationally from Canada, the Philippines and Australia.

IFNA was officially organized in 1975 in Kansas City, Missouri. Instrumental to that organization were Deirdra Marsh, R.N., of New Jersey, and Rosemary Shull, R.N., of Indiana, co-founders of the organization. They suggested, when first sending out the call for members, that if there were associations of Flying Physicians, Flying Pharmacists, Flying Dentists, Flying Veterinarians, and so on, why not an organization of Flying Nurses?

The call was heard, and after the 1975 initial organizational meeting in Kansas City, Missouri, the first annual convention took place in St. Louis, Missouri, June 1976. Since then, each year's convening brings more nurse-pilots together.

They are interested in combining knowledge and skills from both fields and exchanging ideas and experiences related to nursing and aviation.

Each convention for the past seven years has provided for educational programs in the field of nursing as it relates to aviation, i.e., preparation for air transportation of critically ill or injured patients and physiological effects because of altitude. The use of specialized nursing equipment and problems that occur at altitude have been discussed; flight nurses have reviewed their experiences, and emergency medical systems in various parts of the United States have been examined. Aircraft accidents and survival, anthropometry and cockpit placement, human respirations and weightlessness, thermal problems, psychology of flight and legal aspects of patient transportation, have been educationally approached.

There have been tours to research laboratories such as Fermi Laboratories in Illinois, Wright-Patterson AFB Research Center, Ohio, and NASA Langley Research Center, Virginia. Scott AFB National Patient Transportation Center was an inspiration for patient safety and care, while countering with altitude problems, oxygen supply and the like.

The official insignia of the International Flying Nurses Association is a gold lamp within a royal blue circle centered on golden wings. "I have always believed in the WINGS that bring MERCY," wrote Marie Marvingt. IFNA supports the philosophy of the nursing profession and more, in that its members are aviation oriented, dedicated to promoting aviation activities and research.

*Reference: Moolman, V., *Women Aloft*, Time-Life Books, Alexandria, Virginia. IFNA Bylaws.



At the IFNA convention in Rockton, Illinois, June Simpson works with a mockup of a patient in a cut-away helicopter.



IFNA members tour the Research Center at Wright-Patterson AFB where pressure pants are demonstrated in a study of gravitational forces.

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Airport Inspections

by Terri Donner



Terri Donner

For the third consecutive year the Wisconsin Bureau of Aeronautics has conducted on-site airport inspections under the Airport Master Record Program. The FAA coordinates this system for the collection and distribution of airport data which forms the basis for the Airport/Facility Directory, and government and industry aeronautical charts and publications, as well as approach plates.

Statistics are compiled annually on FAA form 5010-1 by on-site inspections of only those airports and seaplane bases designated as "open to the public." Of the 150 public airports in Wisconsin, approximately 110 airports are inspected each year. These airports are both publicly and privately owned. Restricted and/or private-use airports are not inspected, and the FAA inspects the airports which have scheduled air carrier flights.

The airport inspection includes an interview with the airport manager and members of the airport committee on topics such as aircraft services, runway light operating schedule, based aircraft and airport attendance schedule. It is important to note that the FAA 5010 inspection merely reflects the existing conditions on that particular visit.

The purpose is not to enforce any FAA requirements, but rather simply to gather data. For instance, the runway is measured to determine if the length or width has changed since the last inspection. This is particularly important on turf strips, because during mowing, the panel markers are often not replaced in exactly the same location.

On the end of each runway, careful determination is made to identify possible hazardous obstructions in the approach and landing areas. Federally aided airports are required to maintain at least a 20:1 approach slope to all runway ends (20 feet horizontally to one foot vertically). In addition, individual states may enforce their own state aeronautical regulations. For example, Wisconsin state law requires that this clearance be maintained at all other airports open to the public. Some examples of obstructions which may create problems include power lines, trees, fences, crops, railroad tracks and roads.

At any time during the inspection, should an unsafe condition be discovered, the airport manager is immediately notified. Such conditions include unmarked obstructions, poor runway conditions, stored material or parked aircraft on or near runways or taxiways and garbage dumps or areas near the airport that might attract birds.

Emphasis the past two years has been placed on the runway approach areas. Last year the majority of all airports open to the public did not meet state standards for at least one runway end.

Recommendations were made to clear brush and trees, remove hazardous obstructions such as parked aircraft near the runway, and displace thresholds over fences, power lines, roads and railroads.

Reinspection of those airports this year proved to have favorable results. In most cases airport managers were made aware of their obligation to maintain a safe and useable facility and were expeditious in compliance with the improvements.

In a limited number of cases, airport managers realized there was no physical or financial way possible to meet the necessary criteria and elected to change the airport status to "private-use." In these situations it was not feasible to lower power lines, relocate roads or remove trees. Displacement of thresholds would have left inadequate runway length for operations. (Hence: Keep in mind that restricted-use airports may only be utilized in case of an emergency or with prior permission from the airport owner.)

On the whole, Wisconsin airports were considerably improved in 1982. Probably the major accomplishment was in marking turf runway thresholds. Once their correct locations were determined, many turf markers were constructed. Also new windsocks, wind tees, tetrahedrons and segmented circles appeared where torn and dilapidated ones once stood.

Additions are made daily to the Airport Master Record Program in the *National Flight Data Digest* by submitted NOTAM's to Flight Service Stations. Much of the information collected in the Airport Master Record Program is available in the 1982 Wisconsin Airport Directory.

It is the intent of the Bureau of Aeronautics to assure that the most accurate information possible be provided to the users of the airport data system. If you have any suggestions or information to offer, please contact us.

Airport Master Record Program information is available from FAA offices, Flight Service Stations and the Bureau of Aeronautics.

Terri Donner is currently the Airport Inspector for the State of Wisconsin and works under the Bureau of Aeronautics. She is 22 years old and holds a commercial pilot certificate with instrument and instructor ratings. Terri has flown the state's Cessna Skylane and new Piper Dakota statewide conducting site airport inspections for the Federal Aviation Administration for the past 3 years.

Information is usually gathered for the Airport Master Record Program through state aeronautics organizations and administered by FAA. If you have questions about the program in your state you may contact the nearest Airport Field Office.

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.

Please allow two months of lead time when scheduling with Jan.

WOMEN AIRLINE PILOTS

by Virginia Thompson

A study was made to learn the names of women airline pilots, their rank, date of rank, and the type of equipment being flown as of January 1, 1982. To accomplish this, a letter was written to all certified air carriers who names appeared in the *Official Airline Guide* publication, February 1982. All were members, associate members or operator members of the following organizations:

1. Members and associate members of the International Air Transport Association (IATA)
2. Members and associate members of the Air Transport Association of America (ATA)
3. Operator members and associate members of the Air Transport Association of Canada (ATAC)
4. Members of the Regional Airline Association

Of the 135 airlines contacted, 68 responded. Two letters were returned. The results of those employing women airline pilots as of January 1, 1982 appear in the charts on these pages.

WOMEN AIRLINE PILOTS ON FURLOUGH

Airline	Airline Pilot	Rank
1. Hawaiian Airlines	2 pilots not named as of this writing (one captain and one 1st officer)	
2. Midway Airlines, Inc.	2 pilots not named as of this writing (1st officers)	
3. United Airlines	Susan Arthurs 2nd Officer	2nd Officer
	Julie P. Canter 2nd Officer	2nd Officer
	Karen L. Church 2nd Officer	2nd Officer
	Marcy I. Copelan 2nd Officer	2nd Officer
	Lynne B. Evans 2nd Officer	2nd Officer
	Molly R. Flanagan 2nd Officer	2nd Officer
	Gail Gorski 2nd Officer	2nd Officer
	Jean E. Haley 2nd Officer	2nd Officer
	Kay B. Hapman 2nd Officer	2nd Officer
	Cindy L. Henze 2nd Officer	2nd Officer
	Maureen E. Hirt 2nd Officer	2nd Officer
3. United Airlines	Diane L. Hixson 2nd Officer	2nd Officer
	Helen G. Huff 2nd Officer	2nd Officer
	Susan M. Hytinen 2nd Officer	2nd Officer
	Debbie L. Jesewitz 2nd Officer	2nd Officer
	Leslie A. King 2nd Officer	2nd Officer
	Jeanne A. Krosse 2nd Officer	2nd Officer
	Judy A. Lee 2nd Officer	2nd Officer
	Carol J. Mathews 2nd Officer	2nd Officer
	Linda S. Morley-Wells 2nd Officer	2nd Officer
	Jane E. Morrie 2nd Officer	2nd Officer
	Joann O. Nottke 2nd Officer	2nd Officer
	Deborah G. Olsen 2nd Officer	2nd Officer
	Marilyn C. Orloff 2nd Officer	2nd Officer
	Debra A. Powers 2nd Officer	2nd Officer
	Laurie S. Reeves 2nd Officer	2nd Officer
	Pat T. Rockwell 2nd Officer	2nd Officer
	Karen M. Torgersen 2nd Officer	2nd Officer
	Kathi A. Wentworth 2nd Officer	2nd Officer
4. Western Airlines	Corlin-Ann Rhoades	
	Debbie S. Archer	
	Cathy A. Jones	
	Denise Brown	
	Cyd L. Fougner	
	Esther F. Krauth	
	Sue A. Didier	
	Kim Goodman	

So You Want To Be An Airline Pilot

By Jean Haley Harper



New Employment Guide Published for Airline Careers

by Nancy Patricia "Red" Guernsey

A handy 23-page guidebook for those aspiring to trade hours in "ye olde puddle-jumper" for "heavy metal" is now available. *So You Want To Be An Airline Pilot* by Jean Haley Harper is a publication of ISA+21, known as the International Social Affiliation of Women Airline Pilots.

Its 23 pages (nicely priced at \$2.95) methodically cover general requirements and help the reader outline her (or his!) career path. Also offered are some not-so-obvious tips from those who've "been there."

The guide was also written with the aid of Bonnie Tiburzi, a member of the Greater New York Chapter. She was instrumental in creating an Information Bank, which refers applicants to other women airline pilots in their local areas for knowledge, information and support.

For copies, write to Airline Pilot Career Booklet, P.O. Box 440503, Aurora, CO 80044.

NOTAM

For all of the new chapter news reporters who have just begun their stint on the job, please refer to the Reporting Instructions which appeared in the June issue of *The 99 NEWS*, pages 15 and 16. If you need an extra copy of that issue, please drop us a note.

We appreciate all your efforts, and would like to make all our jobs a little easier!

WOMEN AIRLINE PILOTS

(Active as of January 1, 1982)

Airline	Airline Pilot	Rank	Date/Rank	Aircraft	Airline	Airline Pilot	Rank	Date/Rank	Aircraft
1. Aeromexico	Elizabeth Abadie Vazquez	Copilot	05/26/81	DC-9-10 DC-9-30	25. Newair Flight, Inc.	Susan Schleidl	Captain	06/81	EMB110- PA31-DHC6
Mexico 5, D.F.	Veronica Cervantes Zuniga	1st Officer	(In training as of 01/01/82 - will operate as copilot as of 05/82 on DC-9-10 and DC-9-30.)		New Haven, Connecticut, USA	Gail Tworek	Captain	07/81	EMB110- PA31-DHC6
						Regina Grisafi	1st Officer	07/80	EMB110- PA31
2. Air Alonabee Ltd.	Karen Hibberd	Captain	10/81	Saunders ST-27	26. Nordair, Ltd.	Stephany Crampton	1st Officer	1979	B-737
Peterborough, Ontario, Canada					Dorval, P.Q., Canada				
3. Air BC	Debbie King	Captain	05/07/79	S.E. Otter	27. Northwest Orient	Abigail Davis	2nd Officer	03/19/79	B-727
Richmond, B.C., Canada	Diane Rothberg	1st Officer	04/20/80	Twin Otter	St. Paul, Minnesota, USA	Sandra Anderson	2nd Officer	10/15/79	B-727
	Vivian MacDonald	1st Officer	10/15/79	Twin Otter		Anne Simpson	2nd Officer	01/05/81	B-727
	Lorraine Denis	1st Officer	04/15/80	Twin Otter		Lisa Levkowich	2nd Officer	02/23/81	B-727
4. AirCal	Judy McKie	1st Officer	03/19/79	B-737	28. Norontair	Kathryn West	2nd Officer	02/23/81	B-727
Newport Beach, California, USA	Sherry McEachern	1st Officer	01/05/81	B-737	North Bay, Ontario, Canada	Cheryl Schneider	1st Officer	05/80	DHC-6 Twin Otter
	Renee Malkey	1st Officer	02/02/81	B-737		Andrea Menzel	1st Officer	—	DHC-6 Twin Otter
	Esther Krauth	1st Officer	03/02/81	B-737					
	Linda Schreck	1st Officer	04/15/81	B-737	29. Pacific Western Airlines Ltd.	Rosella Bjornson	1st Officer	04/16/73	B-737
	Jean Rummel	1st Officer	06/01/81	B-737	Calgary, Alberta, Canada				
5. Air Canada	J.A. Cameron	1st Officer	01/23/81	DC-9					
Montreal, Quebec, Canada	G.A. Olstad	2nd Officer	01/27/82	B-727					
	B.L. Irving	2nd Officer	08/22/79	DC-8	30. Pan American World Airways, Inc.	Susan K. Horstman	1st Officer	03/25/79	B-727
	G.F. Grant	2nd Officer	04/14/79	B-727	New York, New York, USA				
	B.A. Swyers	2nd Officer	02/13/80	B-727					
6. Air Florida	Chris Giza	1st Officer	09/29/80	B-737	31. People Express Airlines, Inc.	Lynn Rippelmeyer	1st Officer	08/81	B-737
Miami, Florida, USA					Newark, New Jersey, USA	Beverly Himelfarb	1st Officer	08/81	B-737
7. Air France	Danielle Decure	1st Officer	04/07/75	Airbus A.300					
Paris, France	Patricia Hafner	1st Officer	03/29/80	B-727					
8. Air Jamaica Ltd.	Maria Zaidie	2nd Officer	03/05/79	B-727	32. Perimeter Airlines (Inland) Ltd.	Glenna Henderson	Captain	09/09/81	Metro II
Kingston, Jamaica, West Indies					Winnipeg, Manitoba, Canada				
9. Air Midwest	Faye McIntyre	1st Officer	02/05/82	Swearingen Metroliner					
Wichita, Kansas, USA	Julia Hilsen	1st Officer	03/18/82	Swearingen Metroliner					
10. Air New Zealand - Int.	Jan Everatt	1st Officer	01/21/80	F-27	33. Piedmont Airlines	M.S. Rose	1st Officer	05/16/79	B-737
Auckland, New Zealand	Susan Truman	1st Officer	01/21/80	F-27	Winston-Salem, North Carolina, USA	D.L. Blankinship	1st Officer	02/14/79	B-737
	Barbara Thompson	1st Officer	07/07/80	F-27		S.R. Alley	1st Officer	06/01/81	B-737
11. Air North, Inc.	Vanda Rowlandson	1st Officer	09/81	SD3-30 (Shorts)		C.F. Peters	Captain	05/03/82	B-737
South Burlington, Vermont, USA	Barbara Shalit	1st Officer	10/81	SD3-30 (Shorts)		V.A. Wells	1st Officer	02/16/82	B-737
						R.L. Rose	1st Officer	08/11/80	B-737
12. Air Virginia	Susan Dusenbury	Captain	08/80	SA-226-TC (Swearingen Metro II)		T.A. Foote	1st Officer	02/12/82	B-737
Lynchburg, Virginia, USA	Jacalyn Klinzing	1st Officer	05/81	SA-226-TC (S.M. II)		J.G. Sayre	F/E	03/15/82	B-727
	Margaret Moore	Captain	02/82	SA-226-TC (S.M. II)	34. PSA - Pacific Southwest Airlines	D.A. Dubose	F/E	04/15/82	B-727
	Jean Smith	Captain	02/82	SA-226-TC (S.M. II)	San Diego, California, USA	D.L. Mackert	F/E	01/01/82	B-727
						J.H. Mundy	1st Officer	01/07/81	B-737
13. Altair Airlines, Inc.	Elizabeth Carroll	1st Officer	11/11/81	Fokker F-28		Sori Schnepf	2nd Officer	06/15/81	B-727
Philadelphia, Pennsylvania, USA									
14. American Airlines	T.M. Tricoli	Flight Officer	11/08/76	B-727	35. Regionair (1981) Inc.	France Gravel	1st Officer	03/11/81	HS 748
Dallas/Fort Worth, Texas, USA	B.L. Tiburzi	Flight Officer	06/02/73	B-727	Seven Islands, Quebec, Canada	France Gravel	Captain	1979	Beechcraft 99
	L.L. Rasberry	Flight Officer	01/18/78	B-727					
	B.J. Harber	Flight Officer	12/12/76	B-727	36. Republic Airlines, Inc.	Barbara J. Wiley	Captain	04/79	CV-580
15. Austin Airways Ltd.	Andrea Menzel	1st Officer	01/01/81	Cessna 402 Cessna	Minneapolis, Minnesota, USA	Sandra Eisenmenger	1st Officer	04/77	DC-9
Timmins, Ontario, Canada						Ramona Larson Miller	1st Officer	07/78	DC-9
						Mary Bush	1st Officer	05/76	DC-9
16. Cascade Airways, Inc.	Carol Cansdale	Flight Officer	2½ years	BE 99		Julie Clark	1st Officer	11/77	DC-9
Spokane, Washington, USA	Leslie Jones	Flight Officer	1 month	EMB-110 BE 99		Sydney Andrews Hale	1st Officer	12/78	DC-9
17. Cochise Airlines	Lynn McGrew	Captain	12/78	Metroliner C-402		Charlotte Wall	1st Officer	10/77	DC-9
Tucson, Arizona, USA	Valinda Vedder	Captain	02/82	C402	37. Texas International Airlines	Dorothy Aiksnoras	2nd Officer	11/79	727
	Valinda Vedder	1st Officer	04/81	Metroliner	Houston, Texas, USA	Lorie Roe	1st Officer	03/80	DC-9
18. Continental Airlines	Lennie Sorenson	2nd Officer	06/01/81	B-727		Marcelyn Bishop	1st Officer	02/13/78	DC-9
Los Angeles, California, USA	Claudia Jones	1st Officer	07/01/81	B-727		Mary Dielenderfer	1st Officer	02/13/78	DC-9
	Karen Kahn	2nd Officer	08/01/81	B-727		Linda Greco	1st Officer	03/06/78	DC-9
	Pat Toher	2nd Officer	08/01/81	B-727		Deborah McCoy	1st Officer	02/05/79	DC-9
19. CP Air	S.K. Lloyd	2nd Officer	04/29/80	DC-8		Duana Robinson	1st Officer	02/13/78	DC-9
B.C., Canada	K.R. Davenport	2nd Officer	08/24/81	DC-8	38. Time Air Ltd.	Laurie Appleton	1st Officer	02/10/79	DHC-7 SD3-30
20. Delta Air Lines, Inc.	J.S. Walker	1st Officer	07/73	DC-9	Leithbridge, Alberta, Canada				
Atlanta, Georgia, USA	S.M. Hilgers	2nd Officer	10/77	B-727					
	C.J. Bowlin	2nd Officer	03/78	B-727	39. Torontair	Pamela Richardson-Hunter	1st Officer	03/30/81	B-99
21. Eastern Airlines, Inc.	Barbara J. Barrett	1st Officer	05/14/73	B-727	Markham, Ontario, Canada				PA-31
Miami, Florida, USA	Rosemary E. Cox	2nd Officer	01/26/81	B-727					PA-23
22. Frontier Airlines, Inc.	Emily Warner	1st Officer	01/29/73	B-737	40. Trans North Turbo Air Ltd.	Marie Mazur	Captain	10/20/80	DHC-6
Denver, Colorado, USA	Cindy Morgan	1st Officer	07/28/78	Convair 580	Whitehorse, Yukon, Canada				
23. Mexicana De Aviacion, S.A.	Capt. Conchita Bernard	Copilot	03/10/75	B727-200					
Mexico, D.F., Mexico	Capt. Conchita Bernard	Commander	12/27/81	B727-200	41. U.S. Air, Inc.	P. Spring Schoellkopf	1st Officer	04/01/81	DC-9
	Capt. Helena Folch	Copilot	09/06/76	B727-200	Washington, D.C., USA	Joyce E. Stripp	1st Officer	03/02/81	DC-9
	Capt. Teresa Lopez	Copilot	05/19/80	B727-200		Vicky A. Viebrooks	1st Officer	05/31/80	DC-9
24. Midstate Airlines, Inc.	Luann Smith	1st Officer	04/13/81	Swearingen Metro II, IIA, III		Sharon L. Peterson	1st Officer	10/01/80	727
Stevens Point, Wisconsin, USA						Kay W. Davis	1st Officer	08/01/81	DC-9
	Susan Fager	1st Officer	12/07/81	S.M. II, IIA, III	42. Western Airlines	Jane F. Mocilac	2nd Officer	12/03/80	727
					Los Angeles, California, USA	Jill A. Marshall	1st Officer	04/08/81	DC-9
						Lynda F. Dege	2nd Officer	06/22/81	727
						Jessie T. Brooks	2nd Officer	07/22/81	727
						Patricia E. Marsh	2nd Officer	07/22/81	727
						Mary C. Morris	2nd Officer	11/16/81	727
						Terry Rinehart	2nd Officer	12/81	727
						Valerie J. Walker	2nd Officer	09/80	727
						Shirley J. Otis	2nd Officer	06/77	727
						Patricia B. Hanson	2nd Officer	10/80	727
					43. Wien Air Alaska	Nancy Lane	1st Officer	05/02/80	737
					Anchorage, Alaska, USA	Marilyn Merritt	2nd Officer	04/15/81	727
						Merle Gettine	2nd Officer	04/01/81	727
						Debra Lindeman	2nd Officer	03/04/82	727

by Clara Johansen

If your chapter needs an activity to get your members flying, here is one that is ready-made for you: The U.S. Proficiency Flight Team Local Competition! This event is not exclusively for Ninety-Nines as any certified pilot with 100 hours can enter—and why not get all your members involved?

Don't let the word "competition" scare you. It is what we all need, a reason to get out there and go around the patch practicing landings, and if you read Marilyn Miller's safety article about DR in the September 99 *NEWS*, you've already become

navigation-conscious.

So your chapter decides to try it. The three permanent members of the 99s/USPFT Council, Lois Feigenbaum, Hazel Jones and Janet Green, are ready and willing to give you lots of help in setting it up. The first competition was held in New Orleans June 11-12. They had eight competitors, one of which was a 99. Minnesota just held their competition September 24-25. They had seven competitors, six of which were 99s. In each case a Ninety-Nine won.

Once you've decided to put on a local

event and you've made lots of preparations by setting up committees for publicity, site selection and meetings with airport officials, judging, hospitality, sales room, finance and scorecard tally, then you wait for the applications to come in and they don't come. *Then what?* Your Ninety-Nines come to the rescue — "We just can't cancel." One 99 volunteers to compete, a couple of 49½ers offer to sponsor three 99s, and the competition is on! The one member who volunteered to compete to save the event went out every day for a week and practiced landings, something she needed because, although she had many recent hours of cross country flying both VFR and IFR and was current on instrument landings, her occasional "greased-on" landings were down the runway and not "in the box."

Did she think the competition was "fun"? Yes, she enjoyed the challenge and the satisfaction of having tried, and she vowed to keep working on proficiency and discovered that power-off landings are *fun*! Will she wear the USPFT jacket proudly? You bet. So will all the others who helped with the event, but they are saying, "I wish I had entered the competition."

Gifts to International Headquarters

General Fund
by Greater St. Louis Chapter

Memorials

Eugenia "Deedo" Heise, Past International President, Colorado Chapter
..... by Ruth Rueckert

Pat McEwen Resource Center, Past International President, Kansas Chapter
..... by Western Canada Section

Library

Eleanor Friede, Greater New York Chapter
Betty Huyler Gillies, Charter Member, San Diego Chapter

Memorabilia

Jacqueline Cochran Memorabilia by Jacqueline Cochran Estate

Pat McEwen Memorabilia by Pat McEwen Estate

USPFT Information

by Carolyn Pilaar

What is the United States Proficiency Flight Team competition?

It is a competition using basic private pilot skills, honed to a fine edge. Everyone with a private license has already done everything that is required in the competition.

The three areas of competition are flight planning, VFR navigation and accuracy landings.

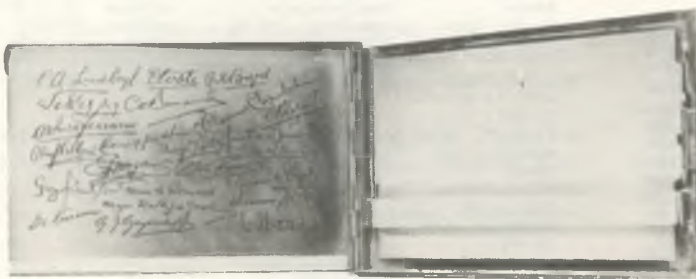
Flight planning is just like you did it in ground school, using a plotter, computer and calculator to plot a triangular cross country. You must estimate your ground speed on each leg and time at each turn to the second. (Use a calculator.)

The VFR navigation is just that — VFR with no VOR or ADF to help you. It is flying the course you plotted at 1,000 feet AGL and varying the throttle to make your time work. There is no fuel planning.

Accuracy landings are similar to the emergency and short field landings you practiced in your private course. One is a normal landing to a marked spot on the runway and one is without power to the marked spot.

It is great to have lots of competitions, but what we need is lots of 99s competing. Every 99 should enter at least one competition.

(Editor's note: Carolyn Pilaar is the first woman member of the USPFT, so she should know whereof she speaks. If you would like her help in holding a USPFT clinic, she need only be compensated for out of pocket expenses.)



COLLECTORS NOTAM

Italian 99 Fiorenza de Bernardi has for sale a silver cigarette case from the private collection of her father, Colonel Mario de Bernardi. The case is engraved with many signatures of famous pilots.

Originally these signatures were made on an envelope and commemorate the first Atlantic crossing. Later they were transposed to the cigarette case, and included is Charles Lindbergh's signature.

Both the cancelled envelope and the cigarette case have been authenticated by General Questa (who is probably the last man alive amongst all the signees) and by the Caproni Museum in Rome.

The case and cancelled envelope are for sale for \$3,000. Contact Fiorenza de Bernardi, Via Panama, 86, Rome, Italy.

Can we ever stress enough times and in enough ways to make everyone aware of the hazards that winter brings to flying?

Sometimes it sounds like a broken record or I feel like my type-writer only knows about winter. But here I go again.

Frost — the forewarner that winter is around the corner. Crisp frosty mornings are great and invigorating providing you are not planning an early morning flight in an aircraft that has been tied down outside overnight.

Frost on the wings of the plane causes a rough surface that prevents a smooth flow of air. This in turn affects the lift of the wing and can result in stalling.

A heavy coat of frost will cause 5% to 10% increase in stall speed.

An airplane with frost will not perform at the same airspeeds as it normally does. Longer takeoff rolls will be required and once airborne it could result in an insufficient margin of airspeed above a stall so that even moderate turns or a gusty wind could produce a stall. So clean those wings completely of frost.

Now to the really cold stuff. Know your aircraft and how to treat your engine for cold weather starts. Cold weather changes the viscosity of oil and is hard on the battery. Cold weather affects metals and it is essential to preheat the engine.

There are fewer daylight hours in the winter months. Be sure to plan your flight so you are not caught in darkness if you are not experienced in night operations.

If you are a VFR pilot, don't take chances if the weather is marginal. It may not be easy to find an escape route in the winter if you fly into unfavorable conditions.

Never fly into snow or rain which obscure the terrain. Remember your 180° turn before it becomes a panic situation. Don't attempt instrument flying if you are not rated.

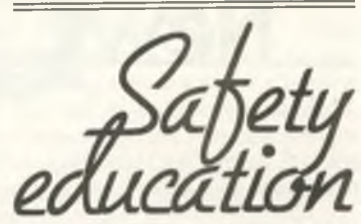
Be forewarned that there have been times when a pilot has found IFR conditions inside the aircraft (even though it was VFR outside) due to condensation on the windshield. In pre-flighting, make sure the heater and air ducts have been cleared of moist air prior to takeoff.

Have the cabin heater system checked for winter operation. Carbon monoxide can be deadly.

Be alert for white-out conditions. Snow covered terrain, haze and falling snow can result in complete loss of visual contact. Depth perception is faulty when attempting to land on unbroken snow covered surfaces.

Remember, you as the pilot have the responsibility to make the GO/NO GO decision. Get all the facts and data on the weather and conditions at your destination, then use your judgment. If common sense and your judgment say NO GO, don't be persuaded to change your mind by others or by "get-thereitis."

by Marilyn Miller
International Safety Education Chairman



BRRRRRRRRRR!!!!
Old Man Winter Again!

Jeanne understands pilots. . .

and their insurance needs!



Jeanne is a pilot, flight instructor, member of the 99's. . . and an insurance agent. She provides her clients with:

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News, Activities and Projects

EAST CANADA SECTION

Eastern Ontario Chapter

Our chapter is presently very busy preparing for our Annual Poker Run to be held September 19, rain or shine. Contestants are invited to drive if the weather is poor. Advance sale of hands is in progress.

While our chapter has not officially instituted a 66 program as yet, we are pleased to say that two student pilots, Madona Skaff and Louise McConnell, are hard working members of the Poker Run Committee with Chairman Camille Laughland. Another student pilot, Beth Chapman, is helping to operate a stop.

Final preparations were made at our first meeting of the year which took the form of a potluck supper at the home of Isabel Pepper, our new chairman.

Betty Jane Schermerhorn was our chapter delegate at the International Convention in St. Louis. We are proud to say that B.J. has been elected International treasurer.

Both Isabel and Betty Jane attended the EAA Convention in Oshkosh. Isabel and husband, Bill, left their Bonanza at home and flew their C-150. How's that for getting back to the basics?

B.J. took an active part in presenting programs. She and Charlene Falkenberg presented two full Flying Companion Seminars and chaired the Women Pilot meetings. B.J. will be co-chairman of the Women's Forums next year. Both B.J. and Char took every opportunity to promote the Ninety-Nines. They do this completely at their own expense. The rewards of being caught up in an event as momentous as Oshkosh are worth the cost.

Skywatch Chairman Margaret Taylor reports that we have photographed most of the targets requested by the Ontario Ministry of the Environment. Nancy Bradley has been particularly busy with this task.

Plans for the coming year include a visit to the Montreal Soaring Council and a presentation by the Search and Rescue unit based in Trenton, Ontario.

British Columbia Chapter

The B.C. Chapter has had an extremely busy summer. The Tofino Fly-in was cancelled due to poor weather in that area, not an uncommon occurrence on the west coast of Vancouver Island. The Fly-in was rescheduled for September 18-19 and the weather was much better. May Primeau at-



Preflight planning for the Sea Festival Fly-by are Gretchen Matheson, May Primeau, Judy Hess, Kate Merry, Doug Merry and Allison Jeffery.

tended from the B.C. Chapter and she reported that a great time was had by all in attendance.

The 3rd Annual B.C. Chapter Poker Run was held on July 3rd, and was extremely successful. It was hard to tell who had the most fun, the participants or the 99s. The first prize winners certainly enjoyed cruising on a 48 foot yacht, Eidelweiss II, according to 99 May Primeau who accompanied them.

This year the B.C. Chapter participated in the annual Vancouver Sea Festival Fly-by over English Bay. The practice run and the first night we were to fly were rained out, but on the last night it went off without a hitch. Everyone is looking forward to next year with plans to participate in advance. Eight aircraft of various types participated and flew in a straight line formation around the bay.

On July 23rd many chapter members attended a reception sponsored by the B.C. Ministry of Tourism and the Hotel Vancouver for International President Janet Green, Vice-President Hazel Jones and Ann Gillian, convention coordinator. They were in Vancouver for a site inspection for the 1987 convention for which the Western Canada Section had placed a bid. There was



Sponsored by the Ministry of Tourism, a reception was held for International officers at the Hotel Vancouver.

plenty to eat and drink and everyone had a super time. The hotel did a super job preparing the food and the room was beautiful. All the 99s greatly appreciated the work done by the hotel and the Ministry.

by Barbara Meredith

Greater Winnipeg Chapter

Sandra Anderson is the winner of the Greater Winnipeg Ninety-Nine Scholarship. Sandra has been flying for 2½ years and has just completed her instrument rating. She will use the \$350.00 scholarship for either an instructor or a float rating. The scholarship is awarded annually and is open to all Manitoba women pilots.

June 12 was the Annual Poker Derby, this year held in conjunction with the Maple Leaf Air Show at Gimli, Manitoba. Airports involved were Lyncrest, Airborg, Warren-Woodlands, Riverton, St. Andrews, Winnipeg International (departure only) and the terminus, Gimli. Pilots and passengers enjoyed a morning of fun flying with an opportunity to see the air show performance in the afternoon.

Chapter members are busy with plans for the Western Canada Fall Sectional meeting in Winnipeg, October 29-31.

by Edna Fowke



Saskatchewan group at the Uranium City Flight Service station... June Mills, center.

Saskatchewan Chapter

Dr. June Mills, chairman of the Saskatchewan Chapter, will be leaving October 4th to attend the 30th International Conference on Aerospace Medicine in Santiago, Chile.

A meeting of COPA members to protest the 100% increase in tie-down parking fees was attended by Nadine Cooper on September 14. Nadine is Navigator for Flight #4, the local organization for the Regina area.

Letters of protest have been sent to our members of parliament regarding several issues aggravating general aviation in the past year. DOT requests that all IFR flight have 720 channel radios in order to enter major airport control centres. We feel that DOT should make provisions to accommodate those with only 360 channel equipment for many years to come.

Also the federal government is forcing bilingualism on private enterprise. Concessionaires who lease space from the Department of Transport at Toronto International Airport will not have their leases renewed unless they agree to hire bilingual personnel.

Higher gas costs, higher radio license fees, compulsory ELTs, with compulsory servicing by avionics shops only, are causing a demise of activity among private aircraft owners.

Chairman June is encouraging 99s to fly and thereby remain proficient. The trip to Uranium City provided members with the opportunity to navigate by maps. There are only two low powered ADF beacons en route for the more than 700 statute mile trip north of Regina.

Participation in the Saskatchewan Flying Farmer Annual Convention to be held in North Battleford will occupy the weekend of October 22-23 for many members. A display of items for sale and promotion of the 99s as an organization which helps to promote aviation in a general way, and not just another all-woman club which to some people has always smacked of women's lib and equal rights for women, etc.

We still have a long way to go, but with persistence and patience and the right kind of press in the right places, our image is growing in respect and importance, at least with the other aviation organizations.

by Nadine Cooper

MIDDLE EAST SECTION

Hampton Roads Chapter

Ever do five consecutive loops low along the shimmery sands of Florida's coastline... or set down your flying machine in Greenland... or please your palate with a steak 'n' lobster box lunch shortly after a catapult takeoff from the USS Nimitz? Nope? Well, we in the Hampton Roads Chapter haven't done any of that stuff either, but our guest speaker at the chapter's traditional banquet has and does!

Following a multi-entreed dinner and a vivaciously informative up-date on section activities by Middle East Governor Betty Jo Ault, Lt. Lin Hutton, USN, walked us through her exciting and oft comic experiences as she progressed from a cheated-death-again Navy student pilot to a catch-a-perfect-three-wire-on-the-carrier pro. Lt. Hutton and three of her VRC-40 squadron mates, Lieutenants Brenda Robinson, Leslie Provow and Ellen Wardrop answered every question we asked and truly took us right into the ready room of the Naval air community. Indeed, the banquet was a suc-

cess in all ways! And, to cap it off perfectly, two new members signed on the dotted line! Thanks certainly are in order to our generous guests from the Navy, Betty Jo Ault and chapter organizers Marilyn Seddon, Dawn Kinard, Linda Hollowell and Leslie Nimmer.

Now, after such a dynamic dinner meeting September 7th, it was no small wonder that on September 11th, two pilot-nav teams from the Hampton Roads membership did the group proud by garnering respectable rankings in the D.C. Chapter-sponsored Capitol Proficiency Race. the Leslie Nimmer/Sandra Villanova duo barreled over check-point two at 135 knots-plus to finish fifth, and the Linda Hollowell/Julie Duick twosome smoked down final to take eighth. Not bad standings in the least for rookie racers! All four gals returned to Hampton Roads thoroughly addicted to racing and with boundless praise for the D.C. Chapter's ultra-smooth hosting of the event. For sure that D.C. group truly knows how to make a good thing better: making ground transportation continually available, handling paperwork accurately without a single glitch, inviting the distinguished Fay Gillis Wells to speak after an elegantly catered dinner, presenting the awards with TV emcee flair and doing the myriad little things that make guests feel comfy and wanted. A hearty "Bravo! Well done!" to the D.C. Ninety-Nines from the Hampton Roads Chapter.

What a September for Hampton Roads! And, we've got even more going for us come October! We're going to get 'em outta the chocks and explore the limitlessly diverse dimensions of the sky, all throttles to the firewall!

by Leslie Nimmer

Greater Pittsburgh Chapter

We wish to personally thank and commend the Greater St. Louis Chapter for their superb hostessing of the 99 International Convention. As a former Greater St. Louis Chapter member, I know just how much enthusiasm, time and effort went into the preparations which made the convention a success. Thank you, Greater St. Louis, for the excellent programming, tours and hospitality most warmly felt by all those who attended!!

This is the first time for me as the 99 NEWS reporter. I am genuinely excited about the coming year as a new Greater Pittsburgh Chapter member. Our theme this year is "Maintenance." We are carrying a joint effort to maintain our present members as well as incorporating International's theme, "Seek and Keep," for new members and prospective 99s, the 66s.

We started our new year out with a gathering at Mary Lou Waite's cottage home at Conneaut Lake Sunday, September 12. It was a gorgeous warm, sunny day. Everyone brought a covered plate and Mary Lou Waite provided the meat. There was enough food spread out on the dining table to feed an army! We all took a boat ride afterward,

enjoying the relaxation and scenery. While our 49½ers heartily ate dessert on the porch, we held our meeting. New officers are Chairman Mary Lou Waite, Vice-Chairman Emily Scott, Secretary Helen Davison and Treasurer Mary Anne Petitto. There will be five or six members attending the Fall Section in Baltimore, Maryland. Chris St. Onge submitted a contest logo for the 1985 International Convention. Judging will be done at the Fall Section meeting in Baltimore.

We are planning our November meeting at the Pittsburgh Radar room. May 7th is scheduled as a tentative date for our Allegheny Air Derby.

We also planned a phone committee for the next three months to boost member activity and plan to update our chapter by-laws headed by Chairman Chris St. Onge. We also plan on holding several Board meetings throughout the year, encouraging members to attend and contribute. Mary Lou Waite has started a bulletin board and will have it at all meetings so members can glimpse the activities, events, etc. of what's what around the country.

Chris St. Onge and 49½er, Paul, attended the Steel Valley Poker Run and Treasure Hunt, which began at Connellsville Airport in Pennsylvania, flying to three mystery airports. It was truly a challenging event, and although we did not win, we certainly had a good time, and Chris racked up some flying hours.

That wraps up a hectic, fun-filled, new start for our gals. See you here same time next month.

by Chris St. Onge

Washington, D.C. Chapter

Washington, D.C. Ninety-Nines began the summer "in the swim" with our annual pool party meeting at the home of Hedy Jaffe July 17th. In August three of our members, Judy Bergman, Rosemary Doud and Gerda Ruhnke, flew to the International Convention.

Most of our chapter energies this summer were directed toward our first Capitol Proficiency Race, which was held at Dulles International Airport September 11. This was our first venture into the exciting world of air racing, and under the chairmanship of Gerda Ruhnke, the event turned out to be a great success. Gerda, a second place winner in last year's Autumn Gold Rally, and a participant in this year's Air Race Classic, did a superb job.

Upcoming chapter events include a tour of Andrews Air Force Base, and our second annual fly-in camping trip to Cape Hatteras.

by Rosemary Doud

NEW ENGLAND SECTION

Connecticut Chapter

The Connecticut Chapter is pleased to report its new officers for the 1982-83 year. Sharon Simmons of Woodbury was installed as chapter chairman at a September

meeting. Sharon received her pilot's license in 1961, joined the 99s in 1965, and has served the chapter in many different capacities, including vice-chairman, this past year. Sharon works for *Aviation Magazine* and *Flightline Times*.

Dee Tesla and Jean Davidson Howell are the new vice-chairman and secretary, respectively. Dee, a 99 since 1979, and Jean, a 99 for ten years, worked very hard to make the Boston convention a success last year, and have served the chapter in a variety of other ways over the years. Catherine Feher of Hartford is the new treasurer, having transferred to the Connecticut Chapter in 1980.

Connecticut's outgoing chairman and recent AE scholarship winner, Carol Phelps, will serve on our nominating committee. Carol is a flight instructor in Waterford and a professional photographer for the *Norwich Bulletin*.

Connecticut 99s contributed to the success of an unusual "Super Aviation Safety Seminar" on September 25th. More than a third of the chapter was on hand to help Federal Aviation Administration officials at the New Haven seminar.

The program, which featured a special assembly of aviation educators, safety experts and personalities, also presented attending pilots with an opportunity to win some valuable door prizes (many of which included pilot training!). Connecticut members Dee Tesla and Jean Howell were two of the fortunate few to win a prize. Over 650 pilots from the New England states, as well as New York, New Jersey and Pennsylvania, were drawn to the event. Connecticut members were happy to see many 99s from neighboring New York and New England chapters at the special activity.

by Leila Baroody

Eastern New England Chapter

The Eastern New England 99s have been busy!

Our first post-convention activity was a fly-in to South Harpswell, Maine, for a clam-bake at the home of Carol and Doug Hogan. On that day, we were afforded our first glimpse of a "blue lobster," a freak of nature but quite beautiful.

On September 11th, we airmarked the numbers at Norwood Airport, Norwood, Massachusetts, followed by our regular monthly meeting; which in turn was followed by a talk on "Mountain Flying" by Patrice Gunderson. Patrice is moving to Colorado Springs, Colorado, to work with the Air Force Space Command setting up a real time data base system to track satellites. Our loss is Colorado's gain. Good luck, Patrice!

Our Fall Section meeting and installation of section officers was held September 17-18 at the new Worcester Marriott Hotel, Worcester, Massachusetts. Members installed were Billie Downing, Eastern New England, governor, Lillian Emerson, Eastern New England, vice-governor, Mary Shea, Wes-

tern New England, secretary, and Laurie Reeves, Connecticut, treasurer.

Our Woman of the Year Award went to Jean Batchelder of Northern New England. Jean is an outstanding 99 and also a columnist. Her column, "Airborne with Julie," appears in the Manchester, New Hampshire, *Union Leader*. (Julie was the name of Jean's first airplane.)

by Jean Doherty

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Greater New York Chapter

The Wings Club, located in Grand Central Station in New York City, provided elegant surroundings for the chapter's September meeting.

Nina Claremont has been flying numerous charters to East Hampton and Boston. She's organizing an escape to the Bahamas for the holidays — from December 22 'til after New Year's or any part thereof. She will arrange for pick-up in Nassau for the cost of gas. For details, contact Nina at 212/758-8438.

Welcome to new member Ilse Traulson and Karen Geiger as our new chapter secretary.

Bonnie Tiburzi had a rare, unique opportunity to participate in a tour of the North American Air Defense Command (NORAD) and the US Air Force Academy on July 20-21 in the company of 37 tri-state area community, business and civic leaders. It provided her with a first-hand opportunity to see Air Force installations and equipment, meet Air Force people, and discuss defense issues with the senior leaders in the Department of Defense. The C-135 Stratolifter took off from Newark Airport destined for Peterson Air Force Base in Colorado. Her hectic first day included touring the Cheyenne Mountain command and control complex, viewing a briefing on the Soviet threat and participating in a free-flowing question-and-answer session with General James Hartinger, NORAD's commander — topped off by a reception and dinner. A T-43A transported her home late the second day after touring the Air Force Academy.

Congratulations to the following members for passing their BFR's: Mary Day, Penny Amabile, Eleanor Friede and Nancy Patricia "Red" Guernsey.

by Nancy Patricia "Red" Guernsey

Long Island Chapter

Doris Abbate held a splash of a party by her pool in August. Several girls from the Greater New York and Palisades Chapters attended, along with Long Island members and guests. It was a little chilly for swimming so the pool was used to cool the wine. The party was catered by the company that will be handling the fall section meeting luncheon on Long Island in October — a good



Long Island members Nancy Davis, Pat Rockwell and Ruby Bostic attend the JFK Airport Safety Seminar.

time to try the food and it was delicious! A cake and surprise gift was presented to Doris's 49½er in honor of his birthday the same day.

Our September 14th meeting was a happy day for member Vivien Ellis. She received her American citizenship just before the meeting and was bubbling with the news. Vivien is formerly from England with a delightful accent to prove it. An interesting conversation took place with the US examiner prior to presenting her with her papers:

Question: "What is Independence Day?"

Vivien: "A holiday."

Question: "What holiday?"

Vivien: "Celebrating our independence."

Question: "Independence from whom?"

Vivien: "You dare ask me that?"

That led to some jolly fun between examiner and applicant with complete approval and citizenship status. Congratulations are certainly in order.

On a recent Saturday Chapter Chairman Carol Richard and members Pat Bizzoso, Doris Abbate and Ruth Dobrescu manned the 99 booth at Brookhaven Airport. The event — the annual meeting of the Antique Airplane Club. On Sunday Jill Hopfenmuller and Pat Bizzoso had the pleasure of meeting a dear friend of mine and aviation, Wilhelmina Hanzlik of the Greater New York Chapter. I wish I had been there as Mrs. "H" ("Willie" to me) is one of my favorite people. When I was learning to fly at Flushing she and Speed, her 49½er and owner of Flushing Airport, helped me through many a crisis. Still working at Flushing part time when needed, she travels and is enjoying her semi-retirement. She supports aviation and everyone in it and especially Flushing Airport. This world, and certainly aviation, is better off for having people like Mrs. "H" and Speed.

Doris Abbate and Pat Rockwell have been busy checking out in retractable gear aircraft.

Ida Van Smith Flight Clubs will have a display on exhibit at the Smithsonian Institution, Washington, DC in September.

Mid-County Flyers, inc., owned and operated by 99 Diane Fisher and 49½er Bill, still uses a staff of 99s and 66s. Kathleen Goode, a 66 close to earning her pilot's license, has been instrumental in selling several used airplanes for Mid-County. As a result, part

of their fixed base operations will now include used aircraft sales.

Note from St. Louis — while Pat Bizzoso, Joyce Malkmes and Sue Mirabel took a sightseeing ride in a helicopter, Charlie, the pilot, allowed Sue to fly the girls around. That's three gals in our group into helicopters lately... literally.

by Patricia Rockwell

Palisades Chapter

The Palisades Chapter recently co-sponsored an FAA safety program at the West Essex Junior High School auditorium. The audience of over 250 persons included student pilots, private pilots, commercial pilots and one ATP. The program was conducted by Clarice Bellino, governor of the New York-New Jersey Section. The first speaker was Barry Landy, president of Mustang Aviation, Essex County Airport, whose topic was "Tips on Winter Flying." His presentation was most informative, interesting and pertinent to our local weather conditions. Care of the airplane and care of the pilot were stressed with understanding one's airplane and one's limitations.

It was our extreme pleasure to present the New Jersey Director of Aeronautics, Arlene Feldman, who is a private pilot, a lawyer, an FAA Safety Counselor and, of course, a Ninety-Nine! She explained her goals for aviation in New Jersey and her hopes for the future of aviation in New Jersey. Arlene explained the legal process and the difficulty of dealing with the governmental bureaucracy. Questions from the floor were answered with aplomb.

Pamela Sheeler, Flying Activities chairman (Palisades and section), spoke to the group about the Poker Run to be held the following Saturday, including the change of airports, the rules and regulations and the prizes. She showed overhead transparencies of the airports on the route, pinpointing the location of the 99s table.

Bob Heckman, FAA Northeastern Regional Director from John F. Kennedy Airport, stressed the importance of safety in the landing phase of flying and expressed his pleasure in the fact that the Poker Run is an excellent vehicle for practicing good approaches and landings. He further emphasized the need of all pilots to maintain their proficiency in all areas of flying, and brought to their attention restricted areas such as the Calverton II MOA. He presented a film on winter flying in the mountains and Alaska.

Chapter Poker Run sponsors and contestants woke up on Saturday morning to IFR conditions which went special VFR and finally all airports went VFR!!! The route of flight from Pireps was VFR, so the 6th Annual Poker Run was a go! Palisades Chapter members revved up their engines to be at their airport before the contestants arrived! Teams flew to Monmouth County and Kupper Airports and one drove to Sussex County Airport. Two teams manned the card tables at Essex County. The day



Western New York Chapter

Western New York Chapter members held a recent plane wash, at left. At their summer picnic, Chairman Pat Kneiss can't walk on water, but the chapter still loves her.

became increasingly beautiful and the crush of contestants was felt between 2 p.m. and 3 p.m. The prizes were awarded by 5 p.m. and plans are already underway for the 7th Annual Palisades Poker Run May 7, 1983.

by Clarice Bellino
for Susan Palmer, News Reporter

NORTH CENTRAL SECTION

All-Ohio Chapter

Our September meeting was held at Carol Wollam's farm. What a lovely setting for our installation of officers. New All-Ohio officers are Rosalie Burchett, chairman; Salley Berryhill, vice-chairman; Connie McConnell, secretary; and Sally Brockman, treasurer.

A spot landing contest was held for those flying in. Winner Joan Hrubec insisted, "I just landed like I always do."

Kathy Samuelson has agreed to chair the next Buckeye Air Rally to be held June 17-19, 1983, in Columbus. And Marcia Greenham was appointed to serve on the North Central Section board of directors, finishing Joan Kerwin's unexpired term of office.

by Jayne Herman



New All-Ohio Chapter officers are Sally Brockman, treasurer; Rosalie Burchett, chairman; Salley Berryhill, vice-chairman; and Connie McConnell, secretary.

Chicago Area Chapter

Our 33rd annual Air Meet October 11th had 19 airplanes participating. The weather cooperated, and everyone had a wonderful flying day at the Aurora Airport, thanks to

Air Meet Chairman Elsie Wahrer and her hard working committee. Committee members were Marge Kinney, Julia Konger, Bobbie Raske, Eugenia Hoff, Gail Wenk, Flower Whipple and Annette Weimer. Other dedicated 99s, 49½ers, friends and family helpers were Rita Adams, Joan Irwin, Wendy Wenk, Bob Weimer, Ron Goff, Karen Acker, Mike Panczyszyn, June Basile, Sonia Bogdan, Jean Kaufman, Steve Marut and Sandy, Marge Stampolis, Dave Wahrer, Walter Hess, Bob Frantz, Irving Walanka and Karen Mansfield.

First place winners were Marge Sundmacher and her 49½er, Herb. They will also be next year's chairmen of the Air Meet. Second place winners were Bobbie Raske and Ed Gunderson, 3rd place went to Sue Zurcher and Julia Konger and 4th place winners were Norma Freier and her student pilot son-in-law, Horst Massier. The rookie trophy went to Gail Rezabek. The spot landing contest is always fun with good competition. First place winner, Marion Servos, was only five feet from the line, and 2nd place went to Marlene Handschiegel.

The Scholarship Committee took this opportunity to award six \$100 scholarships from the Dr. Joan Baldwin Memorial Fund. The lucky winners were Dolores Keppel, Nancy Haraldson, Phyllis Scodesio, Gail Lapook, Mary Krautkramer and Ellen O'Hara. This was a very special Air Meet with good flying, lots of delicious food, scholarship winners, door prizes and, of course, winners of the race and spot landing.



Norma Freier and Horst Massier are Chicago Area Chapter's 4th place winners of the 33rd annual Air Meet.

Our September chapter meeting was at Lewis Lockport Airport on the 19th. Hostesses Polly Gilkison and Karen Acker had an AOPA film, "STALL-SPIN: Classic Facts & Myths," for the program. Scholarship Committee Chairman Rita Adams awarded two \$150 scholarships for the Chicago Area Chapter members who competed in the USPFT local competition. The two winners were Susan Gillette and Gail Lapook. Congratulations and good luck to both of you. The local competition at Rockford Airport on October 2nd will be conducted by the Chicago Area Chapter.

by Mary Story

Greater Detroit Area

May I take this opportunity to thank the Greater St. Louis Chapter for a wonderful International Convention? They have much to be proud of. The convention was a week of constant motion, visiting with old friends, attending meetings and having fun. Greater Detroit enjoyed being the host chapter at the Wine and Cheese Party on Tuesday evening. Some of our group were kept away by bad weather, so there were but four of us, June Jarvis, Janet King, Gini Sutherland and Mearl Frame, to welcome you. Many thanks to Laura Sellinger for her help in arranging the party at Pet Milk Headquarters and thanks to Virginia Dare Mattiza of Austin Chapter for helping to pour wine.

On September 16th we had a super turnout for installation of officers. June Jarvis arranged a buffet dinner for our chapter at the Danish Club. New officers are Mardi Drebing, chairman; Nancy Hecksel, vice-chairman; Linda McCormick, secretary; and Janet King, treasurer.

September thus far has been just as busy as April through August for the chapter. The weekend of September 10-12 saw some of us at Traverse City, Michigan, for the Paul Bunyon Derby. Chairman Phyllis Wood, Marie Littel, Kathy Herschelmann (our newest 99), Kay and Joe Bidwell, Mardi and Carl Drebing, Gini and Neal Sutherland and Mearl and Bill Frame were there for all or part of the weekend.

Bill Frame was weatherman for the race and thankfully the heavens decided to cooperate and allow us at least four miles of visibility so the race could be run. It was very iffy for a time, and poor Bill almost decided to leave rather than tell those irate racers they couldn't race.

While back in St. Louis for the National Business Aircraft Convention the week of September 20, St. Louis members Jan Pocock, Val Johnson, Ruby Fidoli, Joy Harvey and Joanne Sabo met me for lunch. Amy Laws dashed in after a two hour dental appointment, left her car with flashers on (no parking places) just to see little me.... love you, Amy! Ran into Hazel Jones at the Convention Center.

One more big project for this year.... Treasure Hunt October 16, Pontiac, Michigan.

by Mearl Frame



Laura Sellinger, chairman of the 1982 St. Louis Convention, presents a check for \$5,000.00 (proceeds of the convention) to International President Marilyn Copeland at the installation of St. Louis Chapter officers.

Indiana Chapter

Our August chapter meeting was in St. Louis Sunday following the close of International Convention. For those of us unable to be present, we had to rely on reports from the more fortunate ones who had attended the convention and subsequently our meeting. Reports centered around convention activities and the great time they all had.

The Indiana Chapter congratulates member Judy Graham, winner of an Amelia Earhart Scholarship which she will use to obtain her multiengine instructor's rating.

Esther Berner and Betty Nicholas were among the approximately 300 WASPs honored at their reunion this September in Cleveland, Ohio. The ceremony, marking the opening of the WASP Reunion, took place on Saturday, September 4 during an air show at Burke Lakefront Airport.

Jill McCormick, currently a member of the El Paso Chapter, was in Indianapolis the

CHAPTER NEWS, ETC.

Greater St. Louis Chapter

The Greater St. Louis 99s are keeping busy. The NBAA visited St. Louis in September and brought huge numbers of aviation people and aircraft to our local airports. Bi-State Parks, which welcomed us to our convention, welcomed a 727, many varieties of helicopters and business aircraft and even the Lear fan jet. The convention center welcomed even more varieties of new aviation equipment. The entire city of St. Louis was filled with demonstrations and aviation education. Our members assisted with arrivals and details at Bi-State. What an adventure.

We thought things would let up after convention, but St. Louis is being blessed this year with aviation conventions. We are fortunate as 99s being invited to attend, help and share information about our organization. The US Pilots Association convention this fall offers a fair at which we will be distributing information to prospective members.

Immediately after this is the NIFA SAFE-CON. Where else — Bi-State Parks, of course. Our girls will be judges and lend assistance wherever needed.

Conventions are fun, but in a more serious nature, our role in Air Lifeline was discussed at our meeting. Participation by as many members as possible is being encouraged. On other fronts, safety seminars are being planned for October.

Our ballooning friends watched the beauties of the Great Forest Park Balloon Race in September. With fifty entries it was quite a sight. Imagine — the winner was only six inches off the mark. Two of our balloonists, Nikki Caplan and Vivian Watkins, will be up in the air in Albuquerque. Del Scharf plans to attend with details to follow later.

We added two new members to our roster this month — Dehlia Greer and Karen Kerfoot. A big welcome to both of them as we look forward to their active participation in our group.

by Helen Hall

latter part of September. While here she was the house guest of both Esther Berner and Betty Nicholas, dividing her time in order to see as many of her friends and fellow Indiana 99s as possible. When Jill was a resident here she was active in our chapter and participated in many events and projects, one being a race she set up (a one-leg speed race) which was the forerunner of our F.A.I.R. and which the writer chaired a few years later.

Hulman Field in Terre Haute was the site for the F.A.I.R. race (see details on Air Racing Update story). Sunday morning, after all race contestants had taken off and were on their way home, our chapter met in business session in the Administration Building at Hulman Field.

Our October meeting will be in Bloomington on the 17th with Dorothy Niekamp as hostess.

by Rae Cawdell

Indiana Dunes Chapter

Members of the Indiana Dunes Chapter met in Valparaiso, Indiana, on September 25 for the annual Achievement Awards Banquet. This year's chairman was Charlene Falkenberg and hostess for the luncheon meeting was Diane Austin.

The Ninety-Sine of the Year award was presented to Sue Mohnssen of Michigan City, Indiana. She is vice-chairman of the chapter and a very active member.

Charlene presented Walt Falkenberg with the 49½er of the Year award, for all that he has done, especially when Charlene was on crutches with a broken leg. A special award also went to 49½er Ray Mohnssen.

Carol Zander won first place in the category of highest points accumulated with Karen Johnson and Chris Murdock as runners-up. Highest points for a new member went to Pat Pohling. Chris Murdock re-



Helping to mark Hobart Airport are Dunes members, from left, Charlene Falkenberg, Joy Black, Karen Johnson, Linda Mattingly, Sue Mohnssen and Judy Lambert and family. At the Hobart air marking, in photo at right, Walt Falkenberg and Carol Zander "snap the chalk line" while Joy Black watches.

ceived first in chapter activities; Karen Johnson for most flying time and licenses received (she is also our international AE Scholarship winner). For education and safety, Karen again took first with Betty Parrish in second. Betty also received a special award for miscellaneous activities. Attendance at all meetings and events went to Carol Zander along with Pat Pohling and Chris Murdock. Our favorite 66 was Joy Black.

At the meeting two of our newest members, Audrey Karp and Paula Dubois, were pinned. The chapter also honored women working in aviation and especially those in our chapter who are actively pursuing a career. Seven Dunes members honored were Tina Davis, Paula Dubois, Char Falkenberg, Nancy Hagans, Karen Johnson, Valene Lyons and Margaret Statzell. Pat Pohling and T.J. Shaum will head the committee for the 1983 Achievement Banquet.

Sue Mohnssen will host the November meeting in Michigan City, with Collette Golightly displaying her photographic work. Diane Austin will host the Christmas party for the chapter at her home in Valparaiso on December 11.

by Pat Magon

Iowa Chapter

The Iowa 99s have made an all-out effort to enlist new members into our organization. We are happy to say that we have many new members.

We have incorporated more flying activities into our program. A Friday afternoon bunch for lunch at a different Iowa airport seems to have great potential. In October we will meet in Sioux City and Jean Beddinger will give biennial flight reviews and a safety clinic. Thank you, Jean!

Our November meeting will be in Cedar Rapids—a dinner at the country club and a winter flying seminar for 99s and their spouses.

Governor Robert D. Ray signed a proclamation for Women in Aviation, Barb

Brotherton, Nancy Cherkas, Bernice Norton and Marceen Grant were able to attend.

We wish to thank the outgoing board and Chairperson Bernice Norton for the great job they have done. Thank you, girls! And welcome to our new Chairperson Barb Brotherton and her new board.

Lake Erie Chapter

The Lake Erie Chapter held its August meeting at Lost Nation Airport with Rose Ray as hostess. Each member gave a two-minute show and tell of how they got started in flying or some recent flying related experience.

Rose Ray was announced as the recipient of the chapter's 1982 scholarship, which she will use toward her instrument rating. Member Bea Axelrod is her instructor.



New member Ann Carlisle poses with her sponsor, incoming Lake Erie Vice-chairman Pat Stark.



With Governor Robert D. Day are Iowa 99s Barbara Brotherton, Nancy Cherkas, Bernice Norton and Marceen Grant.



Lake Erie 99s Ann Carlisle, Jeanne Rude, Pat Stark, Rose Ray, Helen Sammon, Bea Rieske, Harold Rieske and 66 Jennifer Jewett re-airmark Kent State Airport.

The September meeting was held at Kent State with outgoing chapter Chairman Dodie Jewett as hostess. A good turnout of members took advantage of the excellent weather to re-airmark the taxiway at Kent with paint donated by the airport. The letters were still in good shape from the original airmarking held in 1974 and merely needed repainting.

Lucy Hildenbrand has completed Phase III in the FAA Wings Program.

Marie Eaves has received her CFII rating with the help of the 1980 chapter scholarship. Marie has had her CFI rating for many years.

Welcome to new members Pat Branchik, helicopter pilot, and Joann Cutler of Rocky River, who flies out of Hopkins.

Four 99s are flying with the Air Wing of the Coast Guard Auxiliary in Cleveland each Sunday extending the assistance which auxiliary members with boats provide. Bev Demko and Dodie Jewett fly their own planes with Pat Stark and Marg Juhasz riding along as observers.

Ten members plan to help with the NIFA meeting at Kent State, October 23.

by Margaret Juhasz

Minnesota Chapter

Seventy-five Minnesota 99s, 49½ers and guests were "high rollers" (with Monopoly money) at Minnesota Chapter's second annual Casino Night at the farm home of Arlaine and Roger Franzmeir. Linda Perkins and Arlaine co-chaired this major chapter fundraiser.

Caryl Erickson recently was appointed to the Metropolitan Airports Commission by Governor Al Quie. The eleven member MAC operates six satellite airports in addition to Minneapolis-St. Paul International Airport. Caryl is president of Dagan Corporation, an electronics company.



With Terry Ludtke, who chaired the Minnesota USPFT meet, are first place winner Len Christianson, Chief Judge Hope Isaacson and second place winner Rita Orr.

Maxine Pfeifer, Duluth, is one of ten people in the United States and foreign countries who received the EAA Outstanding Achievements in Sports Aviation award.

Five Minnesota 99s were among the seven pilots who competed in the Minnesota USPFT meet held in September at St. Paul Downtown Airport. Len Christianson, a flight instructor and college student, earned first place in a C152, while Rita Orr, Minnesota 99, captured second in her Bonanza. Terry Ludtke chaired the event with Hope Isaacson as chief judge, Eleanor Renwick as scorer and Janet Curry, photographer. Judges were Minnesota 99s, 49½ers, flight instructors and Northwest Airlines pilots.

Minnesota 99 Clara Johansen plans her cross country for the USPFT competition.



Liz Groth, chapter secretary, is recovering in St. Mary's Hospital, Rochester, following a car accident in which she was critically injured.

by Hope Isaacson

Quad City Area Chapter

We started our new year off with a fun evening August 12 at the Greenbriar Pub in Moline with dinner and installation of officers. Past Chairman Karen Davidson passed on our "Snoopy" mascot to our new chairman, Rosemary Bryan. Other officers are Vice-Chairman Carolyn Pobanz, Secretary Judy Spencer and Treasurer Judy Pobanz.

Our September 11th meeting was held at Monmouth Airport. Our two Monmouth members, Martha McClintock and Jane Pratt, were helping their local flying club serve breakfast for the Stearman pilots who annually fly in from Galesburg during their yearly gathering there. We all met new friends and enjoyed the aerobatic competition after a delicious breakfast.

Plans continue for our annual dance in November to promote our educational activities and supplement our simulator fund.

by Judy Spencer



Outgoing chairman Karen Davidson passes Quad Cities' "Snoopy" mascot on to incoming Chairman Rosemary Bryan.

Scioto Valley Chapter

Installation of new officers was conducted at the September dinner meeting of this Ohio chapter, with Charter Chairman Marilyn Miller turning the gavel over to Beverly Griffin. Other officers installed included Myra Jamison, vice-chairman; Janie Weiser, treasurer; and Lee Loffer, secretary. Marilyn presented each with a tiny fabric plane inscribed for the occasion.

Janie Weiser hosted this special event which included as program a discussion by Norm Crabtree, Ohio Division of Aviation, of current legislative problems facing general aviation in this area. He also presented a new film focused on the Confederate Air Force.

In closing the evening's activity, Beverly Griffin provided the theme for this 99 chapter in the upcoming year.... that of PRO. A poem relating to this theme and written by her 49½er, Walt, was read to the group.

by Lee Loffer



Painting tires in the segmented circle are Wisconsin 99s Joyce Donner, Jane Kriha and Lois Truchinski.

Wisconsin Chapter

The Wisconsin Chapter held their September meeting at the brand new Wild Rose-Idlewild Airport, Wild Rose, Wisconsin, with Chairman Lois Truchinski hosting. The chapter participated in their very first airmarking and beautification project. The weather was too poor to fly in but many drove.

The members arrived early to stripe yellow paint on tires around the segmented circle and wind sock. A new sign was erected at the airport entrance road. Post holes were dug for the placement of runway end markers. After a potluck picnic lunch in the hangar, members convened for a chapter meeting.

Joyce Donner was selected to chair the chapter's involvement in the American Cancer Society's Daffodil Days. The Wisconsin 99 participation involves the transportation of daffodils by airplane to 12 cities in Wisconsin next April. Joyce and Lois Truchinski will represent the chapter at an organizational meeting for Daffodil Days and man a 99 booth in La Crosse Saturday, October 16.

The Madison Area 99s had a special organizational meeting to plan the annual dinner meeting and awards banquet scheduled for Saturday, February 12, 1983.

by Terri Donner

NORTHWEST SECTION

Central Oregon Chapter

The first annual Labor Day Hood River Air Show was a success with 10+ weather and the 99s as hostesses.

September 18 our Pilots' Play Day at The Dalles included a poker run-treasure hunt, spot landing and flour bombing contests and was an absolute blast! The next day, we manned a table of FAA literature with great propriety, and sold raffle tickets (to pay for the poker run)! Now we have a bit of a bank balance and are still working on our Columbia Gorge charter.

September 28, we hosted a cozy evening of popcorn, cookies, woodstove and slides in the new addition at the Hood River Airport. Clyde Wells, long-time mountain pilot, showed a delightful series on mountain flying from skis on mountain tops to 55 foot

curved dirt strips on the bottom of the Snake River Canyon.

Lois Blumenstein earned her Wings (check that, Eastern Oregon)! And Judy Newman now has her sailplane rating.

by Jan Mlnarik

near Salmon, Idaho. Mountain flying instruction will also be available to members who want to take advantage of this training along with a fantastic weekend planned for all those participating.

by Kathy Layman

CHAPTER NEWS, ETC.

Columbia Cascade Chapter

"A Rose For You in '82" was the theme of our September Section Meeting in Portland, Oregon. Along with Northwest Section members, International President Marilyn Copeland, International Board members Hazel Jones and Gene Nora Jessen and Western Canadian Governor Kate Merry attended.

One of the highlights of the convention was the VIP (Very Important Pilots) Luncheon held on Saturday which honored Pioneers in Aviation from the greater Portland /Vancouver area. Many of the VIP's were Tex Rankin students and vignettes about their lives and achievements were narrated by Columbia Cascade member Evelyn Waldren.... herself a VIP.

Members Madelyn Heesacker, Shirley Twigg and Florence Lee flew blood pickups for our new platelet program for the Red Cross in September, and Sylvia Stinson flew an emergency blood delivery to a Roseburg hospital.

by Pegge Blinco

Eastern Idaho Chapter

For the Eastern Idaho 99s, September featured the long awaited painting of the hangar at the Rexburg Airport. This project, originally scheduled in the early spring, was postponed due to uncooperative weather. The group and friends scraped and painted, giving the hangar a new look. Now all it needs is the airport name and elevation added to the door, all of which should be finished in the near future.

October will be a new experience for several of the 99s. The group will be guests at the Flying B Ranch in the Primitive Area



Eastern Idahoans begin work, above, at the Rexburg Airport. The almost-finished product, below, is a freshly painted hangar.



Greater Seattle Chapter

Making hay while the sun shines, Seattle 99s combined a shiny blue day flight to the San Juan Islands with ground transportation in the form of a hay ride.

It was the annual fly-in to Red Mill Farm hosted by Dodie Gann.



At Columbia Cascade's Northwest Section meeting, the VIP luncheon honorees are Bob Byrd, Dorothy Heister Stenzel, Nona Malloy Goard, Walt Bohrer, Danny Grecco, Harold Wagner, Holly Fletcher, Ed Ball, Bob Sturgis, Ralph McGinnis and 99 Evelyn Waldren.



Down on the farm for the annual fly-in picnic on San Juan Island: Greater Seattle Scholarship Chairman Van Adderson, at left below, presents the AE award to a joyful Ginger Mitchell.



After 20 pilots were treated to pastoral scenery aboard the tractor-drawn hay wagon, the bales bit the dust and were replaced by an old-fashioned potluck. Our ladies cook as well as they fly.

The meeting featured the presentation of an AE Scholarship award to a delighted Ginger Mitchell who's aiming for her ATP.

September plans for the annual attempt to beat the weather out to Ocean Shores were foiled again by foul weather. Maybe next year?

A home port meeting was held instead, with new officers beginning another rewarding year for Seattle 99s.

by Jean Thomas

Intermountain Chapter

Professor Lee Eckhardt's informative program on "Mountain Flying" was thoroughly enjoyed by the 24 members and guests who attended the August 21st meeting at Moscow, Idaho. A lot of good practical advice was given along with a handout to read through and study later.

Our chapter co-sponsored the benefit polo game September 12th at the Spokane Polo Club for the Direct Relief Foundation. Millie Shinn has already collected 100 pairs of eyeglass lenses and frames. If all of us can do as well, think how many people will be able to see again.

Katie Reikofski has taught two Pinch Hitter /Flying Companion Seminars with hands-on experience. We may have some new 99s trained out of the program. Gloria Tornbom won first place in the flour bombing at the CAP Pancake Breakfast. Her excellent bombardier was a CAP Cadet.

September 25th, relatives, friends and 99s helped Gladys Buroker celebrate fifty years of flying at the North Shore Convention Center in Coeur d'Alene, Idaho. Gladys had soloed her grandson earlier that day. *PM Magazine* video-taped the event for later use on TV. Dorothy Fowler presented Gladys with an official 99 stained glass window hanging from her friends in the 99s.

by Beryl Fitzpatrick

Mid-Columbia Chapter

On September 25th Mid-Columbia members met at the airport restaurant in Walla Walla for a fly-in breakfast /meeting. The big news is our upcoming chapter charter meeting. It is planned for November 6 in the Tri-Cities at Cavanaugh's Motor Hotel. — no host cocktails at 6:30 p.m. and dinner at 7:30 p.m. In addition, we're extending an invitation to all members of the Intermountain Chapter and the newly-formed Dalles Chapter to join us for dinner that night. Hope to see you all there.

A fly-in meeting to the Dalles is being planned.

by Carol Cansdale

Mt. Tahoma Chapter

It has been an outstanding summer in the Northwest! The weather has been cooperative to both VFR and IFR. With the fall season arriving and winter coming, the Mt.

Tahoma 99s are preparing to settle down to books and classes on our favorite "sport"!

Several interesting and enlightening events highlighted our year. We were entertained in the home of Barbara Glasscock and Peggy Streater with guest speaker Joe DeJoie of the Auburn, Washington, ARTCC. Mr. DeJoie spoke to us on the latest training and developments since the ATC strike.

In July several of our members were able to participate in a fly-in to Olympia Airport. This event was sponsored by the Mt. St. Helens Chapter.

Bob Schmidt brought his slides of Oshkosh in 1981 to our August meeting held at the Tacoma Narrows Airport. It was a real thrill to those of us never having attended the Oshkosh event.

Our mother-daughter team of Peggy Streater and Barbara Glasscock proudly brought home second place in the Petticoat Derby in Albany, Oregon, in their Cessna 150. We hope this is a preview of future accomplishments and a real encouragement to all of us who have wanted to participate in this type of event.

The Northwest Sectional in Portland in September was a real experience. The seminar on "Flying to Alaska" was directly aimed at challenging the imagination of each 99 to a dream come true — flying across Canada to the beautiful state of Alaska to attend the International Convention in 1984.

Chairman Deana Sherman is currently on the trail to finding new and interesting programs for our meetings. With the spotlight on the 66 program, we are endeavoring to locate women students and potential members. Posters are being printed for each local airport.

A recent VFR refresher course was attended by two of our members. With a six hour course related to all areas of VFR conditions and one hour on a flight simulator, these girls agreed it was well worth the time and effort.

by Carol Hart



Four year old Autumn Russell, granddaughter of Mt. Tahoma 99 Carol Hart, wanted the door shut so she could "Fly by myself!"



Mt. Tahoma Chapter members meet at The Classic in Gig Harbor to discuss fall and winter plans.

North Dakota Chapter

The August meeting of the North Dakota Chapter was hosted by Linda Butz at Carington with eleven members present. The program for the meeting was a discussion of the "Do's and Don'ts of Mountain Flying" in preparation for the trip to the Northwest Sectional meeting in Portland, Oregon, in September.

The North Dakota Chapter again received the trophy for best attendance (percentage-wise) at the Sectional meeting in Portland. Attending were Beth Lucy, Lorraine Boehler and Gwen Vasendem in Gwen's Piper Archer, and Audrey Baird, Clara Sherman and Kay Vogel in Audrey's Beech Bonanza.

The regular September meeting was held at the International Peace Garden and was a joint meeting with the Winnipeg, Manitoba, chapter. The Peace Garden spans the border between North Dakota and Manitoba, has a paved runway and customs service is available. Ten members from the North Dakota and eight from Manitoba attended, along with two guests from Minot, North Dakota. This was the second meeting held jointly by the two chapters, the first being held a year ago. The Winnipeg Chapter extended an invitation to the North Dakota Chapter to attend its Sectional meeting in Winnipeg on October 29-31.

by Kay Vogel

Rainier Chapter

The Northwest Section Convention in Portland goes down in our book as a tremendously successful one, thanks to the efforts of the Columbia Cascade Chapter. Members of Rainier Chapter who enjoyed their hospitality were Barbara Cerise, Carol Hills, Elise Adams, Juanita Morrison, Liz Lundin, Marge Fremont, Nita Schumacher and prospective member Merry Macini. Marge Fremont flew her newly-acquired, beautifully restored Cessna 170 accompanied by Elise Adams and Juanita Morrison. When they arrived at Troutdale Airport they were surprised (and thrilled) to find that newsmen from *The Oregonian* wanted pictures of them and the 170 to accompany a news story about the convention. It was a fun and memorable experience for our chapter.

by Elise Adams

Willamette Valley Chapter

Nine Willamette Valley Chapter members attended Convention '82 in St. Louis. With an adventure to remember were Lola Skirvin, Mary Ellen Hobin, Karen Dapp, Sally Plumley, Verda Giustina, Jan Amundson, Lou Wicks, Shirley Teutsch and Wanda Joyner. So much to see and so much to do. Many thanks to the St. Louis Chapter for a great and memorable time.

CHAPTER NEWS, ETC.

At our August meeting held in Sun River, the gavel changed hands from Shirley Teutsch to new Chairman Molly Sliger. Guest speaker was Dorothy Waltz, a new transfer to our chapter. She clued us in on how to pack for trips and air races. Dorothy also told of several adventures during her air race career.

The September meeting, hosted by Shirley Teutsch and Marion Service, was held at Eugene Flight Tech. The star of the meeting was the Giant Gringer, a five foot submarine sandwich, enjoyed by all who attended. Our guest speaker was Jim Laird from Eugene GADO. He presented a film and spoke on winter weather flying—very timely with winter almost upon us.

by Wanda Joyner



Several Wyoming 99s attended the colorful River-ton Rendezvous Hot Air Balloon Rally at Riverton, Wyoming.

Wyoming Chapter

The Fly-in, sponsored by Wyoming's newest EAA Chapter at Gillette, was the location for the Wyoming 99s to get together on August 29. Some attendees arrived the previous day in time for the EAA Banquet and chatted with the national EAA president. Everyone took advantage of the nice weather, taking interesting side trips on their return flights.

Elizabeth Grieve of Lander, who holds ratings including commercial, instrument

and certified flight instructor, was honored recently by the FAA during a weather seminar in Lander when she received her Phase III Pilot Proficiency Wings.

The 4th Annual Rocky Mountain Regional EAA Fly-in at Greeley, Colorado, was the destination of Wyoming 99s on September 12; however, weather prevented many from attending. Flight activities included flour bombing, balloon busts and ultralight fuel

efficiency contests in addition to the air show. The Colorado 99s are to be congratulated for their part in this fly-in. We are looking forward to joining them next year for the 5th annual fly-in.

by Shirley L. Everett



Austin 99s who attended Convention in St. Louis are Robbie McBride, Virginia Mattiza, Barbara Gard and Pat Johnson.

SOUTH CENTRAL SECTION

Austin Chapter

September included a chapter meeting held at Kathy Bradfield's home, and a trip to the Northwest Section meeting for Virginia Mattiza. Portland, Oregon, is her hometown and she enjoyed visiting friends and relatives, as well as attending section activities. She and Hazel Jones must learn the words to "Deep in the Heart of Texas" before any more sing-alongs! It was a toss-up for the prize for the 99 who travelled farthest—either Homer, Alaska, or Austin, Texas. Virginia came home with the prize, but may have to relinquish it if Homer turns out to be farther away.

Kathy Bradfield, Paula Faught, Pat Johnson, Laura Jobe, Judy Reinhart, Diane Hadley, Robbie McBride and Virginia Mattiza manned the 99s booth at the EAA Fly-in at Kerrville, Texas, selling lemonade and iced tea.

Kathy Griffis represented the chapter at the San Antonio officer installation dinner in San Antonio. Governor-elect Mary Byers and SCS Membership Chairman Judy Covin also attended.

by Katherine Bradfield

Colorado Chapter

September was a busy month filled with a whirl of activities. A long awaited fly-in to Wray, Colorado, started the month with a bang. Twenty-six members flew or drove in to enjoy a summer day at Lucille Bledsoe's ranch. Many pastimes were available as the house is on the final approach to the airport, with a golf course between the house and the runway! Lucille offered a cook's tour of their cattle ranch, which included a brief aerial tour. And, of course, the potluck was replete with numerous tasty dishes, leaving our personal CG's lower for the return trip! Thanks to Lucille for a wonderful day!

CHAPTER NEWS, ETC.

Two weeks later, Colorado's fickle weather provided a cold, damp weekend for the annual EAA fly-in at Greeley. However, lots of fascinating airplanes managed to get in to provide a close look at those "funny looking" homebuilts! A pig roast (delicious!) provided all a chance to get reacquainted with old friends and meet new ones.

Our annual installation dinner was held on September 17th at the Aviation Country Club. A social hour was followed by a scrumptious buffet. The outgoing committee chairwomen were recognized and thanked for their efforts throughout the year. New board members were introduced and welcomed.

Jeffco Airport hosted an exposition late in September, with helicopter and hot air balloon rides and numerous aircraft on display. The chapter provided a booth with information and items for sale. Many women were introduced to our organization, and much information was given out regarding our Flight Without Fear program. A very surprised Anita Hessin was interviewed by a local TV station and did an outstanding job of explaining the Flight Without Fear program, especially since she had no advance notice of the interview!

Even as the whirl of September activities slows, plans are underway for upcoming projects, events, activities, new directions and just plain (plane!) fun!

by Leslie Lynch

Golden Triangle Chapter

Golden Triangle has been reassessing priorities and has some exciting plans for our new year. Our chapter has a scholarship fund to assist members who participate in the FAA Pilot Proficiency Program. Our goal is to encourage all members to sharpen flying skills and become safer pilots through participation in the FAA program as well as special chapter flying activities.

by Beverly Stephens

Houston Chapter

Our officers were so outstanding this past year that we insisted they do it all over again; so Peggy Campbell, Jana Ross, Carole Rag-

land, Chris Cobb, Carol Phillips, Carol Lee, Sherry Lewis, Margaret Nelson, Delle Hightower, Kathy Leal and Alice Bull were re-installed at our August Installation Banquet. One of our favorite guest speakers, Randy Riddell, who is a civil engineer and A&P mechanic, gave a very humorous talk about airplane parts.

At our September meeting Harry Hicks from the CAP and a female cadet in the high school program discussed the activities and educational opportunities open to cadets. In an earlier program Harry had explained how the CAP handles search and rescue missions. He also discussed the many problems

encountered with ELT's that inadvertently go off and the search to be sure the signal isn't from a downed plane.

Also in September Jerry Faulkner talked to us about starting a Houston chapter of Air Lifeline of Texas, which is already active in San Antonio and Dallas. It consists of pilots who make themselves and their planes available for the transportation of blood, corneas and other critical health related organs when time is critical and a private plane is the best and fastest answer. Helen Simonette will be the metro coordinator, and we hope to enlist many pilots in the Houston area to become active in this group.

by Suzanne Thweatt



At a recent fly-in lunch to Salado, Texas, are Houstonians Don Wood, Carol Phillips, Jana Ross, Helen Simonette, Norma Bridges and Jenny Simonette.

Kansas Chapter

Our September meeting was a fun-type this year. The big event was a Poker Run on September 11 at Tonkawa-Blackwell Airport. It was a typically windy Kansas-Oklahoma day, but everybody agreed that you can't hide from the wind in this part of the country. Besides that, it was good experience. Kay Alley won first place and a prize of \$25.00. Kay, Carol Lanning, Carol's mother Erma Zrust and Diana Wittman all flew together in Carol's Cessna 210. Mrs. Zrust won 2nd and 3rd places with her cards. Debbie Nichols and Ethel Woods flew in a Cessna 150 and, while they didn't win any poker hands, they got in a lot of good, exciting flying time of the kind you can only get with a 150 in a high wind. I know,

I've done it! It's exciting. Eat your hearts out, you 727 pilots!

After the Poker Run, members attended a luncheon and business meeting at the Sheraton Inn in Wichita. Kay Brunton was the winner of the door prize of tie-downs. At the business meeting plans were made for the upcoming "Sunflower Rally," to be held Saturday, October 16th in Hutchinson, Kansas. Plans were made for forming committees and completing the necessary work that goes along with an air race.

Our Airmarking Committee, under the direction of Diane Wittman, has been busy this month. They airmarked Redwing Airport in Augusta, Kansas; then airmarked the Benton, Kansas, airport. The Benton airmarking was accompanied by a 35 mph wind. That made the airmarking almost as much fun as Debbie and Ethel had flying their Cessna 150 in the Poker Run. Diane says the next airmarking locale "is a secret." So we will all wait for the next exciting unveiling of location.

Jackie Luke had an exciting time in Topeka recently. She was fortunate enough to be able to ride in a KC-135 tanker on a refueling mission over Topeka. She said it was absolutely thrilling and she even got to sit in the jumpseat of the cockpit.

After six years of successfully operating Copeland Airport, Dr. John and Marilyn Copeland sold the property to Beech Aircraft Corporation on September 16. Beech is their immediate neighbor to the south and wanted to expand their facilities across the road to Copeland Field. Although the Copelands have been operating the airport as a service to the general aviation public, Beech Aircraft has turned it into a private field in order to further expand their working space.

Marilyn has been busy with presidential duties these last weeks. She attended the Northwest Section meeting in Portland, Oregon. Then she did some local flying to Missouri on business trips. She is now planning to attend the Southwest Section meeting as well as the South Central and Middle East sectionals. She is also planning to attend the GENAVAC meeting in Washington, D.C. But, she says, along with the business she is also having a lot of fun meeting new people and making new friends.

by Paula Bruce

Oklahoma Chapter

Between chapter projects our group has been gadding about this summer; Arlene and Hoyt Walkup attended the International Flying Farmers Convention; Rita and Leonard Eaves made their annual pilgrimage to EAA in Oshkosh; Ruth Jones and Skip Carter attended the Toronto Horse Show, then back to the WASP Reunion in Cleveland, and now are viewing the beautiful fall foliage in New England at this time. Two of our other 99 /WASPs, Lela Harding and Betty Riddle, along with hubby Howard, also attended the WASP Reunion. Colleen and Bill King just returned from Washington, D.C. Bill received an FAA award for a



A weed burner had to be used to dry the asphalt surface, in photo at left, at Fairview but, as soon as the asphalt cooled off a little, Oklahoma 99s, in photo at right, rolled yellow paint on the taxi strip.

cost savings recommendation he made for his engineering and manufacturing branch of the FAA.

With scattered rain showers, the weather wasn't at its best, but Fairview Airport was airmarked anyway. A weed burner was used to dry off the surface, resulting in warm blacktop and cold yellow paint. Can't say this was an ideal mixture, but the name was readable. Anyway, that fixes them up for the Fly Lady air race November 10 and the big annual Fly-in on the 11th.

A Cessna 206, 210 and a V-35 took eight of us to Pauls Valley to do the runway numbers, 60 feet high, no less. The other runway used 30 foot numbers. Since it was blowing about three links out of a log chain, rocks in our pockets were next on the agenda. Didn't take long to get home, though.

Bonnie Quintal of Norfolk Island (South Pacific), and a member of the Australian Section, was a visitor to Oklahoma Chapter members on her return to Albuquerque following a 172 tour of the US. Two days were spent in DeQueen, Arkansas, with Linda Hooker and Jody McCarrell, followed by an overnight in Oklahoma City with Nancy Smith. The impromptu get-together in Oklahoma City left members fascinated with the tales from her part of the world. We are looking forward to the story she is writing about her tour of the United States for *The 99 NEWS*.

Nema and Mase Masonhall combined a golf trip to Hot Springs with proofing of the South Central Section History Book. We are all looking forward to the new book which will be seen first in Shreveport at the section meeting.

by Nema Masonhall

Shreveport Chapter

The entire chapter has been bitten by the conventionitis bug. Do all chapters work three years on a section convention? This oughta be a good one. We are hosting the Fall South Central Section in October, and will be honored by a visit from our new International president, Marilyn Copeland; Board Member Hazel Jones; as well as

incoming Governor Mary Byers and outgoing Governor Nancy Smith. Nancy's governorship has been outstanding, and we are looking forward to Mary's reign.

Shreveport has another one and only. Besides Mary Friday, our one and only licensed lady plumber, we have Amy Pilkinton, Louisiana's one and only licensed female agricultural operator (crop duster, to you city dwellers). Amy got her license and a congratulatory letter from the state in July. We are very proud of her. She studied real hard for that test. We held a committee meeting at the 99 trailer at Downtown Airport, and Amy commuted from the agstrip at McDade (about 10 NM) in the Pawnee. We got a real kick when she taxied up to the trailer. What a gal!

Martha and Ray Christy returned from their African Camera Safari to find their new Audi had been stolen from the JFK parking lot. The trip was still great for them, and for us as we were treated to an evening of slides, sandwiches and wine. Martha has finished our "Approach Plates" (driving instructions to each member's home), and distributed them to the membership. She really undertakes some time-consuming projects for her chapter. (Oh! No, they didn't get the car back.)

We have two new members, Marie Blake and Starr Stone. Marie and her husband, Richard, have a Fixed Base Operation at Downtown Airport, Greater Shreveport Air Service. Marie has been working on her license off and on for many years. She recently decided to get serious and we finally have her with us. Starr works part time for the Blakes. She has her private and is working on her commercial /instrument.

A committee has been named to start the ground work for a CFI Revalidation Clinic.

Our best news for last. Eileen Anderson was the recipient of an Amelia Earhart Scholarship. She will work on her CFI. That makes a grand total of four winners for SHV.

by Mary Jo Voss

SOUTHEAST SECTION



New officers for the Alabama Chapter are Harriett Hall, vice-chairman; Ruby Dickerson, treasurer; Rachel Hunt, recording secretary; Rhoda King, corresponding secretary; and Hilda Ray, chairman.

Florida Panhandle Chapter

Attendees at the March meeting in Panama City discussed the importance of staying proficient and then visited a very unique high school in the area which has an accredited aviation curriculum.

A joint meeting was held in May with chapters from Alabama, Mississippi, New Orleans and Florida converging on Dauphin Island for a day of fun.

In June Dr. Dan Roper, a former military flight surgeon, spoke to us at our meeting at Eglin Air Force Base on the physiological aspects of flying.

Barbara Bethea won the spot landing contest at the July meeting in DeFuniak Springs. This was the second consecutive time she won the beautiful hand-carved plaque. Once more and it will be hers to keep! Ken Harris, an FAA safety counselor, discussed density altitude and aircraft performance.

Betty McNabb hosted a safety seminar at Gulf Coast Community College in September, with several chapter members attending.

JoAnn Jones won the plaque away from Barbara Bethea during the spot landing con-

test at the September meeting in Crestview. There has been some strong competition for that plaque.

Congratulations are due for Stuart Brown, a newly instrument-rated pilot, and also our new slate of officers. In addition, Iva Walter received her Phase II wings. Betty McNabb was a 1982 honoree at the International Forest of Friendship in recognition of her past outstanding accomplishments in aviation.

In May Eglin AFB was honored with a visit from a group believed to be an Air Force first, an all-female crew flying a C-141 Transport. The crew's cockpit commander was none other than Charlotte Green, who is one of our members.

Our plans for the future include transporting blood platelets in the local area, including Panama City, Fort Walton Beach and Mobile; airmarking at DeFuniak Springs in November; providing candy and cookies to the local FSS, towers, and radar control personnel; conducting a proficiency race, a Poker Run, and several spot landings; and organizing our responsibilities for registration at the 1983 New Orleans convention. See you all there!

by Winkie Fortune



Foothills 99s, above, Gary Wheeler, Heather Parrish and Martha McWhite, and, below, Carol McKinney and Karen Winters, work on the compass rose at Greenville, South Carolina.



This view, with Carolyn Pilaar and Mary Ellen Castelleo in the background, gives some idea of the compass rose's size.

Foothills Chapter

Five members and one 49 $\frac{1}{2}$ er spent a whole Saturday spreading 15 gallons of paint for the 99 compass rose on a closed runway at the Greenville Downtown Airport, Greenville, South Carolina.

This compass rose is exactly 99 feet across and matches the points of the compass which are needed to swing a compass. We went out the following Friday afternoon to spread the additional 10 gallons of paint needed to complete the 99 compass rose.

Our chapter voted to support the USPFT equal to the sectional donation of \$100.00. Additional support will be sent to NIFA and the Amelia Earhart Scholarship Fund.

by Carolyn M. Pilaar



Mississippi 99s enjoy their August meeting at the home of Past International President Janet Green.

Mississippi Chapter

Mississippi 99s gathered in the Ocean Springs home of Janet Green for their August 28 meeting. Enthusiasm was high as fifteen present welcomed two new members, Faye Shearer and Ramona Young; two 66s, Edna LaRussa and Peggy Riley; and welcomed the reinstatement of June Gibson. Ramona also brought a list of seventeen potential members to be contacted about 99s.

As new safety education chairman, Ramona Young has attended three FAA Safety Meetings since August 1 and promises to



Ramona Young, Ede Brandon, Faye Shearer and Janet Green visit the Alabama Space and Rocket Center at the Southeast Section meeting in Huntsville.

get the Mississippi Chapter "active in safety awareness." Ramona has also taken over as the chapter's 99 NEWS reporter.

Members Faye Shearer, Ramona Young and New Orleans member Ede Brandon entrusted Janet Green to fly a Cessna 172 (in spite of the IFR weather conditions) to the Southeast Section meeting in Huntsville, Alabama, on September 11. A warm welcome by the Alabama 99s, a well-planned meeting, Safety Arcade and evening activities at the Alabama Space and Rocket Center made the trip well worthwhile. During the weekend Janet gave a slide presentation telling about the fun and excitement planned for the April 15-17, 1983, Southeast Section meeting to be held at the Eola Hotel (which was recently featured in *Southern Living* magazine) in Natchez, Mississippi.

Mississippi 99s have planned a display and October meeting to be held at the 12th Annual Jackson County Air Show on October 16-17 at the Jackson County Airport in Pascagoula, Mississippi. Mississippi members were happy to learn that Mississippi-born Lynn Spruill will be present at the air show. Lynn was the first American woman to land an airplane on an aircraft carrier. Can you believe she is not a 99? Mississippi hopes to change that. Also, member Ramona Young was on Channel 13 television during the press show for the air show. Mike Huer, president of the International Aerobatic Club, was also present for an interview at the press show.

Plans are also being made for a USPFT Local Competition for Saturday, October 23, at Miller-Wills Aviation at the Gulfport-Biloxi Regional Airport. Janet Green has spoken to several local aviation clubs, including EAA Chapter 743 and IAC Chapter 28, and has encouraged Mississippi members to participate as entrants.

by Ramona O. Young



New Orleans 99 Chairman Pat Besselman loads a shipment of blood for leukemia use.

New Orleans Chapter

Pat Besselman, Amelia Shepherd, Mary Donahue, Craig Besselman, Norma Gautier, Lisa Cook and Gloria Burlette all made blood flights recently.

The trips were made from Lakefront Airport to Thibodeaux to pick up blood to meet a deadline for having the blood processed for use in fighting leukemia.

Pat is president of the Ladies Leukemia Society and Lisa Cook is vice-president. This blood transport will be done again in the near future.

by Patsy Zeringue

dale with a 97.6 — we miss her as she has moved to Lancaster, Pennsylvania.

Jean Tinsley's September all-day party was enjoyed by 21 — excellent food, a sunny day around the pool (also enjoyed), and we signed up Vonne Ann Heninger as a new member.

We regret losing Denage Davis, who resigned as our chairman due to other

Fullerton Chapter

The Fullerton Chapter wants to thank all of its untiring 49½ers who support our many projects, including Dick Walsworth and Bill Davis who belong, respectively, to Betty and Barbara, not the other way around as last month's column seemed to indicate!

We're busily planning the year's many projects, with the first item on the agenda being our Pennies-a-Pound rides, set for November 14. Also in the works is a local USPFT meet, being planned with the Orange County Chapter, two airmarkings — a "first" for our chapter — and the Shirts 'n Skirts Race in the spring.

Kim Ernst, our very busy newsletter editor, is also the APT chairman, and is hard at work to make the whole chapter APT this year. Thanks to our member CFI Jane Kropp who so generously donated her time on September 19, many members were able to take their APT rides at that time. Following through, a safety seminar will be held at the Walworths' (right — Betty and Dick) hangar on October 30th, with the hope that the members will go on to get their "wings" from the FAA.

Interesting fly-ins (for those of you who would like to join us) are the Harris Ranch on November 7 at 12 noon; Santa Inez on December 4 at 10 am (do your Christmas shopping!); and Kern Valley on January 29 at 10 am. Hope to see some of the rest of you!

by Sylvia Paoli

Hi-Desert Chapter

After taking the month of August off, the September monthly meeting was a pleasant reunion. Members, guests and 49½ers met at Tehachapi Municipal Airport on an extremely pleasant morning. Our Tehachapi members drove everyone to member Linda Paul's home for a program /slide show on "The Tehachapi Triangle" given by Joe Townson, airport manager, and Chuck Weinke. Both of these men are actively involved in aircraft search and rescue and they have recorded their experiences on slides. Using information they have spent years gathering, they located areas in the Tehachapi Mountains that have a high concentration of aircraft accidents. They are presenting this information to the public to make pilots aware of accident trends and signs to look out for while mountain flying. Included in their slides were beautiful aerial shots of the snow covered Tehachapi Valley.

Our meeting took to cars again for a potluck lunch at Tehachapi Gliderport. The business portion of our meeting took place on the lawn while gliders and tow-planes made takeoffs and landings nearby. We couldn't have asked for a better atmosphere for our meeting. Attending this meeting were two student pilots wishing to join our 66 program. We welcome them to our chapter.

by Elaine Levesque

CHAPTER NEWS, ETC.

SOUTHWEST SECTION

Bay Cities Chapter

In April the 11th annual Worm Races, run by Kathy Walton, were again a success.

Joyce Wells flew our members, Rueckert, Sharp, Walton, and Aloha's Lindy Boyes to Santa Monica to enjoy Los Angeles Chapter's 50th anniversary and the Southwest Section meeting. We campaigned for Joyce Wells as vice-governor. Elaine Levesque was there also, making five Bay Cities members present.

In May, our long planned scholarship loan fund was approved, open to all 99s with a three year membership. Rose Sharp is chairman of the fund with Joyce Wells and Christine Koplos-Stroh committee members.

June found Joyce Hibbard holding down a booth at UC Berkeley's Harmon Gym for her glider club for "women in sports," and at the same event gave out information on the 99s. Joyce also helped Alameda County Chapter with the Hayward-Las Vegas race.

Six Bay Cities members attended a charter member meeting for a northern California chapter of Silver Wings. A new pilot, Vonne Ann Heninger, attended and we found a delightful prospective 99.

Joyce Wells entered her sixth Air Race Classic, finished but not in her usual high place.

Miriam Brugh retired from the 9-to-5 grid by celebrating her retirement and birthday with a "bang-up" party on July 4. Also, Bay Cities elected Joyce Wells and Elly Jones delegates to the 1982 Convention, while Ruth Rueckert visited Aloha Chapter and was elected its delegate. The Aloha meeting was held at Hickam Field, hosted by the 9th Airborne Command Control Squadron. Twenty-two 99s toured a very interesting plane from cockpit to tail.

Ena Ayers surprised everyone with her marriage to Major General J. Glenn Brown, USAF Ret., on July 29 in Troy, Missouri, with the groom's brother, pastor of the church in Troy, marrying the couple. Glenn was Ena's first flying instructor and is now Director of Flying for United Airlines in Denver. They will reside in Littleton, Colorado, and in San Francisco, where Ena is keeping her apartment.

Joyce Wells was elected vice-governor of the Southwest Section. Also, Elaine Levesque passed her air controller's test at Palm-

interests taking priority. Vice-chairman Christine Koplos-Stroh agreed to chair the rest of the year.

by Ruth N. Rueckert

Cameron Park Chapter

The Cameron Park Chapter has been busy getting APT with most of our members participating. Bev Owens, Joann Wright, Nancy Hougath and Mary Bovee have qualified for the coveted FAA Pilot Proficiency Wings and certificate.

Five of our nine members participated in the 13th annual Palms to Pines Air Race which terminated this year at Klamath Falls because of bad weather. This is the first time in the 13 years they were unable to finish the race in Independence, Oregon, and enjoy the fine food, entertainment and hospitality provided by that community. Although we descended rather unexpectedly, we enjoyed our stopover in Klamath Falls.

Those participating were Mary Bovee and Lorene Robertson who finished with best score for first time Palms to Pines racers, Betty Kohler and Pat Collins, Nancy Hougath and her partner Marion Dittman, from Long Beach Chapter. All finished with a plus score.

We are happy to add five new members to our roster — Paulette Banks, Betty Kohler, Jeanette Bell, Mary La Croix and Nancy Martino. We are growing.

Mary Bovee, Nancy Hougath and Lorene Robertson flew to South Lake Tahoe to inspect the runway prior to airmarking, planned for a fall project. Also our flyaway this month was to Half Moon Bay for a delicious seafood lunch.

One of our members jumped out of a perfectly good airplane the other day. Robin Bovee made her first parachute jump and reports that it was very exciting indeed! She has been attending jump preparation school for this exciting adventure and plans to make more jumps as she gains knowledge and proficiency. Good luck, Robin. On the Q.T.: Mary Bovee, her mom, hopes this new sport loses its glitter rapidly.

Under new ratings we are proud to announce three 66s who became 99s; they are Jeanette Bell (private pilot), Nancy Martino (private pilot) and Paulette Banks (private pilot). Congratulations, girls.

by Lorene Robertson

Las Vegas Valley Chapter

Summer in Las Vegas is not an enjoyable time for flying. However, with cooler temperatures arriving, a Flying For Fun Day was planned for September 11 at North Las Vegas Airport. Under the leadership of Kathleen Snaper and with the assistance of Wennie Howard, Mary Langlois, Linda Trettin, Carole DePue, Laurie Cameron and Bonnie Rannald, the plans were underway. The events included spot landing, barf bag bombing and balloon bursting. The 11th arrived and with it, twenty knot winds remaining from a fast moving cold front; therefore, everything was delayed 24 hours. Sunday brought forth a perfect day with 80 degree temperatures and calm winds. Trophies were awarded for 1st through 3rd places in each event. Of 500 flyers mailed, there were 46 entrants. We are grateful to Bonnie James, North Las Vegas Airport Manager, who enlisted the cooperation of Hughes Aviation Services.

Many people were not aware of us and our programs.

The Red Bluff show was held in September. The 99s had the Pepsi concession (a good money-maker and lots of fun).

This year our Mt. Shasta Chapter split to form a new chapter called the Sierra Pacific. To help start the new chapter the Redding group *drove* (sorry, really sorry) down to give moral support and also donated some funds to get things rolling.

Our new officers have been elected, and from the look of things, we're going to have a fun and busy year ahead.

by June Torrey

Palomar Chapter

Palomar Chapter has had a lazy summer. Our August meeting, hosted by Nena Hewette, turned into a gourmet luncheon and swim party with very little work! We did have Pat Fry, San Diego chairman, in attendance to discuss plans for the Air Race Classic start in San Diego next year.

CHAPTER NEWS, ETC.

Our chapter has been asked to provide a 99 Headquarters Booth at the AOPA Convention, October 31 through November 4. Carole DePue and Velda Mapelli were appointed co-chairmen.

Kathleen Snaper and Bonnie Rannald have entered the Pacific Air Race and plan to attend the Southwest Sectional in Santa Rosa. Rumor has it that Kathleen is letting Bonnie fly as pilot in command in the race.

We welcome Laurie Cameron, reinstated from Colorado, to our chapter. Laurie had her initiation during the Flying For Fun Day and her hard work was appreciated.

by Bonnie Rannald

Mount Shasta Chapter

Our 99s weren't exactly idle during the summer. Four of our 99s, Ellie Mueller, Jane LaMar, Donna Taylor and Ginger Strange, flew in the Palm to Pines Race. We did not bring home any trophies, but had a lot of fun and gained plenty of experience. We're proud of our fliers anyway.

Ellie, for example, received her pilot's license at the young age of 62, a few years back. Tell a friend, "You're never too old to learn something new."

Marsha Ilif, one of our youngest pilots, has joined the Air Force Officer Training Program. She has been a local flight instructor and charter pilot. Our best wishes go with her. Off we go.....

A pleasant day was spent by the few who painted the Hayfork runway. Since it was a work weekday, a few were able to go but the work is excellent.

In June, the Redding air show was held. It was a huge success and many people enjoyed the aerobatics, para-jumping, etc. The 99s passed out information to interested parties telling them about the organization.

Repetitiously, our September meeting, traditionally a pool party and potluck at Pam Vander Linden's, featured good food and the company of our 49½ers. It was a real pleasure to see Marvin Dilg, who, by the way, is giving a perpetual trophy to the Air Race Classic in his wife's memory.

Nena Hewette and copilot Ami Erickson were our entry in the Palms to Pines Race this year, and Nena and Mary Pearson will try to out-fox the experts in the Pacific Air Race October 1! Mary has some doubts about copilot duties! She may forget to punch the stopwatch!

Some members of San Diego and Palomar Chapters met Velda Mapelli, Air Race Classic chairman, at Gillespie Field, San Diego, to discuss race start plans for 1983. The Hanalei Hotel hosted the group for lunch, since it is being considered for the start hotel. Sounds like all we do is think racing!

Our regular reporter, Vi Pfeiler, and husband, Jack, are on flying vacation to Arkansas and Tennessee (maybe even New Orleans) in their Piper Cherokee 180. Vi's car license plate says, "I Pfly"!

The other tigress in our midst, Pam Vander Linden, is still knocking them dead in the seniors major tennis matches around the country. Each time I ask, she says she's won a gold, silver or bronze medal somewhere. We're really proud of both these ladies.

by Mary Pearson

Sacramento Valley

With fall really upon us, we settle down to routine, all the while dreaming of future flying events in warmer weather. We are really looking forward to spring, when we have been asked to sponsor a regional competition for the USPFT.

Betty Alair has already put in a lot of hours working to make Fall Sectional 1983 a truly "Capital Idea" — one of the best ever.

In an effort to recruit new members, Jeannette Barret has initiated a New Members Brunch — the first held at her home in October. What a gracious way to say "welcome."

Mary Hovey recently came upon a fellow at Travis Air Force Base who is gathering items for a museum. One of his displays will include women's contributions to aviation. He has asked us for any input we might like to add. He has also invited us to come fly "his" C-5 simulator — a nice rainy day activity!

by Jacqui Koukol



Members of the Sacramento Valley Chapter and 49½ers gather frequently at Woodland-Watts for cross-wind proficiency flights.

San Gabriel Valley Chapter

After a busy summer of vacation flying the chapter assembled at Ilse and Jack Cook's home for a potluck dinner meeting. Jan Wright was awarded the chapter scholarship. Chairman Nancy Gordon reported that she, Sheryl Salvesson, Betty Skiles, Ferrel Salen, Traude Gomez, Ilse Cook, Jan Wright, Joan Winter, Helen and Bill Blanchard, Margaret and Dave Lawson and Dot and Jerry Barden sold model planes and 99 activity books and handed out FAA literature at the El Monte Airport Open House the last weekend in July.

Jan Wright reported attending the dedication of the Big Bear Airport terminal building on Labor Day. Marion and Bob Marriott told of seeing two feet of hail in Las Vegas, New Mexico, on their return trip from Nebraska. Ferrel Salen's high point of a trip to Lubbock, Texas, was a flight in a T-38 simulator. Eve and Harold received more actual instrument conditions on a trip to North Carolina than VFR. Margaret and Dave Lawson enjoyed flying to Vancouver and stopped at Santa Rosa to visit a former San Gabriel Valley 99, Jinny Wagner.

by Eve Hunt

Santa Clara Valley Chapter

Our awards banquet on September 17 was truly an enchanted evening, starting with a "gourmet" potluck that proved flying isn't the only talent of SCV 99s. Next, Mr. E., the Magician (a.k.a. Andrea Nassim-

one's 49½, Ernie) put on a magic show, after which he introduced our officers for the coming year. Each, in turn, assisted Mr. E. in an astounding magic trick and thus, "by magic," was duly installed. Our new slate is Marilyn Orloff, chairman; Mayetta Behringer, vice-chairman; Jeane Leete and Anne Tapay, secretaries; Ruth Theriault, treasurer; and Vera Arnold, nominating. Since Vera was absent, Nancy Rodgers stood in for her as magician's assistant.

Carol Lushbaugh, who flew her first air race (Baja) this year, and Ginny (Virginia) Higgins, who got her instrument rating in a Comanche, were named Pilots of the Year. Both have lots of hours chalked up; Carole flew over 30 hours of actual IFR.

Amelia Earhart medallions went to Mayetta Behringer and Verna West, who gave "special service" to our chapter. Verna does background work on legislative topics that concern aviation and much community work in aviation. Mayetta not only takes charge of our semi-annual poker flights, but is always around to help — behind the scenes, in charge of committees, and talking to community leaders and school children about the 99s and aviation.

For their "helping hands," certificates were awarded to Marilyn Orloff, Dottie Theurer (our "APT" lady), Joey Connell and Sue Schiff (of Flying Companion Seminar fame), Pat Cain (P.R. lady for the air tour), Vera Arnold, Willy Gardner (who hand-letters all those certificates!), Kathy Pelta, and Evelyn Lundstrom (without whom our monthly newsletter, *The Windsock*, wouldn't get collated and mailed).

Other highlights of the magical evening: introduction of Sarah Pearl, last year's Marion Barnick Scholarship winner, and the announcement of Karen Ann Johnson as

this year's winner. Karen is an aviation technician student at Purdue University in Indiana, and also won an Amelia Earhart Scholarship.

The banquet was held at the Rinconada Hills Racquet Club in Saratoga. Pat Rowe and Connie Gould, with the help of Mayetta Behringer and Peg Ewert, organized the event.

by Kathy Pelta

Santa Paula Chapter

Hello from Santa Paula. Our summer months were busy ones. On Memorial Day weekend three members, husbands and friends winged their way to the Watsonville Fly-in. Two weeks later the same group made their way to the Porterville Moonlight Fly-in. At the same time members Sue Cederquist and Beatrice Delgado were on a three week flying vacation to the Great Lakes region.

Everyone was home for our June barbeque held in Jan and West Evans' hangar. Sixty-three people showed up for our largest barbeque yet. Newly elected officers are Melody Rich, chairman; Sherry Moore, vice-chairman; Ruth Buige, secretary; and Jan Evans, treasurer. Maggie Bird was nominated for Southwest Section Woman Pilot of the Year by our chapter.

Norma Emery made a 38 hour solo trip back east. She also enjoyed flying her Great Lakes around Santa Paula Airport during the summer.

On August 22 the chapter sold 1,100 hot dogs at National Aviation Day at Oxnard Airport. A busy day and our biggest fund raiser for the year.

On Labor Day Melody went to the "Greatest Western Untralight" fly-in near Bakersfield and Martha Esponde went to the Reno

Air Races. Jan, Sherry, Sue and Maggie went to Oshkosh and for such a small chapter we are on the go.

by Melody Rich

Utah Chapter

Carol Rayburn, former Utah member, visited Salt Lake City on her way to Fresno, California, where she will be chief of the Fresno GADO.

Utah 99s took advantage of a sunny Saturday to refurbish the "OGDEN" on taxiway C at Ogden Municipal. The placement of these letters hopefully aids in keeping the Hill AFB trainees at their own adjacent field.

Joan D'Amico was a winner of an Amelia Earhart Scholarship. She will use the scholarship for her ATP. Joan is the only 99 to have twice received this award.

by Carol Clarke

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Standing in front of the 99 hot dog booth at National Aviation Day are newly elected Santa Paula officers, Ruth Buige, secretary; Jan Evans, treasurer; Melody Rich, chairman; and Sherry Moore, vice-chairman.



Race team 12, Claire Gould (pilot) and Mary Roscoe (copilot) with Emily McLaughlin, star of "General Hospital." A few moments later, Emily began flagging off the 13th annual Palms to Pines Air Race.



Derby participants, from left, Grace Shearer, Leah Higgins and Adele Binsfield model the official Paul Bunyan T-shirts, while, at right, Snoopy and the Red Baron ride the bus transportation to the Derby briefing. Best dressed (for the second year) Nancy Walters and Susan Dyer steal the show!



The Michigan Air Tour and Paul Bunyan Air Derby

by Renate McLaughlin

Bea Steadman and June Beers have done it! A race in which *nothing* went wrong. Even the weather cooperated; it was good enough to allow the race to be flown as dictated by the official weather briefer, Bill Frame, and the visibility was bad enough to make navigation a real challenge.

But back to the beginning: September 9, the start of the annual Michigan Air Tour. Poor visibility kept some planes away that had registered. But a number of hardy 99s still managed to participate. June Pailthorpe, Nancy Walters, Susan Dyer, Adele Binsfield, Gini Sutherland, Edie Maxim, Joan Hrubec and I congregated in Mt. Pleasant with all the other tour participants. Kay Chamberlain had the evening well planned. We watched a movie called "The Pilot" at the airport terminal building and Kay even

had the popcorn made!

On Friday morning, we saw the first of the fog and haze that was to stay with us throughout the weekend. Nevertheless in Harrison—the first Air Tour stop of the day—the airport manager, city manager, commissioners and everybody who is somebody was there to greet us. After the plaque presentation, we were off, picking our way through the soup to Ludington. Again an enormous greeting, followed by lunch at Gibby's Restaurant. (It was so nice to be greeted at an airport with transportation waiting.)

At this point, Adele Binsfield and I decided to skip the afternoon stop of the Air Tour in order to make the impound deadline at Traverse City. From what I heard, landing at Frankfort was quite a challenge though.

At Traverse City Cherry Capital Airport everything was running like clock-work. One of many extra touches were the special blue Paul Bunyan Air Derby T-shirts that we all ended up wearing. After inspection (which went quickly and efficiently), we were whisked off to the Park Place Hotel to get ready for the Paul Bunyan Initiation. The planked whitefish dinner was delicious, but did not hold a candle to what was to follow. I always wondered why members of the Paul Bunyan Clan would not say much about the initiation. Now I understand—and you won't hear anything from me, either! No reason in the world to ever miss this event if given the opportunity to join! Another feature of the evening was square dancing to 99 caller Betty Finout. The 99s are soooooo talented!

On Saturday the race went off as scheduled. Had weather been a problem our Race Board and Committee had Plan B already worked out. The aviation people at the college prepared a "simulated derby" that would have been a super challenge.

The only sad note occurred when Judy Hughett aggravated a back injury, with a sneeze of all things, and had to spend a night in the hospital and then be flown back to Detroit the next day. She intended to fly the race, but it just didn't work out. Speedy recovery, Judy!

For a while it looked as if even IFR pilots would be stuck in TVC following the race (you cannot go tower en route to or from there, and all the reservation slots were gone on Sunday). But as luck would have it the weather improved slightly, and the end of the weekend was just like the beginning and the middle—perfect!

13th Annual Palms to Pines Air Race

by Claire Gould

For once, the Southern California weather cooperated and the 13th Annual Palms to Pines Air Race was flagged off on time from Santa Monica Airport by Emily McLaughlin, long-time star of TV's "General Hospital." Forty-nine planes took off in perfect California weather on Friday, July 30th, with entrants from Washington State, Oregon, Arizona and, of course, a large contingent from California.

Strong headwinds on the first leg, Santa Monica to Merced, gave all the racers a hard time. However, relaxation was the order of the day at the barbecue picnic in Red Bluff that night.

Next morning dawned bright and clear in Red Bluff, but we received reports that Independence was overcast, so on we all went to Klamath Falls where the tower chief traditionally provides us with large supplies of his wife's delicious cookies. There certainly was ample time to sample them this year, as we sat on the ground for several hours waiting for Independence weather to clear. But—perhaps because this was the thirteenth year of the race??—it was not to be.

The race was called off after this third leg, which left the Race Committee with a rather interesting dilemma: What do you do with a hundred-odd people overnight?? After several phone calls, everyone finally settled in at the Thunderbird Motel in Klamath Falls. Of course, the cool pool was the gathering

place for the rest of that hot day.

Meanwhile, locked in one of the rooms and dining on take-out food, the Scoring Committee worked until the small hours of the morning to reprogram the two race computers, score and sort the results. Trophies were driven down from Independence, courtesy of the Independence Race Committee, in time for the Awards Breakfast on Sunday, July 1st.

Top honors went to last year's winners, Delores Pynes and Dorothy Walker, with a score of 16.561 in their 1981 Cessna 182 handicapped at 148. In addition to trophies for the first ten places, a Year-of-the-Race award went to the team of Futterman / Pickering for coming in 13th.

PALMS TO PINES WINNERS

PLACE	PILOT/COPILOT	HDC	AIRCRAFT	SCORE
1	Pynes/Walker	148	Cessna 182R	+16.561
2	Wright/Steinberger	153	Piper Dakota	+14.322
3	Hensley/Hoffman	123	Cessna 172	+13.853
4	Schutte/Zwink	121	Cessna 172	+13.182
5	Lyon/Dinan	148	Cessna 182Q	+12.703
13	Futterman/Pickering	183	Bonanza A-36	+11.415

MICHIGAN SPEED EVENT WINNERS

PLACE	PILOT/COPILOT	SCORE
1	June Beers/Ted Berz	+16.306
2	Esther Wolf/Maisie Steers	+12.987
3	J. Conners/Pat Keeler	+12.987
4	J. Miller/R. McClure	+11.484
5	R. Lockwood/Kirsch	+12.256



Capitol Proficiency Race contestant Janis Blackburn confers with race official George Stalk.

IAD Tower led racers past the Concorde in a conga line to the starting point on runway 30.



Capitol Proficiency winners are Skip (Western New England) and Dan Orlitski, Westfield, Massachusetts, first place; Janis (Garden State) and Blackie Blackburn, second place; and Mary-Ellen Webster (Potomac) and Don Anderson, third place.

Capitol Proficiency Race

by Rosemary Doud

The Capitol Proficiency Race, the Washington, D.C. Chapter's very first air race, was held Saturday, September 11. The day began with fog causing almost zero-zero visibility. The weather caused a delay of several hours, which was put to good use by racers who took the opportunity to get better acquainted over coffee and donuts, or work on their flight plans. Our weatherman promised that the fog would lift and it did—exactly on schedule. At 12:15 our thirteen participating aircraft were parading down the taxiway, ready for takeoff at Dulles International Airport, to fly a triangular course with fly-bys at Farmville and Tappahannock, Virginia.

Race Chairman Gerda Ruhnke, along with her 49½er, Lothar, and Co-chairman Joan Stalk did a fine job of organizing. The credit for the success of this race must go to them.

The awards banquet was held at the Dulles Marriott, with Charter Member Fay Gillis Wells as speaker, sharing her early memories of the Ninety-Nines with us. The highlight of the banquet was, of course, the awarding of trophies. First place was won by Skip and Don Orlitski, with a score of

99.989. Don and Skip (Western New England Chapter), who flew in from Massachusetts, also won an award for being the contestants coming the farthest to participate in the race. Janis Blackburn (Garden State Chapter) and her 49½er, Blackie, came in second place with a total of 99.988. Third place was claimed by Donald Anderson and Mary-Ellen Webster (Potomac Chapter), scoring 99.974.

Although Washington, D.C. members were kept too busy working as "ground crew" to participate as racers, we were happy to welcome several Ninety-Nines from other chapters including Linda Hollowell, Leslie Nimmer and Sandra Villanova from Hampton Roads; Betty Pifer and Mary Helfrick from Garden State; and Helen Zubrow and Anne Shields from Eastern Pennsylvania. These enthusiastic Ninety-Nines, in addition to those previously mentioned, helped to make the race an enjoyable event for us all.

We of the Washington, D.C. Chapter would like to thank everyone who participated in the Capitol Proficiency Race. We couldn't have done it without you!

1982 Indiana F.A.I.R. Race

by Charlene Falkenberg

Nothing could have run more smoothly or turned out more perfectly. I'm talking about the annual F.A.I.R. Race held on September 18, at Terre Haute, Indiana, sponsored by the Indiana Chapter. All contestants arrived on time after flying almost a dull trip due to excellent weather. Usually someone has a story, but not this Friday; it was clear, no wind and beautiful.

Impounding was completed on schedule and everyone gathered at the local Holiday Inn, which was our headquarters. Race route packets were distributed from the hospitality room. The briefing was held after dinner and then off to the rooms, early to bed. The weatherman promised CAVU weather on Saturday, and guess what? *It was!* We were flagged off almost exactly on schedule. This is an unusual happening with our tricky weather here in the midwest.

This is strictly a proficiency, navigation event and the Indiana 99s picked out a challenging, but not impossible route. One by one all planes returned, contestants waited to be fueled—"oh's," "ah's," "oh, no's," "can't be's" and a few other exclamations were heard throughout the field. Some were over, some were under and some almost perfect. One even had almost perfect speed.

Time passed swiftly and after a filling dinner the awards were announced by the MC we have come to look forward to hearing, Richard Kennard, husband of former North Central Governor Lois Kennard. Congratulations go to each contestant and especially to the winners for finishing and performing in a sportsmanlike and safe manner. Also many thanks to Chairman June Norman and her committee for giving us an enjoyable weekend.

INDIANA F.A.I.R. WINNERS

- #1 Pauline and Pete Mallary
Beech C23 - 99/8948
 - #2 Nellie Reynolds and Jo Jackson
Cessna 172 - 99/2703
 - #3 Carol Pendleton and Jon Spear
Piper PA-28-180 - 99/2079
 - #4 Ruth and Bob Frantz
Piper PA-28R-200 - 99/0803
 - #5 Barbara and Harry Jennings
Cessna 182 - 98/9716
- Best Speed Score
Ellen and Chuck Herring
handicap 98, actual 97.9871

CHICAGO MEET WINNERS

- Marge and Herb Sundmacher
99/5816
- Bobbie Raske and Ed Gunderson
99/2982
- Susan Zurcher and Julia Konger
98/5911

Chicago Area Chapter Air Meet

by Elsie Wahrer

I find reading each issue about all the races and meets the various chapters promote very exciting. Thought you might like to hear about the air meet the Chicago Area Chapter has each year.

We have just had our 33rd annual mishap-free event—I think this is an extraordinary feat. We all know the vagaries of weather and yet somehow we have been able to run the event each year since 1949.

Our operating procedures are quite loose, pretty much up to the current chairman, usually consisting of the usual cross-country fuel and time proficiency type race and a spot landing contest. However, the past has included flour bomb dropping, obstacle taxiing courses and other fun events.

The pilot is required to be a Chicago Area chap-

ter member, but the copilot and passenger requirements are flexible. First place winner gets to keep, for one year, our magnificent traveling trophy, in rotation since 1949, with each winning pilot's name engraved on it. Trophies and cash awards are always given to the top placers. A beautiful traveling trophy is also awarded to the top rookie pilot, which we feel is a special honor because it takes courage to put one's self on the line with some of our very seasoned race pilots. Experienced racers are most eager to offer any advice with the hope of encouraging competition in other races such as the Illi-Nines Air Derby and other neighboring chapter events.

All agree they learn something each time as our proficiencies keep getting better.

1982 Paul Bunyan Air Derby winner June L. Beers accepts a handcarved cherrywood trophy and \$700 cash.



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