

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 9

NUMBER 10

DECEMBER 1982

*Then...
...and Now*



Re-creating the 1929 Charter meeting of the Ninety-Nines are Long Island Chapter members (standing) Sue Mirabel, Maria Distefano, Carol Maffetone, Ida Van Smith, Doris Abbate, Jill Hopfenmuller, Ruby Bostic and Joan Malden. Seated are Carol Richard, Madeline LaCarruba, Kathleen Goode, Anita Coderre, Joyce Makimes, Mae Smith, Ruth Dobrescu, Pat Blizzoso, Joan Scarpinato and Ronni Minnig. Photo by Bill Rudock

Break the Winter Doldrums with a New Approach

by Evelyn Sedivy Cowing

It will soon be mid-year for many school systems. It will be a time when both students and teachers have settled into a comfortable routine — the hectic flurry of several close holidays will be over, and a longer uninterrupted stretch of time will lie ahead. Some teachers refer to this time as the "mid-winter doldrums" and start searching for a new approach to the same old standard curriculum.

What an ideal time for aviation/aerospace education! It is a known fact that aviation/aerospace education can add the needed spice and variety to a dry curriculum. Many teachers will shy away from aviation/aerospace education because it seems such a huge and overwhelming area. Some may even have the misconception that they must be pilots to teach it. These teachers are missing a crucial point!

Aviation/aerospace education does not have to be taught! Rather it is a means to an end! It is a perfect vehicle to teach the standard fare of "reading, 'riting, and 'rithmetic" (plus much, much more)!

An excellent project for a 99s chapter to undertake for the winter doldrums is to sponsor an essay contest. For several years now, the Nebraska Department of Aeronautics (with assistance from the Nebraska 99s) has successfully promoted a statewide essay contest for school age children with a minimum of fuss and bother. It is an excellent opportunity to stimulate youth to thinking about how aviation/aerospace will affect their future lives.

The format of the Nebraska contest is easy to follow and can be adapted for a local or regional contest if a statewide contest would not be feasible.

Cash awards are offered to the first, second and third-place state winners in each of three age categories (outlined below). An aviation organization in each community (FBO, airport authority, flying club, etc.) is asked to assist on the local level by promoting the contest to the local school, by offering awards on the local level for winners (perhaps an airplane ride for the top essay in each category), and by forming a judging committee to select the winning essays.

The topic of the essay is selected by the sponsor and varies from year to year. (Example: "Aviation, the Future, and Me.") The essay format is short (number of words not designated) and legibly written, preferably typed.

Judging criteria is based on the following points: Does the essay show creativity and originality? Are the benefits discussed appropriate to your local situation? Does the student use proper English? Has the student developed a smooth flowing congruent essay that displays a knowledge of the subject matter, rather than merely throwing togeth-

er unorganized bits and pieces? Categories include: (I) Grades 4-6, (II) Grades 7-9, and (III) Grades 10-12.

Deadlines for the essays to be submitted to the local judging committees are determined by the sponsor. The winning essays (one local winner in each of the categories) would subsequently be submitted to the sponsor within a reasonable length of time, with state winners announced a short time later.

Suggestions for local prizes are airplane rides, model airplanes, aviation books, aviation manuals for the older age groups, etc.

The state winning essays can be published in the state aeronautics publication (if one is available). It is also suggested that the winning essay in each community be published in the local newspaper — and don't forget, lots of pictures!

What a good way to beat the winter doldrums, don't you agree?

Reno Area 99s Attend Workshop:

Two of our Reno Area 99s took part in the University of Nevada's Aerospace Education Workshop this summer. The class was for teachers seeking information to use in their classrooms and exposure to aerospace education. Hazel Hohn and Jan Bishop took the class as students but were also asked to assist as guest faculty. We had a great time and really appreciated this opportunity to contribute as 99s to air age education. Hazel shared aviation career and historical information from her personal experiences as an aviation author and former WASP (as well as a member of 99s and the EAA. Hazel also provided information on women in aviation for some student class projects. Jan Bishop told how the 99s were formed and gave examples of the charitable and educational role of the 99s in the field of aeronautics.

Our schedule provided a third opportunity for 99 contribution as Linda Draper from our local chapter was asked to speak and guide a tour of a local sailplane facility. Linda operates a sailplane business in Minden, Nevada and is also busy building a Christen Eagle.

It was a very worthwhile workshop with dynamic speakers from military, scientific and civilian areas of aerospace.

The finale of the class was a tour of Sunnyvale's NASA Ames Research Center. When our Air Force "Connie" experienced problems with a propeller and we were faced with enduring a 7 hour bus ride back to Reno, our instructors, Drs. Mundt and McKee, pilots and staunch supporters of aviation, simply retorted, "Now wouldn't flying have been faster and more fun?"

by Jan Bishop



Northern New England Chapter presents to The Ninety-Nines, Inc., a heretofore unpublished photograph of Amelia Earhart.

On March 19, 1937, Staff Sergeant Philip Hinton of the 15th Coastal Artillery, Fort Kamehameha, Pearl Harbor, Oahu, took this picture.

Upon reading the article written by 99 Alma Smith for the Laconia, New Hampshire, newspaper on "Women in Aviation Week 1982," Mr. Hinton of Laconia contacted 99 Jean Batchelder and asked if she would like to see his picture of Amelia Earhart.

Mr. Hinton said that in 1937 there was no security at the airfields in Hawaii and that, when word spread that dignitaries or celebrities were due to arrive, everyone rushed to the field to meet and take pictures. He met Amelia Earhart and commented on what a beautiful, gracious lady she was. He took this picture while she was checking records as three mechanics worked on an engine of her Electra just prior to her attempted departure and groundloop.

Mr. Hinton is delighted to share this picture with the 99s.

by Aileen Anderson

the 99 news

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PUBLISHER

The Ninety-Nines, Inc.

EDITOR

Lu Hollander

EDITORIAL ASSISTANTS

Nema Masonhall
Nancy Smith

ADVERTISING MANAGER

Norma Vandergriff

EDITORIAL CONSULTANT

Jan Million

EXECUTIVE DIRECTOR

Loretta Gragg

HEADQUARTERS SECRETARY

Pat A. Harper

International Officers

PRESIDENT

Marilyn Copeland
1308 Kevin Road
Wichita, KS 67208

VICE-PRESIDENT

Charlene Falkenberg
618 S. Washington St.
Hobart, IN 46342

SECRETARY

Barbara Goetz
8041 Ravinia Ct.
Fair Oaks, CA 95628

TREASURER

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R.R. #1
Dunrobin, Ontario KOA 1T0
Canada

Board of Directors

Ruth Dobrescu
Janet Green
Judy Hall
Gene Nora Jessen
Hazel Jones

The 99 NEWS

International Headquarters
Terminal Dr. & Amelia Earhart Lane
P.O. Box 59965
Will Rogers World Airport
Oklahoma City, OK 73159
(405) 682-4425

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ON THE COVER: The setting for the skit, "Did you ever wonder what was said at the 1929 meeting?" was the Cradle of Aviation Museum at Mitchell Field. Theme for the New York-New Jersey Fall Sectional was "Women Pilots Rock the Cradle of Aviation."

Photo by Nancy Guernsey

New Horizons

GRACE BROWN

Grace Brown, a former Wichitan, founder and past president of the Kansas Dental Auxiliary and former Home Owner's Loan Corporation secretary, died Saturday, October 9, 1982. Grace is survived by her husband, Dr. Joe Brown. She was a longtime member of the Kansas Chapter of 99s.

RUBY SADTLER

The Southeast Section is saddened to learn of the death on September 18 of Ruby Sadtler, 86, of St. Petersburg. Ruby was a member of the Florida Suncoast Chapter. She was active in many chapter functions and recently served as special ambassador of the 99s at the AOPA Convention 99 display. Ruby is survived by her sister, Mrs. Henry Dubois of Cottage Grove, Oregon, three stepchildren, three nieces and a nephew.

by Bonnie Quenzler

MAUDE IRVING TAIT MORIARTY

A former 99 and past governor of the New England Section, Maude died October 5, 1982, at age 81.

The first woman licensed to fly in Massachusetts, she posted an unofficial altitude record of 16,500 feet in 1929.

In 1931 she set a new world speed record for women fliers, beating Amelia Earhart's previous record by almost 10 mph, and missing the men's record by 1 mph.



DAVE KELLOGG

On October 31, 1982, Dave Kellogg, beloved 49½er of Nelda "Terry" Kellogg, lost his long and valiant battle with leukemia. His forty year career in aviation included flying the Alaskan bush, being decorated as a World War II bomber pilot and service as a captain with Pacific Northern Airlines and, after the merger, Western Airlines. At the time of his death he was on medical retirement. Dave was an active 49½er and listening to him tell of his many flying experiences was always the highlight of any 99 gathering. We of Western Washington Chapter and all who knew him are saddened by the loss of this exceptional pilot and good friend.

by Virginia "Ginny" Andrews

HOYT WALKUP

It was a sad day for Oklahoma aviation and for over 1,000 friends gathered in Stillwater November 14 to pay their last respects to Hoyt Walkup, husband of Arlene.

When Arlene joined the 99s, Hoyt did, too. He loved us, befriended us, instructed us and flew with us. Aviation has lost a great friend and promoter and so will those he called his friends.

by Nema Masonhall

New Ratings

MIDDLE EAST SECTION

Judy Jones - Steel Valley - IFR
Sally Smudski - Steel Valley - IFR, BGI
Robyn Zadrozny - Steel Valley - CFI

NORTH CENTRAL SECTION

Mildred Pinkston - Greater Kansas City - AGI, CFI
Janet Shirley - Greater Kansas City - MEL
Judy Graham - Indiana - MEL
Arlene Franzmeier - Minnesota - IFR

NORTHWEST SECTION

Linda Marshall - Montana - COMM
Marjorie Watson - Willamette Valley - IFR

SOUTH CENTRAL SECTION

Lonnie Steele - Topeka - CFI

SOUTHEAST SECTION

Donna Bower - Tennessee - Cessna Citation
Beverly Foster - Tennessee - CFI

SOUTHWEST SECTION

Carole Hale - El Cajon Valley - CFI
Debbie Ross - El Cajon Valley - A&P
Cindy Bergstrom - Monterey Bay - IFR, COMM, CFI
Carolene Dierolf - Monterey Bay - IFR
Kitty Pope - Phoenix - CFI-ME
Shirley Lehr - Sacramento Valley - CFI-ME
Sandy LeDrew - Santa Clara Valley - ATP
Carole Lushbaugh - Santa Clara Valley - MEL
Sheryl Ritchey - Santa Clara Valley - IFR

Book Review

McKee, Alexander. *Great Mysteries of Aviation*. New York, Stein and Day, 1982. 296 p., ill. \$16.95. OSBN 0-8128-2840-0-2

This book was originally published in Great Britain under the title *Into the Blue*, thus accounting for some unusual spellings (for US readers) and the emphasis on things British.

Aviation history has its mysteries, from the early days and into the jet age men and women have set off into the sky only to disappear or to meet with disaster. Insoluble or not, the mystery that surrounds the fate of these fliers remains intriguing and a source for continued speculation.

From the many stories from which to choose McKee decided to eliminate those stories that had already been fully told in other sources. However, McKee does include in Chapter 6, "Vanished; Lost Heroes and Heroines: 1910-1941," a section on the disappearance of Amelia Earhart in the Pacific in 1937 and of Amy Johnson in the Thames Estuary in 1941.

A majority of the stories deal with losses during wartime, covering events in both World Wars. One chapter covers the loss of the aces of World War I while six chapters cover aspects of World War II. Included are chapters on the loss of the Polish prime minister, General Sikorski, and Joe Kennedy.

The final chapter covers the loss of airliners, the Tudor and the first of the jetliners, the Comet.

A list of sources is given for each chapter for those who desire additional information concerning the events narrated in this volume.

by Dorothy Niekamp
99 Librarian

Calendar

JANUARY

Jan. 1: 99 NEWS deadline for Jan./Feb. issue.

FEBRUARY

Feb. 1: 99 NEWS deadline for Mar. issue.

Feb. 10-12: Region IX NIFA Competition, Embry-Riddle Aeronautical University, Regional Airport, Daytona Beach, FL. Contact Al Finster at 904/252-5561.

MARCH

Mar. 1: 99 NEWS deadline for Apr. 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 Dr., Corvallis, OR 97730.

Mar. 6: USPFT Competition, Callaway Gardens, GA. Contact Judy Hall.

Mar. 13-19: USPFT Competition, Lakeland, FL. Contact Bonnie Quenzler.

Mar. 25-27: Region II NIFA SAFECON, San Jose State University, CA. Contact Gerald Fairbairn at 408/277-2466.

APRIL

Apr. 1: 99 NEWS deadline for May issue.

Apr. 7-9: National Congress on Aerospace Education, Aladdin Hotel, Las Vegas, NV.

Apr. 15-17: Flight Instructor Refresher Course, Western Michigan University. FAA approved for flight instructors. Contact: K. Gibb Lozeau, Office of Conferences and Institutes, Division of Continuing Education, Western Michigan University, Kalamazoo, MI 49008.

Apr. 17-19: Spring Southeast Section meeting, Natchez, MS, Mississippi Chapter hosting.

Apr. 22-24: Spring South Central Section meeting, Marriott Hotel Downtown, San Antonio, TX, San Antonio Chapter hosting.

Apr. 29-May 1: Region V USPFT Competition, Jekyll Island, GA.

Apr. 29-May 1: North Central Section meeting, Pheasant Run Hotel, DuPage, IL, Chicago Area Chapter hosting.

Apr. 29-May 1: Spring Southwest Section meeting, Marriott Hotel, San Carlos, CA, Golden West Chapter hosting.

MAY

May 5-7: NIFA National SAFECON, Western Michigan University, Battle Creek, MI. Contact Hazel Jones for information.

May: Spring Africa South Section meeting, Victoria Falls Hotel, Zimbabwe.

JUNE

Jun. 3-5: National USPFT Competition, Carbondale, IL. Contact Lois Feigenbaum for information.

Jun. 4: Spring New Zealand Section meeting, New Plymouth, North Island, New Zealand

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 Dr., Corvallis, OR 97730.

NOTAM

Material for *The 99 NEWS* should arrive at Headquarters by the first of the month preceeding publication!

GIFTS TO INTERNATIONAL HEADQUARTERS

Memorials

Harold McNabb by Marilyn Copeland
Dottie Young, Oklahoma Chapter by Marilyn Copeland
Harold McNabb by Gene Nora Jensen

Office Equipment

Anonymous Donor, Eastern New England Chapter
Past International President Thon Griffith, Costa Mesa Chapter

Archives

Eldris Shogren, Golden West Chapter
(original photograph 1933-35 International President Margaret Cooper Perry Manser)

The President's Message

by International President Marilyn Copeland



An Amelia Earhart Experience — the title of an all-day seminar sponsored by the Hutchinson (Kansas) Community College on October 30 was a winner. It was a beautiful football Saturday when over 100 adults and students conscientiously stayed inside the entire day for an outstanding program which included Ruth Stafford, Greater KC 99 and world-renowned ferry pilot; the new AE film, "On a Wing and a Prayer," Lauren Cardillo, producer; Dr. Christine Thelen, Zonta; Marilyn Copeland, International 99 president; Muriel Morrissey, sister of Amelia; TV film by Mike Wallace; Father Angelus Lignefelser, curator of the Atchison Museum which features Amelia; Sam Kahalewai, a Hutchinson resident who was on Howland Island shortly after her plane disappeared; a tape by Fred Goerner; and remarks by Fay Gillis Wells, a Charter 99 and friend of Amelia. The purpose of the seminar was to help people better understand who Amelia Earhart was and why she is one of the Americans that most school children learn about during their early years. Perhaps it is because she was the first woman (1) to serve as president of the 99s; (2) passenger to fly across the Atlantic (July 17, 1928); (3) to fly solo across the Atlantic (May 20, 1932); (4) to fly from Honolulu to US mainland (January 11, 1935); (5) to fly to Mexico and return; (6) to receive the Distinguished Flying Cross; (7) to receive the National Geographic Society Gold Medal; (8) to enter the Aviation Hall of Fame (December 17, 1968).

Amelia Mary Earhart was born in her grandparents' home in July 1897, the daughter of Edwin and Amy Earhart. After graduating from high school in 1916, AE moved to Toronto, Canada, to nurse the World War I wounded. In 1919, she began taking premed courses at Columbia University in New York. She moved to California in 1920 and began her career as a pilot, soloing in 1921. She married George Putnam on February 7, 1931. Three months after her Atlantic solo, AE established the women's non-stop transcontinental speed record from Los Angeles to Newark, New Jersey, a distance of 2,448 miles in 19 hours, 5 minutes. Later she broke her own record. On May 20, 1937, AE took off from Oakland, California, for a round-the-world flight. She and her navigator, Fred Noonan, took off from Lae, Papua New Guinea, on July 2, 1937, and were enroute to Howland Island in the South Pacific when her plane disappeared.

Barbara Pierce, a very enthusiastic history instructor, attended an AE seminar at the National Air and Space Museum earlier this year and has not only attracted the audience, but the press and TV as well, to this seminar.

There will be a double celebration July 22-24, 1983, when the 99s honor the 20th anniversary of the Amelia Earhart 8¢ commemorative airmail stamp and the 10th anniversary of the groundbreaking for the International Forest of Friendship. All of this will take place in the charming town of Atchison, Kansas (Amelia Earhart's hometown), and one of the most hospitable communities in the world to women pilots.

As there was in 1963 and 1973, there will be a flyaway from the Amelia

Earhart Airport in Atchison, and this time the AE Scholarship winners will oo the flying. They will fly to the capitals of the 50 states and the nine provinces of Canada.

Fay Gillis Wells, founder of the Forest, will be one of the honorary starters along with other charter members of the 99s. Fay learned to fly in a Curtiss Fledgling and was one of the original 26 members who assembled at Curtiss Field, Valley Stream, Long Island, New York, on November 2, 1929.

Other travels for me have included the SC Section meeting in Shreveport, Louisiana. This meeting included a TV interview, tour of the studio, tour of the Barksdale AFB and flying the simulators, delicious catfish fry in a 99 hangar, tour of the Shreveport 99 headquarters (a mobile home at the Downtown Shreveport Airport), viewing the 99 display of activities in the terminal building (a good idea for all chapters), and a good communication session regarding educational and safety projects of our organization. The eleven minute audio-visual presentation, "For the Fun of It, too," was well received.

Chapters which have strong support from husbands and the FAA seem to accomplish projects easier. This is certainly evident in the work of the Shreveport 99s. Their 49½ers and FAA are 100% behind this excellent chapter.

The GENAVAC meeting in Washington, D.C. was attended by Joan Kerwin, Charlene Falkenberg and myself. We presented awards to the Instructor of the Year and the Mechanic of the Year on behalf of the 99s.

Immediately following the GENEVAC meeting, we attended the Middle East Sectional in Baltimore, the site of the 1985 International Convention. The hotel and nearby harbor area were explored and it promises to be a fantastic place for the convention.

Be active, take part, volunteer your skill and efforts. The 99s will benefit, the aviation community will benefit and so will you. How lives are changed through flying and the friendships made in the 99s!



With Flight Instructor of the Year Gladys Morrison are International President Marilyn Copeland and Vice-President Charlene Falkenberg. The 99s were among many aviation organizations presenting awards to Gladys, who became a flight instructor in 1965 and has logged some 10,000 of her 20,000 flight hours teaching students. She had previously owned and administered an approved flight school on the west coast for some twenty years and wrote the first flight school curriculum and training syllabus guidelines for veterans training to be approved by the California State Board of Education. Later she was in charge of flight and ground school training for Beechcraft West in Van Nuys, California, while writing private, commercial, instrument and flight engineer training manuals for Fowler Aeronautical. Gladys began flight instructing in the Prescott area in 1967 where she headed the Aviation Department of Yavapai College, 1968-1980. She has been chief flight instructor at North-Aire since 1975. Chosen from among nine deserving regional finalists, the Arizona CFI and 99 was praised by her employers and students alike as "completely professional" and "an exceptional lady who demands the best of her students and in exchange has shown them by example the ideal qualities of the truly professional pilot."



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) 447-4609.**

seek & keep

by Charlene Falkenberg

Let's have a short question and answer session!

Did you know?

What is a Section member?

A Section member is someone who has joined the 99s without affiliation with a chapter.

Many pilots are in an occupation or circumstance where they are unable to attend chapter meetings regularly. This will cause them to think it wouldn't be fair for them to join the 99s when they can't participate in chapter activities. We should encourage such persons to join as Section members. They are a very valuable addition and can contribute in other ways. Often they can participate in an aviation clinic or career day activity. If not on the scene, in the background by offering their expertise. Therefore, if you have the opportunity to offer membership to someone who gives you this excuse for not joining, explain to them what they have to offer us and how they will be contributing to the world of aviation by sharing their talents. Let's make an all-out effort to reach the many women flight instructors (they usually are working on weekends when chapters meet); FAA personnel (they are always on call and can't promise to come to meetings); charter and corporate pilots (again their schedule may make them feel they can't join); and the many, many others who have missed out on the benefits of being a 99 because they feel it would be unfair to join a chapter.

Did you know?

Once a 99, always a 99!

Anyone who once belonged to the 99s does not need to be current or have a medical to reinstate. This is a change from a few years ago. There was a time when anyone who did not hold a current medical was automatically dropped from our membership. How would you feel if after 20-plus years as a hard-working, active 99, a medical problem over which you had no control caused you to be "kicked out" — very unhappy and sad, I am sure. Fortunately someone had the foresight to see how unfair this practice was and the membership voted a change. Go back over your lost members from years back. If you have their addresses, drop them a note and invite them to reinstate, either as a member of your chapter or as a Section member. This can be something they can do from their homes for the chapter.

Let me hear from you on your ideas for membership and your problems. Keep my mailbox full. You'll be surprised how communication helps!



Contestants and judges at Mississippi Chapter USPFT meet.

USPFT Competition Relaxed and Fun

by Janet Green

The Mississippi Chapter USPFT Competition went off as scheduled on October 23 at Gulfport. There were seven contestants. Winner was Gary Fisher from Alabama, who is the husband of 99 Carolyn. Everyone enjoyed the day and several spoke of wanting to compete again. The event was relaxed and fun for the organizers and judges as well.

No one in our small chapter was experienced, but that didn't matter. We'd all been to spot landings and proficiency races so we improvised. We didn't have enough observer pilots for the navigation event so the course was run to two airports where the solo pilots could call unicom and fly down the runway for positive identification. We shortened the course because of handy airports and time element and changed the scoring somewhat since we had a fuel estimate to account for but not the possible penalties we might have had with observer pilots.

Two power-on and two power-off landings were run and scored only for distance from the target line. That made scoring and judging simple. A chalk machine borrowed from the local school

made marking the runway a cinch. It took about 20 minutes and one bag of lime to make lines every 50 feet for 200 feet before and after the target line.

To interest contestants we sent out red posters to all airports within 100 miles, individual pilot mailings were made by the FAA, press releases were sent to all local newspapers, talks were made at EAA and Aerobatic Club meetings and at a local air show. The talks, telephone calls and other personal contacts are the best ways to get contestants. Many people hesitate to participate because they erroneously believe it's only for Olympic types, so publicity for locals should stress the fun of it. It was great sport to watch the Bonanza and C-210 do power-off landings. We were pleased to have a Piper Tomahawk, the official aircraft in international competition, used by two contestants.

(Editor's note: This was written as a chapter report. Since it is a good "how-to" on organizing a local USPFT event, however, we decided it should be highlighted. To quote Janet Green, "I am hoping other chapters will realize that a dinky chapter can do it, that the local events should be... fun...")

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AVIATION ACTIVITIES

by Clara Johansen

How active is your chapter? On a scale of 1 to 10 where would you rate yourselves? If you are nearer to 10 than 1, chances are your chapter is growing and attendance is great.

In *The 99 NEWS* for October, so many activities are mentioned it is hard to enumerate them all, but beginning with the inside front cover, the CAN Program, a most humanitarian brainstorm of Pat Blum, Greater New York Chapter, to the back page telling about 99s at EAA, Oshkosh and on the pages in between were references to dozens of activities from every section. To name a few: the First Canadian Chapter's fly-in to Welland Airport and their copilot course at Orillia; Saskatchewan Chapter's fly-out to Candle Lake and their presentation of new windsocks to the town strips at Davidson, Imperial and Candle Lake; Long Island Chapter's first helicopter pilot, Phyllis Cacoulidis (membership chairmen, please note, the Whirly-Girls invited her to join that same day!).

If you read all of *The 99 NEWS*, you'll see activities mentioned included

CAP emergency training, painting compass checkpoint, scholarship fund raising, NIFA judging, rallies, awards luncheons, program on space, Poker Runs/Treasure Hunts, spot landings and flour bombing contests, flying into back country, Mountain Flying Seminar, safety presentations, Flying Companion Seminar, air marking, air racing, talk by tower chief, fly-out breakfast, flying a pine tree to Forest of Friendship, weather program, CPR course, precision flight and safety contest, assisting with regional FAA meeting, installations of new officers, new chapter formation, making personalized chocks and much more.

Read your *99 NEWS* from cover to cover and you will get new ideas for your chapter. Please send me the details of your chapter's activities so we can share them with other 99s. Work is continuing on the "how-to" book that your past AA chairman, Pat Mlady, has been compiling. If your chapter needs help on some activity, I will be happy to forward whatever information is available.

Long stretches of glistening snow, frozen icicles hanging from trees, fantastic wind-blown sculptures and nobody around for miles to mar the beauty of that peaceful winter scene. A beautiful sight as you sit comfortable and warm in your heated aircraft.

But supposing you suddenly found yourself down there as a result of a forced landing in zero-ish weather. Would you survive? The odds against crash survival usually go up as the temperature goes down. In winter conditions, weather at the crash site can be a more serious threat to survival than the crash itself.

The ELT has improved the time to rescue, but if an airplane goes down in early evening or at night, rescue may not be possible until daylight. Storms in the area could also delay rescue operations.

Winter flying can be just as safe as flying in any other season, provided the need for special preparations is recognized. In sub-freezing weather time-to-rescue is a critical factor and one which the pilot can influence by means of flight procedures and proper pre-planning. If you are going to fly into mountainous terrain or desolate areas that experience severe winter weather, the prudent pilot will make a practice of carrying survival

gear. This can be an elaborate one you buy or it can be self-assembled.

Safety education

Winter Wonderland?

by Marilyn Miller
International Safety Education Chairman

- Six important things to plan to provide for:
- A high visibility plastic tube tent for shelter with light-weight emergency space blankets.

- High energy dehydrated food (enough for at least three days per person).
- A COMPLETE first aid kit.
- An all-weather fire-starter kit for warmth.
- Heliographic mirror, aluminum foil or flares for signaling.
- Outdoor living tools, including a strong knife, good compass, cable saw and tin pot to melt snow for drinking water.

One item frequently overlooked is proper clothing to help retain body warmth even after getting wet.

In flight, radio your position the moment you suspect you are in trouble. On the ground, remaining calm will help in winter survival. Panic will make it impossible to perform tasks that can help you stay alive. Generally it is wisest to remain with the aircraft rather than wander in unfamiliar territory.

Frostbite to hands, feet, nose, ears and cheeks is a constant danger. Read your first aid manual before flight to know preventive measures and treatment.

Be prepared, sit back and enjoy the beautiful winter wonderland from a safe altitude with the secure feeling that comes when you know you are prepared to survive if it becomes necessary.

Legislation Information

HORSE WANTED

by Joan Kerwin

"Automobile leaps median strip. Seven killed in head on collision when driver suffers heart attack."

"Stricken driver plows into store front seriously injuring pedestrians."

We've all seen these and similar headlines in our local newspapers. I would wager that the annual death and accident rate from this cause is much greater than from aircraft accidents caused by physical impairment to pilots. Yet there is no great outcry from the public or government to require physical examinations for automobile drivers. The truth is, the public would fight such a requirement tooth and nail. Why then in the name of all that's just, fair and equitable, must a pilot be subject to the frequent examination from head to toe to prove that we are fit to operate a machine which is no more physically demanding than the family auto?

Could it be, as suggested by one gentleman at the last GENAVAC meeting, we as pilots are still considered dashing and daring heroes and heroines of the sky, and as such only the most perfect physical specimens should be allowed to venture into the wild blue? Could we as pilots, with our pride of accomplishment and skills mastered, unconsciously be adding to the mystique and myth?

Come on now! While not everyone who drives an automobile could become a pilot, it's not physical condition which makes the difference. The same physical disabilities which should prohibit one from driving a car should

apply to piloting an airplane, such as medications which could impair reaction time, etc.

What brought the subject up was the rumor that the FAA is planning to "index" pilot physicals. This indexing would require a pilot 25 years old and under to have his/her medical renewed every three years; 50 years and under, every two years; 60 and under, once a year. (How about our senior citizen pilots of 70, 80 or 90 years? Yes, there are some. Would they be required to come in every couple of weeks? Or would they be banned entirely?)

The automobile has been in existence for only slightly longer than the airplane. How long is it going to take the FAA to get over the "golly, gee whiz, why don't you get a horse?" thinking that is evidenced by all the super special regulations and requirements imposed on pilots?

Isn't it about time that the FAA change their anachronistic thinking regarding the physical requirements to fly an airplane? Instead of, in effect, making medicals more stringent, they should be relaxing or even eliminating them. But then, what would they do with the unquestioned, untouchable demi-gods in Oklahoma who are so all-knowing that they can predict who "may" have disabling medical problems within the next 24 months.

More discussion of this subject will be forthcoming when the NPRM is issued.



Two Board Members To Be Elected During Annual Convention

Deadline for Application: March 15, 1983

Now is the time to submit nominations for two International Board Members to be elected by the delegates to the Annual Convention. Terms for Ruth Dobrescu and Judy Hall will expire in 1983.

In keeping with our new nominating procedures, Form #N-83-1, "Intent to Seek Election," appears with this article. We strongly urge qualified members to seek office. This is your only opportunity to let your intentions be known. Please carefully check Article X, Section 1 in your roster for qualifications for this office. Then follow these steps:

1. Complete Form #N-83-1, "Intent to Seek Election."
2. Make six photocopies (keep one for your files).
3. Send the original plus four copies to me at the address below.
4. Also send me a background resume' (see note below).
5. Send one copy of the form to 99 Headquarters.
6. Send to 99 Headquarters one recent black and white photo (passport type) with copy of "Intent to Seek Election" form.

When Headquarters confirms to the Nominating Committee that you are eligible to run, your name, photo and brief resume' will appear on the list of candidates in the May issue of *The 99 NEWS*.

NOTE: Each candidate is to compile her own background, not to exceed 100 words, as she wishes it to appear in *The 99 NEWS*. Send one copy to the Nominating Committee chairman (address below) along with the #N-83-1 forms. Also, please note that endorsement verification by the candidate's own chapter chairman or that of two other chapters in the candidate's own section is required on Form #N-83-1.

Don't delay! The deadline for Form #N-83-1 is March 15, 1983.

By publishing the names and resume's of all those qualifying and desiring to run for election to the International Board of Directors, members are given a voice in the election through each chapter's delegates to the convention. Chapters can read, discuss and instruct their delegates for which candidates to vote.

We hope that you will take an active part in this election by either seeking election yourself (if qualified) or by urging members to file this form.

Val Johnson, Chairman
International Nominating Committee
525 S. Main
St. Clair, MO 63077
314/629-0460 (home) or 968-5105 (office)

"Intent To Seek Election" Office Sought: International Board of Directors

Name _____ Phone No. _____

Address _____

Chapter _____ Section _____

99 Member Since _____ Classification _____

Date and Class of Last Medical _____

Date of Last Biennial Flight Review _____

Ratings _____

Total Hours _____ Last Two Years _____

Service to Ninety-Nines, Chapter Level:

Committees:

Offices:

Service to Ninety-Nines, Section Level:

Committees:

Offices:

Service to Ninety-Nines, International Level:

Committees:

Offices:

No. of International Conventions Attended _____ Sectionals _____

Special Aviation-Related Awards: _____

Membership in Aviation-Oriented Organizations and Offices Held: _____

Specific Training and/or Experience Related to Office Sought: _____

Occupation _____

Endorsement by own chapter or two other chapters from own section:

Chairman Signature: _____

Chairman Signature: _____

I desire to be considered for nomination to the **International Board of Directors**. This notice constitutes authority to so advise all Ninety-Nine chapters and sections. I understand I must meet all eligibility requirements at the time of my election.

Date _____ Candidate Signature: _____

Send Original Plus Four Copies to:

Val Johnson, International Nominating Committee, 525 S. Main, St. Clair, MO 63077

Send one photocopy to Headquarters with one recent photograph (black and white passport type).
(Attach Additional Sheets As Needed)

Form #N-83-1

DEADLINE: March 15, 1983



New York-New Jersey Section Meeting

Women Pilots Rock the Cradle of Aviation

by Patricia Rockwell

The New York-New Jersey fall section meeting was hosted by the Long Island Chapter on October 1-2. The first of four contests held during the spring and summer of 1982 was won by Chapter member Alice Borodkin for the theme "Women Pilots Rock the Cradle of Aviation." Long Island is known for its many famous aviation events held in the area during the 1920's and 1930's, including the first meeting of the 99s.

There are many thanks to be given to all who worked so hard this past year. Thoughts were passed back and forth around the chapter table at the 1981 spring section meeting held in New Jersey. Beginning in September of that year, meetings were held in various homes to plan and coordinate. Co-chairmen Kathy Lusteg and Carol Richard were joined by Doris Abbate, Ruth Dobrescu, Madeline LaCarrubba, Barbara Evans, Pat Bizzoso, Ronni Minnig, Jill Hopfenmuller and Pat Rockwell to start the ball rolling. Committees were formed and each chairman fulfilled her duties mostly on her own throughout the year.

Friday night finally arrived with Registration Chairman Roberta Pistorius at the desk. After beautifully arranging tickets to each event for the entire weekend, Roberta never left her post. It would not be a surprise to anyone if she reported at the next meeting that she had lost weight, as she stayed at the desk throughout Friday evening's dinner and events and Saturday's delicious breakfast.

Transportation Chairman Joan Scarpinato also missed breakfast, staying late at the airport to meet last minute arrivals. Nancy Davis finished school Friday, then made several trips between airport and hotel at 40 minutes per round trip. She had also sewn 100 canvas 99 tote bags which Carol Richard silk-screened for our give-aways.

Our hospitality hostess for the year, Joyce Malkmes, took on the staggering task of a homemade hot buffet Friday night. Many people brought platters and pans of lasagna, salad and cake but as the anticipated 40 preregistered guest list rose in the 60's, Joyce baked chickens and made huge amounts of chili, cold cauliflower, carrot and celery sticks. She lugged all including hot plates, cookers, bread, cases of wine, beer and soda to the event. Sue Mirabel ably assisted Joyce in setting up and cleaning up — no small task.

Prizes for the three other contests and a 50/50 raffle were awarded that evening. Kathy Lusteg honored Roberta Pistorius from the Long Island Chapter for her beautiful aviation photography. Racquel McNeil from the Garden State Chapter won the prose and essay contest, and Valerie Dempsey from Palisades Chapter won the poetry contest. Judges were non-99s, professionals in their fields of photography and literature throughout the area. The 50/50 raffle (\$1.00 a chance with the pot divided in half) was won by Joyce (our hostess with the mostest) with the other half going into the bank for the kickoff of the future New York-New Jersey Convention Fund.

The main reason for a section meeting, of course, is a meeting. Well, we also had some of those Friday and Saturday. During and around the fun, Governor Clarice Bellino conducted various committee and chapter chairmen meetings, including a very well organized business meeting on Saturday morning after a delicious formal breakfast arranged by Doris Abbate. At breakfast, door prizes collected and given out by Pat Rockwell and Jill Hopfenmuller, were plentiful. The \$150 grand prize of spark plugs from Mattituck Air Base was won by Dorothy Mercier of Central New York and a soaring lesson was won by a prospective member of the Long Island Chapter, Eileen Arroll. Door prizes included everything from Amelia Earhart T-shirts and perfume (some won by men) to AVSTAR cassette tapes from Jeppesen-Sandersen.

During the business meeting on Saturday morning, New York guests and 49¹/₂ers were taken on a tour of the TRACON by Pat Bizzoso and Ronni Minnig.

Pat and Ronnie, with help from Sue Mirabel, had also made the 100 table favors for the breakfast. Pat's idea — L'eggs "eggs" with wings and tail attached, and windows painted on to look like a Boeing airplane — each filled with two pair of knee-high stockings made another nice gift for everyone.

After the business meeting a tour and luncheon was held at the Cradle of Aviation Museum at Mitchel Field. Housed in two old

Did you ever wonder what was said at the original meeting of 99s in 1929? Anita Cafferty thought the following conversation may have taken place.

Hey, Viola! Where did you get those beautiful flowers?
Oh, didn't you hear? My plane made a sort of hard landing... and I just got out of the hospital.

(Seated next to Viola and the flowers.) Well, would you please point them the other way... They're making my sinuses do a fantastic imitation of Niagara Falls.

Talking about Niagara Falls (ahhhh from the group), did you hear Fay Gillis turned down Wiley Post's offer and instead became Mrs. Wells? I guess Mr. Wells' up front proposal was better than Wiley Post's back-seat proposition!!

Talk about bad propositions, would you believe I had to spend 12 cents a gallon for fuel yesterday?

Yes... and do you know renting a plane now costs \$3.50 an hour?

Well, I just went to Marcel's Famous Hair Salon and had my hair done for \$8.00! Would you believe he was so inspired that I was a woman pilot... he designed this curl after my pitot tube?! (See gal seated third from right. Curl compliments of Magic-Marker.)

Look... you've got me sitting in this damp hangar... It's gorgeous outside... I want to be flying... and NO, I won't cross my legs no matter what the photographer says (see aviatrix seated right).

Hey! Where is that draft coming from anyway?

Mary... just try closing your mouth.

All right, girls. Just settle down. Come on, girls. Don't move. Sssshhhh.

Love your hat. And, oh, I love your shoes (addressed to gal in brown and white oxfords seated front left).

Oh, I do, too. But the only thing wrong is that it's so difficult walking with these golf spikes in them (showing the bottom).

Will you pul-eeze hurry and take this picture. My pancake makeup is starting to crack!

Oh, that's what's happening. I thought it was a new way of making a route map to Roosevelt Field.

Oh, Mary, yoo-hoo! Mary Goodrich! How are you? You've just got to fill me in on how your blimp business is coming along! (Giggle) You mean Harry — my husband? Well, he did just lose 35 pounds!

(Very snobbishly) Well, my business has been going just great! You know I found a new advisor who is just MARVELOUS! My broker is E.F. HUTTON and HE SAID (picture the TV commercials with everyone turning, looking, listening and freezing).

Hey! Enough is enough! Whose bright idea was it anyway to balance this prop on my toe?

All right, girls. Now, I've really got to leave. RIGHT AWAY. Would you pul-eeze put the propeller back on my plane!

Skit performers (minus photographer Pat Rockwell) are Joyce Malkmes, Roberta Pistorius, Ruth Dobrescu, Pat Bizzoso, Joan Scarpinato, Nancy Davis, Carol Richard and Ronni Minnig. Standing are Sue Mirabel, Doris Abbate, Carol Maffetone, Marjorie Gray, Jill Hopfenmuller, Ruby Bostic, Marie DiStefano, Madeline LaCarrubba and Anita Cafferty.



hangars, sadly sitting on a small part of old runway, the Cradle of Aviation Museum represents some 70 years of aviation on Long Island. Maria Distefano beautifully arranged and decorated tables with sectional charts and helium-filled balloons. After a buffet lunch the Long Island Chapter put on a skit depicting the first meeting of the 99s. Anita Coderre Cafferty wrote what she thought might have been said during the first meeting, held in a hangar at Curtiss Field, Valley Stream, some ten miles away. The skit was complete with costumes curiously taken from our present wardrobes but looking very much like clothing worn in the original 1929 picture.

Final raffle prizes were awarded including an AVSTAR computer worth \$70 won by Pat Bizzoso of Long Island. A dear friend that we had hoped would attend the luncheon, Wilhelmina Hanzlik from Greater New York, won the Red Bear-on. Barbara Buehler of Palisades Chapter held a 50/50 raffle won by Maria Distefano of Long Island with the other 50% going to help the section treasury. Greater New York

Chapter climaxed the raffles with two shares of Grumman stock worth \$169 and won by Greater New York member Nancy "Red" Guernsey. We were later asked to congratulate and thank the chairman of the weather committee for arranging such beautiful CAVU weather for a really splendid weekend of business and fun.



Southeast Section Meeting

by Charlene Falkenberg

Hosted by the Alabama Chapter, the Sky Center Hotel in the main terminal of the airport at Hutsville, Alabama, was the location for the fall Southeast Section meeting.

After arriving, the afternoon was spent mostly in the hospitality room, meeting new friends, greeting old friends; partaking of the homemade goodies; and looking through the section scrapbooks. Evening found us walking across the way to the FBO's hangar when more delightful food and refreshments were served.

Early the next morn we were up to attend the chairmen's breakfast headed by Governor Bonnie Quenzler, who keeps the ball rolling and gets much accomplished. She leads a tight ship, letting her chairmen know what she expects and getting it. She had a different way of praising and slapping wrists — calling it "Raves and Peeves."

All the southeast chapters seemed very active with no real problems. The Section is working hard on the 1983 Convention to be held in New Orleans, so we can expect a superb time. The main topic at present, however, is gaining the 501(c)(3) status. Hopefully, under the guidance of Sylvia Paoli, this will soon be a reality.

The chairmen's meeting ended just in time for us to go into the next room for the business meeting. This section is fortunate to have both Janet Green and Judy Hall as members, so they have some excellent expertise to call upon.

Chairmen reports and committee reports were given, and once again evidence of the many varied activities of this section was seen. Bonnie's pride showed in her section and rightly so. After a delicious luncheon the Safety Arcade was opened. This was a most interesting,

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Workers at the Southeast Section meeting include (seated) Carol Cleveland, Harriett Hall, Connie May, Margie Pohl, Pat Frier-son, Ruby Dickerson, Joan Babin and (standing) Rachel Hunt, Juanita Halsted, Renee West, Bettie Wilcutt and Miriam Pullins.

unusual form of educational programing. Tables were set up throughout the room featuring different aspects of safety in game form. I plan to take some ideas back for the 1984 Spring Section in the North Central Section which my chapter, Indiana Dunes, is hosting.

An invitation was given in slide form by the Mississippi Chapter to the 1983 Spring Section meeting to be held in Natchez, Mississippi. Sure made a person want to attend! Also during the afternoon, TV

coverage of the finish of this year's Air Race Classic was shown.

The evening was spent at the Alabama Space and Rocket Center. This is something everyone should visit. What a thrill

to actually touch a spaceship that has been to the moon and back. The simulation of being on the moon seems so real it is unreal.

Have you ever heard of so much packed into two days? These Alabama 99s really did themselves proud. We were sent off Sunday morn with a good breakfast under our belts and memories of a delightful weekend. Thank you, Southeast Section, for letting me visit.



Middle East Section Meeting

by June Hanson

Plain or fancy, a section meeting is FUN... and it's the decision of the hostess chapter whether to keep it "short and sweet" or make it a "mini-convention." A chapter's size, plus the amount of time its members are willing and able to spend in preparation for the event, could be determining

factors. It seems there is never enough time at chapter meetings to just sit and chat or to really get to know each other well. This can also be the case at a section meeting if you are a hostess, but the guests have time to be sociable.

What pilot doesn't enjoy "hangar flying"? There's plenty at a section meeting! Though one may not think of it primarily as a learning experience, airborne adventures shared with other 99s can influence your pilot skills.

A fascinating assembly of women gather with 49 1/2ers twice yearly when chapters get together with others in their section. New members attending their first such gathering usually go home proud to be a 99.

The fall meeting of the Middle East Section held at the Moravia Holiday Inn was more or less typical of this section. Hostesses from the Maryland Chapter planned Friday afternoon and evening for fun with a bus trip to the Inner Harbor of Baltimore followed by a wine and cheese party, which was included in the registration fee as was the luncheon Saturday.

Chapter chairmen are the privileged few who rise early on Saturday morning to meet with the section officers. They discuss and solve mutual problems, plan future activities and relay news from Headquarters. Sharing ideas is profitable for all.

In addition to the general business meeting, there can be seminars, roundtable discussions, safety films or whatever the hostesses decide. The Middle East chapters usually schedule a luncheon to follow the Saturday meeting, but we have had evening banquets.

Programs may vary from guest speakers to slide talks to song and dance; again, as plain or fancy as desired. Tours to local points of interest can be included, though sometimes they are cancelled at the last minute if flying weather turns sour.

Sleep is not the most important activity when a great bunch of 99s



Presented to Ada Barrett in appreciation for her past services at section meetings in the 49 1/2er initiation ceremonies is this award made by Katie Lou Webb.

At the head table are Mary Ellen Webster, Elizabeth Matarese, Betty Jo Ault, Joan Bates, Loretta Gregg, Marilyn Copeland and Charlene Falkenberg.



get together, so be prepared to return home a bit tired. Give your next section meeting top priority on the calendar! Greet old friends, make new friends and ENJOY!



New England Section Meeting

by Betty Erickson

Fall Section for the New England Section of the Ninety-Nines was held at the Marriott Hotel in Worcester, Massachusetts. We were happy to announce that we presently have 153 members in our small section. May 17-21 was declared as Women in Aviation Week!

The new officers installed at the meeting were Billie Downing (ENE), governor; Lil Emerson (ENE), vice-governor; Mary Shea (WNE), secretary; and Laurie Reeves (Connecticut), treasurer.

Jean Batchelder of Tilton, New Hampshire, received the 1982 Merit Award at this meeting. Through the years Jean has given her time and energy in promoting aviation, air safety education, scholarships and 99 projects. Each Saturday readers of New Hampshire's morning daily, the *Union Leader*, are brought up to date on general aviation in the Granite State through Jean's column, "Airborne with Julie," named for the first Piper Cherokee she owned. Jean started flying in 1962 and is a commercial pilot with instrument rating. She flew in four Angel Derbies, international women's air racing event, and was a copilot in the 1976 Powder Puff Derby, trans-continental race, as well as an anniversary air race from California to Cleveland. As a past president and active director of the Aviation Association of New Hampshire, Jean continues to work on programs to improve flying conditions within the state for general aviation pilots. Through the years Jean has been the spark to bring recognition to long-time pilots, dedicated fixed base operators and others who have labored in the field of aviation relatively unnoticed. As a writer and a speaker, Jean has spread the good word of flying from teens to senior citizens.

We are all looking forward to having 100% operation of all the towers by the month of May. Everyone has been working very hard to accomplish this task. The National Airspace Plan's growth will be led by general aviators and it will help to increase safety under the direction of Mr. Helms. We have to work together in order to make something work properly and I know we can do it! Northern New England had a wonderful Survival Seminar last week which proved that we can accomplish a lot even if we are small in number.



Recipient of the New England Section Merit award is Jean Batchelder, right.

NOTAM

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

Send to: The 99s
P.O. Box 59965, Oklahoma City, OK 73159

New Section officers Mary Jo Voss, treasurer; Pat Mlady, secretary; Carole Wheeler, vice-governor; and Mary Byers, governor; are installed by International Board Member Hazel Jones.

Part of the evening's Fais-do-do festivities included a sing-along led by Shreveporters Helen Wray and Joan Carroll.



Outgoing Governor Nancy Smith, below, visits with South Central 99s.



South Central Section Meeting Memorable Fall Section Held in Shreveport

by Jan Million

IFR weather put the skids on the spot landing contest planned for our arrival (the practice before our departure probably did all of us some good, anyway) but didn't thwart the attendance at the SCS meeting in Shreveport, Louisiana. Friendly 49½ers greeted us with hugs and kisses and swept us across the field to see the Shreveport Chapter's 99 trailer, their own headquarters located right on Downtown Airport.

Early arrivals had the opportunity to spend Friday afternoon at the races. Seventeen Oklahomans rushed off to Louisiana Downs to pit our luck against the odds with varying degrees of success. (Does being with someone who won count? Rita Eaves won \$750 on the daily double. She applied strategy! After watching the results in the paper the week before, she bet on the favored jockeys. Luck helped determine the amount of her winnings, however. She discovered when she was about half way to the front of the line at the betting window that she was in the \$10 line, not the \$2 line. At that point, she shrugged and said, "Oh, well. I'll just go ahead and bet \$10!") We did discover that making reservations for the Sky Club Restaurant sitting atop the clubhouse is a great way to go to the races. An all afternoon buffet kept even the losers happy. One 99 was heard to ask, "What shall we bet on this race? The lemon pie or chocolate?"

Friday evening featured a fish fry and all the beer you could drink at Marion Piper's hangar back at the airport. After everyone had all the fish and fixin's they could hold, tables were pushed back and dancing encouraged to the music of the Airport Bums. We understand that a few persistent party-goers felt obligated to remain on the scene until all the beer was gone — a heroic effort on their part.

Saturday's business meeting was a time for sharing as chapter chairmen gave highlights of their activities and programs throughout the year. The section also voted to encourage the sponsorship of United States Precision Flight Team (USPFT) competitions by agreeing to put up \$100 to help defray expenses for each chapter willing to sponsor a local competition. Interested chapters should consult with Section Treasurer Mary Jo Voss to determine availability of funds as the section limited expenditures to \$500 this year.

International President Marilyn Copeland was on hand to share some thoughts on where the 99s are going and to give us a test run of a new and shorter version of the slide presentation, "For the Fun of It," currently under development.

Saturday afternoon was free for shopping, a trip to the track or just meeting and conversing with friends.

The Fais-do-do in the evening was a real Louisiana treat. Cracking their own crabs was a new challenge to many, but for the less brave there was lots of gumbo, boiled shrimp, sausage with red beans and rice, creole snapper, corn on the cob and all sorts of trimmings.

Would-be dieters were really tested on their ability to push themselves away from the table at this convention.

Reknowned area psychiatrist Dr. Jim Phillips entertained and enlightened all of us through his discussion and demonstration of non-verbal communication. An awareness of the fact that as little as 10% of our communication is on the verbal level and as much as 90% of our meaning is transmitted through our facial expressions, body postures, actions, clothing and other non-verbal nuances should be a first step in increasing our effectiveness in communication from both the sending and receiving ends.

Capping the evening was the bestowing of awards for chapter activity and participation. Colorado received the Safety Education award, and Air Marking went to Tip of Texas. The Scrapbook award went to Golden Triangle, and Santa Fe took home the Attendance trophy. Due to the large number of chapters in the section and their varying sizes, the Governor's Achievement Award is actually four awards with competition for outstanding chapter limited by size of membership. Recipients this year, listed from smallest to largest chapters, included Space City, Golden Triangle, El Paso and Oklahoma.

The coveted Jimmie Kolp Award, annually bestowed by Wichita Falls Chapter to a section member exemplifying devotion and service to general aviation and the Ninety-Nines without thought for personal reward, went to Mary Byers of Space City Chapter.

New officers Mary Byers, governor; Carole Wheeler, vice-governor; Pat Mlady, secretary; and Mary Jo Voss, treasurer, were installed by International Board Member Hazel Jones. Retiring Governor Nancy Smith, who will long be appreciated for her steadfast leadership and encouragement in all levels of section activity, remarked as a farewell that the one thing she was happy to see at an end was having to use the microphone.

For those who wanted to be with friends and toe-tap a little longer, the Hilton Lounge featured the fantastic Hann Dynasty. I have to admit I was a bit skeptical when a chapter member phoned my room Friday night and said she had just seen a group of foreigners dressed in costume head for the Lounge and did I want to go down and see what they had to offer. What they had was a family act of very talented young people from Korea who sang, danced and played endless musical instruments. Each 45 minute show was different and a number of us made an effort to see everything they had to offer.

Shreveport was fortunate enough to have their own Flight Service Station specialist to provide the weather briefing at breakfast on Sunday. Kay Carpenter promised blue skies for most of us and we trooped off to the airport with a tummy full of the breakfast buffet and a determination to diet at least until the Spring Sectional in San Antonio.



Southwest Section Meeting

Santa Rosa Chapter Hosts Section Meeting

by Verna West

You may or may not know that a Southwest Section meeting compares to an International Convention in attendance and complexity. Just short of 300 Ninety-Nines and guests were present for some of the events. Some women flew in from nearly 1,000 miles away and that does not count Hawaii.

We were fortunate to have been invited by the Santa Rosa Chapter to help celebrate their 10th anniversary. The City of Santa Rosa is in the heart of the wine country north of San Francisco, close to the Russian River and the beautiful Sonoma County coast where the river meets the sea at Jenner. The city was home to Luther Burbank and many of the trees and plants he developed can be seen there. It is also the home of the creator of the cartoon strip "Peanuts," and Snoopy graciously invited guests to skate at the renowned Ice Rink. Jean Schultz is a member of Santa Rosa Chapter.

This year the Pacific Air Race, from Gillespie near San Diego, terminated at Sonoma County Airpark favored by CAVU weather all the way. Guests arriving for the section meeting on Friday could remain at the airport to watch the racers make their fly-by. It is always a thrill to see again some of the great racers such as Fran Bera of Powder Puff Derby fame. Incoming Governor Carol Clarke from Utah and copilot Joan D'Amico, two-time Amelia Earhart Scholarship winner, zoomed by in a Duchess.

The fun times gave way to some serious business Friday afternoon when the outgoing and incoming officers and committee chairmen met at the hotel. With both "old" and "new" combined, there were nearly 40 women discussing matters of importance to general aviation and the 99s. These "board" meetings are traditionally open to any interested 99.

Friday evening 180 of us gathered under the harvest moon for a wine tasting and barbecue outdoors, around the pool, at the elegant Flamingo Hotel where we stayed. The hostesses were overwhelmed with numerous unexpected guests, creating a wait for food for some of us. It was generally accepted with good grace, and provided a time to talk to others. It is great to have Carol Rayburn back in our midst from Washington, D.C. She has been named General Aviation District Office Chief at Fresno.

There were a variety of educational programs available both Friday night and Saturday, including the beautiful film "To Fly" through presentations on Bell XV-15 Tilt-rotor VTOL, Gliding, Hot Air Ballooning, CDF Air Attack presentation to assorted FAA films. The hospitality room was open where lots of prizes were awarded. Fine wines headed the list.

The communication session Friday night, open to all members, has become a valuable part of the weekend as a means of exchange of information and ideas and an opportunity to get acquainted with officers and chairmen. International President Marilyn Copeland attended. There were questions about the new USPFT/99 program to select the United States team. Verna West has been appointed Region I coordinator for Northern California, Utah and Nevada. We're still waiting for the name of the Region II coordinator. Santa Clara Valley Chapter is sponsoring the only local meet of record so far, at Hollister, November 13. Sacramento Valley Chapter has volunteered to host the Region I meet in April.

Continental breakfast Saturday was followed by the business meeting, presided over by Governor Thelma Cull, who had the unhappy task of accepting the resignation of our historian, Ruth Reuckert. Ruth has been our only section historian (she says for at least 24 years). Some of her early scrapbooks are at the Smithsonian in Washington, D.C. The section board members authorized the purchase of cabinets for International Headquarters to house some of the early, valuable records. Members also agreed to provide funds up to \$1,000 to purchase a typewriter for *The 99 NEWS*.

One of our racing members, Carole Lushbaugh, was greeted on arrival with the news that much of her house had burned. To top off the bad news, the airplane she flew in the race would not start. To the rescue was Marilyn Orloff who was able to fly Carole and copilot Joan Valer back home to Saratoga on Saturday afternoon.

Guests scattered Saturday afternoon for ice skating, attending the Harvest Faire, shopping the great bargains at the local mall, and for

our group, a drive to Calistoga for soaring. Beautiful gliders were everywhere and many were able to take rides. What an opportunity for great photographs! We were also hoping for a mud bath in the geyser hot springs, but all reservations were filled. Our car inadvertently took the LONG way back to Santa Rosa and nearly missed the cocktail hour!

There were nearly 300 people at the banquet Saturday night with Barbara Benson a most charming mistress of ceremonies. Santa Rosa gave both outgoing and income officers and chairmen a lovely rose, carrying out their theme of "Wine 'n Roses." Eleanor Todd from Orange County was presented with the Pilot of the Year Award.

Pacific Air Race Chairman Tommy Hayes from San Diego presented the 1st place PAR trophy to Delores Pines and JoAnn Linder (PAR 10). It was a great race and times were very close. There will be more discussion whether terminating a major race at the section meeting can give proper recognition to the race teams without detracting from the business and festivities of the section. There are sound reasons to decide either way. It was also tried last year, terminating at Provo, Utah, and going on to Snowbird.

The evening came to an end with guests lingering to visit with friends or crowding into the hotel bar for the "Male Body Building Contest" finals.

Sandy Peterson was chairman of the section meeting. Everyone should realize how much effort goes into a successful gathering of this magnitude. She was blessed with perfect weather, but all the other good things did not just "happen."

Arrangements were made Sunday to pick up Direct Relief Foundation supplies for those who could stop by Santa Barbara. A gift "swap" was in progress in the hospitality room and people were saying goodbye and THANK YOU, Santa Rosa.

I transferred a file box labeled "Section History" to my car, wondering how 50 years of memories could possibly be condensed into any form and realizing most of them will always remain only with the women who come together to share our unique fellowship.

You are all invited to Santa Clara to share the hospitality of Golden West in April 1983.



Northwest Section Meeting

by Beverly Fogle

Pilots LOVE to meet other pilots, especially when they include aviation greats like Dorothy Hester Stenzel and Danny Grecco. Dorothy Hester Stenzel was an outstanding aerobatic pilot who set two world records at the Omaha Air Races in 1931 which still stand.

Her records for 56 consecutive outside loops and 67 consecutive inverted snap rolls have never been broken by man nor woman.

Danny Grecco entered aviation by helping Silas Christopherson build a Curtis Pusher in 1910. In 1912 Christopherson flew that plane from a ramp on the roof of the Multnomah Hotel in downtown Portland across the Columbia River to the Vancouver Barracks field. In 1937 Danny worked on the Soviet ANT-25 when it landed at this same field after completing the world's first transpolar flight non-stop from Moscow, USSR, to Vancouver, Washington. He is the holder of helicopter mechanic's license number one. Danny built and flew his own first airplane in 1913-14, but didn't formally "solo" until 1919. And he's still active in aviation.

Dorothy and Danny were two of the twelve aviation pioneers who gathered at the VIP (Very Important Pilots) luncheon during the Northwest Sectional. Evelyn Waldren, herself a northwest flying legend, presented biographical profiles (complete with some rumors and reputed happenings!) that really helped us know our guests. They had a contagiously good time laughing at themselves and each other, and we were all inspired by the determination, dedication and sheer gutsiness they show us.

"Flying to Alaska in 1984" was the subject of our educational seminar. Very nearly 100% of the Ninety-Nines at the convention attended, and some came just for that program. We had charts, maps,

experts and very real assistance from our members from Alaska and Canada as well as those who have flown the route. By the end of the afternoon we knew where the weather piles up, where the elk are to be found and where the pies are worth a special stop. Judging by the enthusiasm expressed on this day, we'll really be flying to Alaska in force for both Section and International Conventions in 1984. We hope to see a lot of you flatlanders there, too.

Another highlight of this Sectional was the Columbia River excursion. Following a scenic bus trip from Portland with a stop to view the fish ladders at Bonneville Dam we boarded the Columbia Sightseer at Cascade Locks for a two hour cruise on this fascinating river. Probably the most notable sight for most was watching the Indians fishing from their platforms in the traditional way. The Indians of the northwest guard their treaty fishing rights very carefully, and it comes as a surprise to many Americans to learn that here there are particular seasons, locations and techniques which the Indians use in their quest for the great salmon which are not permitted to others. The traditional Indian fishery in action was truly



Columbia Cascade Chapter Chairman Mary Hill M.C.s the VIP luncheon.

something to tell the kids about.

The return to Portland followed a fried chicken picnic at Wahkeena Falls in the Columbia River Gorge. On the way home we were greeted by a spectacular dusk as the sun dipped below the level of the clouds, silhouetting the mountains with a luminous golden light.



Very Important Pilots honored at the Northwest Section meeting are Bob Byrd, Dorothy Hester Stenzel, Nona Malloy Goard, Walt Bohrer, Danny Grecco, Harold Wagner, Holly Fletcher, Ed Ball, Bob Sturgis, Ralph McGinnis and Evelyn Waldren.

chapter

News, Activities and Projects

EASTERN CANADA SECTION

Eastern Ontario Chapter

Our Poker Run was a huge success. The weatherman outdid himself with a perfect day. We have found fall Indian Summer time to be a good time to schedule this event as it does not conflict with fly-ins, usually. Many thanks to all our members who worked so hard. Particular thanks to Susan Begg who drove many miles at a last minute, early morning request to look after the Brockville stop. Susan visited the 99 Tent at Oshkosh and subsequently the only meeting between Oshkosh and Poker Run. We hope she has not been frightened off by being put to the task so early in her association with the Ninety-Nines.

Felicity McKendry was chosen by the Royal Canadian Flying Clubs Association to travel across Canada as a judge in the competition for the Governor General's Shield. Our chapter was proud that Felicity received such an honor. She reports that even though her schedule was tight, the weather was always good at the right time and place so that things went smoothly.

We are now busily preparing to conduct our first Flying Companion Seminar next spring. We are also planning our first air marking in several years.

by Betty Jane Schermerhorn

WESTERN CANADA SECTION

British Columbia Chapter

Western Canadian Governor and B.C. Chapter member Kate Merry and B.C. Chapter Chairman May Primeau attended the 1982 International Convention in St. Louis. There they learned that the Western Canada Section was awarded the bid for the 1987 convention, which will be held in Vancouver, the B.C. Chapter's base city. The chapter is delighted

and plans for fund raising are in the works.

Fall activities are well under way. Kate Merry and May Primeau flew a Cessna 172 to Portland, Oregon, on September 10 to attend the Northwest Section meeting. The chapter extended an invitation to all Northwest Section members to attend the All Canada Section meeting in Vancouver on April 15-17, 1983, at Delta's River Inn. Kate and May thoroughly enjoyed their visit to Portland, particularly the boat trip on the Columbia River and the picnic that followed. We look forward to the opportunity of returning the hospitality, so we hope to see the Northwest Section members in Vancouver in '83.

On October 3, Gretchen Matheson, May Primeau, Alison Jeffery and Marilyn Nouch attended the B.C. Aviation Council's Conference at Harrison Hot Springs, B.C. We were pleased to learn that Gretchen has been elected to the Council's Board of Directors. Congratulations, Gretchen!

Canadian Rockies Chapter

Vice-Governor Roberta Taylor has been appointed Deputy Regional Air Chief for the British Columbia Provincial Emergency Program Air Division.

The Air Division is a civilian air search and rescue group supported by the provincial government and operated on a volunteer basis to provide trained pilots, navigators and spotters to serve on board civilian and military search aircraft.

Roberta's region ranges from east of the Okanagan Valley to the Alberta border; south to the US border and north to Rogers Pass. Roberta will attend a training session at Canadian Forces Base, Comox, B.C., November 19-21. She recently coordinated the civilian segment of a massive air search for a father and his son missing on a flight from Spokane, Washington, to Edmonton, Alberta. Members of the Canadian Rockies Chapter of 99s participated in the search as pilots and

spotters.

The Western Canada Section was pleased to hear it had again placed second in the world in the international safety education competition. The section gained a lot of points for having a large percentage of its members current in their flying skills by completing an annual proficiency training flight. Also, the section was recognized for the numerous educational aviation seminars it has sponsored on weather-related accidents, survival, flying companions and other aviation topics.

The Western Canada Section's bid to host the 1987 International Convention of 99s in Vancouver, Canada, has been successful! The Convention Committee considers this both an honor and a responsibility and looks forward to hosting 99s from all over the world at this event. Fund raising ideas will be discussed at the fall section meeting to be held at Winnipeg, Manitoba, October 29-31, hosted by the Greater Winnipeg Chapter.

Roberta Taylor has retired as chairman of the Canadian Rockies Chapter and taken on the responsibility of vice-governor for Western Canada. New chairman of the Canadian Rockies Chapter is Audrey Webster of Richmond, B.C. Audrey is also Western Canada Section secretary.

Two members of the Canadian Rockies Chapter, Anne Dale and Roberta Taylor, participated in the "Annual Springhouse Fly-in" south of Williams Lake, B.C. Roberta won "first lady pilot arrival," farthest distance flown to attend, and 3rd place in nerf catching competition. Anne, who flies a 1946 Taylorcraft, took "oldest aircraft" last year; but due to mechanical problems flew a Maule in the 1982 fly-in with her husband, John.

Saskatchewan Chapter

99s Canadian Award in Aviation has been presented to Ray Crone, of Regina, Saskatchewan.

The Board of Trustees chose Mr. Crone as the recipient of the award in 1982 in recognition of his efforts throughout the years in promoting a greater understanding of Canada's aviation heritage and in preserving through his literary efforts the aviation history of this country.

Specifically the award is directed to encourage his future projects, most particularly to help meet the costs of research and publication of three books on which he is now working. One of these, entitled *Flight West*, chronicles some of the famous flights through Canada between 1911 and 1939. The second will deal with *Canada's Western Barnstormers* in the six year period following World War I. The third will focus on flying boats, fire fighting and bush flying in western Canada. The first of these books has already been submitted to his publisher and we can expect to see it in finished form fairly soon.

Mr. Crone was encouraged to present his resume' to the Board of Trustees by the Saskatchewan Chapter of 99s, who would like to congratulate him for his endeavors as well.

Chairman June Mills advises members that there is a proper method to use when splitting costs of flying with your passengers. Private aircraft should be registered with the MOT for the purpose of legalizing the charges for basic fuel and running costs. Taking passengers and filling up those seats is certainly a help when it comes time to pay the bills....

by Nadine Cooper

MIDDLE EAST SECTION

Delaware Chapter

At first, walking around on the roof of the CAP Building at Greater Wilmington Airport seemed a bit more scary than flying small planes, but the Delaware 99s soon got their "roof legs" and completed the painting of identification letters and tower frequency numbers in about five hours on September 25 at the airport in Wilmington, Delaware.

Midge Oliver, air marking chairman, was assisted by Charma Welch, Barbara Salinis, Betty Wolfe, Donna Powell, Pat Martin, Virginia Batzel and Ann Butler. 49 1/2ers John Oliver and Charles Welch were a big help in carrying out the project. Also helping were two 99s from neighboring states: Kate Marcario from Pennsylvania and Adelaide Tinker from Washington, D.C.

The Delaware 99s, some 49 1/2ers and friends carried out a successful Pennies-a-Pound at Summit Airpark, Middletown, Delaware.



Delaware 99s, with some help from two 49 1/2ers, carry out an air marking at Greater Wilmington Airport.

ware, in May. Passengers seemed to especially enjoy seeing Chesapeake Bay from the air. Aerobic rides were greatly enjoyed by a few daring persons.

The Delaware Chapter had a very interesting tour of the tower, radar room and C-5 cargo plane at Dover Air Force Base in July.

One of our members, P.J. McClurg, attended school at Air Safety International, Wichita, Kansas, and was rated for the Cessna 421. She is now flying charter for Summit Aviation at Summit Airpark.

The chapter is planning a Flying Companion Seminar for February 1983. It will be a very basic ground school for nonpilots.

The Delaware Chapter is currently making a special effort to recruit new members.

by Ann Butler



Lucky winners gather after Steel Valley's third annual Poker Run.

Steel Valley Chapter

The Steel Valley Chapter held its third annual Poker Run-Treasure Hunt on September 26. Connellsville Airport was the base of operations with three mystery airports for the participants to locate from clue sheets. Thirteen people participated, some repeaters from last year's event. Winners were awarded prizes ranging from wine glasses to gift certificates for ATC Flight Training simulator time.

Our Annual Poker Run seems to grow every year as participants include those who return to enjoy the fun and those who are discovering what a poker run is for the first time. Next year's will be better yet!

Sue Simler and Janie Leonardi flew in the Capitol Proficiency race held at Dulles International Airport. They didn't bring home a trophy, but when Sue and Janie's airplane wouldn't start, and they had to dash to sign out another craft to fly, they were happy just to be participants.

Betty Grubich discovered another way to return to the airport after takeoff — parachuting. Whether touching the ground on wheels or on your feet, it's nice to have a "soft" landing.

by Betty M. Grubich

Washington, D.C. Chapter

Our chapter members continue to be active in many phases of aviation. Gerda Ruhnke no sooner recovered from the excitement of chairing our own Capitol Proficiency Race than she and 49 1/2er Lothar were off to compete in the Autumn Gold Air Rallye in North Carolina. We congratulate them for coming in seventh in their turbo Arrow.

Various chapter members were pleased to play hostess to visiting Sheila Scott of Great Britain.

Fay Gillis Wells will be a featured speaker at an Amelia Earhart Symposium to be held October 30 in Hutchison, Kansas.

The Washington, D.C. Chapter was well

represented at the Middle East Section meeting October 15-16 in Baltimore, with six chapter members in attendance. We were especially pleased to find that our own Maureen Long had won our section scholarship.

Future plans for the chapter include a tour of Andrews Air Force Base and the Presidential aircraft in November, our second annual fly-in to Williamsburg, Virginia, and our Christmas party.

by Rosemary Doud

West Virginia Mountaineer Chapter

The Mountaineer Chapter is busy as usual. In July the meeting was held on Aviation Day at Clarksburg Airport and featured a static display and the ever-present sales booth which was kept most busy. We repeated this display in September at Parkersburg, West Virginia, at the Wood County Airport for their open house and featured a "hands-on" aircraft display for the children attending. Over 150 children were permitted to sit in the aircraft, touch the controls and pretend to "fly the plane." We gave each participant a coloring sheet showing the various components of the aircraft.

Our new officers' installation dinner was held the day prior to the Parkersburg open house. Officers for the coming year will be Jean Pickering, chairperson; Lois Fida, vice-chairperson; Mary Brown, treasurer; and Sharon Watson, secretary. Most sincere thanks went to Sharon Peters, outgoing chairperson, for her many years of devoted service and work. Sharon will be a hard act to follow.

We are most proud of member Barbara Baron who has been appointed first woman FAA designated flight examiner in the state of West Virginia. Hats off to you, Barb.

by Lois A. Fida

NEW ENGLAND SECTION

Eastern New England Chapter

The Eastern New England Chapter is actively involved in the 66 program. Each member is taking on the responsibility of one or more prospective 99s, pilots or student pilots. We are becoming big sisters and plan to take these women "under our wings." We are very excited about the prospect and we'll let *The 99 NEWS* know how we are doing.

Our last monthly meeting was held at the home of Carol Stites. We had a most fulfilling meeting and accomplished a lot. Carol showed us the VariViggen she and her husband are building. She then gave us a talk and presentation on just how this airplane was built. They have been working on it for seven years and are very close to completion.

Karen McErlane gave a mini-safety seminar on the checking of props. In the interest of



Eastern New England 99 Carol Stites stands beside the VariViggen she and her husband have almost finished building.

greater participation in flying, we are hosting a poker party for the New England Section on April 16, 1983. We are also making plans for our fifth annual safety seminar. We are well on our way to a very exciting year!

by Jean Doherty

NY-NJ SECTION

Garden State Chapter

Autumn lent her beautiful colors to the trees surrounding the airport, the sun was shining brightly, and Mother Nature had also

who took first place in the essay contest and Betty Pifer who placed second in the photography category.

As you can see by the picture, we really stick to our air marking duties. Our chapter has done Monmouth County, Sky Manor and R.J. Miller Airpark since June. If the weather cooperates, we'll do Kupper Airport in November. Great work, gals!

Alice Hammond and Doris Miller represented the chapter at St. Louis for the convention. Alice is proudly wearing the AE medal presented to her at the AE Luncheon for her years of dedication as a member of the Scholarship Committee. She still gets misty-eyed when she tells about it.

Speaking of Alice, she and her hubby, John, just returned from a trip to the Far East. She had a lot of stories to relate. Where to next, Alice??

by Mary Helfrick

CHAPTER NEWS, ETC.

Northern New England Chapter

On October 23, the chapter put on an all day Survival Education Clinic in Lebanon, New Hampshire, attended by about 200 pilots, husbands, wives, children, Civil Air Patrol cadets and seniors.

Speakers included Eric Anderson, MD, pilot, author of *Plane Safety and Survival*, whose topic was "Common Health Mistakes Pilots Make." Jeffrey B. Nielson, MD, pilot, spoke on "The Importance of Cardio-Pulmonary Resuscitation" and gave a demonstration. Bob Brown, PE, FAA Accident Prevention Counselor and Examiner, spoke about "Practical Aspects of Survival."

The Aircrew Life Support Unit, Pease AFB, presented winter survival lecture/demonstration/video tapes/displays.

99 Aileen Anderson displayed survival equipment and supplies that can be found around the house. She also modeled her personally designed survival vest which included everything from a rubber worm in her fishing kit to a 10 Mile Orange lipstick to match the lining of her reversible vest, 10 Mile Orange hat and orange smoke flare.

Lorraine Richard modeled the leaf bag raincoat, harem pants and baggie-covered 10 Mile Orange hat.

Bobbie Herbert, chairman of the clinic, and all her helpers including our 49 1/2ers all did a great job.

by Aileen Anderson



Presenting a Hinton photograph of Amelia Earhart to Evelyn Kropp is Northern New England Chapter member Jean Batchelder (right).



Participants in the Survival Education Clinic included Aileen Anderson, Sgt. Nagele (USAF) and Bobbie Herbert.

provided us with a pretty hefty crosswind — this was the setting for Garden State's first flea market at Marlboro Airport, New Jersey. We had all cleaned out our closets, attics and garages to provide our tables with all sorts of goodies to sell. Some dealers could be seen frantically trying to hold things down in the wind. Despite the weather we did get quite a few buyers out for a Sunday drive just dropping by to search for some long sought-after treasure. All in all it was a very profitable day, but remember the crosswind I mentioned — well, it forced us to cancel the spot landing contest that had been scheduled in the afternoon.



Janis Blackburn, daughter Sandy and husband receive their trophy at the Capitol Proficiency at Dulles.

Several of our members have flown in proficiency contests in the area. Doris Miller, flying with Evelyn Kropp, placed fifth in the Empire State, held at Stewart Airport, Newburgh, New York. Janis Blackburn and her husband, and Betty Pifer and Mary Helfrick braved the late summer haze and flew the Capitol Proficiency held at Dulles, Washington, DC. Janis and her 49 1/2er placed second while Betty and Mary finished sixth.

Four of our members attended the Fall Section meeting hosted by the Long Island Chapter. Congratulations to Racquel McNeil

You can't say that we 99s don't stick to our job!



GNV 99s enjoy a fly-in to Mount Snow Airport for a "last look at the autumn leaves."



Enjoying the Cradle of Aviation Museum are Ruth Wentz (left) and Eleanor Friede (right).

Greater New York Chapter

GNV's attending the Fall NY-NJ Section meeting were Marion Andrews, Doris Renninger, Ruth Wentz, Eleanor Friede, Wilhelmina Hanzlik and "Red" Guernsey. The Long Island Chapter hosted the meeting, held at the Island Inn in Westbury. You had to be there and see it to believe it!

A number of GNV members plan to accept the Long Island Chapter's invitation to their Christmas dinner party on December 19 at the Rusty Scupper in Syosset, Long Island.

President Reagan recently awarded a commendation to CAN (Corporate Angel Network) — GNV 99s Pat Blum and Penny Amabile are both actively involved there.

GNV's warmest wishes to Doris Renninger, former 99 governor, who is getting married! The new 49 1/2er is Carl Brell whom Doris has known for 41 years. He worked with her late husband, Henry, at Seaboard, and they were all in World War II together. Carl is now a widower, and this will be a wonderful joining of families. The wedding will be held on November 27 (Thanksgiving Day) in Huntington, Long Island, where Carl Brell has a home. The couple will live in Beechurst,

New York (Doris Renninger-Brell's apartment) and weekend in Huntington.

Four GNY airplanes arrived and a total of 14 souls had a great time at the "Last Look at the Autumn Leaves Fly-in" on October 16 at Mount Snow Airport (recently reopened and in business, though still marked closed on sectionals). Pilots-in-command were Penny Amabile in her Mooney, Nina Claremont in her Piper Arrow, Karen Geiger in a Cherokee and Eleanor Friede in her Grumman-American Traveler. The weather was tantalizingly VFR, brisk with a flurry or two, and the barbecue was hosted by John and Phyllis Sproul at their nearby country home.

by Nancy Patricia "Red" Guernsey

Long Island Chapter

Ronnie Minnig and Pat Bizzoso won the Empire State 300 Proficiency Race this October, making it the second year in a row. Proudly examining the trophy they noted they were the only team to win it two consecutive years.

Sponsors for Pat and Ronni were their 49 $\frac{1}{2}$ ers, Pete Bizzoso and George Minnig. The men arrived to enjoy the celebration Saturday evening. Both girls would like to acknowledge Lenny Ohlsson, a CFI, good friend and helper. Lenny started Ronni on her way to victory with an excellent course in pilotage and dead reckoning for her private pilot's license and has helped Pat through her instrument rating and now her commercial license.

Jill Hopfenmuller drove to Stewart Airport to help at the Empire State 300 as an "official" for transportation. Jill must really like to drive as Stewart is four hours from home.

Our 66 program is really taking hold and going well. We recently had eight active members. We're down two as a result of Sister Mary Loretta McLaughlin and Kathleen Goode earning their private pilot's licenses in October. Sister Mary Loretta gave the invocation at our recent fall section meeting held on Long Island, and Kathleen is in our 1929/1982 first meeting commemorative photograph. We're happy to have these two ladies with us.

Pat Bizzoso, accompanied by Joyce Malkmes and Stan Dalton in her Grumman Tiger, flew to the New Haven, Connecticut safety seminar recently. Long Island was having a lovely day, but across the Sound one airport was socked in solid with fog — New Haven. Pat made two missed approaches and turned back for breakfast on Long Island. Roberta Pistorius and Joan Scarpinato, with their 49 $\frac{1}{2}$ ers, Al and Manny, also tried and flew back to Suffolk County Airport. In all, at the time of the seminar, five airplanes tried and made 10 missed approaches. The fog eventually lifted and they arrived just in time to miss lunch.

Ruth Dobrescu attended an FAA safety seminar at Port Washington High School — not as spectacular a trip as the above but a good seminar just the same.

Several members of the Long Island and GNY Chapters attended the marriage of Mae Smith's daughter, April, to Brad Liberg — both Army lieutenants stationed in Germany. Unfortunately we didn't get to "fly-in." It's doubtful if our Cessnas and Pipers would have the fuel range without additional tanks. But, to show how versatile 99s are, Nancy Davis, full-time college student studying aerospace technology at Farmingdale College,

mother of two teenage sons and a professional dressmaker, made the wedding gown, long distance to Germany; the mother of the bride made her own gown, and Joyce Malkmes did the professional flower arrangements. The decor was blue and white, and Mae had placed sugar packets covered with airplanes on the "99 table." No matter where we go or what we do, we are 99s and proud of it!

by Patricia Rockwell



Chuck Wolfe, above, explains points to investigate in checking the elevator control surface to Capital District 99s Carol Keinath and Andee Rappazzo, while, below, Chairman Stephanie Szelwian, Ruth Green, Ingrid Lehrman and Ana Webb join Rappazzo and Keinath as Wolfe explains propeller maintenance and safety tips. (Photos by Trish Bianchi)



New York Capital District Chapter

The Capital District Chapter kicked off their fall meeting schedule with a hands-on maintenance demonstration at the Albany County Airport. Guest speaker for the mini-workshop was Chuck Wolfe, an impressive 10,000-plus hour pilot with a string of credentials behind his name, not the least of which is being a 49 $\frac{1}{2}$ er. Chuck offered a very interesting session for the group on maintenance aspects that aircraft owners could do for themselves. Ruth Green of Greenland Air graciously offered one of her aviation school planes, a Cherokee 140, for the demonstration. With a perfect September sun setting and a gentle breeze blowing, the group gathered around Chuck as he not only showed us how to properly maintain an airplane, but also offered safety tips that many of us had never learned during our pilot training. A twenty-year pilot for the State of New York, Chuck is married to Mary Wolfe, our vice-chairman, and holds an ATP and CFI in fixed wing and helicopters. Chuck is also an A&P and an AI. Now that's impressive! We appreciate the time Chuck spent with us, knowing that perhaps one of his suggestions could one day save a life.

August 28 marked another successful rerun of our chapter's Annual Chicken Barbecue and Swim Party. While the temperatures throughout the day weren't exactly conducive to swimming, a good time was had by all. Chicken, corn on the cob and an array of other goodies surrounded the pool at Ruth Green's Mill Road home. 49 $\frac{1}{2}$ er Bob Green cooks a mean chicken! All in all it was a super Saturday with 99 friends and families, pilots and non-fliers alike enjoying good food, lively spirits, a few old songs and a lot of hangar

talk. What a great way to jump into fall.

Upcoming events include a safety seminar cosponsored by the FAA and the Capital District 99s in which Dr. James Crane will speak on "Primary Mental State in Flight Operations."

by Trish Bianchi

Palisades Chapter

On a very cool, windy Saturday in October, the Palisades 99s tackled their biggest air marking ever — Essex County in Caldwell, New Jersey. With letters 30' high, 20' wide, 8' spaces between the letters and 30' spaces between words or numbers, our 99s were spread out over 460' of unused runway painting 'ESSEX COUNTY 126.5.' It was immediately apparent that the Department of Transportation-Aeronautics Division was not thinking as big as we were and hadn't sent enough paint. We managed to complete "ESS" and "5," and totally outlined the letters and numbers with our remaining paint before frostbite set in. A few frantic phone calls to Trenton got us our paint, and on a much nicer Saturday two weeks and 85 gallons of highway yellow later, the air marking was completed.

Our newest member and secretary, Pat Dennehy, had an interesting job this summer — skywriting. On a regular basis, Pat is a corporate pilot for Continental Can Company based at Morristown Airport.

Congratulations to Pam Sheeler who has passed her commercial and instrument written tests, and has obtained her multi-engine rating. Pat has also passed the exam for air traffic controller and may soon be winging out west for three and a half months of training. One of those friendly female voices in a control tower in this area next spring may be our Pam — say howdy!

by Susan Palmer



Participants in a recent pilot's safety seminar are Barry Landy, president, Mustang Aviation at Essex County Airport; Arlene Feldman, New Jersey director of aeronautics; Clarice Bellino, of North Caldwell, governor, NY-NJ Section; and Robert Heckman, Northeast Regional director of FAA. Over 250 persons attended.

NORTH CENTRAL SECTION

All-Ohio Chapter

The All-Ohio Achievement Awards Banquet was held in October at the Sycamore Creek Country Club in Dayton, Ohio. Our speaker was John Warlick, chairman of the board of the Wright "B" Flyers Association. John brought us all up-to-date on the building of the replica Wright "B" flyer, the first military production aircraft. Phase 1 of the project, the high-speed taxi is nearing completion. John had some very interesting video of the flyer in a high-speed taxi. Our very special guest for the day was Ivonette Wright Miller, niece of Orville and Wilbur Wright,

who first flew with her uncles in 1910. Mrs. Miller spoke privately with many of us about her experiences.

As usual, our achievement award winners were outstanding. Pat Fairbanks, this year's award winner, added CFI helicopter to her many ratings this year as well as flying many hours as charter pilot and flight instructor. She is very active in the All-Ohio Chapter, coached Eagle Scouts and has worked and flown several air races. Ken Graham, who won the Emmett Blowers Achievement Award, is a staunch supporter of 99s. He assisted in all facets of this year's Buckeye Air Rally and works behind the scenes at all All-Ohio functions.

The All-Ohio Chapter will be helping to judge the NIFA regional meet at Kent State University on November 13, once again donating an award to the top woman pilot.

by Jayne Herman



All-Ohio Achievement Award winners are Ken Graham and Pat Fairbanks.

Chicago Area Chapter

The October chapter meeting was hosted by Connie Roberts and Laura Langland. They planned a tour of O'Hare Airport's control tower and radar room and a slide presentation on O'Hare's operations. 99s and guests, totaling 76, were welcomed by the tower personnel and had a most informative and enjoyable experience.

The USPFT local competition, conducted by Chicago Area Chapter on October 2, was hampered by weather, but we completed the competition and are proud to say that Gail LaPook came in first. She will go on to the regional competition.

Norma Freier and Mary Panczysyn presented the "99 Slide Presentation" to the Medina Shriners' Aviators group on October 19. The Shriners were very impressed and, to show their appreciation, contributed \$99 to our scholarship fund.

October 30-31 will be our first "Chapteral" at Pheasant Run resort. Diane Cozzi and Gail Rezabek have planned a fun-filled weekend to reward us all for being such an active and hard-working chapter. This is also a "rehearsal" for the Spring Sectional which we will be hosting.

by Mary Story

Greater Kansas City Chapter

The Greater Kansas City 99s are busy. September 24-25 Theda Benningfield, Marie Christensen, Marj Engelmann, Jeri Grazda, Ginny Pacey, Jean Riddle, Ruth Stafford and Kathy Zimmerman were in Warrensburg, Missouri, judging the NIFA Regional Competition. Ruth Stafford, guest speaker at the banquet Saturday night, spoke on "Single Engine Trans-

Atlantic Flying." Ruth's experiences ferrying planes makes for good listening.

Planning for the Seventh Annual Wright Day Dinner is completed, with posters being printed, decorations being made and tickets being sold. Our speaker will be Richard Collins, editor of *Flying Magazine*.

The newly developed audio/visual presentation, "Aviation Careers for Women," was shown at the October meeting. This film is well made and makes an interesting program.

Karen Ballowe, our chairman last year, has the new rank of major. She is a flight nurse in the Air Force Reserves. Karen recently won the election for junior vice-president for Air Force Affairs for the Reserve Officers Association.

Members who try harder earn new ratings. Jan Shirley received her multi-engine rating and is now working at Beechcraft in Houston, Texas. We will miss Jan as she has been an active 99. Micky Pinkston has new AGI and CFI ratings. She also has Phase IV Wings. Jean Riddle has Phase II Wings.

The fall fly-outs have been interesting and well planned. November 14 will find us at Grove, Oklahoma for a lakeside buffet.

by Ginny Pacey

Greater St. Louis Chapter

Our October meeting was scheduled at Bi-State Parks Airport. Due to heavy winds the Goodyear blimp, "America," here to cover the Cardinals' World Series win, was grounded. But the sports lovers' loss was our gain. We were able to get a good close look at the blimp and its car (cockpit). Larry Chambers, one of sixteen pilots licensed by the FAA to fly blimps, talked with our group about the blimp, its history, and what it is like to be a blimp pilot. The entire evening proved to be very educational. We also had an interesting tour of Parks Air College flight facilities. We tried out their simulators, and was that an experience for some of us who hadn't been in simulators for some time! Mark Holtgrave, chief flight instructor, told of some innovations in altering the number of hours required for FAA licensing. This could possibly include more simulator time.

The Aviation Fair of the United States Pilots Association meeting had a good 99 and 49^{1/2}er presentation with Ruby Fudoli and Mike, Elizabeth Jordan and Richard, Linda Gal, Martha Norman, JoAnne Sabo, Barbara Wilper, Rosemary Zander and Joy Harvey.

NIFA went well but only a small number of schools participated. Ruby Fudoli, Joy Harvey, Amy Laws, Val Johnson, JoAnne Sabo, Martha Norman and Mary Lowe helped with judging the precision flying events.

Adele Scharr was a guest speaker this month at the Aeronautical Historical Society of St. Louis annual dinner meeting.

Nikki Caplan won acclaim by breaking a 21 year old record for distance for gas balloon flight. Nikki and her copilot, Jane Buckles, flew over 900 miles in their 35,000 cubic foot helium balloon to easily capture the old Class A-6 gas balloon record of 363.09 miles. These 99s left Albuquerque, New Mexico, and landed near Lehigh, Iowa, after 35 hours and 20 minutes. Nikki plans to attempt to beat the men's record next year. Congratulations to Nikki and Jane.

by Helen Hall

Indiana Chapter

It was perfect flying weather for our meeting Sunday, October 17, at Bloomington. Transportation from the airport to the Howard Johnson Motel for our meeting, program and lunch was provided by Margaret Dant and hostess, Dorothy Niekamp.

Two students of Judy Graham were our guests: Linda Pulver, who soloed September 4, and Deb Kaiser, who accomplished this October 13. Also with us was Dee McCollum from the Blue Grass Chapter. Dee and husband, Bruce, now reside in Indianapolis.

Following the business session we were privileged to have Tom Boone, new director of Bloomington's Monroe County Airport, speak on the testing and evaluation of advanced tankers for the Air Force. He was one of the pilots who flew the B-747 being considered at that time. A film accompanied his talk, both of which were most interesting.

Dorothy Neikamp was recently reappointed to the Monroe County Airport Advisory Board.

During the summer Anne and Emmett Black, members of the Purdue University Pilots Flying Club, and daughter, Mary, flew the club's Cherokee 180 to Denver, Colorado. Anne reported excellent service and great hospitality at the small airports they visited on the way out. Most of the return trip, however, was IFR.

In September Delores Ditton flew from Ft. Wayne to Bedford, Indiana, her birthplace. This she wanted to do since receiving her license. She is presently taking IFR ground school.

Lillie Normington and her 49^{1/2}er, Bruce, are now half owners of a Grumman Tiger N28740.

Esther Berner, Mid Cassidy and Betty Nicholas attended the 35th annual Indiana Aviation Conference October 12-14 in Bloomington. The conference is sponsored by the Aviation Association of Indiana, "The strong voice for aviation in the Great Hoosier State."

As has been our custom for the past three years, there will be no November meeting. December 5 we will again visit Conner Prairie Farms, a pioneer settlement where, as 'tis said, "Time stands still and it is always 1836."

by Rae Caldwell

Indiana Dunes Chapter

Indiana Dunes got together on October 16 at the home of Terri Buettner for a meeting and a short program. The program was given by one of our 49^{1/2}ers, Dennis Rekenheimer, who is a flight instructor. He asked questions of our group on FARs and other information needed on a BFR, sort of a refresher for our group. The gals who were up on the answers were the student pilots and those who just received their licenses.

One of our newest members to the chapter, Paula DeBois, has a job flying in North Carolina for a charter operation. She will be

1981-82 Indiana Dunes Achievement Awards winners are Phyllis Petcoff, Karen Johnson, Joy Black, Betty Parrish, Walt Falkenberg, Sue Mohnsion, Diane Austin, Carol Zander and Pat Pohling.



being some instructing and getting time in the twins when she flies for charter. Paula will be staying with our chapter.

Shirley Russo deserves a big congratulation. She got her instrument rating this month.

Shirley Spry and Diane Austin are back actively flying. Shirley has even taken a niece who is interested in aviation, hope we can keep her interested.

Muriel Majneri has been doing some commercial flying and spent a month in Austria visiting relatives in Vienna and Salzburg.

Karen Johnson, our AE Scholarship winner, received her multi-engine instrument instructor's rating one week after receiving the award.

The Dunes will hold its Christmas party this year at the home of Diane and Ben Austin on December 4 in Valparaiso, Indiana. Then in January, yours truly will host the meeting at the Gary Municipal Airport in Indiana. Happy holidays to all....

by Pat Magon



"99 of the Year" for the Indiana Dunes Chapter is Sue Mohnsson.

Kentucky Bluegrass Chapter

Now that air marking, proficiency racing and air show activities have been shelved for a few months, Kentucky Bluegrass members turn their interest toward other projects. Membership, safety meetings and the 66 program will head the list.

Speaking of air shows, our own Alice Noble was a surprise aerobatic performer in the Hazard Black Gold Air Show ("Black Gold" meaning coal). This was a well kept secret, and some of her closest friends were pleasantly surprised when her act was announced. Alice is a student of Duane Cole, who was featured in the show.

Calvin Pitts, formerly with NASA, is now on the lecture circuit describing his round-the-world flight which duplicated Wiley Post's 1933 record-breaking feat in the "Winnie Mae." The Kentucky Aviation Association was honored to have Calvin as a featured speaker during its fall convention. A Stanley thermos, carried on Pitts' flight, captured the interest of Kentucky 99s. This was the same one carried by Amelia Earhart on her transatlantic flight. Each 99 present took a sip of water from the thermos and shared a personal bit of nostalgia.

Both October and November meetings concentrated on membership and the 66 program. Dot Arnett, 66 chairman, was hostess

for a business and chili luncheon at her home in Sellersburg, Indiana. Paula Kruse entertained student pilots and prospective members at the November meeting in Lexington. The annual Christmas luncheon will be in Danville with Kathryn Snider and Carolyn Sutherlin as co-hostesses. Carolyn is our new secretary and the FBO in Danville. Kathryn is one of our hardest workers and currently serves as our AE Scholarship chairman.

The Kentucky Bluegrass Chapter wishes you all a most happy holiday with peace, love and good health for 1983!

by Skip Gumbert

CHAPTER NEWS, ETC.



Around the world flyer and aviation historian Calvin Pitts pours from a thermos once used by Amelia Earhart. Kentucky 99s wait for a sip of nostalgia.

Lake Erie Chapter

The Lake Erie Chapter held its annual Awards Banquet October 8 at Quail Hollow Inn in Painesville. Hostesses were last year's Pilots of the Year, Ruth Sitler and Bev Demko. After installation of the new officers Helen Keidel was named Pilot of the Year and Marg Juhasz, winner of the Achievement Award. Speaker was Calvin Pitts of Washington, DC who last year duplicated the round-the-world flight Wiley Post made 50 years ago. Flying a



With Calvin Pitts, speaker at the Lake Erie Achievement Awards Banquet are award winner Marg Juhasz and Pilot of the Year Helen Keidel, while the chapter's scholarship winner, Rose Ray, joins past winners Debbie Calvin (1981) and Marie Eaves (1980).



specialty equipped A-36 Bonanza with a co-pilot, the flight was completed in eight weeks whereas the original flight in the "Winnie Mae" took eight days. Despite excellent planning, bureaucratic red tape delayed the flight many times. Route of flight took them from the East Coast to Germany, India, Egypt, Guadalcanal, Hawaii and back to the USA. They were unable to get clearance over Russia, hence the more southern route.

A plaque was presented to Bernice Barris in honor of husband Bob, and she also received a Letter of Recognition from the White House in Washington, DC.

The new officers installed were Bernice Barris, chairman; Pat Stark, vice-chairman; Terri Campbell, secretary; and Marg Juhasz, treasurer.



Mary Hudec and Marci Glaesemann serve as judges for the Region V NIFA meet in Dubuque, Iowa.

Minnesota Chapter

Marci Glaesemann, Mary Hudec, Clara Johanson and Gail Vail flew Clara's C-172 to Dubuque, Iowa, to assist with the judging of the Region V NIFA meet hosted by Dubuque University, October 7-9. Hope Isaacson's Inver Hills Community College Flying Team (St. Paul) participated in the meet.

The Minnesota 99s' twice weekly shuttle flights which transport platelets from St. Paul to Fergus Falls, Minnesota, were featured in a local television production, "Night Times Magazine." Minnesota 99 Terry Ludtke was filmed during her September 26 flight. Upon arriving in Fergus Falls, Terry was met and interviewed by a local radio newswoman.

Sally Woodburn and her 49^{1/2}er, Bob, shared with 47 other Minnesota 99s, 49^{1/2}ers and guests the story and slides of their summer C-310 flight to Europe during an October meeting at the home of Dorothy Ryan. Their route took them to Newfoundland, Greenland, Iceland and north of the Arctic Circle to Scotland and France. Their exciting story was replete with beautiful scenery, picturesque villages, IFR weather and momentary loss of engines. Ten prospective 99s were among the guests and included a 71 year old student pilot.

Clara Johanson, 49^{1/2}er Arnie and Hope Isaacson joined 60 other members of the North Central Region Aerospace Education Association on a USAFR C-130 airlift to the NCR/AEA Congress at McConnell AFB, Wichita, Kansas, October 23-25. Highlights of the Congress included tours of Cessna and Beech, speakers from CAP, the FAA and NASA, a briefing on the Strategic Air Command (SAC) and numerous aerospace educa-

tion workshops. Hope Isaacson, a National Air and Space Museum Regional Resource person, presented a program on NASM resources available to educators. Clara and Arnie became Baron and Baroness Von Johansen at the Baron's Bash held during the Congress.

Committee reports, planning and decision making were of top priority at an October dinner and "strictly business" meeting at Dorothy Bolander's. Linda Perkins, chair of Casino Night, Minnesota Chapter's major fund raiser, reported that this early fall event enriched the chapter treasury by over \$1,000. Air Age Education will be a major emphasis of Minnesota 99s during the year with Bonnie Lewis and Jane Goodwin sharing the leadership responsibilities. Rachel Westermeyer, Dorothy Bolander and Rita Orr will provide help to chapter members wishing to improve their public speaking skills.

by Hope Isaacson



Scioto Valley Chapter members Bev Griffin and Marilyn Miller lend the 99 display at the Don Carson Air Fair, Bolton Field.

Scioto Valley Chapter

Members of this Ohio chapter made certain the 99s had visibility at the second annual Don Carson Air Fair by displaying a 99 banner and distributing information on what 99s and 66s are. On hand for this assignment were Beverly Giffin, chairman; Janie Weiser, treasurer; Bonnie Gordon and Marilyn Miller. Sponsored by the League Against Child Abuse, this benefit air show is held at Bolton Field in Columbus. Scioto Valley members also assisted in transporting performers to and from the field.

In October, Bev hosted her first meeting as chairman. Members participated in an exchange of flying experience and a discussion on scholarship eligibility. Past Chairman Marilyn Miller was appointed Air Age Education chairman for the chapter.

Member activities found Mary Ellen Keil as vice-chairman for the WASP Pilots' 40th Anniversary Banquet in Cleveland where she introduced keynote speaker Clifford Henderson, who sponsored the first Powder Puff race and encouraged Amelia Earhart to organize the 99s. Also, Bev Giffin served as co-chairman of the Welcoming Committee at the 1982 EAA Convention in Oshkosh.

Looking ahead, an FAA safety seminar and "Project Aware" will be sponsored by the chapter in December.

by Lee Loffer



Ten Wisconsin 99s, left, gather to air mark and beautiful Wild Rose Airport, while 99s Karen Jensen and Cindi Cope, right, join 49'er Don Cope by a sign erected by the group.



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Wisconsin Chapter

The developer "lost" the pictures of the air marking day at Wild Rose but found them in time for this issue of *The 99 NEWS*.

The Wisconsin chapter held its monthly meeting October 10 at Stevens Point, Wisconsin. We were unable to hold our Wis-Sky Run for a variety of reasons, not the least of which were the low ceilings and poor visibility. Plans are already being made for next year's Wis-Sky Run.

A spot landing contest was held, although only one airplane participated. A business meeting was held, attended by Lois Truchinski, Karen Jensen, Linda Carpenter, Cathy Smith, Joyce Donner and Cindi Cope. We drove to a local Mexican restaurant where we were joined by 49^{1/2}ers Bob Konruff and Don Cope for lunch. The weather deteriorated further, forcing Linda and Bob to return to Milwaukee by bus. Others were able to file IFR or drive home.

by Cindi Cope

acts... we only wish we had a photo to submit!

Our November meeting will feature a local pilot-meteorologist. We hope to learn more about weather that so critically affects our flying decisions. With the approaching winter systems, we all need to brush up on our understanding of frontal systems, icing and turbulence in our mountainous terrain.

by Pat K. Washburn

Columbia Cascade Chapter

Off to a flying start is our new chairman, Mary Wohlgemuth, who arranged our installation dinner/evening with members sharing funny and frightful flight experiences along with good food.

Shortly thereafter Mary departed for a three-week trip to Africa where she will visit with 99s in the African Section with whom she previously corresponded.

Europe was Betty Prakken's destination for three weeks with her 49^{1/2}er, Gordy, and friends.

Columbia Cascade is looking forward to an event filled year ahead as promised by our new officers who, along with Mary, are Gayl Ratigan, vice-chairman; Jo Bogh, secretary; and Eva Hunt, treasurer.

by Pegge Blinco

Idaho Chapter

Autumn in Idaho is our most beautiful time of year (well, besides summer, spring and winter)... but this year was especially fun because we presented and hosted a very successful "Mountain Flying Seminar" in McCall, Idaho, elevation 5,002'. After many months of planning it was presented October 8-10. We had some of the Idaho backcountry super stars presenting clinics in everything from density altitude to maintenance. Also included was a big screen video presentation by Idaho 99 Lyn Clark of several of our backcountry air strips, strips that challenge even the finest of aviators. Our mornings began at 0-dark:30 with thawing out airplanes... flight instruction from 0800-1100 with the seminar continuing in the afternoon. For those who weren't flying backcountry, local airport competition in "Take Off Distance Estimate Over a 50' Obstacle" was held. Unfortunately a 99 didn't win that particular competition but only because we didn't want our guests to feel bad. Actually the fellow who won was a rancher from Burley, Idaho. (Burley doesn't even have any mountains.) He was "driving" a city airplane (Piper) and used a Cessna owner's manual to compute his figures... Skill? You bet! Plus, of course, we let him win!

NORTHWEST SECTION

Central Oregon Chapter

Despite our lack of individual flying, we have been busy as a group. With our election of new officers, we also established a priority list of goals. We want to promote aviation safety, help other women learning to fly, but recognize none of these projects are meaningful unless we stay active as pilots. We are determined to support each other in this endeavor.

We bid farewell to the northern half of our chapter. They now have enough members to start their own chapter. Our best wishes for fun and many happy flying hours to them.

September saw the Redmond Airshow with Chairman Pam Shelk as director and show coordinator. She roped us into folding, labeling and stamping millions of flyers, but bribed us with strawberry daquiris! Despite the uncooperative weather, the air show was considered a success with some super aerobic routines. Jody Tuttle was coerced into having her clothes "ripped-off" in one of the clown

Central Oregon Chapter members Pat Roberts, Kathy Wetherell, Debbie Campton and Mary Lou Shortreed stuff flyers for the Redmond Airshow.



Registering at the Mountain Flying Seminar is Idaho 99 Lyn Clark (center).



Hazel Jones and Anita Lewis (rear) and Bev LaBrie and Pat Jenkins (front) enjoy bus transportation at the Northwest Section meeting.



All of our speakers and guests were the "finest" in the world of mountains and canyons, but our extra special guest, Pete Campbell, was delightful beyond description. Pete, formerly with the FAA and now representing AOPA, made learning a pleasure... even regs. For all of you who haven't heard him, please make a point to do so when you have the opportunity. It's an unforgettable experience.

Coming up! The Idaho 99s are presenting a USPFT Competition in Caldwell, Idaho, November 20. You're all invited.

by Mary Curtis

Intermountain Chapter

October 2 the 99s hosted a Champagne Brunch at Dorothy Fowler's to introduce the student pilots in the local area to the 66 program and the 99s. Forty-seven attended with new pilots Carol Hammond, Ruth Moore and Susan Scott joining the 99s. All the guests were glad that we had contacted them and that they had the support and encouragement of the 99s. Jack and Joy Rose had flown in and Jack took several 99s and potential 66s for a ride in their Stearman.

Every first and third Tuesday each month the 99s that can meet at the Solo Flight Restaurant on Felts Field for lunch at 11:30 to become better acquainted and discuss ideas and plans of upcoming chapter events.

Nine Intermountain 99s gathered at the Davenport, Washington, airport October 16 to paint the runway numbers and "Davenport" on the runway. Thanks to Jack and Dorothy Fowler and Bob Doty, who had flown to Davenport on the 15th to mark out the 20 foot letters and numbers, painting went a lot faster on the 16th. Those helping were Do-

A 66 joins Jack Rose in the Roses' Stearman.



SOS FROM INTERMOUNTAIN CHAPTER

SOS stands for Save Old Sunglasses which is one of the Intermountain Chapter's charitable projects. The pair of eyeglasses which many of us take for granted is a very precious thing in some parts of the world.

Intermountain Chapter is collecting any old prescription eyeglasses, frames, lenses and even prescription sunglasses for the Direct Relief Foundation. The chapter will pay the postage for any of these items sent to them. They, in turn, will see that the glasses get to DRF for distribution to needy locations worldwide. Please send your old glasses to Intermountain Chapter 99s, Dorothy Fowler, Rt. 1, Box 358, Spokane, WA 99204.

Air marking the Davenport, Washington, airport are Peggy Crow, Beryl Fitzpatrick, Dorothy Fowler, Phyllis Hardemann, Claudia Gendron, Barbara Hutton and Shirley Hauer.



rothy Fowler, Kathy Perry, Debbie Swain, Peggy Crow, Phyllis Hordemann, Shirley Hauer, Claudia Gendron, Barbara Hutton, Beryl Fitzpatrick, 49 1/2'er Lee Swain and a Davenport city councilman, Bud Shaw. Following the air marking everyone gathered at Roy's Tavern for the October meeting and "The best hamburger in town."

After the meeting Debbie Swain took us for a tour through their new energy efficient home that is nearing completion. It is a real nice home and Debbie and Lee can be proud and excited about getting moved in and settled. When the weather is nice and we can all fly into Davenport, Debbie has promised us a tour and meeting in their home.

by Beryl Fitzpatrick

Mid-Columbia Chapter

The October meeting was held at Cavanaugh's in the Tri-Cities. Plans for the Charter Dinner were finalized. A good turnout is expected, according to a preliminary count.

We're looking forward to a joint meeting with the new Columbia Gorge Chapter in the near future. Other plans for the new year include air marking Vista Field in Kennewick.

Happy Holidays to all!

by Carol Cansdale

Montana Chapter

The Montana Chapter's static display had its debut at the Laurel Airshow at the end of July. The 99s had the only non-food table at the two day event and drew quite a lot of interest. Bumper sticker and activity booklet



Billings area 99s join Captain Finney of Frontier Airlines prior to their trip to Great Falls aboard the 737.

sales were low, but our main goal—to let people know who we are, what we're doing and that we're active in Montana — was a big success! Eleanor Greening, one of Montana's charter members who now lives in Mesa, Arizona, stopped by to get reacquainted and say "hi" to the long-standing members.

Anita Gigoux became a new member this summer and has also completed Phase I of the FAA's Pilot Proficiency Award Program. Kay Roam received her Phase II Wings and is about to take her instrument flight test. Good luck, Kay!

The highlight this fall for the Montana 99s was our most recent statewide meeting. To take advantage of the fare war between the various airlines servicing Montana, we conducted our October 9 meeting in Great Falls. Eleven members from the Billings area flew on Frontier to Great Falls, conducted our meeting in the airport terminal, toured the FSS on the field, and returned to Billings via Texas International. We received the royal treatment from Frontier's flight crew and, in turn, judged the smoothness of the flight and critiqued their landing! We had a fantastic turnout for the meeting — only two members were absent. The Billings gals were quite surprised and pleased to see Elsie Childs and Helen Dunlop from Helena.

One sad note — our chairman, Nancy Larsen, is moving to Landstuhl, Germany. Her husband has accepted a three year medical position with the US Army. Nancy will be close to an Air Force base and a flying club and is anxious to renew her flying. It will be quite an adventure for her and her family, but we will all miss her dearly. Nancy has really gotten the Montana Chapter enthusiastic and active again and will be the recipient of a Special Recognition Award from the Montana 99s for her efforts and encouragement to all of us. Dorothy Curtis will take over as chairman and Linda Marshall has agreed to become vice-chairman. Linda has just received her commercial license and is working toward her CFI rating. She is also drumming up new interest in 99s in the Belgrade area and hopes to hold local monthly meetings there to coincide with the Billings meetings. We extend the very best of luck to Nancy and promise our continued support to our new officers.

by Loretta Stevens

North Dakota Chapter

The North Dakota Chapter held their October meeting on the 16th in the home of Chapter Chairman Jan Kelleher in Minot with 10 members present.

A conference call was set up with the Wyoming Chapter and the Montana Chapter to discuss arrangements for the 1983 Northwest Section meeting to be held at Casper, Wyoming, next September. North Dakota, Wyoming and Montana will be co-hosting this meeting. A joint meeting was set up for next spring at Rapid City, South Dakota, to finalize plans for the sectional.

The November meeting was set for Devil's Lake, North Dakota

by Kay Vogel

Rainier Chapter

In October Rainier Chapter met jointly with Western Washington Chapter at Seattle Air Charter on Boeing Field. Dave Miller of Calvins presented an excellent two hour session on aerobatics which included a film on the Blue Angels and an explanation of sportsman competition. We left inspired to at least brush up on our Chandelles and Lazy-8s. It's always a pleasure to meet with another chapter, especially when they bring delicious pumpkin cake. Thank you, Western Washington.

Our November meeting will be at the home of our newest member, Carol Hills. Her home is located on final approach to Runway 15, Crest Airpark. How's that for an address!

Our congratulations to Merry Mancini for her new instrument rating. We want to hear all about the check ride at our next meeting.

Plans are being made for our annual Christmas party in December.

by Elsie Adams

the charges for the call were being divided among the three chapters.

by Shirley L. Everett

SOUTH CENTRAL SECTION

Coastal Bend Chapter

Lael Martin is our newest member as of September. We are pleased to have her and her 49 $\frac{1}{2}$ er, Kenny, in Coastal Bend.

Coastal Bend was represented at the October Sectional meeting in Shreveport by Vel and Speck Morgan and Barbara and Steve Kurtz. Vel was appointed section air marking chairman. A note to chapter air marking chairmen: you receive credit for only those reports you send in to the section chairman. Be sure you keep her updated on your chapter's accomplishments. Vel is very knowledgeable about air marking and is quite willing to provide any information you need.

Speck Morgan is now a CFII. He is an active 49 $\frac{1}{2}$ er—most vital to Coastal Bend. We're all extremely proud of him! On October 17 Vel and Speck began air marking the Palacious

This chapter is represented in a new organization, the Colorado Aviation Association, which is just being formed. It will be an aviation support group with representatives of the 35 to 40 flying groups in the Denver area, whose wide resources will help individual groups meet goals and meet needs of the entire aviation community.

Our group remains active in the winter months when we are more frequently grounded by unforgiving Rocky Mountain weather.

by Leslie Lynch

Ft. Worth Chapter

Joyce Breiner, who was in the Air Force at Carswell, has now begun her career as an FAA air traffic controller in Allentown, Pennsylvania, at the Allentown-Bethlehem-Easton Airport.

Donna Yancy has a "live lobster" business in Midland, Texas, which involves flying into DFW weekly and returning to Midland with her "live" catch.

Tara Fixel is an instructor at a local training school, while Charlotte Archer is a charter pilot. Carole Wheeler is owner of American Flight Center, a local charter service and flight training center.

Edna Gardner Whyte continues her brilliant career at Aero Valley Airport in Roanoke, Texas. Edna won second place in July of this year in the all-women's Air Race Classic and was honored in Atchison, Kansas, at the International Forest of Friendship in May 1982 as "Woman Pilot Flying Over 50 Years and Still Flying Daily."

Dora Jean Strother continues her career at Bell Helicopter-Textron in Hurst as chief of Human Factors Division and Cockpit Arrangement Group.

Bonnie Haber, a new member to the Ft. Worth Chapter, is now living in Roanoke, Texas, after making a solo tour of the continental United States in her Cessna 140. She began her tour in New Jersey and ended up here September 30, 1981. Then she did a tour of Texas for six weeks.

As you can see, our chapter is full of women actively involved in careers in aviation.

by Eva Isbell

Golden Triangle Chapter

On September 26, the Southwestern Adventist College Flying Club hosted a practice competition at Keene, Texas. Twenty-five participants from three colleges competed in message drop, power-off and power-on precision landings and preflight inspection. Pat and Bob Chester, Mary and T.W. Wheelock, Bob and Dottie Hughes, Helen Hill and son Alan, and John Robertson from Golden Triangle Chapter assisted as judges. Chapter member Angela Tidwell won second in power-off landings and preflight and was named top pilot of the meet.

Mary Wheelock and Loretta Santos attended the South Central Section meeting in Shreveport and brought back the Governor's Achievement Award for the 15 to 30 membership category. Golden Triangle also won the scrapbook competition. Ann Dick, our scrap-



Vice-Chairman Loretta Santos holds chapter scrapbook and the Section's first place award.

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Western Washington Chapter

Western Washington 99s met September 8 at the Blue Max Restaurant at Boeing Field, and then proceeded to the Visual Simulator Instruction office in the terminal building for an introduction to the AST 300 Visual Flight Simulator. Bob Gardner, who manages the simulator training center, gave us each a turn to fly an approach in the simulator, which was very interesting. The AST 300 has a black and white video screen, and can be flown as either single or twin engine. We were also pleased to learn that Bob offers a discount rate to 99s and members of other aviation organizations.

Our October 13 meeting was held jointly with the Rainier Chapter. Dave Miller, who instructs aerobatics in a Decathlon, talked about flying aerobatics, and then showed the Blue Angels film, "Threshold."

Our air marking October 16 at the Monroe Airport was successfully completed in spite of stormy weather. With the help of the Puget Sound Chapter and some speedy workers, we managed to finish minutes before rain-showers deluged the runway. We found shelter from the rain at the Harvey Field airport restaurant in Snohomish and member Anita Hapka, who flew off in her J-3 Cub just as the rain started, reported that our work looked great.

by Jean Kope

Wyoming Chapter

Planners of the 1983 Northwest Sectional took a cue from AT&T's "Let's Talk" commercial by holding a three-state conference call on October 16. Included were Casper, Wyoming; Bismarck, North Dakota; and Billings and Belgrade, Montana. A prearranged agenda was followed and much was accomplished with the feeling of togetherness without the usual concern for time and weather. Various committee chairmen were appointed and a face-to-face meeting scheduled for April 1983 in Rapid City, South Dakota. Participants' husbands were relieved to know that

Airport with much appreciated help from Reverend Dan Lauderdale and Walter Chapman.

by Barbara Kurtz

Colorado Chapter

Five members (plus a 49 $\frac{1}{2}$ er) started the month by traveling to Shreveport, Louisiana, for the Fall Sectional meeting. Jan Clemen, Mary McKillip, Linda Horn, Charlene Lawrence and Eddie and Paul Whistle were pleased to represent the chapter, especially as we received two awards: Section Safety Education Award and second place for the Governor's Achievement Award. Jan Clemen volunteered to be the new Section 66 chairman, and joined Mary Adams (Section NIFA chairman) and Nan Gaylord (International Scrapbook chairman) in providing Colorado talent to the regional and international levels of our organization.

We thoroughly enjoyed two returning visitors to our October meeting, as well as all the new faces. Linda Charles, a former Colorado Chapter member, visited from the New Orleans Chapter. Pat Knox was home for a month from her stint in Saudia Arabia as a nutritionist in a hospital. She has found the culture fascinating enough to return, and we look forward to welcoming her home in early 1984.

In order to better serve the needs of our members who are scattered throughout the Denver metro area, we began alternating our meeting place monthly. Odd numbered months we will meet at Jeffco Airport in the northwest part of the city; even numbered months meetings will be at Stapleton Airport, which is more centrally located.

The November meeting will be a presentation by Jane Stevens on Phoebe Fairgrave Omlie. Jane has researched this early pilot's life and will share the results of her work.

The Christmas party will be in Boulder at Romaine Ausman's home on December 11. (We're already anticipating the holiday cheer!)

Our January meeting will be a tour of Colorado AeroTech, an aviation mechanics school at Jeffco.

Golden Triangle members Loretta Santos and Beverly Stephens present a copy of *Letters from Amelia* to Librarian Yarbrough.



book chairman, did a fantastic job of originating ideas and putting the book together.

One of our members discovered the Eules Public Library had no books about Amelia Earhart so the chapter purchased *Letters from Amelia* and donated it to the library.

On a recent trip to Hawaii, Barbara Pereira visited with members of the Aloha Chapter. Barbara and D.J. are contemplating a move to Hawaii, which is D.J.'s home state.

Golden Triangle celebrated its thirteenth birthday in October with six prospective members present. One prospective, Chuckie Hosers, just received her license and is continuing her training for the "big stuff"—she and her husband own a B-17.

by Beverly Stephens

Houston North Chapter

During the first weekend of October, the Montgomery County Airport was the scene for the first annual Conroe Air Race and Air Show. The Houston North Chapter was well represented by several members working together selling 99 related items to the spectators. Our most popular item is the set of personalized chocks made by our members.

Playwright Shelley Fitze was the guest speaker at our October meeting. Ms. Fitze is the author of *Daughters of Heaven*, a play based on women involved in aviation during its formative years.

On October 23, eight Houston North members ventured to the Ammons Airport for lunch. Andrea Checy, Bonnie Morello, Roni Bielamowicz, Judy Cooper, Diane Titterington-Mercer, Jane Moller and Mary Terpening flew in two 172s for a pleasant dining experience. After lunch, all were invited to the lake cabin of Shreveport Chapter member Marian Piper for dessert served around the fireplace.

Susan Alford and Judy Cooper were the two members awarded monetary assistance to attend the Shreveport Sectional for their outstanding work for the chapter this past year. Along with Diane Titterington-Mercer and Dee Kasperitis, they had to resort to driving to the sectional due to bad weather.

For November, the chapter has planned a fly-in to Waller Skylakes Airport. If the weather cooperates, a spot landing contest will highlight the day.

by Mary Trusler

Kansas Chapter

It has been a busy month for the Kansas 99s. Our members have been involved with the first annual Kansas Sunflower Rally. Some of us attended the South Central Section meeting in Shreveport, Louisiana, and later in the month we were honored to meet both Muriel Morrissey, Amelia Earhart's sister, and Fay Gillis Wells, a charter member of the 99s.

Kansas 99s attending the Shreveport Sectional were Marilyn and John Copeland, Lenora Heathman, Dorothy and Bob Barker, Kay Weber, Carolyn Schmalz and Pat Mlady. John and Marilyn showed a film presentation that everyone enjoyed.

Meanwhile, back in Wichita, Carol Lanning and her committees were working on the October 15-16 rally in Hutchinson. Jackie Luke headed the "Goodie-Bag" Committee, Kay Brunton (who looks super after the birth of daughter Lisa Michelle in July) handled the Awards Banquet Committee. Linda Leatherman led the Trophy Committee, and Ann Gallagher organized the Hospitality Evening. Registration went smoothly under the direction of Wilma Sheets. The Operational Support Committee consisted of timer Debbie Nichols, spotters Phyllis and Earl McCollum and the local GADO officer, Fuel Judge Bruce Johnson. Katie and John Conkling made up the Impounding Committee. Kay Newth, our NRP official, said it was "a first class operation all the way."

First place prize money went to Betty Hammer and Robin Smith, second place to Claude Holbert and Marian Hobbs, third to John Lanning and daughter Vickie, and Phyllis Howard finished fourth. Our hard working Carol Lanning had gear trouble and ended up with the half-fast trophy, but other Kansans did better. Wilma and Ken Sheets won the Best Time Estimate trophy, John and Vicki got the Best Kansas Pilot and the Best Cessna Pilot awards, with Pat and Frank Mlady taking the Slo-fly trophy.

On Saturday, October 30, Hutchinson Community College devoted the day to "The Amelia Earhart Experience." There were addresses by Muriel Morrissey, Marilyn Copeland, Fay Gillis Wells and Ruth Stafford. Several films about Amelia were shown and the audience learned more about this legendary woman. The next day there was a reception for Mrs. Morrissey at the Hillcrest apartment of Thelma Knearl, a member of Zonta.

by Paula Bruce



Oklahomans Bob and Phyl Howard receive their race trophy from Carol Lanning at the Kansas Sunflower Rally Awards Banquet.

Oklahoma Chapter

Norma and Charles Vandergriff and Arlene Walkup were in ABQ for the 11th annual Albuquerque International Balloon Fiesta. If you have never seen this kaleidoscopic spectacle of colored balloons against the blue, blue of an early morning New Mexico sky, don't miss it next year.

Our chapter meeting was a visit to TRACON's new facility at Will Rogers World Airport. Dana Gibson, chapter chairman, received our Pilot of the Year award.

Seventeen of us made the horse races in Bossier City prior to the SC Section meeting. Would you believe Rita Eaves hit the Daily

Double?! We again won the Governor's Achievement Award in the large chapter category. The award was a beautiful plate mounted on a brass backing, and an asset to our collection.

The following Monday four 99s and two 49^{1/2}ers air marked Perry with 60 foot numbers, no less, and the airport name.

The Oklahoma Chapter did well at the Sunflower Rally in Kansas. Betty Jo Hammer and Robin Smith came in 1st; Phyl and Bob Howard took 4th; and Dana Gibson and Charlene Davis came in 8th.

Jan Million, Poochie Rotzinger and Nancy and Dick Smith attended a 99/FAA sponsored safety seminar at Burns Flat.

Welcome aboard to transferees Linda Hooker and Jo McCarrell, formerly of Wildflower Chapter, and Nancy St. Yves of the Eastern New England Chapter. We also have a new member, Sherry Nelson, who comes complete with CFI.

Have you seen this bumper sticker? "Want a Higher Education—Learn to Fly."

by Nema Masonhall



Awaiting the Fals-do-do dinner at South Central Section are Oklahomans Poochie and Ed Rotzinger, Mase and Nema Masonhall, Jan Million, Gwen Crawford and Phyl Howard.

Santa Fe Chapter

The Santa Fe Chapter has been very busy in recent months. In September we had our long planned air marking of the airport at Santa Fe. Then in October it was up, up and away to the South Central Sectional in Shreveport. Members Kay Bond, Jean Reynolds and B.J. Meloy brought home the attendance trophy which made for twice in a row.

Plans for the spring include another air marking, this time in Aztec, New Mexico. Also on the agenda, a trip to FSS in Albuquerque, a pinch-hitter course entitled "Rusty Nails," some fund raising and more fly-in meetings to keep us in the air.

Congratulations go to Chairman B.J. Meloy on her position as travel supervisor and assistant manager of the Los Alamos Airport (a Department of Energy owned airport). We also wish good luck to our newest member, Jenny Beatty, who is furthering her aviation career at the Spartan Aviation School.

Let's hear it for charter member Meg Guggolz who logged some left seat time in a Piper Saratoga on a recent trip with Rene Hirth from Santa Fe to Dallas.

by Judy Nagle

Shreveport Chapter

Ray Christy, 49^{1/2}er, made stained glass windows which were dedicated October 31 at John Knox Presbyterian Church, Bossier City, Louisiana. The twelve large windows



Oklahoma Pilot of the Year Dana Gibson proudly displays her beautiful silver tray.

and two smaller ones, done in memory of 49 $\frac{1}{2}$ -er Dan Snow, depict religious symbols of the church. Ray designed, made and installed them, as well as delivering the dedication oratory.

Shreveport Chapter thanks everyone who attended the South Central Sectional in spite of the "Shreveport Special" weather. Without you, it would have been nothing and we love "ya'll" as our little southern belle logo pilot would say; the logo was designed by Shreveport 99 Elaine Potter.

by Becky Netherton

Topeka Chapter

Topeka 99s can boast that 50% of our membership attended International Convention in St. Louis. We may be small, but we are mighty! Those in attendance included Sondra Ridgeway, Michele Stauffer, Deb Holmes, Dianne Merz and Lonnie Steele. We were particularly pleased to give Chairman Michele Stauffer our support in her presentation at the Careers Seminar, held on Saturday at the convention. Michelle discussed the pros and cons of aircraft sales as a career. She is aircraft sales manager of Kansas City Aviation Center. With a total of \$25 million in sales in a five year period, Michele is especially qualified to speak on the topic.

In September we held our annual Spot Landing and Flour Bombing Contest. Cooperative winds and favorable weather aided the pilots in making the contest a close one. Michele Stauffer won the spot landing, but Sondra Ridgeway in her Apache was a close second. New member Karen Frank won the flour bombing competition.

Our October meeting was an air marking at Billard Airport in Topeka. Joining forces to complete a magnificent compass rose were Sharilynn Homacki, Dianne Merz, Sondra Ridgeway, Michele Stauffer, Amy Heaven and Leslie Ford. Sondra masterminded the project and has promised that we will tackle the same project at another airport.

by Lonnie Steele

SOUTHEAST SECTION

Alabama Chapter

The Alabama Chapter of 99s met at Cullman Folsom Field on Sunday, October 3. Hostesses were Rachel Hunt and Nadine Rose.

A most interesting program on weather was presented by Alex Reedy, chief flight instructor



Presenting the rotating trophy to Harriett Hall is Alabama 99 Ruby Dickerson (left).

tor at Wallace Community College School of Aviation. The safety topic for the month was "Flight Problems—Instrument."

Thirty-two members, three 49 $\frac{1}{2}$ -ers and two guests enjoyed lunch at the All-Steak Restaurant. The rotating trophy for the year was presented to Harriett Hall, who is a member of the International Nominating Committee. The next meeting will be at Shelby County Airport south of Birmingham.

by Nadine Rose

Florida Gulf Stream Chapter

Plans for the November 14 Poker Run are jelled and we're all looking forward to a great event with hangar party at Sun Aviation, Vero Beach Airport, to complete the day.

Next project: The chapter voted to support the 1983 All Women's International Air Race, and a committee was set up to develop ways of raising up to \$5,000 for this purpose. The city of Ft. Lauderdale has joined with All Women's International Air Race, Inc., as cosponsor with a Ft. Lauderdale Beach finish line. Genie Merrell and Virginia Britt have submitted a proposal to Broward Tourist Development Council for funding the event. Virginia reports that AWIAR, Inc. application for recognition of exemption under Section 501(c) (3) of the Internal Revenue Code has also been submitted. Results of these two requests should be known in late November.

Chairman Dianne Johnston is in Africa, big game hunting we presume, while Peggy Sanders with husband Dick is piloting congressional hopeful Van Poole around the state for American Flag Airlines, commuter and on-demand charter airline owned and operated by Genie Merrell and Jay Wood.

by Virginia Britt

Florida Panhandle Chapter

Charlotte Greene began her Air Force career in 1973 through Officers' Training School at Maxwell AFB, Montgomery, Alabama, where she received her commission. Her first assignment after completing the Weapons Controller School at Tyndall AFB, Florida, was in aircraft control at Luke AFB, Arizona. She then served a tour at Kotzebue AFB, Alaska,



Captain Charlotte Greene in a C-141 Starlifter.

followed by a special assignment at the Air Force Academy in Colorado Springs. In 1977 she was accepted for pilots' training and received her wings in 1978. She then served four years at Charleston AFB, South Carolina, as a crew member flying C-141 Starlifters. While at Charleston, she accumulated over 2,000 hours of flying time completing missions around the world. In 1980 she was selected aircraft commander, a position she held until her reassignment in May 1982. Since it's a tradition that the pilot gets to select the crew for her final flight, from Charleston, she selected an all-female crew and flew her last mission to Eglin AFB, Florida. Currently, she is assigned to the Air Force Academy as commander of Squadron 26 with 114 cadets. In addition to her primary duty, she is also an instructor to the flying training squadron. Although her job demands much time, she plans to be an active 99 in Colorado.

by Winkie Fortune

Special guest Bob Branson is awarded a Florida Suncoast cap by Chairman Nancy Brantly



Florida Suncoast Chapter

Stearman, Travel Air, goggles and flying scarves! In September, using only coordinates, our members found Lakeland Municipal Airport where we inducted two new officers and thanked the oldies.

Robert Branson, an area instructor, gave us a healthy review of controlled areas, then was inducted to the lowly ranks of 49 $\frac{1}{2}$ -ers, along with five others.

Behind the rudders Nancy Brantly, chairman, briefed us on the section convention she attended. After enjoying a large spread of covered dishes, we were treated to rides in a Stearman and a Travel Air biplane. With the open cockpit, wires singing, wind whipping and 50 years shed off, it was a beautiful September Saturday.

Then seashells, sand and surf greeted Suncoast 99s, 49 $\frac{1}{2}$ -ers and guests in October. Rotunda Airport was touchdown with a boat across to Little Gasparilla Island to meet with hosts Mickey and John Faber. Three speakers presented films covering "Flying Floats," Bahama flights and how to "ditch" in the water. The meeting adjourned to enjoy the "ditching" of bodies in Gulf waters.

Our chapter is supporting Airport Appreciation Week at Albert Whitted Airport in St. Petersburg. City Council and developers are trying to close this airport in order to build high-rise apartments or convention centers.

We invite any 99 visiting Florida's suncoast this winter to contact Chairman Nancy Brantly (813/956-2772) in Winter Haven for information on our meetings.

by Connie Chancey

Tennessee Chapter

On October 9 a large group of 99s, 66s and guests gathered for a meeting at the runway-side home of Ruth and Ferris Thomas at Montvale Airpark in Maryville. After a potluck lunch, Chairman Evelyn Lyons presented an initialed diamond pin and other surprise gifts in honor of Ferris' 50th anniversary of flying.

Dona Bower of Knoxville has received the type rating in the Cessna Citation, and Beverly Foster of Johnson City earned her CFI after testing by another chapter member, Evelyn Bryan Johnson.

Next month's meeting is to be a fly-in to the Tri-Cities Airport in upper east Tennessee, to be hosted by members living in that area.

by Marilyn V. Ayers

SOUTHWEST SECTION

Bay Cities Chapter

The first annual Aviation Film Festival proved a delightful success when about 40 invited guests gathered in Hangar 4 at the Oakland Airport. Several months of planning

and research went into the project. The committee selected films on safety provided by FAA, the beauty of glider flying, "Dawn Flight" by Lawrence Lansburgh, a 12 minute film done as a thesis by Lauren Cardillo, titled "A Wing & A Prayer." It is about the importance of Amelia Earhart in aviation history and her role in influencing today's women pilots. The film, accepted by the Smithsonian Institution, features Elgin and Marie Long as well as four Bay Cities members. Also shown was the film on Elgin's round-the-world flight.

When Abigail Wagg and 49^{1/2}er Don fell in love with "Sarita," a lovely classic Hunter powerboat built in 1940, Bay Cities was concerned that one of our most enthusiastic and capable pilots was lost to the waters. It has, however, turned into an exciting experience with rides for all the chapter members. We watch with pride as the two have joined the Coast Guard Auxiliary on San Francisco Bay. Abigail has been checked out in aircraft surveillance and is qualified to fly patrols in search of boats in trouble or people overboard. Usually there are two crew members, pilot and spotter, on board aircraft such as the Cessna 150 or Piper 140 or 180. The surveillance is about six hours a day.

Joyce Wells flew the Air Race Classic and the Palms to Pines this year. Jean Tinsley is still working on her helicopter AG rating. Ena Ayers is now the happy bride of Jay Glenn Brown, and though spending part of her time in her San Francisco home, Ena resides at #7 Par Circle, Littleton, CO 80123.

Eight members of Bay Cities attended Fall Section in Santa Rosa where Ruth Rueckert was honored as section historian. Ruth has resigned on the section level but will continue as BC historian. Verna West of Santa Clara Valley will be the new section historian.

by Rose Sharp

El Cajon Valley Chapter

Air marking Gillespie Field has kept El Cajon Valley 99s and 49^{1/2}ers busy of late. We brightened the rocks that spell out Gillespie Field and freshened the paint on the segmented circle and the heliport.

Frankie Clemens co-chaired the October 1 seventeenth annual Pacific Air Race, Gillespie Field to Sonoma County Airport, Santa Rosa. Third place went to Betty Wharton, San Diego Chapter, and our own Vi Chambers.

Doris Ritchey and Dottie Campbell attended the fifteenth annual Pacific Region Aerospace Education Conference sponsored by the US Air Force, Civil Air Patrol and the Pacific Liaison Region (ATC) in San Diego. Doris presented a workshop, "Elementary Level Aerospace Projects to Make and Take."

In November we participated in an open house at Gillespie Field sponsored by the Aviation Committee of the El Cajon Chamber of Commerce. We gave three cent per pound airplane rides and provided a 99 display and information booth.

With special pride we report that Dottie Sanders has been appointed to the Board of

Eleanor Richardson, Claire Floto, Judy Bochofer, Frankie Clemens and Marian Delano line up for paint. Cay Hatch is chief stirrer for the El Cajon Valley air marking team.



Directors of the Silver Wings Fraternity, and Robin Vickerman has been appointed an FAA Accident Prevention counselor.

by Dottie Campbell

Imperial So-Lo Chapter



Members of the Imperial So-Lo Chapter recently hung their logo at the Imperial County Airport. The trapunto of brightly colored fabric was originally made for use at the Southwest Section meeting held in Imperial Valley. Sarah Talbot, chairman, Pat Drye, designer, and Mari Hurley, who helped with the construction, are installing it in the specially built showcase.

by Mari Hurley

Lake Tahoe Chapter

Every October our chapter has its "Awards/Birthday" dinner. This year we celebrated at the Tahoe House, which specializes in Swiss food and wine. Awards went to one of our two mother/daughter teams. Loretta Haskell, daughter of May Haskell, was named "Woman Pilot of the Year" while May won the Service Award. Loretta earned her instrument rating this year with 165 PIC hours.

by Loretta Haskell



May and Loretta Haskell, Service Award and Woman Pilot of the Year honorees for Lake Tahoe 99s.

Las Vegas Valley Chapter

October is being spent preparing for the AOPA Convention. Carole DePue and Velda Mapelli have done an excellent job co-chairing the Booth Committee.

Bonnie Rannald and Kathleen Snaper participated in the Pacific Air Race and represented our chapter at Southwest Sectional. While returning to Las Vegas, they dropped DRF supplies in Santa Barbara, and Bonnie made an emergency life guard flight to Panaca, Nevada, to deliver blood.

We enjoyed a banquet at Hughes Terminal for our October meeting and saw the film, "Weather to Fly." Kathleen Snaper was named chapter Pilot of the Year for outstanding service to 99s and aviation in general.

by Bonnie Rannald

Monterey Bay Chapter

The California International Airshow was held October 2-3 in Salinas, and the Monterey Bay 99s were there! Joanne Nissen and Connie Breien co-chaired our carousel booth where about 2,000 hamburgers were sold. Other workers included Dell Hinn, Joann Guillemin, Judy Dake, Lynne Kastel, Judi Wing, Judy Knox, Ann Ulrey, Sally Plummer, Jo Dieser, Harriet Brin, Ruth Huston, Geri Chappell, Geneva Cranford and Georgia Beck.

Forty-six eager students packed the Salinas Community Center October 16 for the chapter Flying Companion Seminar. Janet Hitt from San Jose GADO assisted 99s Joanne Nissen, Cindy Bergstrom, Bobbie Garin, Carolgene Dierolf, Dell Hinn, Judi Wing, Harriet Brin, Dee Iliff, Judy Knox, Lynne Kastel, Geneva Cranford, Judy Dake and Georgia Beck in the presentation which included such visual aides as slides, a simulator, over-sized instruments, charts and pilot gear.

Bobbie Garin and Carolgene Dierolf attended the Fall Sectional in Santa Rosa where they learned a lot about the 66 program, NIFA and the U.S. Proficiency Flight Team.

by Lynne Kastel

Phoenix Chapter

The lazy days of summer are finally over and we are back in full swing. We just completed our second Fly Without Fear Clinic in mid-October when all but one of 17 clients could make the optional flight to Las Vegas. Stacy Hamm chaired the clinic, and a local TV station covered our evaluation meeting.

October 15-16 we held our 15th annual Kachina Doll Air Rally with 46 entries. The course consisted of 396.5 statute miles and included a mandatory stop.

October 24 five members flew to Prescott to help the Embry-Riddle students air mark the airport, and the weather was favorable.

Aviation Activities Chairman Shirley Rogers has slated a Regressive Dinner for October 30 when participants must regress to childhood in dress. Instead of flying from airport to airport, we will tread our tennies from hangar to hangar for three courses.

by Karen Moore

Reno Area Chapter

The Reno National Championship Air Races have come and gone for the 19th year, and as usual, our chapter members put in many hours registering race pilots, selling tickets and answering both questions and the phone.

Lila Ferrel, Barbara Manha and Cheryl Bishop attended a GADO safety meeting given by new FAA representative, Carl Borchers. Lila was named an accident prevention counselor.

Although Wug Gray couldn't make it, the Columbia Get Away weekend at the Grays' cabin was a success. Those who flew up were Nellana De Graff and John, Irene and teens Bob and Scott, and Sandra Sweeney and Eric. Bob and Lois Neville drove up, surviving a vapor lock on Sonora Pass.

It took two hours and seven gallons of paint to complete the air marking of Nervino (Beckwourth) Airport.

The Navy is proposing a large area of Nevada for a Supersonic Operators Area, to be jointly used by supersonic and general aviation aircraft. 99s can voice their concern

to state and federal legislators and through Concerned Rural Nevadans, a non-profit organization formed to educate the public and the Navy as to the long-range effects.

Thanks to Sharon Tueller for use of her trailer for snacks and breaks from work during the Reno Air Races, our major fund raiser.
by Hazel Hohn

Sacramento Valley Chapter

October was a good month. Jean Coyle, copilot and navigator in a Piper Dakota, came in second in the Pacific Air Race. Corky Cronin and Lois Erickson received certificates for "Woman Pilot of the Year" achievements at the Section meeting, where Thelma Cull was also honored for her two years as governor. Thelma will now chair our regional competition for the USPF Team in the spring. And, finally, our chapter won first place in the Section air marking competition. Speaking of air marking, 1981 Chairman June Devine still hopes to complete Ward and Andy McBeth air markings by year's end.

by Jacqui Konkol



Outgoing Southwest Section Governor Thelma Cull is seated in her gift from the section, a director's chair emblazoned "The Guv."

San Gabriel Valley Chapter

Our October meeting featured Vern Johnson, Beverly Mahoney's uncle, with slides of a trip on the aircraft carrier *Constellation* from Hawaii to Los Angeles.

Yvonne Waldbott has just returned from a cross-country flight to Washington, DC, with the Skylarks, and Eve Hunt flew to Calexico to transport three Mexican doctors to Palm Springs for the Flying Samaritan International Convention. Joan and Ed Winter and Beverly and Mickey Mahoney recently toured the Edwards AFB facility.

by Eve Hunt

Santa Clara Valley Chapter

Several Santa Clara Valley 99s will serve at section level this year. Verna West was appointed historian and Mayetta Behringer was elected to the Nominating Committee. Lois Letzring will continue as Section Newsletter editor, and Stella Leis and Willy Gardner will share duties on the Aviation Activities Committee.

Pat Rowe (with Joan Steinberger of Santa Barbara) placed 12 in the Pacific Air Race, flying a Piper 24-260. Jackie Petty and Nancy Rodgers, in a 172RF Cessna, placed 14, just ahead of Mayetta Behringer and Andrea Nas-simbene in Mayetta's Cessna 182K. Carole Lushbaught and Joan Valor placed 22, flying a PA 28-236.

by Kathy Pelta

Air Racing News

The top five finishers in the F.A.I.R. race were (seated) Carole Pendleton, 3rd place; Pauline and Peter Mallary, 1st place; Barbara and Harry Jennings, 5th place; (standing) Jon Spear, copilot for Carole Pendleton; Jo Jackson, copilot, and Nellie Reynolds, pilot, 2nd place; and in 4th place, Ruth and Bob Frantz.



So What Do You Want — Recreation or Vacation?

by Merry Robertson

Most of us eagerly anticipate an occasional change to relieve the humdrum of daily routine. To that end, we plan vacations, usually during the summer.

Vacation (va ka' shun) 1. Freedom from activity, rest, respite. 2. The act of making empty or vacant.

If your idea of change means spending a period of vacant time, with an accompanying vacant brain, read no further. This is not for you. For the rest of you who are still with me, why not consider making your vacation a time of recreation?

Recreation (rek re a' shun) 1. Refreshment in body or mind. 2. Any form of amusement or relaxation, such as games, sports, competitions, etc.

Air Race Classic 1983 offers the ultimate in recreation, but it will not be vacant time, nor restful. It is, however, extremely refreshing. There is something rare and creative about being able to spend four days of one's life trying to perfect a well-beloved skill. Hard work can be fun, and in this case, it most decidedly is fun.

Life never becomes routine again, once you have flown this air race. After the excitement of the competition itself has subsided, you find yourself planning for next year. It is something you will no doubt wish to re-create annually.

Re-creation (re' kre a' shun) 1. Something re-created or done again.

Besides, you shouldn't miss the fun of

watching the expression on the face of an acquaintance who asks, as the two of you wait in the grocery checkout line: "And what did you do on your vacation?" You get to say, oh so casually: "Oh, nothing much. I just won a transcontinental air race."



Winners of the Kachina Doll Air Rally are Sharon and Don Crawford (Long Beach Chapter).

AIR RACE CLASSIC 1983 DATES AND ROUTE ANNOUNCED

The 1983 Air Race Classic will be flown June 24-27, 1983 on the following route:

San Diego, California — Calexico, California (flyby only) — Casa Grande, Arizona — El Paso, Texas — Lubbock, Texas — Hutchinson, Kansas — Columbia, Missouri — Louisville, Kentucky — Grand Rapids, Michigan

ATTENTION: New Air Race Classic Headquarters Address: P.O. Box 1055, Thomasville, GA 31792

1983 Shangri-La Grand Prix Dates Set

by Juanita Blumberg

Winter is a frustrating time for air racers. It's cold, it's wet, and there aren't any air races! It makes for a long, dull season, but this announcement should help keep you warm. You can start your planning now. The Third Annual Shangri-La Grand Prix Air Race will be flown April 30-May 6, 1983 and is offering \$15,000 to \$20,000 in prize money. Don't let it start without you and

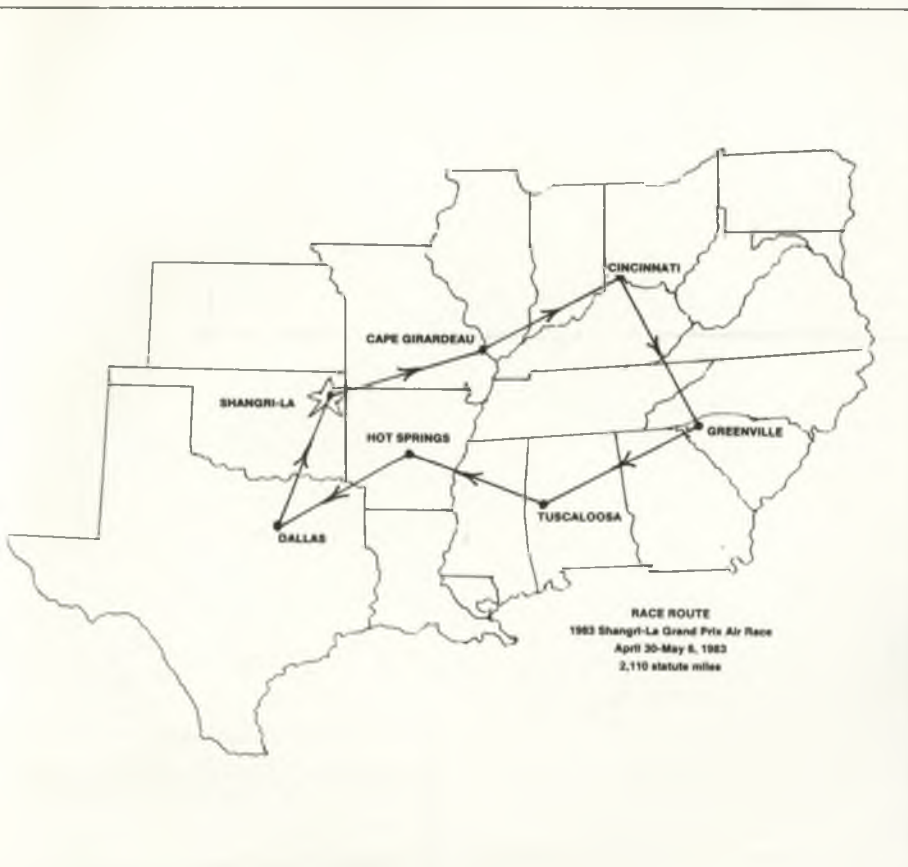
your favorite copilot!

The race committee has again come up with a challenging route — 2,110 statute miles — through fourteen states (see map) and, again, America's finest fly-in resort, Shangri-La in Afton, Oklahoma, will host the start and finish of the race. This gives you the opportunity to sharpen other skills as well as flying... like golfing, swimming,

tennis(?), boating, partying, etc. You'll love it all!

The Grand Prix has many features which set it apart from the other major cross-country races and they all contribute to its growing reputation as a class race. The three most outstanding are, first, the race is open to both men and women pilots so you can fly with your *really* favorite copilot and/or get some of those chauvinist types around your airport to enter and show what *they* can do! Second, it's a round-robin race... you start and finish in the same place and so do your clothes (instead of being shipped halfway across the country at the most inconvenient times). Third, the Grand Prix offers more prize money... enough to make winning really worthwhile. Watch the next issue for some of the other unique features of the race.

In the meantime, racers (and would-be racers, too), when winter starts to get you down, go visit your bird in her lonely hangar, run your hand over those sleek wings and promise her she can go racing with you in the spring!



Kachina Doll Air Rally

by Karen Moore

The 15th annual Kachina Doll Air Rally, sponsored by the Phoenix 99s, has come to an end. It was held at Falcon Field, Mesa, Arizona, this year and consisted of 396.5 statute miles with a mandatory stop at Prescott, Arizona, for fuel and food. The pilots were given six hours to complete the course. The winds were minimal and the

visibility was great; it was a beautiful autumn day. We had 46 entries in all. Our highest time pilot was Roy Newhouse of Tucson with 35,000+ hours, and our lowest time pilot was Barbara Medland of Phoenix (99) with 62+ hours. For those not flying the rally, we had a preflight contest to pass their time waiting for returning pilots and test their knowledge on unairworthy airplanes.

Rally evening we had a steak cookout and danced to the Over the Hill Gang, a 12-piece orchestra. Several door prizes were raffled and then the big moment came, with the announcement of Sharon and Don Crawford as first place winners.

It was an exciting weekend, new friends were made and old friends were met again. The Phoenix Chapter looks forward to next October for our 16th Kachina Doll Air Rally with Alice McIntosh as our chairman. See you then!

KACHINA DOLL AIR RALLY WINNERS

FIRST

Sharon & Don Crawford (Long Beach)

SECOND

Ron & Marge Thayer (Sundance)

THIRD

Janna & Jim Shea (Sundance)

FOURTH

George Wirtjes & Marilyn Koon (Phoenix)

FIFTH

Sharon Jones & Gray Bower (Phoenix)

Classified



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