

the 99news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 10

JANUARY/FEBRUARY 1983

NUMBER 1



Canadian Women Pilots

Letters to the Editor

Women Airline Pilot Survey Incomplete

I read with great interest in your November 1982 issue, the survey of Women Airline Pilots conducted by Virginia Thompson.

Conspicuous by their absence were the names of at least nine women pilots holding Airline Transport Licenses who are employed by the Department of Transport in Canada, myself included. Presumably the FAA also employs a considerable number of women as Civil Aviation inspectors.

These Canadian women pilot various government aircraft ranging from Beechcraft Barons to Twin Otters and DC-3's. Since all government pilots are required to maintain a valid ATP License, it seems to me that your survey overlooked a significant number of qualified women airline pilots.

Diane Klassen
Inspector
Categorization and Flight,
Training Standards

In your recent issue listing women airline pilots, we were disappointed to find Alaska Airlines missing.

Here for your files are our ladies:

Gail Doyle	3 Mar 76	737 1st Ofc.
Julia Abston	19 Feb 79	727 1st Ofc.
Lori Adams	4 Feb 80	727 2nd Ofc.
Karen Griffin	23 Mar 81	727 2nd Ofc.
Jill Richardson	23 Mar 81	727 2nd Ofc.
Christy Gomes	4 Jan 82	727 2nd Ofc.
Jean Price	4 Jan 82	727 2nd Ofc.

Also missing are the women at Flying Tiger, and I regret not seeing the list not complete and proofread. We do appreciate your support to our small group.

Sincerely,
Julia Abston
Greater Seattle 99s
Alaska Airlines

Editor's note: Thanks to those who have supplied additional information on the Women Airline Pilots Survey which appeared in the November issue of The 99 NEWS. If you read the introduction to the survey, you will remember that of 135 airlines contacted by Virginia Thompson, only 68 responded. We wish the responses had been more complete, but all information received was printed.

GAMA Career Film Wins Award

The General Aviation Manufacturers Association (GAMA) has received a coveted CINE Golden Eagle award for its new career film, *Take Off for Opportunities*. This documentary approach to aviation careers explores future opportunities in aviation engineering, aircraft maintenance and avionics repair through the eyes of four young people already in the field.

The award was presented to the film's producer, Easter Russell French, GAMA Manager of Communications and a 99, by the Council on International Nontheatrical Events (CINE) at its Silver Anniversary ceremonies in Washington, D.C. Professional jurors selected *Take Off for Opportunities* for the CINE award in the educational category, making it eligible to represent the

United States in future film festivals.

The 11-minute color film shows young people at work in aviation in four states and the District of Columbia. They talk about salaries, working conditions and lifestyles as the cameras of Emmy-winning cinematographers Paul and Holly Fine follow them through workdays and leisure hours. Washington traffic reporter-pilot Walt Starling provided the film's narration.

Take Off for Opportunities may be obtained for showings to schools and groups through the free loan services of Modern Talking Picture Service, 5000 Park Street North, St. Petersburg, FL 33709. The film is also available for purchase for \$75.00 by writing GAMA Career Film, 1400 "K" St., N.W., Suite 801, Washington, D.C. 20005.

Thanks to NEWS Staff

Just a note to thank you for including our chapter reports in *The 99 NEWS*. I get very good vibes back when the members see their chapter in print and find they eagerly open their magazines to see if we are there. Guess it makes us feel a part of a great organization and that we are important. Thanks!

Eve Hunt
San Gabriel Valley 99

Proficiency Race Formula Offered

On September 11, 1982 the Washington, D.C. Chapter of the Ninety-Nines sponsored a proficiency race. You were kind enough to include a report of it in a recent issue of *The 99 NEWS*.

The formula for the race was developed by Lothar Ruhnke, husband of Race Chairman Gerda Ruhnke, and proved very successful. We subsequently gave it to the Asheville, North Carolina chapter for use in their October proficiency race. They have been very complimentary about it. Additional requests for the formula have come from Maryland and Pennsylvania chapters.

As many chapters may not be blessed with a member or 49 1/2% of such mathematical talent, we thought it might be helpful to make the formula available to all interested chapters. Therefore, a copy of the formula with an explanation is enclosed.

If you agree, we leave it to your judgment whether to publish the graph and explanation in *The 99 NEWS* or whether to give notice that it is available to any chapter who wishes to request it.

Sincerely,
Mary D. Ellis
Chairman

Editor's note: The Proficiency Race Formula developed by the Washington, D.C. Chapter of the 99s appears on the inside back cover of this issue.

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OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

VOLUME 10

JANUARY/FEBRUARY 1983

NUMBER 1

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Circulation Information

The 99 NEWS is published 10 times yearly. Annual subscription rate is \$7.00 and is included as part of the annual membership of The Ninety-Nines, Inc. Subscriptions are available to non-members at the rate of \$15 per year. Postmaster: Controlled circulation postage paid at Oklahoma city and additional entry offices. (ISSN 0273-608X)

Membership Count 5,827 as of January 24, 1983

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ON THE COVER: From the "Flying Seven" to balloonists and ATPs, Canada's women pilots work to further women in aviation. See pages 12-22 and 27-31 for more on these women.

Calendar

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 97330.

Mar. 8: USPFT Competition. Callaway Gardens GA. Contact Judy Hall.

Mar. 12: Valley Air Derby, sponsored by San Fernando Valley Chapter. Contact Louise Martin-Vegue for more information. Kits, \$3.50.

Mar. 13-18: USPFT Competition. Lakeland FL. Contact Bonnie Quenzler.

Mar. 25-26: USPFT Competition. Contact Central Pennsylvania Chapter Chairman Hazel Bartolet.

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

APRIL

Apr. 1: 99 NEWS deadline for May issue.

Apr. 7-8: National Congress on Aerospace Education. Aladdin Hotel, Las Vegas NV.

Apr. 10-15: "The Golden Age of Flight," sponsored by the Smithsonian Institution. For information, write Selected Studies, S&I 1190, Smithsonian Institution, Washington, D.C.

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

Apr. 17-18: 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: Spring 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.

Apr. 30-May 4: Shangri-La Grand Prix Air Race, Kits (\$7) available from Marion P. Jayne, 1918 W. Banbury Rd., Palatine IL 60067.

MAY

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

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

JUNE

Jun. 3-5: National USPFT Competition. Carbondale IL. Contact Lois Faigenbaum.

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

Book Review

Smith, Elizabeth Simpson. **Breakthrough: Women in Aviation.** New York, Walker & Co., 1981. 155 p., illustrated, \$10.95. ISBN 0-8027-6433-9

Biographical sketches of nine women involved in various aspects of aeronautics, from astronaut and military to airlines and corporate aviation.

Each biography is told in a story form and thus makes this book good for junior to senior high school level to encourage girls to consider aviation as a career.

The introduction serves as a brief history of women's involvement in aviation, including mention of many leading women besides Amelia Earhart.

A chronology is included and provides an excellent summary of women's aeronautical activities and accomplishments.

A glossary completes the book to explain terms not familiar to non-aviation types.

Recommended for giving to your local schools.

by Dorothy Neikamp
99 Librarian

the 99 news

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STATEMENT OF OWNERSHIP, MANAGEMENT and CIRCULATION (Required by 39 U.S.C. 3685)

The 99 NEWS is published 10 times annually on a monthly basis except January/February and July/August by the sole owner, The 99s, Inc., Will Rogers World Airport, P.O. Box 59965, Oklahoma City (Oklahoma County) OK 73159 (office of publication and general business office), at an annual subscription rate of \$15. There are no known bondholders, mortgagees or other security holders. Editor: Lu Hollander, P.O. Box 59965, Oklahoma City OK 73158.

EXTENT AND NATURE OF CIRCULATION

	Average no. copies each issue preceding 12 months	Actual no. copies of single issue published nearest to filing date
Total no. copies (net press run)	8,000	8,000
Paid circulation:		
1 Sales through dealers and carriers, street vendors and counter sales	0	0
2 Mail subscription	5,463	5,469
Total paid circulation	5,463	5,469
Free distribution (mail, carrier, samples, complimentary, etc.)	259	268
Total distribution (total paid circulation plus free distribution)	5,722	5,737
Copies not distributed:		
1 Office use, left over, unaccounted, spoiled after printing	278	263
2 Return from news agents	0	0
TOTAL (total distribution plus copies not distributed)	6,000	6,000

PUBLICATION NO. 627308

DATE OF FILING: October 18, 1982

New Ratings

EAST CANADA SECTION

Barbara Collins - Eastern Ontario - IFR
Suzanne Frogley - Eastern Ontario - MEL

MIDDLE EAST SECTION

Sue Godar - Central Pennsylvania - IFR
Mary Cooper - Hampton Roads - CFI

NEW ENGLAND SECTION

Sue Hughes - Connecticut - CFII, AGI

NEW YORK-NEW JERSEY SECTION

Pat Cantrell - Long Island, CFI

NORTH CENTRAL SECTION

Linda Dickerson - Chicago Area - SES
Susan Gillett - Chicago Area - COMM
Nancy Haraldson - Chicago Area - COMM

Marie Christensen - Greater Kansas City - CFI

Jane Buckles - Greater St. Louis - COMM, Balloon

Hope Isaacson - Minnesota - COMM

Laurie Mezera - Minnesota - IFR

Jan Young - Minnesota - COMM Glider

NORTHWEST SECTION

Linda Marshall - Montana - COMM
Kay Roam - Montana - IFR

SOUTH CENTRAL SECTION

Laura Jobe - Austin - ATP

Judy Reinhart - Austin - Sailplane

Carol Leyner - Colorado - BGI, AGI

Edith Willeford - Nebraska - CFI

SOUTHEAST SECTION

Bonnie Carr - Florida Spaceport - Helicopter

SOUTHWEST SECTION

Lonnie Taksel Arnold - Arizona Sundance - IFR

Gabi Thorp - Arizona Sundance - ATP

Velda Mapelli - Las Vegas Valley - COMM, MEL

Ferrel Salen - San Gabriel Valley - COMM

Marilyn Orloff - Santa Clara Valley - MEL

Gloria Greenamyer - Santa Paula - ATP, 737

Joan D'Amico - Utah - ATP

Wilma Nichols - Utah - COMM

Nancy Richter - Utah - CFII

FROM THE EDITOR

Thanks to all the 99 NEWS reporters who submit their New Ratings on a separate sheet of paper. It helps the staff be certain no one's accomplishments are overlooked.

NOTAM

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

The President's Message

by International President Marilyn Copeland



Another brand new year—time to reflect upon our past accomplishments and evaluate plans for 1983. In reading *The 99 NEWS* and chapter and section newsletters, it is obvious that many chapters have already held "Seek and Keep" membership meetings; initiated a 66 program; painted one to three air markings; sponsored a USPFT and/or NIFA event; held flying activities including poker runs, proficiency air races, charitable flights (DRF, blood platelets, CAN—page 16, December 99 *NEWS*); sponsored pilot safety seminars, flying companion seminars, fear of flying clinics, mountain flying clinics, survival clinics, safety education projects; participated in aviation education events for young people (West Virginia Mountaineer report—page 15, December 99 *NEWS*); attended section meetings; made significant contributions to AE Scholarships, Headquarters, NIFA, etc.; submitted AE Scholarship nominees; enjoyed social activities; been appointed to national, state and local aviation positions; earned Pilot of the Year and other outstanding member awards; held aircraft maintenance clinics; achieved numerous new ratings and other proficiency awards; achieved aviation careers in a tight market; held aviation historical events.... and had great times making it all happen.

A reminder—if you wish to be considered as a candidate for the International Board of Directors (two will be elected at Convention in New Orleans), the deadline for applications is March 15—page 8, December 99 *NEWS*.

In the last issue, this column discussed the accomplishments of our first president, Amelia Earhart. On Christmas Day we lost another faithful 99 leader, Becky Thatcher. Becky was never president of the 99s, but she devoted her efforts as a "labor of love" to the 49½er program. She was International chairman for over 27 years. Becky had served as governor of the North Central Section and faithfully attended chapter, section and International meetings. Nancy Hecksel, a member of the Greater Detroit Area Chapter, has volunteered to become the new chairman of the 49½ers.

When 99s are lost to New Horizons, there are several ways they may be honored and remembered. One is through the new Ninety-Nine Memorial Project Fund recently established at Headquarters. This Memorial Fund will include, but not be limited to, the following projects: building expansion, scholarship programs and resource center activity. The first major contribution to the fund was a bequest of approximately \$20,000 from Blanche Noyes, past president. Contributions of any amount are acceptable. This project is also open to any 99 member who wishes to include it in her will. Future planning must continue, just as the organization was founded in 1929 and the Headquarters dedicated in 1975. Reflecting back to our original purpose which is still an integral part of our being: "The purpose of this organization is to provide a close relationship among women pilots and to unite them in any movement that may be for their benefit or for that of aviation in general." Expanding our purpose to "engaging in strictly educational, charitable and/or scientific activities and purposes and particularly to promote aeronautical science" has certainly been advantageous.

In addition to the establishment of the Memorial Fund at the November Board Meeting, the two full days of business also included authorizing Jan Million, International public relations chairman, to produce a press kit for 99s' use; suggestions for bylaws changes; announcement of excellent advertising support from Cessna Aircraft; a program to encourage college students to participate in 99 activities, coordinated by Judy Hall; and presenta-

tion of an official 99 booth by the Monterey Bay Chapter (it has spectacular aesthetic appeal as well as being functional). Ceremonies for the presentation of our AE stainless steel bust at Headquarters and presentation of a bronze bust to Muriel Morrissey will be March 25. All 99s, as well as community and aviation leaders in the Oklahoma City area, are invited. The annual careers seminar will be held during the NIFA National SAFECON, May 5-7 in Battle Creek, Michigan.

Travels since my last message have included AOPA in Las Vegas (to participate in the 99 exhibit); Oklahoma City for Fall Board Meeting; Norman, Oklahoma for Oklahoma Chapter meeting; and New York and Missouri on other business. Thank you for the many holiday greetings and gifts, your friendships, good newsletters and continued excellent 99 project work.

Let's all share our talents in the 99s and look forward to many other great aviation accomplishments. Remember: "3 in '83." What really works is a helping hand from the right kind of friend at the appropriate time!



Shown in the 99 booth area at the AOPA meeting in Las Vegas are Carole Depue, Georgia Lambert, Velda Mapelli and Marilyn Copeland.

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Spring flowers and flying—if you live closer to the 30° parallel than the 45°, Northern Hemisphere, this is a possibility rather than a dream, but dreams and plans result in activities.

How about planning to get your members in the air? How many of your members who, after acquiring their license or latest rating, have become lethargic about flying? Except, of course, the professional pilots whose jobs are their motivation to keep going. What about the rest of us? We need motivation to help us keep what we worked so hard to attain.

This is where chapters and their flying activities chairmen or a member with a dream come in. Although *The 99 NEWS* is filled with accounts of exciting, stimulating things being done by chapters,

these things do not just happen. Behind each event is an inspired, courageous person or persons who dared to dream and then plan.

If any of you chapter members have an idea for a flying activity, talk it over with your chapter officers. They need positive encouragement, too. Chances are the idea will snowball, or mushroom, and become an exciting, stimulating event.

Arlaine, a 99 for just a little more than a year, said, "Since I've been flying blood for the Red Cross, and since I met Debbie, who's eager to fly any time, I've been flying much more. Before that, I only flew about once in six weeks."

It takes planning and encouragement from one another to keep us actively flying.

GIFTS TO INTERNATIONAL HEADQUARTERS

MEMORIALS

HAROLD McNABB	by B.J. Schermerhorn
.....	by Bonnie Quenzler
DORIS ANN NORCROSS, Central Illinois Chapter	by Mary M. Waters
PAT McEWEN RESOURCE CENTER, Kansas Chapter, Past International President	by Utah Chapter
.....	by Marilyn Copeland
DEEDO HEISE, Past International President	by Dorothy Niekamp
BECKY THATCHER, Michigan Chapter	by Marilyn Copeland
GRACE BROWN, Kansas Chapter	by Marilyn Copeland

ARCHIVES

Betty Huyler Gillies, San Diego Chapter, Charter Member
Arlene Walkup, Oklahoma Chapter

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Southwest Section
Honoring Ruth N. Rueckert, Bay Cities Chapter

MEMORABILIA

Louise Thaden Estate
WORD PROCESSOR
Utah Chapter
Southwest Section
Austin Chapter



TRY IT—YOU'LL LIKE IT!

That Special Meeting for Student Pilots

by Carol Zander

First hand experience at a recent chapter meeting encouraging student pilot participation was extremely rewarding. Several very enthusiastic student pilots, some with no more than five or six hours, attended our monthly meeting, including the business portion, as well as the social time, sharing time and a program. All will be sent special invitations by the chapter 66 chairman to join us again at our next meeting or function.

Copies of *The 99 NEWS* were available for them to peruse, and special emphasis was placed on mentioning upcoming activities and programs. Their questions about the 99s helped to remind all of us of our purpose and goals. Personal encourage-

ment was given by many members present to the students as they anticipate one or more of the many stepping stones along the way to becoming licensed pilots. We will, of course, recognize their accomplishments as they progress.

Sharing time involved everyone telling a little bit about themselves, as well as their recent flying experiences. Both licensed pilots and student pilots share the same joys and trepidations. Listening to a student relate her first solo cross-country experience brought back a flood of memories.

Make an effort to seek out the student pilot and take her to a meeting—it will make you feel good.



Hazel Jones, 99s International Board member, was honored during the recent AOPA Convention in Las Vegas, Nevada, for her continuing efforts in the field of general aviation. In special ceremonies during a barbecue visit to "Old Vegas," AOPA President John Baker presented a plaque to Hazel that was inscribed for "her dedicated efforts in behalf of all general aviation's progress; for her achievements and service in the FAA; for her continuing unselfish sharing of talents and time with those who, like her, know the unsurpassed joy of flight." It was a double-barreled honor for Hazel. Earlier the same day, her clinic presentation of "Knowing Your Sectional" drew a turn-away crowd and had to be presented a second time. The map reading quiz was prepared by Hazel and covered information contained on the Las Vegas Sectional. No one in either section scored 100 percent on the quiz.

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"Are you a safe pilot?" Did everyone answer, "Of course!"? Knowing how to fly the plane and having the equipment in tip-top shape is not all it takes to be a safe pilot.

How about *the* pilot? Are you in tip-top shape physically and mentally?

You are only partially prepared for a safe flight if you have not taken your physical and mental condition into consideration.

It will not matter how skillfully you have mastered all the techniques of flying if, through some medical factor, you suffer from blunted judgment, slowed response or inattention during the flight.

Do you remember that on the back of your medical certificate is the list of FARs 61.53 and 65.49? These regulations place the responsibility for determining physical fitness upon the pilot. They state that no person may act as a pilot when he has a known physical deficiency which would make him unable to meet the physical requirements for his medical certificate.

If you can't pass the flight physical today, you shouldn't fly today. It is up to you to know when a physical deficiency or temporary illness might interfere with aircraft operation.

Then, even if you find yourself in tip-top shape, there are many things that can impair the healthy pilot.

Altitude. Up to 8,000 or 9,000 feet, the healthy pilot will be able to function with no impairment. The smoking pilot may react to oxygen shortage at lesser altitudes than the non-smoking pilot. At 10,000 feet, the healthy pilot is impaired only after some time, when she may find herself slower in reaction and less dexterous. At 14,000 feet, the pilot may become appreciably handicapped, forgetting to switch tanks, flying off course or disregarding hazardous situations. From 18,000 feet and beyond, exposure to environmental air will quickly cause

total collapse and inability to control the aircraft.

Hypoxia. What can you do? There is one general rule: *Don't let hypoxia get a start.* Carry oxygen if you intend to fly above 10,000 feet for an extended time, and use it *before* you become hypoxic.

Safety education

Are you a safe pilot?

by Marilyn Miller
International Safety Education Chairman

The reverse of hypoxia is hyperventilation, which is brought on by rapid and deep breathing and can also cause loss of consciousness. Panic can cause a person to breathe abnormally. To calm the person and encourage normal breathing will cure hyperventilation.

Along with hypoxia, above 8,000 feet, the gases of your body expand to a volume 20 percent greater than that at ground level. This can cause some discomfort. Trapped in such places as the sinuses, behind the ear drum and in the stomach, the expanding gas may lead to a headache, ear pain or feeling of abdominal fullness. A gradual rate of climb and good physical condition will allow you to adjust to this change gradually.

Alcohol. What is alcohol and how does it affect your performance as a pilot? The alcohol you consume in beer and mixed drinks is simple ethyl alcohol, a central nervous system depressant. It acts much as a general anesthetic. Although it is more slowly consumed as drinks, the effect on your system is similar. The standing rule: *Don't drink*

alcohol in any form eight hours before your flight, and do not over-indulge during 24 hours before a flight. Don't invite disaster by letting alcohol and hypoxia gang up on you.

Drugs. This word always conjures up the image of marijuana, heroin and various hard drugs. However, there are many legitimate medications taken for minor ailments that can impair your performance as a safe pilot. This includes both prescribed medications and over-the-counter medicines. Even the simplest home remedies should be suspect, including aspirin, cold tablets, cough mixtures and laxatives.

If you are uncertain about taking a particular medicine and flying, consult your personal physician.

Carbon Monoxide. Pilots tend to think carbon monoxide comes only from a defective exhaust system. Not so. One of the most common sources of carbon monoxide in an aircraft is tobacco smoke. A one-pack-a-day cigarette smoker has four to eight percent of his blood saturated with carbon monoxide. For this pilot at altitude, whether he is hypoxic because of low oxygen availability, or whether he is poisoned by carbon monoxide, the effect is the same. If you have any doubt at all about your oxygen requirements as a smoker, take oxygen with you to altitude—and use it.

Fatigue. Fatigue is a general term and hard to define medically. Fatigue lowers your efficiency as a pilot. Keeping your body in top physical condition makes you less susceptible to fatigue. If you are tired, don't fly.

Mental attitude. If you have personal or business problems that are upsetting and can cause distraction from your attention and efficiency of safely flying the aircraft, stay on the ground until the problems are solved and you can give your full attention to the safety of your flight.

Here is a check list to use as a guide to safe and pleasurable flight:

- ☐ Give yourself a personal "preflight" before takeoff. Are you in top physical and mental condition?
- ☐ If you suspect you have a physical ailment, see your personal physician.
- ☐ If you have been under unusual physical or mental strain, don't fly. Consult your personal physician.
- ☐ Don't fly within eight hours (minimum) after drinking alcoholic beverages — or with a hangover.
- ☐ Practice good physical and mental hygiene. Exercise, eat properly, and try to minimize physiological stress.
- ☐ If you are over 35, realize your limitations.
- ☐ Be honest with yourself and your physician about the state of your health.

NOTAM

Election '83 is around the corner. Two Board members will be elected in August. Could you run, or will you encourage a capable 99 to do so? Intent to seek election forms appeared in the December issue of *The 99 NEWS*.

The Notice of Proposed Rule Making (NPRM) relating to third class physicals is out and would allow pilots under age 35 to go five years between examinations; those 35-55 years, three years; and over 55, every two years. The student pilot certificate would remain at two years' duration. Sounds pretty good, doesn't it? There are quite a few flaws, however, in the way they arrived at this "indexing according to age." The stated need for this indexing is based on a Johns Hopkins University...

"analysis of computerized medical information collected by the FAA from annual examinations of approximately 31,000 air traffic controllers over a 15-year period. The study sample was demographically comparable to the private pilot population and the examinations were similar to airman medical examinations."

(Federal Register, Vol. 47, No. 232)

The flaw here is that, while air traffic controllers may undergo "similar" medical exams and the sampling may be demographically comparable as to age, gender, ethnic origin and maybe even religion, it does not take into account the much touted (by PATCO)

job related, stress-induced medical pathology (high blood pressure, ulcers, alcohol related problems as was widely reported in the media) occurring in the air traffic controller which is not present in the average general aviation pilot.

Not only is the FAA mixing apples and oranges by applying air traffic controller statistics to the general aviation pilot to arrive at their conclusions, they are also denying their own statistical study—NTSB and FAA Statistical Handbook, calendar years 1978-79; Pilots in Command Having Commercial and Air Transport Certificates, General Aviation Accidents (reprinted in AOPA Newsletter, December 1982). This study, while based on all accidents, not just medically related, shows dramatically fewer accidents per 1,000 for the pilots in the 60-plus age range as follows:

1978: ages 16-19, 21.4 per 1,000; ages 60-plus, 5.8 per 1,000

1979: ages 16-19, 15.0 per 1,000; ages 60-plus, 5.1 per 1,000

In fact, for both years, the 60-plus category has the lowest rate, with ages 55-59 coming in a close second.

More fruit salad comes mixed with a dressing of "assumes," "possibilities" and a "maybe" when the FAA reviewed accidents related to pilot incapacitation, physical impairment and psychological condition.

"First, the FAA eliminated all accidents except those which were possibly caused by a pilot's medical condition and in which the pilot was third class medically certificated and less than 56 years old. Considering past accidents, the FAA assumed that all of these accidents, except those in which the primary and secondary cause factor was physical impairment/alcohol, were caused by medical related pathologies that could be detected during a normal third class medical examination. For accidents in which the cause factors were physical impairment/alcohol, the FAA assumes that 10 percent of these were caused by a pilot alcohol related pathology and this pathology would be detected during a normal third class medical examination."

(Federal Register, Vol. 47, No. 232)

Although the extension of the time limits for some of the pilots is a step in the right direction, it does not go far enough. There must be a realistic appraisal of precisely what is required to physically operate an aircraft safely with special consideration of the many advances made in medicine in the last several years.

While they are conducting studies and analyses, I would like to see one which would give statistics on those airmen whose medical conditions, according to Oklahoma City, "typically involves progressive conditions that require assessments at more frequent intervals" with all records sent to Oklahoma City. The study should indicate what percentage of these special and more frequent physicals showed disqualifying deterioration and in what areas these conditions occur.

At this time I am personally aware of one case which has required a special physical annually (at close to \$2,000 a year) for the past 15 years. No deterioration or disability has been shown, but a follow-up is required the next year.

Another case, of excision of a minute cervical membrane cancer adjudged as completely removed with no metastasis by both gynecologist and medical examiner, stirred the Oklahoma paper pushers to require annual follow-ups to maintain certification. She asks, and rightly so, whether they would require a follow-up for removal of any small skin cancer anywhere else on the body?

The point of all this, I guess, is that there is just too much unfettered power placed in the hands of a comparative handful of people. And the big problem is everyone's afraid of them.

"I'll be judge, I'll be jury," said cunning old Fury; I'll try the whole case, and condemn you to death."

(Lewis Carroll, *Alice's Adventures in Wonderland*)

Seek & Keep

by Charlene Falkenberg

It is now the time to make plans for the coming year. We plan the trips we hope to make... we plan the programs for the coming year... plans... plans. I hope at the top of your planning list is "membership." The Seek and Keep program is rolling along. The 66 program has very successfully worked as the "Seek" portion. It is rewarding to read in many newsletters the number of 66s participating in 99 meetings and functions. Let's spend time this month on "Keep."

Each chapter chairman is sent a print-out of current members—members whose renewals are due the current month and members whose renewals were due the previous month. Use of these lists can be helpful in keeping your membership. Many chapters send a card to the members each month congratulating them on their anniversary of becoming a 99, and at the same time reminding them to renew. Chapter newsletters are also used for this purpose. A renewal notice sometimes gets lost under a pile of mail, and this reminder is appreciated.

Members who were to renew the previous month should be contacted by mail and/or personally by phone. A person likes to know they are remembered and really do belong even though they may not attend meetings regularly.

In some chapters the above responsibilities are assumed by the membership chairman. Others have created an anniversary committee and delegate this chairmanship to another member of the chapter.

Try to discover the reasons a 99 does not renew her membership. Sometimes you can help her resolve the reason. Maybe she just hasn't felt that she belongs because she hasn't been too active. Let her know she is important! It could be she would like the meetings to have different programs. Ask her! Get her ideas. Suggest that she help in planning an interesting program. There are hidden talents in our chapters that have yet to be discovered. They won't just come out on their own.

Whatever reasons you discover, keep a record and keep track of what is done to counteract these reasons. Send this information to me so I can share it through this column. Next month will be devoted to program ideas; if you have some to share, please send them along!



Fall Board of Directors Meeting

November 12-13, 1982 in Oklahoma City, Oklahoma

Reported by Ruth S. Dobrescu

The meeting was called to order at 8:20 a.m. by President Marilyn Copeland. Those in attendance were International officers Charlene Falkenberg, Barbara Goetz, Betty Jane Schermerhorn; Directors Ruth Dobrescu, Judy Hall, Gene Nora Jessen and Hazel Jones; immediate Past President Janet Green (who thought she was going to throttle back with her term now over—didn't work out that way, though); Legal Advisor Sylvia Paoli and Executive Director Loretta Gragg.

The following is a recap of the meeting, highlighting items of interest to you.

Grant Proposal: The grant proposal for the 99 Resource Center is just about ready for delivery to the Rockefeller Foundation. Gene Nora Jessen and, hopefully, Luanne King will make the personal presentation.

Air Marking: Marie Christensen reported that she hopes there will be at least one air marking from each and every chapter, with special emphasis on marking rooftops away from airports.

Career Seminar: The annual career seminar will be held at the time of the National SAFECON (NIFA), May 5-7, 1983 at Western Michigan University in Battle Creek. Chief Judge at NIFA in 1983 is Hazel Jones.

The 99 NEWS: Lu Hollander reported that the January-February issue will be on Canadian women pilots; the March issue will feature careers; the April issue will list both the activities for the 1983 New Orleans Convention and the registration forms; and the July-August issue will be the International issue (overseas members, take note and be included in that issue).

USPFT: Janet Green, financial chairman of USPFT, gave us an update on this. She emphasized that the local meets be a fun time. Stress will not doubt build at the next levels, but this level should low key the competitiveness and encourage a fun and sport attitude. USPFT regional chairmen are: Region 1 - Verna West (California); Region 2 - Sylvia Paoli (Southwest, New Mexico and Colorado, but not California); Region 3 - Gene Nora Jessen (Northwest including Alaska and Hawaii); Region 4 - Bryant Hutchinson (Kansas, Oklahoma and Texas); Region 5 - Janet Green (Southeast); Region 6 - Marie Christensen (North Central); Region 7 - Evelyn Kropp (Northeast).

Standard Operating Procedures: The SOPs have been mailed to each governor and each chapter chairman. Much time, work and expense was put into updating and rewriting this manual, but we know it will serve as a great aid in performing your section/chapter work. Your donation to offset the cost of this unbudgeted item will be offset in your treasury by reading your answers instead of telephoning Headquarters.

1982-83 Membership Directory: The last of the new Membership Directories were mailed out on November 15th. Keep your eyes open—they'll be arriving soon for US and Canadian members; all others, have patience. Note: Inadvertently, husbands' names were left out; we know this will be difficult when you write your holiday cards, but we can do nothing about it. Correction: Director Judy Hall's phone number as listed on page vi is her office number; her home phone number is 912/935-8244.

Portable Exhibition Booth: On Saturday we had the pleasure of seeing some members of the Monterey Bay Chapter dismantle a scaled-down model of an exhibition booth they brought to the BOD for approval. It can be made up as a square or erupt into a polygon with wedge-shaped nylon that zips together for its tent-like roof. I

never cease to be amazed at the talent of our members. Architectural plans will be offered for sale so you can all make one for the air shows at which you exhibit.

99 Memorial Project Fund: A discussion was held that resulted in the evolution of the 99 Memorial Project Fund into which will be funneled unspecified and/or undesignated bequests. This fund will go toward building expansion, particularly in view of our Resource Center activities, which are also part of this project and scholarships.

Equipment Needs at Headquarters: Donations have been coming in to the Headquarters Fund from sections, chapters and individuals; therefore, investigation and evaluation have been the keys to get the best for the least.

99 Public Relations Kit: Discussion was held in reference to compiling a PR kit for use at various activities (USPFT, careers, air racing events, Convention, speaking engagements, etc.) so that, in addition to being helpful, the information will also be accurate.

Conventions: Loretta has jumped in with both feet as our International Convention coordinator. It is the Board's opinion that to groom one person to the level of expertise to handle the problems that beset the sections almost every year will in time eliminate the problems per se. The sections will still function as hostesses and be prominently involved in the convention.

Bronze Bust of Amelia Earhart: A bronze bust will be presented to Muriel Earhart Morrissey (as next of kin) by the sculptor in Oklahoma City at the Spring Board Meeting. Members who attended the St. Louis convention will recall donations were taken at convention which enabled us to acquire a stainless steel copy of this bust. It will be on display at our Headquarters building.

The Spring Board of Directors Meeting will take place in Oklahoma City on March 26-27, 1983.

Project Destiny Air Mail Covers



In July 1983 Grace McGuire will duplicate and complete AE's world flight. Covers will be postmarked at each stop along the way.

Advance orders are now being accepted for autographed covers, \$28 each, and plain, \$25 each.

Please make checks payable to:
PROJECT DESTINY
Grace McGuire
4518 Raleigh Ave., #202
Alexandria, VA 22304

Natalie Stafford

The West Virginia Mountaineer 99s were saddened to learn of the loss of their charter member, Natalie Stafford of Bridgeport, West Virginia.

Natalie was a lively, active woman who raced motorcycles and enjoyed flying. With a non-pilot husband, she had many tales of

their flying experiences.

Natalie was also a nursing instructor at West Virginia University, and she was a member of the Flying Nurses Association.

She had a long illness and went on to new horizons on November 14, 1982.

by Jean Pickering

New Horizons

Nell Brown - November 29, 1982

THE SOUTH SHALL RISE AGAIN!

"My name is Nell," my mother would softly announce when introduced, never Nellie." Drawing up all five feet of her petite femininity, hazel eyes direct, she would respond, "I am a Morgan from Georgia and a daughter of the Confederacy. My mammy raised me to be pampered." A southern accent, hidden behind a Texas drawl, would sneak out of her words and hover over the conversation like the murmur of crinolines.

Having five sisters and one brother, all older, presented "Baby" Nell with years of practice in beguiling and flirting her way to what she wanted.

"Minute but might" is my father's smiling remembrance of her in their early marriage years managing an east Texas sawmill in the back of beyond. Surrounded by the isolation of piney woods, Nell swathed herself with that certain southern invincibility when intimidated by circumstances or chauvinism. She would help my father contract for Texas labor in Lufkin, flirting her way through the regulation of business management.

Father never worried; he knew his Nell would effect a solution. He joked of newlywed days at Fort Sam Houston during World War I. "I guess she was annoyed at my bad habit of leaving my army uniform strewn all over the floor. But she cured me all right. I was in a hurry for a dress parade honoring visiting General Dunn...." His voice would trail off. Nell's little hand in the velvet glove had nailed his clothes to the floor. And for 50 years Father picked up his socks—with a twinkle in his eye.

With such inherited southern insouciance for changing the inevitable, Nell also left the horse and buggy era and welcomed the Model "T"... and the radio... and the airplane. Especially the airplane!

The Emancipation Proclamation for this southern belle came at the age of 50. She cut the chains of grandmotherhood and exchanged a rocker for a plane. Nell learned to fly.

Old pilots blanched; airport controllers

went silent in awe of her invincibility. When asked how she knew the flight pattern through Chicago to home base, she smiled confidently and softly drawled, "I simply fly to Marshall Field's store and turn left; the air field is just a hoop-and-a-holler from town."

The first cross-country flight to qualify for her pilot's license found Father and me anxiously awaiting her return as the sun dissolved into the flat Illinois plains. The phone rang. It was the embryonic flier. "Darlin's, I simply can't make it home to dinner. It's too dark to fly and I landed at this perfectly marvelous field. The cows kept out of my way and the nicest little ol' gentleman is encouragin' me to stay here for the night." Father blustered a bit in worry. "Where are you and what happened?" "Just a moment, dear." (Background conversation.) "Really? ...How did I get here, I wonder?" Then, her soft voice answering him, "I just knew God would look after me. I've landed at the Indiana State Prison Farm and this nice man is the warden."

Nell kept up her personal conversations with God in the sky, and there was no doubt He answered. When she flew through a tornado that grounded the other air race contestants, she landed with slightly flustered faith. In the hangar she said over the windy decibels, "God just had to use a few more angels to keep me in the air. There must be somethin' He wants me to do later."

Nell is grounded these days; her heart lies quiet. She once said, "In my day everyone knew there was no equality of the sexes—women were always better. We had to be... to use our womanliness in petticoats and sidesaddles." With an octogenarian flutter of eyelashes, Nell would nostalgically drawl, "In the South among us Morgans, jumpin' in and out of flirtatious conversations was so much more excitin' than just jumpin' in and out of beds."

The strains of "Dixie" echo, and I know that Nell reflects the irresistible South. It has never fallen.

by Betty Brown Simm



Allaseba "Becky" Thatcher

On December 25, beloved "Becky" went on to New Horizons, leaving Michigan Chapter with 40 years of loyalty, service and memories.

As the news of Becky's death travels throughout our 99 community, we each have special moments of sadness and remembering because she always participated and did her share. She said that in her flying career, which began in 1941, she set no records—just loved flying. Being a loyal 99, however, certainly is some kind of record. Becky was honored these past two years at North Central Section meetings for her devoted service as 49½er chairman and Section governor (1956-58). In addition to her tremendous efforts to attend regular meetings, Section and International Conventions, Becky last joined us in Traverse City, Michigan, to work on the Paul Bunyan Air Derby. She had been released from the hospital following tests and told many humorous anecdotes of that experience as only Becky could.

A void has been created that perhaps will never be filled because one member has done so much. We will miss her. We have fond, wonderful memories of our Becky.

by June L. Beers

Marjorie Messer Freeman

Marjorie Messer Freeman passed away on October 31, 1982 following a brief illness at the Yale-New Haven Medical Center in Connecticut.

A graduate of Syracuse University, Marjorie was an active pilot based at the Westchester County Airport, and she flew in several all-women's air races including the last coast-to-coast Powder Puff Derby and the Air Race Classic.

Marjorie was a member of the Westchester County Pilot's Association and the Greater New York Chapter of the Ninety-Nines.

Cecile Roberts Peters

Her friends from the Golden West Chapter will greatly miss Cecile. Her death occurred from a heart attack in October 1982. May she have a good flight into New Horizons. Cecile was a fun person who loved flying. In 1972 her husband bought a plane to learn to fly and never did. But she did. She couldn't stand just letting the plane sit there. Her greatest moment in life was when she received her private pilot's license. Cecile was a real lady, a true Ninety-Nine and a good friend. We will all miss her very much.

by Janie Postlethwaite





one-half
actual
size

By Ellen Paneok, Alaska Ninety-Nines

Ellen is an Alaskan Eskimo, who makes some of the finest scrimshaw work around. The Alaska Chapter, as part of our fund-raising effort for the 1984 International Convention in Anchorage, now offers Ellen's work to all Ninety-Nines.

All items are made from fossil walrus ivory. Some states prohibit sale of fresh ivory, but to the best of our knowledge there is no prohibition on fossil ivory. You might check the laws in your area, however.

The darkness of the items above is an indication both of age and minerals absorbed by the ivory.

The designs on the items are representative; however, you can specify any design you wish, subject only to limitations of size and shape. All sizes shown are approximate, as are shapes.



- A - \$ 60.00 - Belt buckle
- B - 120.00 - Bracelet (expands to slip over wrist)
- C - 50.00 - Paper weight
- D - 25.00 - Walrus tooth key chain, pendant, or earrings
- E - 25.00 - Walrus tusk cross-section, pendant or earrings
- F - 25.00 - Walrus tusk cross-section, pendant or earrings
- G - 30.00 - Walrus tusk cross-section, pendant or VERY heavy earrings. Design is logo for 1984 Convention.
- H - 50.00 - Name plate

NOTE: For earrings, double the price. Specify pierced or clip.

To order, specify item and design you wish, and send with check (payable to Alaska Ninety-Nines 1984) to Margie Foster, Alaska Ninety-Nines, P.O. Box 4-1962, Anchorage, AK 99509. Allow 4 to 5 weeks for delivery. Add \$2.50 to total price for postage and insurance.

All items signed by the artist

Canadian Women Pilots

Our thanks to Roberta Taylor of the Western Canada Section and Shirley Allen of the East Canada Section for their efforts in gathering the material for this special issue on Canadian Women Pilots.

The Flying Seven

If Canadian women think they are making progress in aviation today, they should look back to the activities of the famous "Flying Seven."

This was a group of seven women pilots in British Columbia during the thirties. Two members of this group were guests of honour at a Western Canada Section meeting hosted by the British Columbia Chapter in Vancouver three years ago. Elianne Roberge Schlageter and Margaret Fane Rutledge reminisced with the 99s about their early days in aviation.

Rutledge obtained her commercial licence in Edmonton in the early thirties, while Schlageter had obtained hers in Montreal about the same time. The two met in Vancouver with five other lady pilots who then banded together to form the "Flying Seven."

Although they had wanted to form a chapter of the 99s, they were told at the time that this would be impossible because of the distance separating them from the charter members in the US!

Rutledge met Amelia Earhart in 1935, just prior to her famous flight to Mexico. About this time Schlageter was presented with an honorary membership in the 99s by Jacqueline Cochran.

The first activity of the "Flying Seven" was to stage a dawn to dusk flight at the Vancouver Airport, with one member being in the air at all times. Each year the group would take home trophies from competitions in spot landings, precision bombings and aerobatics.

After the start of World War II all private flying was suspended, and the women decided that, until the Armed Forces got organized with its ferry command, the best thing their group could do to help the war effort would be to train women for war-time jobs related to aviation. So they started ground schools in basic flying, taught fabric work and parachute packing. They had 700 applications for their first classes. Their students later joined the RCAF or worked in factories for Boeing and other aircraft companies.

When #8 Air Force Training School was established at Vancouver, the women helped raise \$100,000 in the "Air Supremacy Drive" by dropping leaflets over the cities asking for help. They also sold candies. Enough money was raised to buy eight training aircraft.

In those days aviation fuel sold for 25¢ a gallon, oil for 90¢ a gallon. Flying instruction in a Gypsy Moth cost about \$17 an hour, but the solo rental rate was \$15, so the instructors weren't paid much. If an instructor received \$3.50 per hour, he was considered to be very well paid.

Well-known pioneer aviator Orville Wieben, who had a flying career spanning 50 years, recalled associating with the "Flying Seven" in Vancouver in 1935 at the B.C. Aero Club. Some of the group received instruction from him.

"Rollie Moore and Margaret Fane showed great promise as pilots," he recalled. He had fond memories of socializing with "the girls," and he admired their fortitude and enthusiasm for a "man's sport."

About 45 years later, during the Western Canada Section meeting where they were guests of honour, these two members of the "Flying Seven" were surprised to meet two of Orville Wieben's daughters — both commercial pilots and members of the 99s.

Margaret Fane became a copilot and radio operator for Ginger Coote Airways in 1938. This company later became part of Canadian Pacific Airlines. Marg was the first woman airline radio operator in the world. She manned a radio station at Zeballos during the early days of mining on the west coast of Vancouver Island. She stayed on with CPA until 1968, in charge of their reservation system. She is now a member of the "Quarter Century in Aviation Club."

Elianne Roberge flew with the B.C. Aero Club and worked for Yukon Southern Air

Transport. During the war years, she worked with the Royal Canadian Air Force in Washington, DC.

Other members of the "Flying Seven" included Betsy Flaherty, Alma Gilbert, Rollie Moore, Jean Pike and Tosca Trasolini.

MARGARET FANE



JEAN PIKE



ELIANNE ROBERGE



Rollie Moore Pierce went on to obtain her transport pilot's licence and became well-known as a stunt pilot at airshows. She became a test pilot during the war and later was an instructor at Vancouver.

Betsy Flaherty first flew from the first Vancouver Airport, now Minory Park in Richmond. She was a passenger on the very

first commercial flight of Air Canada and continued an interest in aviation at the B.C. Aero Club until her death in the mid-sixties.

Alma Gilbert Gaudreau worked with a flying school in Vancouver and was copilot for flights ferrying school aircraft from the factories to Vancouver.

Jean Pike was the youngest member of the "Flying Seven" and worked with her brother running a Vancouver flying school. She later moved to the US.

Tosca Trasolini Tenoff learned to fly at Vancouver. She later married and moved to California where she took further training for her commercial licence. She was well-known for her track and field competition



BETSY FLAHERTY



TOSCA TRASOLINI

GILBERT



ROLLIE MOORE



and baseball participation before she left Vancouver. In the United States she had her own aircraft and kept up her interest in aviation.

Women in Canada today who are seeking acceptance as commercial and military pilots should reflect upon the ambitious activities of the "Flying Seven."



MILDRED BEAMISH

Mildred Beamish

Western Canada's Mildred Beamish received her private pilot's licence *after* she became a grandmother!

Saskatchewan Chapter's flying grandmother, Mildred is tiny, quiet and warm-hearted.

When Mildred took her flying course, she was already a farm wife, mother of four, grandmother and piano teacher!

She practiced her flying lessons in a Fleet Canuck while she ferried meals out to the hired hands in the harvest fields.

She now has a commercial licence with

about 2,500 hours of flying time. Mildred feels one of the highlights of her flying life was ferrying a new Cessna 172 and a Cardinal north to Canada from the Cessna factory in Wichita, Kansas.

For Mildred, a flatlander prairie pilot, another highlight was "turning the corner out of the Kicking Horse Pass in British Columbia's rugged mountains and viewing breathtaking Lake Louise and the Ten Peaks."

Another highlight—"Soloing at my age!"

Mildred has enjoyed fond memories of flights up the MacKenzie River to beautiful Great Slave Lake in Canada's high north and to Inuvik on the Arctic Ocean.

"Seeing our beautiful country from the air and flying my grandchildren are things I enjoy," she adds.

"Meeting all the fine people in aviation, especially the Flying Farmers and 99s is wonderful," says Mildred.

Mildred now has her instrument rating and was the recipient of the Flying Farmer of the Year Award in 1967. She hails from Marshall, Saskatchewan, and has held many chapter offices in Saskatchewan Chapter, as well as serving in various Section positions including governor for Western Canada.

The Western Canada APT and Safety Education Programs have received a real enthusiastic boost and success, thanks to the prodding of our flying grandmother.

Lynn Shaw

Lynn Shaw says she doesn't have a great desire to become a jet jockey or charter pilot; she loves the feeling of accomplishment she gets when she sends another new student solo!

The mother of two teenage boys, Lynn, at the age of 36, is chief flying instructor at a school in Saskatchewan on the Canadian prairies.

"When I was a housewife I took my first flying lesson and I was hooked. That first lesson was such an experience it left me grinning for three days!"

Only nine months after her first lesson, she obtained her instructor rating and started teaching flying.

After a stint as an instructor at a school in Saskatoon, Lynn did some freelance instructing and then started her own school. Later they moved to Regina because her

husband took a new job as pilot for the Saskatchewan Government Hospital Administration Branch.

Lynn's warm, outgoing personality makes her well suited to being a flying instructor. She feels the chance for women to obtain an instructor's job is quite good because most instructors stay in the profession only long enough to build time and leave for other flying jobs.

Lynn is an exception. She loves instructing and finds it most rewarding to see the progress made by her students—especially the ones which were a bit apprehensive about having a woman instructor! She also feels instructing is a good area for women pilots to make contacts for other flying jobs with airlines or corporations.

"As a new instructor, the pay is not great and there is very little job security," cautions Lynn. "Flying training is seasonal and fluctuates from year to year, so if training is down, instructors will have their jobs cut."

"But the profession in Canada has great mobility," she adds. "Licencing qualifies you to teach anywhere across Canada."

The future for new instructors at the local level is bright as they can become chief flying instructors at their schools, she explained. Instructing can also prepare you for a job with Transport Canada. "It is a good way to get paid while you're building hours."

LYNN SHAW



Canadian Women Pilots

(continued from page 13)

If you're looking for an instructing career, you should find pleasure in seeing your students go solo and obtain their licence, and you will be challenged by the different individual learning patterns of the students," said Lynn. "You'll also make many new friends."

Rosella Bjornson

"When one is enjoying oneself, time really flies." This is how Canada's first woman airline pilot describes her life. Rosella Bjornson, a quiet, unassuming woman, made aviation history in 1973 when she was hired to fly for a major scheduled airline in Western Canada—the first woman to break through the all-male employment barrier in Canadian airlines.

Today Rosella, who flies in the right seat of a Boeing 737, works toward the advancement of more Canadian women in all aspects of aviation. She does this with the same genuine concern and quiet determination that enabled her to become Canada's first woman airline pilot and the first Canadian airline pilot to ever apply for maternity leave and return to the cockpit shortly after becoming a new mother!

Rosella's sense of humour has gotten her through many frustrating and embarrassing moments that are inevitable when you are in a pioneering role.

She started flying with her dad on their farm in southern Alberta and obtained her instructor's licence by the time she left university after studying geography as a major.

She joined the 99s in 1964; in 1967 another 99, Anola Laing, teamed up with her to win the Canadian Centennial Air Race. They were the only female pilot team in the competition and chalked up a nearly perfect score. Rosella helped found the Alberta Chapter of 99s and was active in the University Flying Club and Flying Farmers.

In 1970 she obtained a job as a flying instructor in Winnipeg, Manitoba, and worked toward an airline transport pilot's licence. Her first job applications to Canadian airlines brought negative replies, but her determination paid off when Transair hired her. "I was just in the right place at the right time," she modestly declares.

But the airline said, "We hired her because she was the most qualified applicant." In her first five years she put in over 3,000 hours on the F-28 fanjet.

In 1977 Rosella married Bill Pratt, an executive pilot flying a Learjet. "Being married to a pilot is great—who else would understand my crazy schedule?" she said.

"It does get interesting when he is taking off for Florida, and I'm taking off for the Yukon, and we only meet at the airport between flights."

A couple of years ago Transair was purchased by a major Western Canada carrier, Pacific Western Airlines, and Rosella was transferred to northern Alberta where she took a training course to upgrade to the Boeing 737. Her husband followed her after they sold their Manitoba home and since has started to fly for the same airline.

Rosella created quite a furor when she became pregnant and asked for maternity leave. She gave birth to a bouncing baby boy and returned to the cockpit after a brief absence from flying.

She has been active in the 99s for many years, just finishing a term as governor for Western Canada. Two other major airlines in Canada have now hired female pilots, and Rosella says, "It's about time!"

She has some funny memories of her years as Canada's "one and only." She was assigned basically the same uniform as the male officers and had trouble finding black regulation oxfords in her size. She also experienced an identity problem when she was fully uniformed and about to enter a ladies' washroom during a brief stopover. The attendant mistook her for a male flight officer and abruptly halted her with an emphatic, "You can't go in there!"

Rosella is conscious of her responsibilities as Canada's first woman airline pilot. She is determined to be successful and set an example that will make it easier for more women to follow in her footsteps.

Rosella says, "I still like to fly the little ones—the Cessnas and Pipers." A year or so ago, when she was attending a 99 Section meeting, "down-to-earth" Rosella stopped off at her father's farm to help with the harvesting by driving a combine. Then she hitched a ride home from the meeting with a fellow 99 just in time to don her uniform and climb into the Boeing first officer's seat!

No wonder Canadian women are inspired by Rosella!

ROSELLA BJORNSON



Elizabeth Webster

Liz Webster is a petite mother of four who flies a deHavilland Beaver bushplane on floats in northwestern Ontario. She is the daughter of pioneer bush pilot Orville Wieben and his wife, Roberta, who operated a bush airline for 35 years. Liz's husband, Robin, is an experienced private pilot and former exploration geologist. He now manages the family tourist resort and aircraft charter company which owns the Beaver that Liz flies. This is her account of a typical day's work as one of Canada's few female bush pilots.

I earn my living flying a deHavilland Beaver seaplane along the northern shore of Lake Superior, the largest fresh water lake in the world. The Beaver is powered by a 450 hp P&W Wasp Jr. engine and grosses out at 5,090 pounds. The aircraft is designed with STOL (short takeoff and landing) char-



ELIZABETH WEBSTER

acteristics, which include a thick cambered wing and ailerons that droop with the flaps for flights at slow speed. It is known as the workhorse of the bush country all around the world.

The lakes become ice-free about May 1 and our float season commences then, closing about October 31 when the lakes again freeze over.

This Lake Superior country is rugged, beautiful and at times desolate. The lake elevation is 600 feet msl and the surrounding hills are 1,600 to 2,000 msl. Our flights are both south over the open lake to the islands of Superior or north to land on inland lakes.

During the season we combat the southeasterly blows off the lake which dump the waves in over the dock and make it necessary to beach the seaplane for two or three days at a time; and the interminable fog that sits offshore blows in, which can mean a night spent marooned inland at one of the

lakes waiting for the fog to lift.

I carry lifejackets, axe, saw, sleeping bag, matches, emergency rations, a good book and a deck of cards. Knowing you can make yourself comfortable in the bush helps cure that urge to push on in lousy weather.

I get the weather forecast by telephone from Thunder Bay, 110 miles away, and then use the pressure setting on the altimeter to determine where I am in the current weather pattern. Sometimes I just look up the nearest river valley to see if the hills are clear or hidden in overcast.

A typical flying day generally starts at 0630 with pumping the floats for water, servicing the airplane, cleaning the windshield of dirt and bugs and sweeping out and tidying the cargo area of the airplane. At this latitude it is daylight until 2100 so we have a lot of day to get the work done. However, many days we sit around just waiting for the weather to clear.

On this particular day, I depart at 0700, while the air is still calm, for a one and a half hour photography trip, flying the islands of Lake Superior for a Michigan sports and travel writer. We commence our photography by flying the outside edge of the islands where the blue water stretches forever across to the United States' side of the lake. With hills 2,000 feet high nestling around the inland lakes and the surf break-

ing on the shoreline, the view is magnificent. These are also the lakes where we fly our fishermen.

From there I go north in the early morning sunshine to fly the rugged north shore of Superior through some of the valleys and the Gravel River Gorge.

After the completion of the early morning trip, the next flight is a trip to the Slate Islands with communication technicians to repair the radio telephone on the lighthouse. Flying out over the open lake, away from land, one cannot help but look at the rollers below, wonder how big they really are and, on some days, how many waves it would take to break the airplane up after a forced landing.

The Slate Islands are on the open sea side of Lake Superior, and so I look the harbor over, circling several times to check the heights of the swells. Swells can be deadlier than the waves, difficult to pick out; one must land along the swell, rather than into it. I land in a sheltered area and taxi to the cove where the trail takes off to climb the hill to the lighthouse. The old lighthouse keeper's home sits desolately on the pebbly granite beach which looks out to sea.

Upon my return to Pays Plat Bay, our home base, and after unloading the technician's heavy equipment, we start to reload the aircraft with the canoes and gear for the

next trip. Four canoeists, two 16-foot canoes, plus gear, are to be flown to the north end of the Steel River chain. We tie the canoe onto the left float, taking care that the canoe is sufficiently forward to have the aircraft cg correct, and yet back of the red propeller warning line painted on the float.

Two men and 600 pounds of gear go in the airplane, and we taxi out away from the dock, take off and climb out. I map read and use the magnetic compass to intersect the river system further south than the intended landing area, and we fly the river north, looking for a place where the river is wide enough to set down the float plane.

After looking over two sites, I decide on the more northerly opening and get my approach set up well back to be sure I have no excess altitude or airspeed for landing the Beaver on the river. We nudge the floats up toward the shore, untie the canoe, load all the gear into it and from there offload it to shore.

Now back south toward home base I pick up five trout fishermen at a small lake en route. They have a summer camp in the bush and use us as a means of transportation to make use of their retreat.

Airborne for 10 minutes, we sight two moose feeding in a shallow bay, their heads under water and hindquarters in the air, a



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Shangri-La Airport, Afton, OK...

2,100 STATUTE MILES

Canadian Women Pilots

(continued from page 15)

calf standing back on the shore.

Back at the base there is a telephone message from the Ontario Provincial Police to check Terrace Bay for a fishing vessel adrift, having lost its power.

I start off to the southeast. It is getting dark rapidly, the sun is setting below the far western ridge, the forest is a sea of dark green velvet and black lakes. The water is as glassy as a mirror. I elect to make a direct flight home to our own bay, feeling unsettled about not completing the search mission. A long flat approach at Pays Plat Bay, feeling my way down on that mirror-like surface. Another message from the Provincial Police: "Vessel now proceeding under own power."

I tied the airplane up for the night, facing south out to sea, four ropes on the port side and a wing rope; and it was home to supper and bed.

Roberta Taylor

At 4'11" and 110 pounds, Roberta Taylor is probably Canada's smallest multiengine commercial pilot. She needs cushions under and behind her to see over the instrument panel and reach the rudder pedals.

Roberta has a background of bush flying in northern Ontario. The daughter of a pioneer bush pilot who operated a fleet of 30 aircraft throughout Ontario northland on floats and skis, she was taught to fly as soon as she was old enough. Her father, Orville Wieben, ran the airline, while her mother managed the company's fly-in fishing and hunting lodges.

Upon high school graduation Roberta obtained her commercial pilot's licence and was checked out on the company's ski and float equipped bush planes so that she could fly charter trips carrying tourists, government personnel, mining crews, medical staff and native Indians in and out of remote settlements.

Later she became operations manager for the airline and developed and taught the company's flight attendant training course for cabin crews serving on the DC-3 aircraft throughout the north.

In 1975 she and her husband (an aircraft mechanic) moved west to British Columbia with their three children. They started Taylor Aviation Ltd., an aircraft maintenance and sales company at the Cranbrook Airport. Peter runs the repair shop, while Roberta sells aircraft and does the flying—test flying and ferrying of aircraft for both the shop and sales dealership.

Roberta also works as a contract commercial pilot for Horizon Air Service, flying fire patrols for the forest service and charter flights in BC's mountains.

Fire patrol flying is considered quite hazardous since it is done on isolated routes in

the rugged backcountry with no nav aids in hot, bumpy afternoon weather. It can take as long as six hours to fly a particular route, and the pilot is often flying alone. Roberta feels the most difficult part of fire patrol flying occurs once a fire is spotted.

The pilot must complete a complicated coded assessment of the fire and decide the method recommended for fighting the blaze. Decisions must be made while airborne and relayed to the nearest forest service lookout tower. The aircraft pilot must ensure that ground crews or water bombers are able to be led into the fire location.

"I love doing fire patrols," Roberta said. "I like the long scenic flights and the responsibility involved in fire detection. It's a very worthwhile type of flying, and I enjoy the solitude."

The solitude is probably a break from raising a young family (12-year-old identical twin boys and an eight-year-old girl) and running the family business with Peter.

Roberta's spare time is nearly always devoted to aviation activities. She founded the Canadian Rockies Chapter of the 99s and is now vice governor for Western Canada. She has been program chairman for the region's flying club and deputy air chief for the area's civilian air search and rescue unit.

Roberta has given seminars on mountain flying, survival and the pitfalls of buying a used aircraft. She has also written articles and columns for national flying publications.

In 1977 she received an Amelia Earhart Scholarship for her multiengine rating. She thinks the scholarship program is one of the 99s' most important projects. "The scholarship not only permitted me to further my flying career through advanced training, it also caused me to make a commitment to

keep my flying skills current and pursue my career seriously."

Roberta is now studying for her flying instructor and instrument ratings as a step toward an airline transport pilot's licence. She would some day like to work for Transport Canada as an aviation safety officer or accident investigation inspector.

She was recently awarded a regional citation for her volunteer activities related to aviation. The "Above and Beyond" award recognized her work for the 99s, her coordination of search and rescue exercises, the many talks she has given to school classes and groups and her devotion to promotion of aviation safety.

Roberta thinks making it in a "man's world" is "tough at times" but very interesting and rewarding. "The opportunities for young women coming into aviation now are endless and that's exciting."

ELEANOR BAILEY



DEE BRASSEUR



ROBERTA TAYLOR



Eleanor Bailey

Eleanor Bailey, who's been a 99 since 1961, is one of the few women pilots in Canada who flies unique warbird aircraft.

Eleanor and her husband Bill own a World War II P-51 Mustang, a Harvard Chipmunk and Tiger Moth, in addition to their single-engine Comanche 250.

As members of the Western Warbirds they participate with their vintage aircraft in numerous airshows and fly-ins. Bill is a corporate pilot and their daughter, Karen, is a newly graduated physician and keen flier. She and Eleanor were among the first mother-daughter 99 teams in the Western Canada Section.

Eleanor has made numerous long distance flights throughout North America, Mexico and the Bahamas in their Comanche.

When they purchased the Chipmunk, a 1956 ex-military trainer, she ferried it from Montreal, Quebec, to Calgary, Alberta, a distance of 1,800 miles in mid-winter when Canada's weather is unpredictable and frigid. The solo trip took 25 hours and six days to complete.

Eleanor enjoys the Tiger Moth. "It's my own!" she says. She acquired the British open cockpit biplane at Athol, Idaho. However, it had never flown in the States, having been used as a flight training aircraft in the Royal Canadian Air Force.

Eleanor chose to celebrate her province's 75th birthday by flying her Comanche in a tourist promotion trip that involved flying 1,143 miles in less than 12 hours with 14 stopovers.

The "Stamp Around Alberta" travel promotion, designed for car travelers to encourage them to see the entire province, involved carrying a passport to 14 designated zones and having the passport stamped by a provincial tourism official. Participants with all 14 stamps were awarded commemorative medals.

Eleanor, who received a great deal of publicity when she decided to do the entire route by air in a single day, was met by officials and treated like a celebrity at each stopover.

The 1,143-mile flight was a difficult one in which she was buffeted by strong winds from the Canadian Rockies and faced heavy rain and headwinds in the foothills.

A newspaper photographer accompanied her on the journey. Her novel way of participating in the event prompted other pilots to attempt the trip—it could well turn out to be an annual event.

Eleanor has held top chapter and section offices in the Western Canada Section of 99s and was the start chairman for the Powder Puff Derby 25th Jubilee from Calgary, Alberta, to Baton Rouge in 1971.

She is active in the Flying Farmers, Ca-

nadian Owners and Pilots Association, Calgary Aerospace Museum and Western Warbirds, as well as the 99s.

Eleanor is the first and only woman director of the Calgary Exhibition and Stampede, a world-renowned event.

Dee Brasseur

When Dee Brasseur, an instructor on military jets at Canadian Armed Forces Base, Moose Jaw, served as a speaker on a "Women in Aviation" panel for the 99s, few people would have guessed that on February 13 last year she made aviation history.

Dee was one of the three women awarded military pilot wings, marking the first time ever that Canadian women members of the Canadian Armed Forces had graduated from the pilot training course for assignment to general service flying duties.

The move by the Canadian Forces to train women pilots is part of a five-year experiment to assess the performance of women in roles that traditionally have been restricted to men in the military service.

Dee Brasseur graduated with Norah Bottomley and Leah Mosher. All three hold the rank of captain and had served previously in other military duties before being selected for the pioneer role of pilot trainee.

They underwent a rigid selection procedure, followed by basic flying training on propeller-driven aircraft, high altitude indoctrination, land and sea survival training and jet aircraft training.

Captains Mosher and Bottomley were assigned flying duties in transport command and search and rescue work; Captain Brasseur chose to remain in Western Canada as a jet flying instructor.

At the time they were assigned their duties, it was not the intention of the Armed Forces in Canada to assign women pilots to fighter aircraft. By 1984 a complete assessment of women's ability to cope in the near combat trades will be made to determine the future role of women in the Canadian Forces.

When Brasseur spoke to the Western Canada Section meeting she said she was enjoying her work immensely. Her goal is "to perform with the Canadian Forces Snowbirds aerobatic team as a regular Snowbird pilot." She also hopes that some day the Forces will permit female pilots in combat roles.

DIANE C. KLASSEN



Diane C. Klassen

Diane Chudley Klassen, one of Canada's few female civil aviation inspectors employed by Transport Canada, is a flight training standards inspector in the Winnipeg, Manitoba, area.

Her duties include flying government aircraft, conducting base inspections and examinations. She also processes operating certificate documents for flight training and monitors the designated flight test examiner program and satellite flight training programs.

Other duties performed by Diane include flight tests for instructors, and private, commercial and multiengine testing.

With over 4,100 hours and a Class I instructor rating, she is an experienced pilot in single and multiengine aircraft with land and sea ratings. She also has an aerobatic and instrument instruction endorsement on her licence.

Prior to accepting a position with the Winnipeg office, Diane served as a designated flight test examiner for Transport Canada's central and western regions.

Previously, she was chief flying instructor, Central Aero Flight Ltd., Winnipeg, as well as chief flying instructor and charter pilot for Highwood Air Service, located in DeWinton, Alberta.

Canadian Women Pilots

(continued from page 17)

Lorna de Blicquy

"Girls who hang around airports are bound to be tough." With this warning, Lorna Bray's parents reluctantly allowed her to sign up for flying lessons in the late forties. But the Ottawa, Ontario, teenager had to earn all the money for the lessons through after-school jobs while required to maintain no less than an average of 75% at school. Furthermore, she was to take the bus to the airport, complete her lesson and return on the next available bus "because nice young ladies didn't hang around airports."

Today Lorna de Blicquy is well-known in aviation circles as Canada's first female aviation inspector employed by Transport Canada.

In 35 years of "hanging around airports" Lorna has flown as a bush pilot in the north, worked as a ski plane and float plane instructor, attained Class I instructor status and tried her hand at helicopter and glider flying. It turned out she could be a pilot and a lady, after all.

Lorna joined the original First Canadian Chapter of 99s in Ottawa in 1951, but moved north with her geologist husband soon after.

There, Lorna kept an Aeronca Super Chief on skis outside their camp door and hauled fish in a Waco built in the thirties while flying in a climate that offered temperatures as low as -60°F!

When they moved south to Sudbury, Ontario, Lorna became an instructor and found that giving initial training to aspiring float plane and ski plane pilots in Fleet Canucks was an interesting challenge.

In the sixties Lorna and her husband worked in New Zealand where Dick first sent her solo in an old Bell 47 helicopter.

During a stint in the Arctic, Lorna spent two summers flying a balloon-tired Beaver and an Apache north from Resolute Bay, serving scientific exploration camps on the tundra in the land where "it's so far north the magnetic compass is useless."

Lorna was Dick's copilot on Twin Otters, serving Eskimo settlements nestled below icecaps or tucked into the heads of spectacular fjords.

Back in Ottawa in 1966, Lorna gave birth to their daughter and the family settled into a more routine existence while Lorna completed her helicopter endorsement, obtained a Class I instructor rating, learned to glide and rejoined the 99s.

Lorna has raced in several Powder Puff and Angel Derbies. She received an Amelia Earhart Scholarship which provided funds for a multiengine instrument rating, thus qualifying her to apply for an airline transport pilot's licence.

In 1977 Lorna made the headlines as Canada's first female civil aviation inspector, working for Transport Canada. She

commuted from Toronto to Ottawa to fulfill her duties, which included giving instructor rides and private, commercial and multi-engine flight tests.

After two years of this, she chose to live in Ottawa and work part-time as an inspector on a contract basis.

In 35 years of "hanging around airports," Lorna has seen a change in the public's

attitude from little encouragement for aviation-minded girls to assistance and support from industry and the military.

"But much remains to be done—we've only scratched the surface," adds Lorna. She feels that through the work of the 99s in Canada and the examples of competent women pilots, "surely no parent today can tell their daughter that girls who hang around airports are bound to be tough!"

LORNA de BLICQUY



VIOLET MILSTEAD WARREN



GRETCHEN MATHESON



Gretchen Matheson

Gretchen Matheson graduated from the University of British Columbia with a Bachelor of Arts in French and philosophy in 1950 and her flying career followed shortly after. She learned how to fly in Chilliwack, British Columbia, and then inspired her parents to get their wings and become aircraft owners. Her parents first owned a Cessna 170, followed by a Beachcraft Debonair, in which they toured much of Canada, the US and Mexico. Her father continued to fly until he reached 80 years of age.

In 1952 Gretchen moved to Alberta, and in April of 1953 she received her Class III instructor's rating, followed by a Class II. From 1953 to 1956 she was flying instructor for Central Aviation Ltd., Wetaskinwin,

Alberta, where she became chief flying instructor.

These years were extremely busy. Under the auspices of Central Aviation, Gretchen ferried Piper aircraft from Hamilton, Ontario, to Alberta, flew as a charter pilot for Sun Oil Company, did game counts for the Alberta Department of Wildlife, flew a commercial photographer over surrounding farms so he could take photos to sell to the local residents, and conducted a satellite school at Olds, Alberta.

In 1956 Gretchen married Gordon Matheson, her first student to graduate as a commercial pilot, and they moved to Calgary, Alberta, where Gordon worked as a corporate pilot for Pacific Petroleum. During her stay in Calgary, Gretchen flew with the Calgary Flying Club.

In 1961 Gretchen and Gordon moved to Vancouver, British Columbia, where Gordon became a corporate jet pilot and supervisor for education for West Coast Transmission. For the next few years Gretchen retained her Class II instructor ticket by training air cadets in Chilliwack and Pitt Meadows each year during the month of July. Training Royal Canadian Air Cadet flight scholarship winners has been a favorite job of Gretchen's. Many of her graduate students are now military pilots and airline captains. In April of 1977 Gretchen joined the Pacific Flying Club in Vancouver as an instructor and is with them today.

While Gretchen has been working for the

Pacific Flying Club, she has been continually upgrading her flying skills. In May of 1979 she received her Class I instructor rating. In 1980 she was appointed designated flight test examiner for the private pilot's licence. Also in 1980 Gretchen got her multiengine endorsement and recently a Class I instrument rating for single engine aircraft.

Gretchen is deeply involved in aviation beyond actual flying. In the years 1977 to 1978 she was chairman of the Vancouver Branch of the Canadian Aeronautics and Space Institute. She has been a director of the Abbotsford International Airshow for six years and in 1978 was the show's conference and banquet chairman. In 1980 and

1981-82 Gretchen was the co-chairman of the Flying Training Committee for the British Columbia Aviation Council. Last, but far from least, she is a founding member of the British Columbia Chapter of the 99s. Her achievements have not gone unnoticed by the aviation community at large, and in August 1981 she received the 1981 Amelia Earhart Achievement Award of the International Northwest Aviation Council.

While Gretchen's life since university seems to have been completely concerned with aviation, she has found time to bring up three daughters, now aged 15, 17 and 22, who have acquired their parents' interest in aviation.

Violet Milstead Warren

"GIRL PILOT"

Flying, as a vocation, is the very greatest. It affords satisfactions—intangible ones—available in no other line of work and, after the hangar doors are closed, fellowships of the finest and most enduring kind.

A girl pilot has always been anything from an interesting anomaly to an outright curiosity, especially in the earlier years and most especially if the girl turned professional. Even today, a girl hired as a professional pilot is fair game for the most intense scrutiny by the media. The hiring of a man goes unnoticed. This bothers me. It has always bothered me—to no purpose, because it is, and promises to remain, one of the facts of life. No doubt it is why I have been asked so often: "What got you interested in flying?"

What, indeed? How can one reply to such a question? There is no pat answer. If, after giving it some thought, I became a bit lyrical and said that I seemed to be blessed with a temperament which has enabled me to delight in the challenges of flight, to love its freedom, its self-sufficiency, its splendid loneliness, to marvel at the awesome beauty of skylscapes, to pity the earthbound—would they understand? Hardly. How could they?

As a teenage girl, I wanted to fly more than anything else. I had the opportunity—I made the opportunity—to fly. After more than 40 years, I still fly.

by Violet Milstead Warren

During the fall of 1936, watching a high school football game, a small plane shot up the field. Violet Milstead never knew who the pilot was or where he came from, but the sight of that plane diving on the field, racing across it, then departing in a long, graceful climbing turn made her decide then and there that she would learn to fly.

It was the time of the Great Depression and Vi worked long hours in her mother's wool shop to supplement the family income. She had to content herself then with reading and studying everything she could find on flying—and dreaming. Eventually business improved and Vi's savings grew. She took a pilots' ground school course at a local technical school.

During the spring of 1939 she visited the Toronto Sportsmen's Show and found a booth with a big "Learn to Fly" sign. Vi's first flight was everything she had dreamed. As soon as the plane's wheels left the ground, she felt alive in a way she had never before imagined.

There was some concern during her first medical examination in August of 1939 that her legs were not long enough to produce full travel on the rudder pedals. Being only 5'2" she had to be checked out with several cushions in various aircraft. Since that preliminary medical, Vi has flown many types of planes, including virtually every single and

twin engine plane in use with the Allied Forces during World War II.

She started flying lessons with instructor Pat Patterson in a Piper Cub in September of 1939. She passed her private pilot's flight in December, and in February of 1940, Vi passed her commercial flight test. The DOT inspectors in those days did not ride with the pilot candidates on any tests; they sat in a car facing the runway at right angles and off to one side, using visual signals and making copious notes.

The same day Violet Milstead completed her solo cross-country for a commercial licence, another pilot flew his solo cross-country over the same route, landing at the same intermediate airports. His name was Arnold Warren. Some years later he became Vi's husband, but they did not meet until after the war was over.

Vi continued to fly, mostly Piper Cubs, Fleet 2 and 7 on wheels and skis, mostly sightseeing passengers, short ferry flights and some aerobatic training. Organization was underway to get the great British Commonwealth Air Training Plan producing air crews. All the available licenced commercial male pilots were enlisted in the RCAF as flying instructors to train men for the Air Force. Arnold Warren was one of these.

The aviation industry in Canada was

booming, but the flying schools were finding themselves without flying instructors. In 1941 Vi began training again in another Fleet biplane for her instructor's licence. A Royal Canadian Air Force Certificate in her log book is dated July 16, 1941 and reads: "This is to certify that Miss Violet Milstead has been assessed as a flying instructor at Central Flying School, Trenton, Ontario. (S)He has passed. (S)He has been assessed as Class III. Remarks: A smooth pilot who should do well as an instructor."

Some of Vi's students were women, including some of Canada's well-known aviatrixes, such as Flight Officer Beall, RCAF Women's Division; Molly Beall Riley, who was inducted into Canada's Aviation Hall of Fame in the seventies; and Sally Wagner, who went on to become a nationally-acclaimed aerobatic performer in her silver deHavilland Chipmunk.

The end of 1942 brought the boom of civilian flying training to a close, and as a result Vi's log book was closed "for the duration." Early in January she applied to BOAC in Montreal for service in the Air Transport Auxiliary. The principal work required was ferrying military planes within Great Britain, flying fighter aircraft from factories to maintenance units and from there to the operational squadrons. She was accepted. At that time she had approximately 1,000 hours total time.

There were about 100 women in the ATA; 700 were men. Most of the women were English, the remainder came from the US, Canada, occupied Europe, South America, Singapore (an English girl) and New Zealand.

In September 1944, Vi completed her Class IV training. She had been flying Spitfires, the North American Mustang, the Vultee Vengeance, the US Navy's Vought Corsair, Grumman Wildcat and the powerful Grumman Hellcat, the Hawker Typhoon with its 24-cylinder H-type engine developing almost 2,400 h.p. and the Hawker Tempest with another 24-cylinder H-type developing more than 2,800 h.p.

She went on, after training on the Lockheed Hudson, to fly Wellingtons, Whitleys,

Canadian Women Pilots

(continued from page 19)

Blenheims, Bostons, Mitchells and many others. These included the Bristol Beaufort and Beaufighter and, most fondly remembered, the deHavilland Mosquito fighter-bomber.

During her service with the ATA, Vi flew 29 different single engine aircraft and 17 different twins.

In one respect her ATA career ended in style. Her last three deliveries, June 20-21, 1945, were a Tempest, a Mosquito and a Spitfire.

Back in Canada, Vi was employed as a flying instructor by Leavens Brothers Air Services Ltd. at Barker Field, Toronto in May of 1946. Arnold Warren was the chief flying instructor. They worked there together until June of 1947 when they moved to Sudbury to work for a bush flying company, Nickel Belt Airways Ltd.

In Sudbury Vi taught flying on floats during the open water season and on skis in the winter. Between flying lessons she did a lot of charter and bush flying, perhaps the first time a girl had been engaged in this challenging and adventurous work. It attracted the attention of what is now called "the media" and she was written up in Canada's national magazine as "The Bush Angel, the Only Lady Bush Pilot in the World."

By the early part of 1950, it was apparent to Vi and Arnold that Nickel Belt Airways would not provide a long-term future for them, so they accepted the job of putting the moribund (at that time) Windsor Flying Club back into the air. They were quite successful and the next couple of years were busy ones with lots of flying. These years, however, were Vi's last two years as a full-time professional pilot.

In 1952 her husband was selected to be the first chief flying instructor of the Indonesian Aviation Academy in Djakarta, Java, part of a United Nations Technical Assistance Mission, to train the newly-liberated Indonesians to fly their own national airline. Vi became the first licenced lady pilot in Indonesia but found little to do. There was an opening on the staff of the academy, but she was not acceptable. Moslems are not instructed by women.

Contract completed, the couple were back again in Canada by the end of 1954, employed with the aviation industry, but not as pilots. Vi was a librarian with a jet engine manufacturer, and Arnold, one of its public relations officers. A few years later, when the bottom fell out of the Canadian aircraft manufacturing industry with the cancellation of the Avro "Arrow" Vi became a librarian with the Ontario Ministry of the Environment until they both retired in the summer of 1973.

They bought a beautiful property on Les Iles de la Madeleine in the Gulf of St. Lawrence, 25 acres with about a mile of gulf frontage and a picturesque house. At the

same time they renewed their flying licences and returned to the air, first with a souped-up PA-12, then with a much faster and more sophisticated Mooney. They made many trips back and forth between the islands and Ontario, enjoying the challenge of the 100 miles of open water between the islands and the mainland and navigating across the wilds of northern New Brunswick.

Meanwhile the years were passing, the island retreat was sold, and Vi and Arnold now live in a lovely old home in the Village of Colborne, just 30 miles from the air strip at Belleville which became their flying home.

Kathy Fox

Kathy Fox, who was born in Montreal, received a B.S. degree in 1972 from McGill University. She has since completed a correspondence course in business administration, receiving her diploma from ICS in 1978. She is currently working on an MBA at McGill. In 1974, after two years of teaching in a private high school, she joined the Ministry of Transport as an air traffic controller-in-training. Following six months of language training and 10 months of controller training, she received her ATC licence in March 1976. Since then, she has been employed as an airport controller at Sept-Iles, Baie Comeau, St. Hubert and, currently, Dorval Airport, all in the province of Quebec.

Although Kathy wanted to learn to fly from a very early age, her first serious involvement in aviation involved flight without an airplane—skydiving. She started jumping at the age of 16 during her first year of university, and got hooked on the sport very quickly. She served at various times as an instructor, rigger, club president and safety officer for the McGill Skydiving Club—at one time one of the largest university clubs in Canada. She also served as area safety officer and parachuting accident investigator for the Montreal area from 1971 to 1974.

In March 1972 she was elected to represent Quebec on the National Board of Directors of the Canadian Sport Parachuting Association.

Four months later she was elected national president, a position she held until her retirement in March 1978. Kathy was the first female and youngest president (not to mention the longest lasting) in the 25-year history of the 5,000-member organization. She also led two Canadian delegations, one to the 1979 World Parachuting Championships in France, in which Canada won a gold and a silver medal; another was an International Friendship Tournament in the People's Republic of China in 1980. Kathy has a total of 650 jumps to her credit, but is no longer active in the sport.

Kathy started flight training in July 1978 in Sept-Iles, Quebec, and got her private licence in November of that year, followed soon thereafter by a night rating. She com-

pleted her commercial licence in March 1981 and is currently completing the requirements for an instructor Class III rating.

Kathy's flying experience includes quite a bit of cross-country, two air rallies, glider towing and parachute drops. She is currently planning a tour of the northern British Columbia/Yukon/Alaska area in a Cessna 172 for later this year, and she hopes to have a little cash left to start a multi-IFR rating when she returns.

Kathy's related aviation activities include membership in the Montreal Chapter of the 99s, of which she is APT and safety education chairman. She is also secretary-treasurer and newsletter editor of a flying co-op in St. Jean, Quebec, and the author of "Tower Tips" in COPA's *Canadian General Aviation News*. (COPA is the Canadian equivalent of AOPA.)

KATHY FOX



Rita Rogers

Like so many 99s, Rita's first touch with flying occurred at an early age. For Rita it was at age 10 that she flew in a plane with a friend of her father's.

She began to fly actively in her teens, took a break to go to university, practice social work and raise her children before resuming flying at age 40. In her over 40 years of flying, she has amassed over 2,500 hours in the air in everything from a Tiger Moth to a Fleet Canuck, an Aeronca, a Cessna Crane, Cessna 150 and 172, a Piper Warrior and a Piper Twin Comanche.

A flight to Vancouver from Toronto has been her longest trip, but she has flown all over North America. Rita fondly recalls air races she has been in, particularly the Angel Derby and the Antique Air Race. And she has still to fulfill a dream of flying in a balloon.

Rita's flying has always been for pleasure, but five years ago her involvement with flying led to her becoming the owner and operator of Markham Airport just outside of Toronto. Both her flying sons help in the family operation. Today Rita balances her business responsibilities with flying and active participation in golfing.

Rita's involvement with 99s has led her to the vice-chairmanship of First Canadian Chapter this fall. An active member for five years, she has contributed to public en-

lightenment on women in aviation by speaking to many groups, such as the University Women's Club and other groups on women's career days.



RITA ROGERS

Betty Jane Schermerhorn

Like so many other women, my beginnings in flying were because of my husband, Scam. He had always wanted to be a pilot but never felt he could afford it. He was (and is) an avid fisherman. In fact, our family spent every weekend from break-up of ice in early May until September going on canoe trips to remote areas where the fishing would be good. We started when the youngest of our three children was four years old. We always camped on an island to reduce the search area should someone

become disoriented and because there was less likelihood of bears being present.

One day Scam came home and announced he had become associated with several men in the establishment of a new fish camp on Crown Land in northern Ontario. The only way to get there was by aircraft. Several members had their own float planes and did not have to charter a ride in as Scam did. That settled that! If they could fly, so could he. He declared that he was going to learn to fly and buy a Super



BETTY JANE SCHERMERHORN

Cub so he could put the canoe on the side and get to the lakes where the fishing would be really good.

My reaction was that I knew how to get help, if necessary, by canoe, and that I knew how to handle myself in the bush, but I was concerned about being in such remote areas with no way out if a situation developed which would prevent his flying.

This problem was solved when Scam said, "Why don't you learn to fly?" That day I took my first lesson, and Scam took his second. It was helpful to learn together and have someone close to rejoice with you at the good things and to understand your frustrations at the hard times. We soloed the same day in the same airplane.

Within a few days after passing our flight tests, we purchased a Super Cub. We took possession January 31 (temperature: zero). CF-HLG was sitting on floats on a shore at the Ottawa River. It took all day to thaw the floats free so the land gear installation could be made. The skis were on and the job inspected by an engineer with just enough time to fly the plane to home base before dark.

Since then we have enjoyed many hours in the Cub. A few were not quite so enjoyable; for instance, learning to fly on wheels. Tail draggers are much easier to handle on floats or skis.

We were such new pilots that we did not understand the limitations one usually feels when flying into remote territory. The radio was not reliable and neither was the compass.

The airframe was magnetized; consequently, no matter how often the compass was swung, it never held its accuracy more than a short time. We didn't mind. Hadn't we been taught how to navigate with our finger on a map?

Our method was to draw a line on the map, fly the line visually until we were established on course, then set our venturi-operated DG to 0 and fly that heading. It did simplify the mathematics if it was necessary to do a 180.

While training, 99 Lorna de Blicquy had been one of my instructors, so upon receiving my PPL, I dutifully followed her advice and joined the 99s.

Lorna's copilot for the 1972 Powder Puff Derby had to withdraw, and Lorna accepted my timid offer to participate. During the race I was not allowed to use the radio or do much else, not even supervise refueling. My only claim to usefulness was my ability to navigate solely by reference to the ground. I was overwhelmed and delighted at being there at all.

Upon returning home, however, I did a lot of soul searching. Why was I spending most of my flying time in the back seat of a Super Cub as an emergency relief pilot? The inspiration of the wonderful women I met on the PPD and the encouragement from Lorna bolstered me to work toward commercial and flight instructor ratings.

(continued from page 21)

Next came a multiengine rating. The expense of an instrument rating, however, seemed so far down the road as to be hard to visualize. The year 1976 changed all that when I became the recipient of an AE Scholarship for training for a multiengine instrument rating.

A short sentence or two can relate the ratings one has earned. It does not express

the encouragement, patience and inspiration of my family and the 99s while making these efforts. I cannot begin to express my appreciation to our organization for this support or for the wonderful friendships that have been formed along the way.

I have tried to repay the 99s for their faith in me by working for the organization. It was a pleasure to serve in most chapter and section offices, including governor of the East Canada Section and International Board member from 1979 through 1982. I am working very hard to do a good job as your current International treasurer.

HELLA MARION COMAT



Hella Marion Comat

Hella Marion Comat became a private pilot in 1977 and began aerobatic instruction in 1978, primarily to feel absolutely comfortable in unusual attitudes (and for the sheer thrill of it).

She was amazed that, after only 10 hours of instruction, she could perform slow rolls, a hammerhead, loop, immelman, Cuba 'S' and reverse 'S', snap roll, split 'S' and one or one and a half turn precision spin in a Decathlon.

Introduced to competition aerobatics, she learned that it is a judged sport, much like figure skating where, depending on the level of ability, a pilot may have to fly a compulsory sequence, a freestyle program, and sometimes an unknown program—a diagram of which he or she is given just hours before the competition flight and may not, of course, practice ahead of time.

Maneuvers must be contained within a 1,000-metre-square box of airspace, the length of which is shorter than many runways.

In competition aerobatics there are four levels of ability: sportsman, intermediate, advanced and unlimited. A pilot may earn a proficiency award by performing the basic maneuvers of a level satisfactorily for a judge and then compete in that category.

Hella earned her sportsman level (she had to earn a minimum score of six out of 10 in each of 10 maneuvers) and then went on to competitions in Michigan and the Canadian Nationals, finishing seventh her first year.

She entered many more competitions in 1980 and finally won first place at the Canadian Nationals at the sportsman level, also becoming the first woman to win a national aerobatic title in Canada.

She and seven male competitors then combined efforts and bought a homebuilt Pitts S-1S, which they restored over the winter and then began using for training. She learned quickly that, to bring in a small biplane weighing less than 1,000 pounds at 90 knots, in a full glide, slipping approach (to compensate for the lack of flaps) requires a terrific amount of concentration to complete a smooth landing and roll-out. Even keeping the small airplane in a straight line once on the ground requires constant attention and the coordination of a tap dancer on the rudder pedals.

Hella competed twice in the Canadian Nationals, this time in the intermediate level, and finished first in 1982. Her plans are to remain at this level and gain competition experience before progressing to the advanced level which is flown at lower altitude.



MARION ORR

Marion Orr

Marion Orr has been flying for over 40 years. Not too many people can say that they have been actively flying that long, or that they still love to fly more than anything else.

When we finally caught up with her on a rare "ground" day, she reaffirmed that her only love was and is flying. She says without hesitation that she was truly born to fly and has no intention of ever retiring, until perhaps she's at least 90 years old or fails her medical.

The youngest of four girls, ever since she could remember she has been crazy about airplanes. She started taking instruction from Pat Patterson at Barker Field in Toronto in 1939 after seeing an ad in the telephone book for flying lessons. At that time she was only 15 and working in a factory making about \$10 a week, thinking that there must be more to living than what she was doing. She wanted to fly so badly she went without make-up and meals to scrape together the \$6 an hour necessary for flying lessons.

Marion soloed in seven hours, obtained her dream of becoming a pilot, and she has never looked back. Even a serious helicopter accident didn't dull her love for flying.

From Private Pilot Licence No. 2029, Marion went on to get her commercial licence and an instructor's rating in 1941. She instructed at Barker Field and eventually became chief flying instructor at St. Catharine's Flying Club.

She went from St. Catharine's to become the second woman in Canada to be an air traffic controller. The course at the time was only two days; they were not using radios, only lights and signals. Her heart was still in the air, but being in the tower at Goderich Airport, attached to No. 12 Elementary Flying School, seemed to be as close as she could get to her ultimate goal of being in the RCAF.

This all changed when she heard that pilots were desperately needed overseas.

(continued on page 27)

FOCUS ON USPFT

by Lois Feigenbaum

Organizing the Ninety-Nines / United States Proficiency Flight Team Council has not been easy, but it has been fun and most interesting. It has been slightly over one year since your Board of Directors voted to undertake this project. They appointed Lois Feigenbaum, national chairman; Hazel Jones, flying events chairman; and Janet Green, financial chairman. We have each been diligently working in our own areas of expertise to make this new project the best the Ninety-Nines have undertaken.

At first, chapter response was slow, but recently more and more chapters have been scheduling local events, and dates for many of the regional events have been scheduled. After a chapter has held a local event, their comments have often included: "That was really fun." FUN! That's the name of the game. It's supposed to be fun.

We have an Advisory Committee of many varied talents, we have a number of financial guarantors, and we have the Ninety-Nines organization, all solidly supporting this new project. We can't help but succeed.

We are now starting our fund-raising campaign, and we solicit your contribution. We will be required to fund the cost of sending the team and coach to Norway for two weeks, the cost of practice and competition there, as well as the cost of two weeks of intensive preparation for the meet in the United States prior to leaving for Norway. Our two-year budget is \$66,500, but we are

attempting to raise \$100,000, which will give us a start on the cost of putting on the 1985 World Competition here in the United States. Each month, *The 99 NEWS* will publish the growing honor roll of contributors. Of course, your gift will remain anonymous if you so desire. Won't you please join us in this new and exciting Ninety-Nine project?

We could not have started any of our plans without our guarantors. From time to time, we will spotlight these wonderful people who had faith in the USPFT from its inception:

WILLIAM H. OTTLEY — instrument-rated airplane, private glider, commercial hot air balloon ratings, and senior parachute rigger. First American delegate to International General Aviation (FAI) and currently vice-president of that group. Mr. Ottley is the founder of Proficiency Flight Competition in the United States and significantly instigated changing the sport from a strictly Scandinavian activity to its present worldwide stature. He is best known as one of America's most senior skydivers with 4,000 sport jumps in 23 years. He served as team leader of the 1977 and 1979 USPFT and 1977, 1979 and 1981 United States National Skydiving Teams.

CAROLE SUE WHEELER — instrument and multiengine rated, and flies a Cessna 401. She has a master's degree in public health nursing and administration and taught nursing. Carole is married to a neurosurgeon and has two children. She owns and manages American Flight Center, Inc., a flight school. As vice-governor of the South Central Section of Ninety-Nines, Carole is busy flying most days for business and pleasure.



WILLIAM H. OTTLEY



CAROLE SUE WHEELER

It's 10 o'clock! Do you know where your aviation memorabilia is?

by Ruth S. Dobrescu

In line with the television warning of keeping tabs on our children, there are other of our precious treasures that will be lost if we don't do something positive about them. I speak of our aviation history, the history of women in aviation — of your memorabilia.

One very important aspect of our Resource Center at Headquarters is our archives. Regardless of where you stand in age, history belongs to all of us. Yesterday's events are today's history; today's events will be tomorrow's history.

The Ninety-Nines is your organization. We have been a living tribute to women in aviation for 53 years with almost 6,000 members to keep it strong and growing. We have been and still are making aviation history every day.

It is our desire to preserve, protect and display the history (your memorabilia) of women in aviation. Your International Board of Directors, with special expertise from Gene Nora Jessen, plus a very prestigious Honorary and Advisory Board

from the aviation and film world, is working toward a complete Resource Center.

In addition to our archives, we have a growing book library, catalogued and labelled by Dorothy Niekamp, our librarian. A film library is in the research stage under the direction of Ninety-Nine (professional in that field) Luanne Paul King. And we have bridged the past with the future with the development of "careers for women in aviation," under the direction of President Marilyn Copeland.

Be sure your personal history/memorabilia is a part of the World History of Women in Aviation at the Headquarters Building of the Ninety-Nines in Oklahoma City.

This might make you feel uneasy, but regardless of age it is a fact — your treasures are only a heartbeat away from not being handled the way you want.... therefore, **DO SOMETHING POSITIVE ABOUT YOUR TREASURED MEMORABILIA NOW!**



The single alternative to a pressurized twin.

If business dictates a need for a pressurized twin, but your accountant says no, you have a very attractive alternative.

The Cessna Pressurized Centurion.

A six-place 191 knot business plane that can take you over the weather with the free-breathing comfort of a commercial airliner.

A luxury aircraft that can be fitted with the interior appointments of some of the finest cabin class twins.

A plane that can be factory equipped with dual alternators and vacuum pumps, color weather radar and flight-into-icing capability.

In short, a business single that will make you think twice before investing in a twin.

And look at the advantages the Pressurized Centurion gives you over other, non-pressurized aircraft, single *or* twin.

While your competitors may be putting on oxygen masks, you're cruising comfortably at 23,000 feet, discussing business with your associates in a normal atmosphere.

While your competitors may be wasting precious time refueling at some out-of-the-way FBO because they had to detour around the weather, you're flying *above* the weather nonstop to your business destination.

The Pressurized Centurion can fly 910



nautical miles with a 45-minute reserve and still carry 1060 pounds of cabin payload.

And speaking of fuel, the Pressurized Centurion, at 72 nautical seat-miles per gallon, is also the most cost-efficient pressurized airplane you can buy, not to mention what you can save on maintenance.

Because, with the Pressurized Centurion, you plan on overhaul reserves for only *one* engine, not two.

Of course, any single will save you money compared to a twin. And many will let you stretch out comfortably and breathe freely—up to 10,000 feet.

But there's only one single available today

that can get you up to altitude and down to business at the same time.

The Cessna Pressurized Centurion.

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Or write K. M. (Ken) Bearly, Division General Manager, Piston Aircraft Marketing, Cessna Aircraft Company, Dept. CA356, P.O. Box 1521, Wichita, Kansas 67201.

Member of GAMA





All-Ohio NIFA Chairman Charlene Mehaffie presents a silver goblet and \$25 to Ellen Whittaker, top woman pilot for Region III.

NIFA REPORT

Region III SAFECON was held November 13 at Kent, Ohio. The host team, Kent State University, was joined by Western Michigan, Cleveland Community College and the Universities of Ohio State, Bowling Green State and Ohio. The navigation event was cancelled due to a cameo appearance by Old Man Winter. Despite the wind, power off and power on landing events were completed, and the message drop event boasted the highest scores ever in recent memory.

Bowling Green dropped money to try to bribe the judges, comprised of 99s from All-Ohio and Lake Erie Chapters. Kent State placed first and will represent our region at the national competition in Battle Creek. The All-Ohio Chapter presented a silver goblet and \$25 to the top female pilot—Ellen Whittaker from Kent State.

—Charlene Mehaffie

NIFA REGIONALS

Six of the nine NIFA regional collegiate aviation competitions have been completed during the period from September to November 1982.

The following teams have qualified to compete in the Tournament of Champions May 5-7, 1983 at Kellogg Regional Airport, Battle Creek, Michigan.

Region VI—Central Missouri State University, Warrensburg; Oklahoma State University, Stillwater; Air Force Academy, Colorado Springs.

Region V—University of North Dakota, Grand Forks; St. Cloud State, St. Cloud, Minnesota; University of Dubuque, Iowa.

Region VIII—Southern Illinois University, Carbondale; University of Illinois, Urbana/Champagne; Parks College of St. Louis University, Cahokia, Illinois.

Region IV—Louisiana Tech University, Ruston; University of Texas, Arlington; Nicholls State University, Thibodeaux, Louisiana.

Region VII—Dowling College, Oakdale, Long Island, New York; Community College of Beaver County, Beaver Falls, Pennsylvania; Community College of Trenton, New Jersey.

Region III—Kent State University, Kent, Ohio; Western Michigan University, Kalamazoo, Michigan; Cuyahoga Community College, Cleveland, Ohio.

The three remaining SAFECONS will be held early in 1983, and the results will determine nine more teams to be added to the above list.

Region IX—HOST: Embry-Riddle Aeronautical University; Regional Airport, Daytona Beach, Florida; February 10-12; contact Al Finster, 904/252-5561.

Region II—HOST: San Jose State University; March 25-27 in Arizona; contact Gerald Fairbairn, 408/277-2466.

Region I—HOST: Treasure Valley Community College, Ontario, Oregon; contact Wayne E. White, Boise State University, 208/385-1011.

A note of thanks goes to the 24 associate members for sending in their NIFA donations early. We also received 19 chapter donations to the NIFA Annual Fund for 1982-83 and one from section. Please get your NIFA donations in before the end of March, in time to be listed in the official SAFECON program.

—Pauline Gilkison

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Canadian Women Pilots

(continued from page 26)

Marion Orr and Violet Millstead, another flying instructor, reported to Montreal to answer a wartime call for ferry pilots in the ATA (Air Transport Auxiliary).

Both women passed their flight tests on an RCAF Harvard Trainer. They sailed unceremoniously to England in a meat freighter from New York in the winter of 1943, not knowing for sure what they would be flying, or where—they just wanted to fly!

Marion was stationed in Hampshire, England, and flew a total of about 65 types of Royal Air Force fighters and bombers. With little time for check-outs, aircraft types were usually taken in sequence. For example, 32 flights in a Hurricane were mandatory before flying a Spitfire, etc.

Introduction to a new aircraft was usually a brief on the cockpit layout and study of the blue book, a compendium of notes on all types of aircraft. The pilots worked two weeks straight, with four days off, flying in all kinds of weather and usually taking off if the destination conditions were reasonable.

Happiness to Marion was flying every day, sometimes eight flights a day, four or five different aircraft, connecting deliveries where possible, but sometimes using Ansons or Fairchild 24s as taxis. In two years she accumulated about 1,000 flying hours, covering most of England and Scotland. Her favourite airplane was without doubt the Spitfire. Like no other, she said she found it light, graceful, easy to handle, the most beautiful airplane that was ever built.

In 1945 Marion returned to Canada. The war was over and there were a little over 100 women pilots in Canada at that time. So it was back to instructing at Gillies Flying Service at Buttonville Airport near Toronto.

In 1949 she sold everything she owned, including her car, to buy Aero Activities at Barker Field. She owned two club aircraft and became the first woman in Canada to own and operate a flying club.

Barker Field was ultimately sold for real estate development, and Marion moved her flying school to Maple, Ontario. She literally lived on the field, helping to build and level the site. It was, she said, one of her greatest achievements. The obstacles were enormous, from the sheer physical efforts of building runways to the almost overwhelming opposition from local residents against the licensing of an airport.

The grand opening of Maple Airport in 1955, with two grass runways, three instructors and five airplanes, was complete with an airshow that included three Fleet Canucks flown by three women—Marion Orr, Helen Hems and Sally Wagner, all well-known women pilots at that time.

In 1961 Marion found another challenge—helicopters. She sold her business and went to Markham-Toronto Airport to be manager and chief flying instructor there. On May 16, 1961, she became the first Canadian woman licenced

to fly a helicopter and #36 Whirly Girl in the US. She instructed on the Brantley B-2, Bell G-47, Cessna Skyhook, Hiller and Hughes 500.

It was at Markham that Marion had her first and only serious flying accident. There had been a problem with the engine in the helicopter; it failed, and she and her student dropped in hard. Her passenger wasn't hurt, but Marion broke her back and was hospitalized for three months.

Marion is still instructing, for the past seven years at Buttonville Airport for Toronto Airways. She now has a Class II instructor's rating, instrument and multi-engine endorsements, single engine, land and sea. She is a designated flight test examiner for the Department of Transport.

In 1976 she received an Amelia Earhart Medallion from the First Canadian Chapter of the 99s. There has been very little recognition of our Canadian pioneer women pilots, but in June of 1982, the ultimate honour—she was inducted into Canada's Aviation Hall of Fame, one of only three women to share that honour. It couldn't have gone to a more deserving person. Marion Orr has done it all.

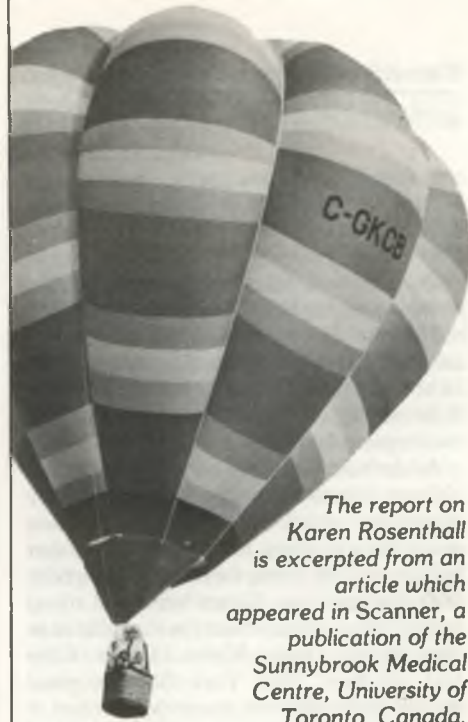
Karen Rosenthal

"You don't have to know where you're going, as long as you're on your way."

This slogan, popular among people who get their kicks out of taking to the skies via a huge propane-filled balloon, sums up much of the joy of this unusual and growing sport for Karen Rosenthal, a radiology technician at Sunnybrook Medical Centre, Toronto, who readily admits she's hooked.

Karen, who came to Canada four years ago from Liverpool, England, started ballooning about the same time, after seeing one of the huge, brightly-coloured balloons float by overhead. Soundlessly suspended in the sky, whether soaring loftily above the treetops or swooping down for its rider to

KAREN ROSENTHAL



The report on Karen Rosenthal is excerpted from an article which appeared in Scanner, a publication of the Sunnybrook Medical Centre, University of Toronto, Canada.

touch the leaves, the sight had all the fantastic qualities of a dreamy return to Kansas from the Land of Oz. And, like many people who see a balloon the size of a five-story house go sailing by, Karen thought it a bit of magic.

However, unlike many people who have been entertained by such a spectacle, Karen wasn't content to remain a spectator; she had to try it for herself!

Today her enthusiasm for ballooning continues to grow. In fact, she recently returned to England to purchase her own balloon from a manufacturer who, ironically enough, lived right across the road from the house where she grew up. Previous to this purchase, Karen had shared ownership of a balloon with several other people.

Although there are three major balloon manufacturers in the US and another in London, England, Karen returned to the manufacturer in her old neighborhood, not for nostalgic reasons, but for "the very best quality" of balloon.

These balloons have a volume of 77,000 cubic feet and, like parachutes, are made of ripstock nylon covered with a material which protects against the ravages of ultraviolet light. Cost of a balloon starts at \$10,000 and with good care they can last four or five years. But Karen, with a mischievous twinkle in her eyes, warns that "like a car, you can't go crashing it up and expect it to last."

She doesn't own a car herself—probably because, on top of the cost factor, she'd be confined to driving it on the road.

Surprisingly, the normal flight elevation is treetop level. However, a propane burner which generates nine million BTUs of that heat allows exquisite vertical control of the balloon and means that balloonists can easily go leaf-picking or get a view of the countryside at several thousand feet.

Canadian Women Pilots

(continued from page 27)

Before being able to use the new balloon in Canada, Karen has to obtain a certificate of registration and of air worthiness from the Ministry of Transport.

On the first Monday of each month, Karen gets together with other licenced balloonists. Licenced? You bet. In order to earn a ballooning licence, Karen had to log 16 hours of flying time, which included a solo flight and flight at 10,000 feet. She also had to complete two written exams.

Aside from the initial cash outlay for the balloon, the sponsorship of balloonists by businesses which ask only that a balloon sport the company banner on his or her balloon makes these weekend forays relatively inexpensive. Karen has spent many weekends at balloon meets in such states as New Mexico, Iowa, Massachusetts, Ohio and "all over" New York State to meet people and sport the sponsor's banner in return for free hotel, meals, propane and, of course, champagne. You see, in addition to a love for the great outdoors, many balloonists also have a great love for champagne, which in the French tradition, is consumed immediately upon landing after each flight.

Editor's update: Karen was Canada's third licenced balloon pilot, and since then she has logged more flight time than any woman in the country. She will be one of only two people to represent Canada in the World Gas Balloon Championships to be held in France this year.



Maureen McGraw

What is the likely outcome of a little girl sitting on her daddy's knee listening to exciting tales of barnstorming and daring-do in the air? An unquenchable desire to do the same?

For Maureen McGraw this has been the result. She never forgot the excitement of that first ride in her father's Tiger Moth at age eight. By age 21, she had her licence and her passion took flight.

And a passion it is! Her early years of flying were spent in a 65 and 85 hp Aeronca,

Ballooning is a sport you just can't do alone. Every balloonist must have a minimum of three people to help hold the balloon while it's being filled on the ground with propane. Then a "chase crew" is needed to follow the balloon's flight path in what sounds like a hair-raising overland journey.

Once the balloonist and friends have landed, the chase crew is needed to deflate, fold and pack the balloon. Then, too, it's also necessary to gain the cooperation of the local resident of the property upon which the balloon has landed; although with a little common sense and a little champagne, combined with the novelty of the visit, most people are happy about a balloon in their back yard.

"It's a big social thing," Karen said. "You can't really do it alone. It's the only sport I know that makes people smile when they look up and see you floating by."

One of the pins Karen sports on her lapel says "happiness is a balloon" and to hear her explain it all, it sounds like she's on the right track. She's even managed to turn the hobby into a bit of business. Her roommate is buying a truck and with Karen's new balloon they are setting up their own company, called "Balloon-Attic" (pronounced like lunatic), which will be concerned with business promotion and paying passenger sales.

restored 1941 Stearman (American P-17). Her love of adventure led to a barnstorming trip from Toronto to Halifax last summer. Accompanied by a Smith Miniplane, she flew into many small airports, slept under the wing of her plane and was thrilled by the excitement the Stearman created. "Everyone dropped everything and came running—especially World War II pilots who had trained in Stearmans in Texas and Florida."



MAUREEN MCGRAW

They couldn't believe Maureen was the pilot.

As in all things, Maureen has prepared herself thoroughly. She even took up parachute jumping in case the "inevitable" happens. She has also learned fabric repair—an unfortunate necessity—and discovered she loves doing it. She does most of the maintenance work on the biplane and is unfolding the mysteries of airplane construction by beginning to build a Fokker DR-1 triplane—the Red Baron's trademark.

As if all this is not enough, Maureen has decided she really wants to get back to grass-roots flying with her Stearman and is presently building a house, hangar and grass strip about 25 miles north of Toronto. In her "spare" time, when the weather is IFR, she builds and flies kites and is now also building model airplanes.

These varied interests have led to active participation in numerous organizations, including Aerobatics Canada, International Flying Farmers, Canadian Sport Parachute Association, Stearman Association, EAA (C and US) and the Canadian Aviation Historical Society. And, of course, she has been a very active and valued member of First Canadian Chapter, having been our treasurer, vice-chairman and recent chairman. One of her strong points has been her

ability to delegate responsibilities—a quality that kept many of us ducking around corners when we saw her coming.

Maureen represents the ultimate in aviation addiction—a life totally directed to the love of flying—an enviable position attained by very few.

by Barbara Devitt

Dorothy Rungeling

The Powder Puff Derby is a thing of the past now, but my memories of both the old TAR and IAR are fond and many. There were so many amusing and amazing incidents.

There was the girl who showed up in an IAR with a funeral director as a sponsor. Across the fuselage of her plane in huge letters were the words “DEAD RECKONING.” Then there was the gal who decided to tint her hair the night before the race takeoff. Something went wrong with the operation and her hair turned a ghastly green! She spent all night getting it back to normal.

In the early fifties many of us had no more navigational equipment than a low frequency range receiver—some of us didn’t even have that until race rules so dictated. Our communication systems were so poor that we had to be right over the field before we could make contact with the tower. So we navigated by map reading and hoped the

DOROTHY RUNGELING



towers would spot us and turn up their receivers when we arrived. One of the entrants in the 1955 IAR had never owned a radio, so after flying her Ercoupe from California to Washington, DC, she had a radio installed to qualify for the race. Her name was Zaddie Bunker—one of the unforgettable characters of the races. The first

time I saw Zaddie was at a pre-race briefing. Before the meeting came to order, everyone was excitedly chatting, when above the din I heard a voice right behind me exclaim: “Me? With a 38D cup?” My curiosity got the best of me and I turned around to see who the shapely lass was and there sat Zaddie. She must have been nearly 70, but as game as they come.

She took off one race morning in her little Ercoupe with her new radio as copilot. After she crossed the North/South Carolina border she got lost. After being used to navigating by her own methods the strange radio was her undoing. It was getting dark and we were glad to be on the ground at Florence, South Carolina, after a hard time with some pretty vicious weather when we heard of Zaddie’s plight. Then we heard that one of our race contestants had taken the chance of being disqualified by taking off to look for Zaddie. This girl is another unforgettable character—Fran Bera—who won the TAR so many times that when she entered a race it was almost a foregone conclusion that she would win it.

Fran flew around in the area where Zaddie was thought to be since she had been in contact with Florence Radio to advise them of her plight... she was lost... she was nearly out of fuel... the sky was full of thunderstorms... and it was almost dark!

Just as she was making an approach to land in a hay field before her dwindling supply of fuel was gone, she saw Fran buzz across in front of her, wagging her wings. Zaddie got the message and pulled up to follow Fran back to the airport and set down on the runway with only a few drops of fuel left in her tank. Fran was lauded for her rescue mission and no talk of disqualification arose. She may well have saved Zaddie’s life.

Another IAR which ended in Welland, Ontario, was the scene of many a chuckle when one girl was so excited over winning that she sat on the edge of her bed talking and unconsciously tore her prize money check into little pieces. It was replaced.

Another entrant in this same race, not aware that the Welland Canal ran through the center of the city and parallel to the street on which her hotel was situated, looked out the window in the morning and quickly shut her eyes, exclaiming: “Last night’s party wasn’t *that* bad, surely! I see a great big boat going right down the main street!”

Then there was the gal who really stretched her fuel, ran dry on final and had to make a dead stick landing on the runway. Unable to taxi her plane to the time clock, she jumped out and ran about a half mile to the time clock. She was a plump gal, but she made it to the clock, punched it and then passed out in a dead faint.

And how about the gal in Cuba who had never seen a bidet before? Her curiosity got the best of her as she was bending over examining the strange “toilet,” so she

pushed the button. A swift spray of water shot up and engulfed her. It took some explaining when she returned to the dinner table still dripping.

And these marvelous airline captains who knew how much a few minutes meant to a race plane around an airport. Once as I was nearing an airport and calling for landing instructions, a deep male voice boomed in: “Give the race plane number one position. I’ll go around.” Bless his heart!

Entrants for these races came from far and near. Pearl Laska came all the way from Alaska—girls from every state and Canada—and eventually from across the sea. Their various vocations were downright amazing. Teachers, doctors, lawyers, scientists, night club entertainers—I think we had a strip-tease artist one year—and homemakers. Sisters, mothers and grandmothers. We all had a common bond—we loved the freedom of the skies—we loved the challenge of a race and we enjoyed meeting other girls with the same loves.

In 1955 the cartoonist, Bill Mauldin, followed the TAR in his own plane to get first-hand pictures and stories. He didn’t last the race out. Pulling out about half-way across the continent he woefully admitted that it was just too tough for him. He was quoted as saying: “This race is as rough and tough as a light plane can take—it makes me feel like an amateur.”

Getting to bed at midnight only to be up again at 0400 for a sunrise takeoff and then battle thunderstorms in a hazy sky can be a tiring experience, but the thrill of matching wits with Mother Nature to avoid bad weather is not quickly forgotten. At times we fervently wished that we were safe at home in our own living rooms, but we knew full well that if we had been home we would only be wishing that we were back up in the sky battling the elements again.

To me perhaps the most poignant memory in every one of the 13 races I entered was the instant when the first plane was flagged off and the race was underway. I think I have permanent goose pimples from that thrill.

Yes, these memories, which date back 25 years, are something I would not part with. I never did get a first in these two races—second in the IAR was the best I could do, but I could never feel down because I knew I had the toughest competition to be found. I have won several races over all-male competitors—but those gals were something else! Thanks for the memories.

by Dorothy Rungeling

Patsy Judges

Canada’s present-day air racer is Patsy Judges and, no, she didn’t always have an all-consuming desire to fly a plane. She didn’t even dream of becoming a pilot when she was a little girl! She was quite content in her role as wife and mother, working in her husband’s company, Best Film Industries.

Canadian Women Pilots

(continued from page 29)

It was 1971 when Patsy had her first airplane ride. Once they had taken off and were in the air, she had this overwhelming feeling that she wanted to "drive" the plane herself. That feeling was so strong, she found herself getting up at 0500 in order to take flying lessons at 0700 before her working day began.

Patsy now has a commercial licence with multi-instrument ratings. She has accumulated a lot of hours racing, most of it solo, flying as many as 9,000 miles to race her Cessna 310 CF-MSM (Mommessin). Her longest flight was Toronto to Van Nuys, California, for a race to Acapulco, Mexico. She has never pre-flown a race route and even now Mommessin does not have an autopilot.

Patsy has been racing since 1975. Each year she enters at least one, sometimes two, international air races. She placed third in the 1978 Angel Derby from Dallas, Texas, to Freeport, Bahamas, and second in the 1979 Amelia Earhart Commemorative Race from

Santa Monica to Cleveland, Ohio.

In 1982 Patsy entered the Shangri-La race, the only race that is open to both men and women pilots. Bad luck dogged this event for Patsy and she came in sixth.

I asked Patsy whether she had ever been really scared while flying Mommessin. "Yes," she said, "on one particular trip from New Orleans to Clearwater, Florida." The weather forecasted isolated thunderstorms en route. She ended up flying into several embedded CBs, hanging on to the controls for dear life. She said she'll never believe "isolated" reports again.

Patsy and husband Jack, who served in the RCAF during World War II as a reconnaissance pilot, have now relocated to Florida and live in Clearwater on the Gulf of Mexico. They have opened a branch of their business there and have already written all their commercial/instrument tests in order to be fully qualified flying in the States.

Patsy has transferred to the 99s Suncoast Chapter in Florida, and is also a member of the Grasshoppers, a woman's flying organization that has no executive and no business meetings, just pure fun flying activities.

by Shirley Allen



PATSY JUDGES

Judy Cameron

Judy's introduction to aviation came as the result of a summer job after her first year of university. Working on a general aviation survey for MOT, she took her first ride in a small plane and loved it.

She was accepted into Selkirk College's Aviation Technology program, a two-year course. Summer jobs helped to pay expenses and she graduated in 1975 with commercial, multiengine and instrument ratings and 250 hours of flying time.

Hired by the aviation division of a large corporation as summer vacation relief, she

handled general office duties, dispatched aircraft and flew on occasion as a Lear 25 copilot.

Summer over, she moved on to Airwest Airlines and flew copilot on Twin Otters between Vancouver and Vancouver Island points. In June 1976, she went to work as a full time pilot with Bayview Air Services flying charters.

She obtained a DC-3 endorsement and began flying schedules between Edmonton, Peace River and Rainbow Lake. On her first indoctrination flight, the right engine noisily



JUDY CAMERON

gave out and stranded the flight in Rainbow Lake (population 200); the engine change took so long, she simply had to notice an apprentice mechanic, whom she later married.

Her next job was with Gateway Aviation, Edmonton, flying DC-3 charters (nearly all freight) to Dewline sites and Eskimo settlements. Judy did her own loading of some 6,000 pounds of freight each trip, including oil field supplies and equipment, fuel drums and groceries.

After applying persistently for three years, Air Canada called in February 1978; after passing all checkpoints, she became a 727 second officer. Later first officer status was attained and she presently works on domestic flights throughout Canada.

Heather Sifton

Heather Sifton learned to fly in 1967 and obtained a commercial licence with multi-engine rating in 1971. She won the Governor General's Cup Air Rally in a Cherokee 180 that same year.

Heather is one of First Canadian Chapter's most active 99s. Over the years, she has served in many offices, including chapter chairman, secretary and vice-governor for East Canada Section. She is presently chairman of the Board of Directors of the Canadian 99s Award in Aviation.

Although her family keeps her pretty busy, Heather also owns and operates an aviation shop at Buttonville Airport called The Prop Shop; she can be found there most weekdays.

99s Canadian Award in Aviation

The Ninety-Nines' Canadian Award in Aviation was established in 1974 and grew out of a desire by Canadian Ninety-Nines to make a worthwhile and ongoing contribution to Canadian aviation. The aviation and business community had impressively supported the Ninety-Nines when the International Convention was held in Toronto, Canada, in 1972 and it was strongly felt, when they found themselves in a position to do so, that the Canadian 99s should return the favour and embark on a project through which they could support and promote aviation throughout Canada.

With this incentive, the Ninety-Nines' Canadian Award in Aviation was established. The award is given annually to educational or charitable organizations or private individuals whose activities promote, improve or preserve aviation and aeronautics in this country and carries a monetary value of at least \$1,000.

The first award was presented to the Western Canadian Aviation Museum, a small but very notable establishment in Winnipeg, Manitoba. In fact, the WCAM won the award a second time, for the trustees of the award felt that the museum was making a very worthwhile contribution in preserving the history of aviation in Western Canada and in restoring and displaying vintage aircraft from the early days of flying. The Western Canadian Aviation Museum has since become the home of the Ninety-Nines Collection, a display of photographs, artifacts and information about some of the early and some of the more famous Canadian women pilots. Much of the work of seeking out and organizing this material was done by the late Dorothy Renwick of the First Canadian Chapter and is being carried on by Shirley Render of the Greater Winnipeg Chapter and by the staff of WCAM.

Other recipients of the award have been the Soaring Association of Canada to whom support was given for their bid at the International Soaring Championships in 1977 and the National Air Museum Society, an organization dedicated to the establishment of safe and permanent quarters for Canada's prestigious National Aeronautical Collection at Rockcliffe Airport in Ottawa.

In 1980, the award was given to the Atlantic Canada Aviation Museum Society to finance an educational mobile exhibit that could be placed on display at airshows, libraries, schools and other public locations in order to bring Atlantic Canada's aviation story to the Maritimes and Newfoundland thus encouraging public awareness of that region's rich aviation heritage.

The trustees of the award are now receiving applications for the presentation of the 1983 award.

The award has been very well received by the aviation community in Canada and has been especially instrumental in making the name of the Ninety-Nines better known throughout the country. It has also given all Canadian Ninety-Nines, through their own Ninety-Nines organization, the opportunity to be associated with some very meaningful projects that are promoting and preserving aviation in this country.



Canadian Aviation Historical Society President Fred W. Hotson and Vice President Peter Allen accept the 1982 Ninety-Nines Canadian Award in Aviation from Heather Sifton, chairman of the Board of Trustees.



Eastern Canada 99 Marion Orr, a well-known war time ferry pilot, is featured in the women pilots' exhibit area of the Canadian Western Aviation Museum.

Museum Exhibits Feature Women Pilots

An exhibit of pioneer women pilots is housed in the Canadian Western Aviation Museum at Winnipeg, Manitoba, thanks to the support of the Canadian 99s.

It started as a project launched by Dorothy Renwick, museum chairman of the First Canadian Chapter of 99s in Eastern Canada. She did a vast amount of research and sent it on to Winnipeg to Gordon Emberley. Dorothy passed away in the fall of 1978, and the Winnipeg Chapter, guided by Shirley Render, carried on her work. Shirley tracked down information on Canada's early pilots by obtaining scrapbooks, flying suits, goggles, photographs, clippings and other flying memorabilia.

The exhibit was unveiled at the museum's official opening during a spring section meeting of the 99s hosted by the Winnipeg Chapter.

Included in the collection is a display on Western Canada 99 member Rosella Bjornson, Canada's first woman jet airline pilot. Also represented is well-known war time ferry pilot and instructor, Marion Orr, a member of the 99s in Eastern Canada, who is still actively instructing.

Shirley Render of Winnipeg is still hoping for contributions of information and memorabilia. The exhibit also needs financial support. At its last section meeting, the Western Canada Section voted to make a donation for the museum to carry on with its expansion of the exhibit on Canadian women pilots.

News, Activities and Projects

chapter

Editor's note: We were delighted to receive a letter recently from Lindsay Glaum, secretary of the Africa South Section. With members living at such great distances from each other, regular fly-ins aren't possible. However, a newsletter has been started, and we hope to hear from this section on a more regular basis in the time to come. The following is an excerpt from the newsletters.

AFRICA SOUTH SECTION

Liz Andrews of Durban represented Natal in the National Private Pilot Championships. She's also well on her way to getting her commercial license.

Val Humphreys is going for her Grade I instructor's, while Lindsay Glaum got through commercial license and Grade III instructor during the year.

Jeannette Fraser-Jones was one of the first women ever to hold a Swaziland PPL... there are still only two women pilots resident in Swaziland.

The youngest person ever to qualify as a hot air balloon pilot in South Africa is a girl, 19 year old Tracy Robb.

Zee Whitham went into the hangar for a major during November. Best wishes for a speedy recovery, and may you return to flying with engines zeroed and turbo-charged!

by Lindsay Glaum



With the governor of Maharashtra are India Section members Leena Mukadam, Section Governor Ujwala Gadre, Chanda Budhabhatti, Governor Latif, Treasurer Sunila Bhajekar, Vice-Governor Mohini Shroff and Secretary Rabia Futehally. In the background is a photo of the MiG aircraft last flown by the governor, who is an avid aviator himself.

INDIA SECTION

Members of the section called on the governor of Maharashtra, Shri I.H. Latif, air chief marshall (retired) of the Indian Air Force, at the Raj Bhavan to discuss the role of women in generally aviation, and particularly in the Air Force.

by Mohini Shroff

Dr. June Mills presents Ray Crone his 99s aviation award at the Saskatchewan Christmas party.



WESTERN CANADA SECTION

Saskatchewan Chapter

Four from Saskatchewan (plus two husbands) attended the Fall Section meeting held in Winnipeg October 29-31.

As navigator for COPA Flight v4, Nadine Cooper has been promoting a program for November 22, to be held at the Regina Flying Club. The evening will consist of talks from the weather services, flight services and air traffic control.

All Saskatchewan 99s were invited to attend the annual Christmas party of the Royal Canadian Air Force Association on December 7 at the United Services Institute in Regina. An official presentation to Ray Crone, winner of the 99s Canadian Award in Aviation, was made by Dr. June Mills, chapter chairman.

The chapter will soon have flying suits and insignias to distinguish them from "ordinary people." We are also hoping to market our "survival" kits which fit into a two-pound coffee can.

Members were encouraged to offer their services to the Civil Air Search and Rescue as pilots or searchers. Each province has its own organization already in place, but the federal government has only recently asked for participation on a nationwide scale.

by Nadine Cooper

EAST CANADA SECTION

Eastern Ontario Chapter

The October meeting took place at the Montreal Soaring Council facility in Hawkesbury. Bob Pearson, an ultralight dealer, presented an introduction to this facet of aviation and instilled most of the 99s present with a desire to try this new kind of flying.

Also on the program was a slide presentation by Ron Olmstead, a Nordair pilot and former bush pilot. He presented a program depicting his flying experiences in the hinterlands of the Quebec bush and in the high Arctic.

The November visit to the air traffic control facilities at Ottawa International Airport was hampered by a freezing rainstorm. The brave souls who managed to get there report it was an excellent tour.

Our Annual Potluck Christmas Party was a huge success. Each December we forego a business meeting to enjoy an evening of fun with spouses and friends. Chairman Isabel Peppler and husband, Bill, opened their home for this party.

by Betty Jane Schermerhorn

MIDDLE EAST SECTION

Central Pennsylvania Chapter

November saw us at the Golden Coral in Lewistown. James McClure, editor of the local newspaper, gave a talk on how newspapers are constructed. Topics also included the computers, telephones and satellite disks that are involved in the process. Many were present, including prospective member Susan DeSio.

Congratulations to Helen Sheffer and Martie Poolon for becoming grandmothers, to Carol Smith and Marcia Johnson for passing the instrument written and to Sue Godar for receiving her instrument rating! Other members have been busy keeping proficient also.

by Cynthia Otis Brown

Hampton Roads Chapter

Looking back on just the closing quarter of the old year, it's for sure that the Hampton Roads Chapter calendared a 1982 full of significant events. Take the annual safety seminar, for instance. In October, more than 80 pilots met at Little Creek Amphibious Base to view GAMA's valuable "On Weather" slide-tape presentation. In November, Linda Hol-lowell, 66 Julie Duick and Sandra Villanova perfected the "narrow-field" landing. Spurred

on by thoughts of a tasty seafood lunch, they flew over to Eastern Shore's Castle Marina, making a muddy but uneventful full stop on the 12-foot-wide grass strip.

December brought more than 25 members and guests to the chapter Christmas party. The delicious seasonal buffet held at Dawn Kinard's Newport News home was made particularly special by guest speaker Julia Ledbetter, who described her experiences as a WASP ferrying fighters cross-country during World War II. December 16 found Linda Hollowell, Barbara Taychert and Mary White in Kitty Hawk for the "Man Will Never Fly Society" meeting. Besides the fact that the speakers were interesting, the dinner great and the dance combo smooth, the meeting provided an opportunity to see some favorite friends—Virginia Chapter member Jean Harris and, from the Kitty Hawk Chapter, Hazel Monroe.

by Leslie Nimmer

At a luncheon in her honor, British 99 Sheila Scott visits with Washington DC Chapter members Constance Luehman and Frances Holde.



Banks. This year Katie Lou Webb caught the only fish, but unfortunately the fish was already otherwise engaged—on another fishing line. Expectations for a fresh seafood dinner were raised by some friendly fishermen who gave chapter members 16 fish. Upon returning to the campsite with fish scaling equipment, our little group found that the fish were missing. Investigation by Patti Viers, organizer of the trip, revealed that the

sulted for the Smithsonian Institution. Unfortunately the winds at Wheeling, West Virginia, were too brisk for ballooning the day of our meeting, but we did enjoy some "hangar flying" when Bob shared color slides of some of his memorable flights!

Congratulations to Barbara Baron, who was recently appointed FAA designated pilot and written test examiner. She is the first woman designated pilot examiner in the state of West Virginia. Barbara is currently working on a commercial balloon rating. She is also a flight instructor at Ohio County Airport in Wheeling, West Virginia, and she teaches a primary aerobatic course.

by Sharon Watson

NEW ENGLAND SECTION

Connecticut Chapter

Winter weather through December hasn't slowed flying activities as much as usual this year. In particular, members Lorraine Jencik and Nina Whittemore have been especially active.

Lorraine was recently promoted to captain with Xerox Corporation. She flies out of the Westchester County Airport in White Plains, New York.

Nina, who is currently working on her ATP, has been quite busy as a first officer for Maine Air in Bangor. In addition to flying regularly scheduled flights and charters, often with an all-female crew, Nina has flown a number of emergency medical flights. These trips, commonly involving problem pregnancies or premature babies, have been especially challenging and rewarding to Nina. Many of these flights have taken place between Bangor and Portland in the wee hours of the morning, when babies seem to like to be born. Maine Air and its pilots, 50 percent of whom are female, have taken a keen interest in providing these essential emergency services. Nina has been with Maine Air since it started operations in June. Another 99, Northern New England Chapter member Leanne Ferland, also works for the company.

Quite a bit of hangar flying was carried on at the chapter's annual Christmas party held at Evelyn Kropp's house in mid-December. Laurie Reeves handled the aviation games, and Carol Phelps played the piano while chapter members and 49½ers indulged in VFR and IFR spirits.

by Leila Baroody

With Christine Emerson Mangano, youngest Eastern New England Chapter member, and her husband, James, are 99s (standing) Billie Downing, Harriet Fuller, Lillian Emerson, Mona Budding and Suzanne Brooks; and (seated) Carol Hogan, Marie High and Jean Doherty.



Eastern New England Chapter

The chapter took time out to attend the wedding of one of their youngest members,



Maryland Chapter members Pat Zinn, Mary Beth Autry, Ginni Vogel, Betty McSorley, Joan Kosek, Madeline Burris, Doris Jacobson and Kay and June Hanson model new 99 T-shirts.

Steel Valley Chapter

Our November meeting had an excellent presentation from Dan Turcovsky of the Pittsburgh Flight Service. He provided us with valuable information on how to get the best weather briefing possible. His presentation was not only educational, but entertaining as he utilized humor to get his points across.

Our annual December raffle for two "Baskets of Cheer" were won by a Pittsburgh Flight Service employee and a gentleman from Pulaski, Pennsylvania. The drawing was held at our Christmas party.

by Betty M. Grubich



Costumed Steel Valley Chapter members participated in an EAA sponsored Halloween Fly-in at Harrison County Airport in Ohio.

Washington, D.C. Chapter

The second annual chapter fly-in camping trip saw five 99s, a 49½er and three "young'uns" enjoying the unseasonably warm weather in the North Carolina Outer

camp garbage service had "collected" dinner, assuming that it was trash. Thanks to Fran Wehman and her hamburger stew, the group nevertheless ate heartily.

Chapter members toured Andrews Air Force Base on November 2. Among the sights were Air Force Two, the vice-presidential airplane, the Lockheed Aerostar used to transport dignitaries and the VIP helicopter.

The chapter Christmas party was held December 4. After a potluck supper, members enjoyed skits and the hilarious installation of five new 49½ers by Ada Mitchell Barrett.

In addition to chapter activities, our individual members have been busy as well. Gerda Ruhnke was appointed an FAA safety counselor. Connie Luehmann hosted a luncheon for visiting British 99 Sheila Scott. Rosemary Doud was busy in Orlando, Florida, working with Grace McGuire on the Lockheed Electra which Grace will fly to complete Amelia Earhart's world flight. In one of their frequent cultural exchanges, Grace taught Rosemary the intricate and beautiful Scottish Ladder Dance.

by Rosemary Doud

West Virginia Mountaineer Chapter

The chapter held part of its November meeting in one of the largest meeting rooms you could imagine—a seven-story high hot air balloon! We were all inside the balloon partially inflated by 99 Barbara Baron and the ground crew of Bob Sparks, professional hot air balloonist. Bob is the builder and flier of the balloon in the movie, "To Fly." He has set numerous balloon records, and has also con-

Christine Emerson, daughter of Lillian and Howard Emerson. She was married to James A. Mangano on October 24. Chris has been a member of the ENE 99s since July 1974. Instructed by her father, the first entry in her log book was December 1971 at age 14. Chris soloed on her 16th birthday and received her private pilot's license on her 17th birthday. On that same day, Chris was invited to join the 99s. Chris is one-half of a mother-daughter team. Her mother, Lillian, has been a 99 since 1971 and is at present vice-governor of the New England Section. Chris's 49½er, Jim, is a student pilot with eight hours, eagerly anticipating his first solo in the family Cessna 182.

by Jean Doherty

Long Island Chapter

The chapter's 66 program has become quite active. Two 66s, Judith Schwartz and Jackie Kaufmann, have become prospective 99s, while two new student pilots have joined the ranks of 66s. We seem to be running "6" this month as we now have six graduates of the program who have become 99s and, with our two new additions, we again have six girls active in the 66 program.

Alice Borodkin has been working with the Suffolk County Girl Scout Council (38,000 girls, though not all at once). As marketing manager/public affairs officer for Republic Airport, Farmingdale, she has taken 12 troupes of approximately 20 girls each on tours of the airport including the tower. Several FBOs

enger from the burning wreckage. A third man, Chuck O'Neil, chief of the Albany GADO office, was flying a glider overhead. He quickly landed and assisted in the rescue operations. For his valiant efforts, the FAA awarded O'Neil the Superior Service Award, the highest honor given to an employee. Congratulations to these fine men for their bravery.

by Trish Bianchi

Western New York Chapter

The Western New York Chapter hosted an FAA Safety Clinic on November 16. The treasury was supplemented by the sale of baked goods and coffee.

Viji Kumar, our associate member from India, had a baby girl in November—a future 99?

by Virginia Hake

CHAPTER NEWS, ETC.

NY-NJ SECTION

Greater New York Chapter

New home for the Wings Club beginning early in 1983 will be 52 Vanderbilt Avenue in New York City. Several members of the GNY 99s are also Wings Club members—Bonnie Tiburzi, Nina Claremont, Ruth Wentz and Wings Club Executive Secretary Doris Renninger Brell, to name a few—and GNY is privileged to use their facilities for convenient mid-town meetings. Plans are underway for a repeat of the popular "Meet the Authors" cocktail party on April 14, cosponsored with the "Second Thursdays" committee of the Wings Club.

GNV extends a warm welcome to new pilot and new 99 Wendy Sussman, who joins us complete with her own brand new airplane. We are also happy to welcome Mary Lou Balogh, who is transferring from the Pali-sades Chapter.

Red Guernsey was recently notified by AOPA that one of her articles, "Bewildered Beginner" (September 1980 issue of AOPA Pilot), has been chosen to be included in an Italian translation of "The Best of AOPA Pilot." The book will be sent to members of AOPA Italy as a promotion piece; a few copies will be sold to help pay for printing.

by Nancy Patricia "Red" Guernsey



New York-New Jersey's recent Section meeting brought together two old friends, Wilhelmina Hanzlik, Greater New York Chapter, and Pat Rockwell, Long Island Chapter. Wilhelmina and her 49½er, Speed, ran Flushing Airport while Pat struggled through her private pilot's training.

have been very cooperative and allowed the girls to "see, touch and climb" on aircraft.

Alice also held a Career Day Workshop for the older cadets. There are several more of these career days planned. Hopefully they will build a foundation of female controllers, pilots and aviation management professionals—women for the future of aviation.

by Patricia Rockwell



Membership Chairman Ana Webb pins new member Carol Keinath.

New York Capital District Chapter

We officially welcomed Carol Keinath as a member during a recent meeting when Membership Chairman Ana Webb presented her with a 99 pin. Carol has been a familiar face at chapter events, having been with us as a 66. A resident of Coxsackie, Carol has gained most of her flying experience in the Hudson Valley area in a Cessna 150. She soloed at North Adams, Massachusetts, and quite casually mentioned, "I've had two engine failures but have lived to talk about it," when I asked her if flying was exciting!

On November 3, the chapter and the FAA cosponsored a safety seminar. Dr. James Crane was guest speaker for the evening and delivered a talk on "Primary Mental State in Flight Operations." In addition to the seminar, valor awards were presented to three area men for their heroic efforts in saving the lives of two people injured when their light plane crashed and burned at the Saratoga County Airport. Presented with awards of valor were Stephen F. Francisco and Lawrence Arnold. Both men were near the crash site and pulled the injured pilot and pass-

NORTH CENTRAL SECTION

Ann Arbor Chapter

Installation of new officers was held October 25 when 25 members and guests enjoyed a delicious potluck celebration dinner at the home of Jean and Mike Martin. New officers installed were Chairperson Allene Sonntag, Vice-Chairperson Cherie McMullen, Recording Secretary Olivia Bottum, Corresponding Secretary Jean Martin and Treasurer Elizabeth Schenck.

Sandy Bacsanyi, Ann Arbor chapter's only ATP, became type rated in a Lear in November.

We held our annual planning session for the new year in November, and our Christmas party was held at the home of Cherie McMullen.

by Jean Martin



Outgoing Chairperson Ilene Hemingway enjoys dinner with outgoing Secretary Sandy Bacsanyi. Liz Schenck, newly installed Ann Arbor Chapter treasurer, looks on.

Chicago Area Chapter

Gail and Wendy Wenk spoke to the Glenview Coast Guard Auxiliary, presenting the slides "For the Fun of It, Too" to the group. Elsie Wahrer and Norman Freier also presented "For the Fun of It, Too" to the Elk Grove Kiwanis group. They had an enthusiastic question and answer session following the film.

Our Air Meet raffle netted us \$100, which was presented by Elsie Wahrer, Air Meet chairman, and Mary Panczyszyn, chapter chairman, to the Sugar Grove Park District. This was an opportunity to promote good will toward the aviation community, and the Park District was very grateful for the funds—and impressed with ladies who fly.



The November chapter meeting was held at the home of Esther Noffke (pictured at left) at Palwaukee Airport. Co-hostesses Gail Wenk and Mary Krautkramer prevailed upon Esther to tell us of some of her experiences as a WASP (trained at Sweetwater, Texas) and her part in the growth of Palwaukee Airport (she joined Palwaukee in 1945). We are proud to have a

lady who has played such an important role in so many areas of aviation in our chapter.

We pinned six new 99s in November—Karen Mansfield, Sharon Ann Schorsch, Eileen Ferch, Vicki McIntyre, Robin Davis and Betty Moore. December brought us Barbara Murray and Betty Strother.

December 10 was our annual Christmas dinner dance and Chairman Sue Zurcher and her committee really did it up with Madrigal singers before dinner and English handbell ringers with dessert.

by Mary Story



New 99s in the Chicago Area Chapter are Vicki McIntyre, Karen Mansfield, Robin Davis, Sharon Ann Schorsch, Betty Moore and Eileen Ferch.

Greater Detroit Area Chapter

This chapter was out in full strength to work or fly during our Annual Treasure Hunt on October 16. We met in the lobby at Pontiac Airport at 0930 on a windy, cold but VFR day. We had 20 entries this year. Gini Sutherland was in charge of the event and did a super job of planning clues, flying the route and talking to FBOs at the planned stops, as well as handling complaints after the banquet when answers to clues were read. I believe the answer to some loudly voiced complaints was: "Tough noogies" ...whatever that means?

After a cold, windy flight, the warmth of the Budd Hangar, with snacks and drink, was most welcome. Gini had arranged a family style banquet at Mitch's Restaurant opposite Pontiac Airport. The food was superb and conversation a little loud at times, but we all enjoyed it greatly. The Treasure Hunt Committee included Gini Sutherland, Sheila Devlin, Susan Siporin, Marie Littler and Janet King. Melba Smith, Mearl Frame and Adele Binsfield worked the stops. Bernice Millar remained at Pontiac all day waiting for trouble calls. Almost every member of our chapter participated in some way—our 49½ers were there helping as always. Treasure Hunt winners were Ted Berz and June Beers. Placing second were Warren and Nancy Hecksel, and Nancy and Ron Walters were third. Joe Palme won spot landing. Contestants flew from Pontiac to Mason, Marshall, Adrian, New Hudson and Pontiac.

On November 14 we joined Michigan Chap-

ter at the Detroit Boat Club on Belle Isle for an all-day meeting. The two chapters held separate business meetings; then Peter Burgher spoke and showed slides of his record-making flight in his ultralight from Berz Macomb Airport to St. Petersburg, Florida, last July. Lillian Snyder and Julie Clark were our hostesses.

Our annual Christmas party, a potluck dinner, was held at the home of Phyllis and Ralph Wood.

by Mearl Frame



Greater Kansas City Chapter member Grace Harris is seated with Wright Day Dinner speaker Richard Collins.

Greater Kansas City Chapter

Approximately 200 aviation enthusiasts attended the Seventh Annual Wright Day Dinner. This event, sponsored by the Greater Kansas City Chapter, is well received by the flying community. Our speaker was Richard Collins, editor of *FLYING* magazine. Collins is serving on two committees set up to revise regulations regarding air carriers and air taxis.

With one project completed, our chapter again starts planning. We will be hosting Fall Section, September 30-October 1.

The lure of "far-away places" has taken member Denna Hansen to Jeddah, Saudi Arabia. Husband Gary is on a two-year special assignment as a mechanic instructor at Jeddah. Denna plans to continue her teaching career while there.

Joan Reindl has been given a certificate by the FAA for "Outstanding Support of Flight Safety Program Activities." Joan is an instructor who has presented 60 people for their Phases I, II, III and IV Wings. She was an AE Scholarship winner in 1969 and has really put it to good use.

by Ginny Pacey



Greater St. Louis Chapter

Winter has arrived, but the St. Louis 99s are still out in the weather. Mid-November found several of our members on cold street corners selling newspapers for Old Newsboys Day. Vivian Waters headed our group. Her husband, Bernie, her son and daughter, Ruby Fudoli and Mike, Dorothy Haupt and Val Johnson braved the cold to proudly represent the 99s.

The holiday season brought unseasonably warm weather and floods to our area, but our spirits were not dampened. The Christmas party at the Heritage House was a huge success. Members and husbands donated toys to the home for abused wives and children. Art Davies of the St. Louis Aviation Museum gave an interesting presentation on the proposed museum plans. Ruby Fudoli is the 99 representative on the Board of Directors. Preservation of St. Louis aviation memorabilia is of concern to all of us. Mr. Davies invited us to become charter members; Amy Laws and her 49½er, Jack, are proud to be the first to represent the 99s in this membership.

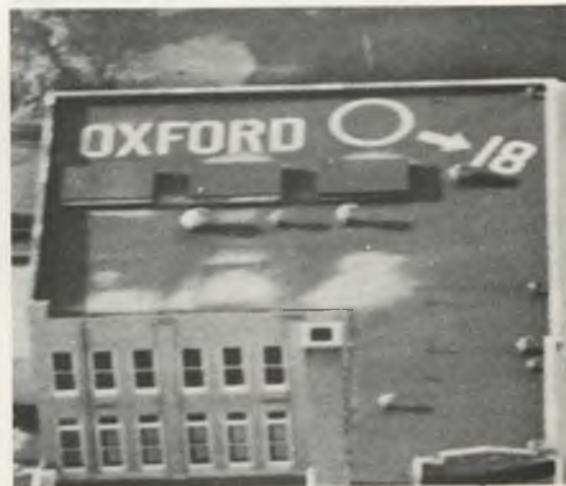
Our traditional holly corsage project in conjunction with Ozark Airlines was well received by deplaning passengers in St. Louis. Sore fingers from making the corsages are somewhat forgotten when the smiles and warm greetings of passengers receiving the lovely corsages are so widespread. Barbara Wilper, Martha Norman, Vivian Waters, Linda Gal, Dorothy Haupt, Jan Pocock, Amy Laws, Laura Sellinger, Joy Harvey and Helen Hall helped with this project. Photos by the Ozark photographer should give the 99s some good coverage in the Ozark newsletter.

One of our members has received a great honor in the city of St. Louis. She has been selected as one of 11 to be recognized as a "Woman of Achievement" for 1982 by the St. Louis *Globe Democrat*. Margie Charleville received her award in social services for her work with RID (Rid us of Intoxicated Drivers).

by Helen Hall

Indiana Chapter

It was IFR Sunday, December 5, but there was an excellent turnout for our get-together at the Conner Prairie Pioneer Settlement a few miles northeast of Indianapolis.



Indiana Chapter members, left, Anne Black, Theresa Brooks, Paula Hook, June Norman and Esther Wyandt air mark the roof of the Oxford Elementary School, Oxford, Indiana. The just completed job, above, is viewed from the sky.

From Franklin we welcomed student pilot Dora Bradley. Dora first soloed from the Franklin Airport during our FAIR Race in September. Franklin was one of our pylons and her solo flight was sandwiched in between our fly-by.

We were delighted to have as guests from the All-Ohio Chapter, Marcia Greenham, who flew into nearby Metropolitan Airport with passengers Salley Berryhill, Vi Blowers and Vi's friend, Les Stamm.

After our business meeting and lunch in the cafeteria, housed in the only modern building in the Settlement, we were shown a short film as background information and history of Conner Prairie.

As we left the building, time was turned backward and suddenly it was 1836. We were on our own to visit as many of the log cabins as we wished. There was the school where some were reprimanded by the master for not knowing their lesson; the doctor's office; the general store; the carpenter's cabin and many others. But soon it was time to return to the 20th century, browsing in the gift shop where items included things made by the 1836 friends we had just left.

Air Marking Chairman Anne Black and helpers Theresa Brooks, Paula Hook, June Norman and Esther Wyandt provided another navigational aid to pilots by painting the gymnasium roof at the Oxford Elementary School. The arrow and the numerals indicate that it is 18 miles to the Purdue University Airport at Lafayette.

by Rae Cawdell



Chairman Carol Zander and Elaine Herring visit at a recent meeting of the Dunes 99s.

Indiana Dunes Chapter

A large gathering of Dunes 99s, 66s and their spouses and friends attended the annual Christmas party at the home of Diane and Ben Austin in Valparaiso, Indiana. Although most of us drove from other parts of Indiana and Illinois, Chris and Russ Murdock did fly from Elkhart. Shirley Russo made a beautiful stained glass hanging picture won by T.J. Shaun.

The new year will start with a meeting at the Gary Municipal Airport in Indiana with Charlene Falkenberg presenting a slide show and talk.

Our chapter has been fortunate in having many new members. At the November meeting, Pam Christ was pinned.

Special notes about our members: Audrey Karp recently checked out in a C-182. Betty Parrish flew to Dayton, Ohio and has been doing some night flying, which she really enjoys. Flying solo now are 66s Joy Black, Winnie Baker and Carol Youwer. T.J. Shaun and Shirley Russo, 99s, took second place in competition at Elkhart, Indiana, recently.

We've been busy and look forward to a great 1983!

by Patricia Magon

Looking trim in her WASP uniform is Mary Edith Engle, Kentucky Blue Grass Chapter.



CHAPTER NEWS, ETC.

Kentucky Blue Grass Chapter

"Mama Was a Bomber Pilot!" sounds like the title of a good book. However, this was one of the many news clippings from the scrapbooks of former WASP Mary Edith Engle. The January meeting was hosted by this tiny pilot whose uniform still fits perfectly. After a brief business meeting chaired by Sheilagh Wagner, members and guests enjoyed the culinary talents of Mary Edith. Mounds of memorabilia from the Women Airforce Service Pilots' era kept everyone busy asking questions and taking notes. Also included were pictures and stories of our chapter's first charter, which took place in Lexington in 1941 (Mary Edith was vice-chairman). This type of meeting generates a lot of interest and, besides, it's fun!

In keeping with aviation activities, Kentucky Blue Grass Chapter will assist during the AOPA Instructors' Seminar, February 4-6 in Louisville.

by Skip Gumbert



Helen Sammon, Lake Erie charter member, installs new officers Terri Campbell, secretary; Marg Juhasz, treasurer; Pat Stark, vice-chairman; and Bernice Barris, chairman. Outgoing Chairman Dodie Jewett looks on.

Lake Erie Chapter

Judges from the Lake Erie Chapter for the NIFA SAFECON meeting at Kent State University November 13 were Lynn Carlson, Pat Stark, Ann Carlisle, Dodie Jewett, Coralie Stamp and Marg Juhasz. They were joined by 99s from the All-Ohio Chapter. Special thanks go to Don Stamp and Tom O'Neil for helping on the simulator.

Pat Branchik won the Air Display Award in

the Dodd Photo Contest from the Cleveland National Air Show. The photo was of the Beetle Bomb flying formation with the Caribou of the Golden Knights parachute team.

Following installation of the new officers at the chapter's annual Awards Banquet, Bernice Barris' husband, Bob, was added to the Lake Erie 99s' Hall of Fame plaque displayed at the Red Baron Restaurant at Cuyahoga County Airport.

Congratulations to Ruth Sitler and Bernice Barris, who have completed all four phases of the FAA Wings Program.

Chapter members held their December meeting at Portage County Airport in Ravenna, Ohio, with hostesses Dodie Jewett and Marg Juhasz. Members and guests held a gift exchange limited to an item for the kitchen for under \$1. Guest speaker was Peter Graichen of Stow, Ohio, who built his Christen Eagle from a kit. It is one of 200 which has been completed (400 more are in the process of being built). It took him two and a half years to complete the Christen Eagle, about 2,000

hours time, 400 of which were spent on the intricate paint job for which the Eagles are noted.

by Marg Juhasz

Michigan Chapter

Lillian Snyder and Julie Clarke hosted the November meeting, and the Greater Detroit Chapter was invited to attend. Guest speaker was Pete Burgher, who gave a tremendous account of his recent (July 1982) flight in his Quicksilver MX ultralight from Berz-Macomb Airport in Utica, Michigan, to St. Petersburg, Florida—a record-setter indeed! Pete's trip took five and a half days and he set 29 world class records. His experiences during the amazing trip run from a secluded mountain-top hideaway love scene to a formation flight with an eagle, as well as an interesting encounter with a Georgia sheriff. He told of his thorough studies of the various ultralight manufacturers, the clothes he selected to wear, and he even brought along his head gear and handmade charted route box. The slides, wonderful food and friendship all contributed nicely to a successful day for all that attended, and we again look forward to next year's meeting at our favorite place—the Detroit Boat Club.

Toni Babcock recently undertook a flight for "Wings for Health." Toni flew to Mt. Pleasant, Michigan, to pick up supplies for World Medical Relief. She says the family Arrow was completely filled with boxes (kept to a size women can easily handle).

Our Christmas meeting consisted of a special evening at the home of Toni and Jim Babcock in Grosse Pointe. The AE Brunch, chaired by Nancy Walters, is slated for February 13.

Members in the news include Glenda Martlew, who is now a multiengine instructor; Mary Anglin, who accepted a position as chief flight instructor for Oakland Community College in a program headed by member Julie Marshall; Julie Kipp, who is busy working on a USPFT Competition; and B. Steadman, who will chair the Michigan Paul Bunyan Air Derby, September 23-25.

We'll be going back to Traverse City where we got the greatest welcome from Trans Air, Inc. this past fall.

Our wishes for a speedy recovery go to Renate McLaughlin who has been under the weather a bit the past few weeks.

by June L. Beers



Lucille Surber with CAP airplane.

Minnesota Chapter

Aviation weather was the subject of a safety seminar presented by Safety Chairman Jan Young in November. Sixty Minnesota 99s, 49½ers, 66s and guests met for Sunday dinner at the Sky Chef Restaurant, St. Paul Downtown Airport, followed by the excellent GAMA slide series depicting aviation weather hazards.

Barb Englemann and 49½er Mike hosted 100 Minnesota 99s, 49½ers and guests at a Dickens Christmas in the party room of their Point of France condominium. Assisting Barb and Mike were Dorothy Bohlander and 49½er Dave, Joan Summerfeld and 49½er Gene, Sue Bohlander, Mary Hudec and Jan Young. The evening was replete with roast suckling pig, flaming Christmas pudding, strolling minstrels, Christmas carols and the Ghosts of Christmas Past, Present and Future. Guests included Mr. and Mrs. Andrew Detroi, who recently returned to Minnesota with Andy's appointment as manager of the Minneapolis General Aviation District office.

Sylvia Otypka recently joined Mesabi Airlines as a Beech 99 first officer, flying regularly scheduled trips for this midwest commuter line.

Lucille Surber, our newest member, earned her private pilot license December 12. Lucille, a former 66, celebrated her 71st birthday last October. Her interest in flying began when she was assigned the role of "telephone message-taker" for her son, who is the emergency service officer for the Minnesota Wing CAP. Lucille became an active member of the North Hennepin Squadron, Minnesota Wing, three years ago and began training as an observer. Since the safety of the airplane is a responsibility of the trained CAP observer, Lucille decided to learn to land—"just in case it ever became necessary." Her goal quickly changed when she began flight instruction in a C-152. Future plans include checkout in a C-172. Lucille's involvement in CAP and her flying are a gift to herself after many years of being a family "caregiver." Her pilot son and nonpilot 49½er encouraged her throughout her flight training.

by Hope Isaacson

Quad-City Area Chapter

The chapter held an educational meeting in October at the Quad-City Airport. We had films on cross-wind and short-field landings as well as takeoffs and night flying. Neil Pobanz, husband of 99 Judy and chief pilot

for the Rock Island Arsenal, gave excellent input to our discussion.

In November we sponsored a Fall Harvest Dance at the Viking Club in Moline, Illinois. It was great fun to get the aviation community together and at the same time help our educational fund.

Following our Christmas dinner dance at the Rock Island Arsenal Officers Club, educational meetings are slated in January and February.

by Judy Spencer

Scioto Valley Chapter

Members of this chapter are enthusiastic about the outcome of a "Project Aware" seminar they conducted December 1 in conjunction with an FAA Safety Seminar in Columbus. Those attending gave the session high marks and urged that more such programs be offered in the future.

Those who served as instructors included Bonnie Gordon, Myra Jamison, Mary Ellen Keil, Marilyn Miller and Janie Weiser. Berneta Mosher and Beverly Giffin added a role-playing scene on "talking down" a nonpilot in an emergency situation.

In December, the chapter's Christmas party was held at the Darby Dan Farms Airport and included a tour of those impressive facilities and aircraft. Bonnie Gordon served as hostess for this special event.

by Lee Loffer

NORTHWEST SECTION

Central Oregon Chapter

To celebrate the holidays, we had a potluck dinner at the home of our newest chapter member, Donna Vasko, a transfer from Golden West Chapter. Donna and her 49½er, Bob, had just returned from a flying tour of the southwest. Donna was promoting her book, "I'd Rather Be Flying."

Activities planned for January include a Flying Companion Seminar in conjunction with Central Oregon Community College.

It has been cold and clear—great flying weather once the old bird is warmed up! Most of us have been spending time on Mt. Bachelor enjoying the super skiing. Susan Dragovich seriously injured her knee in an accident over the holidays. She was with her family in Ohio at the time, but flew home to Bend for surgery. We wish her a speedy recovery.

by Pat K. Washburn



New Columbia Cascade Chairman Mary Wohlgenuth and Denise Morchand-Holz in Nairobi, Kenya.

Columbia Cascade Chapter

The rural setting of one of our newest members, Jean Krotzer and her 49½er, Larry, welcomed us to their restored turn-of-the-century home for our annual Christmas bash where the usual lively gift exchange and subsequent stealing, snatching and groaning ensued!

New Chairman Mary Wohlgenuth brought

back glowing tales of flying in Kenya, and her thrill in meeting Denise Morchand-Holz, governor of East Africa Section, who made Mary appreciate the freedom of flying in the USA!

by Pegge Blinco

Columbia Gorge Chapter

We're finally legitimate and bona fide! Meet the Columbia Gorge 99s! November 19 we held our installation—no fanfare, just a sumptuous feast, 49½ers and lots of champagne toasts.

Judy Newman's daughter, Donna, a freshman at Wenatchee Community College, earned her pilot's license and has joined our ranks as the newest 99.

Our scarf project is underway—22-inch-square scarves in five colors with intersected nines in each corner. All chapters should have received an order form; we spent a delightful afternoon addressing them. We also suffered a little mass hysteria and each of us went home with two or three scarves of our very own! A great send-off for the project!

by Jan Mlnarik



Dressed for dinner at the Idaho 99s Christmas party are Gail McAllister, Ruth Garrison, Gene Nora Jessen, Ann Stolt and Laurel Asbury.

Idaho Chapter

We held our annual Christmas party at Barton Lake Ranch in Diamond, Oregon. It's difficult to express in words the beauty of Barton Lake and even more difficult to express our gratitude to our wonderful hosts, Pat and Dick Jenkins.

The cow (steer?) that was so enjoyed by all in the form of prime rib was specially fed six weeks prior to butchering so that the beef would be just perfect. It was... just melted in our mouths.

Texas Reds? That happens to be an incredibly delicious grapefruit, imported from Texas and hand-delivered by one of our special guests, Hazel Jones. This obviously wasn't a run-of-the-mill party. Actually it turned out to be an International 99 Christmas fanfare. We had 99s from California, Oregon, Washington, Idaho, the North Pole and Texas.

We sang all the traditional songs, plus a few of our own. Another of our special guests, Sylvia Paoli, who should be a concert pianist, played all of those wonderful songs for us. Since the party, we have decided to adopt both Sylvia and Hazel. Actually, we wanted to steal them forever, but our chairman said that wasn't in keeping with the bylaws and selfless spirit of the 99s!

by Mary Curtis

Intermountain Chapter

November 13 at North Shore Motor Hotel in Coeur d'Alene, Idaho, with 14 members, new 99 Lori Galpin, three 66s and one guest

attending, a film on winter flying was shown. Fern Lake, air education chairman, explained the new rule for cross-country flights for pilots working for their private licenses and commercial ratings.

Katie Reikofski read the rules and regulations on ultralights and led a group discussion. Her safety tip for November for ultralights in particular: Heads up!

Our new 99 posters are ready for use at all area fixed base operations and airports. This will make local chapter news available to women pilots in surrounding areas and encourage women to become more active and interested in aviation.

Intermountain Chapter 99s donated two copies of the *History of the Ninety-Nines*; one was given to the Spokane Public Library and another was given in memory of Margie Wood to the Lewiston City Library.

Kathy Bartman and Karen Hirte finished ninth in the Petticoat Derby. Others competing were Shirley Hauer, Gladys Buroker, Sally Simundson and Jean Davis. Gladys Buroker was on "PM Magazine" December 3, and Dorothy Fowler rode right seat in an Aero Commander.

by Beryl Fitzpatrick

Lake Tahoe Chapter

Well, it's that time of year again, when we are lulled into believing we can finally take it easy after the frenzy of the holidays and our big money making project: selling hotdogs, beer and pop at the annual Truckee-Tahoe Air Show. But there is no rest for the weary! It is time again to spend the money we made by sponsoring a scholarship. The scholarship is open to anyone within a 50 nm radius of the airport. Applicants must be at least 17 years of age. Their goals do not have to be "flying" oriented, just aviation oriented, such as stewardesses or mechanics. The young women applying must show that they have made some attempt to start a career and that they will be of benefit to the aviation community. A committee of five (three people outside the chapter but within the local aviation community, one chapter member and the chapter chairman who is a non-voting participant) will decide the winner.

Last year's recipient received a \$1,000 scholarship. There was tremendous response with 16 people applying. It was a tough decision, with Patricia Hesch, daughter of chapter member Barbara Northrop, now using the money to gain her instrument rating. Patricia works for the airport district as a line person, and she is very active in CAP.

This year we will accept applications in January and award the scholarship in February (hopefully in time for good weather to start setting in this country). The amount or number of scholarships has not yet been set. For more information, call any of our chapter members and be on the lookout for details on this year's recipient.

by Loretta Haskell

Mid-Columbia Chapter

The Mid-Columbia Chapter met November 6 at Cavanaugh's Landing in Kennewick for their Charter Presentation Dinner, which was well attended by some 50 people, including 99s, 49ers and local aviation and radio personalities.

Following dinner, Ralph Smith entertained us with a slide show of aviation history in the Tri-Cities, and this included many slides of

women pilots. Our chapter charter was then presented by Northwest Section Governor Jean Davis, one of our own Mid-Columbia members.

by Carol Cansdale



Members of Mid-Columbia Chapter attend their charter dinner.

Montana Chapter

At the November meeting, the Montana 99s gave their farewell wishes to Chairman Nancy Larsen, who is in the process of moving to Germany. We met for dinner and toasted to Nancy's future. She was presented with a Special Recognition Award plaque (in the shape of the state of Montana, with the compass rose and inscription) for her outstanding dedication to this chapter during the past three years. Our new chairman, Dorothy Curtis, made a nice farewell speech on behalf of all of us.

Montana 99s have become involved in the Montana Aviation Advisory Council (MAAC), a gathering of various pilot groups, including corporate pilots, businessmen, trained airport managers, airline employees and general aviation pilots, which has been meeting once a month to try and resolve differences among these groups and to help strengthen the aviation community in Montana. MAAC is drafting legislation in efforts to secure general funding for use in connection with ADAP, a program whereby local communities match funds with the federal aviation funding project. This is money that we, as tax paying pilot groups, have paid through gas taxes, etc., into the federal fund. Dorothy Curtis, Sandy Ellis, Kay Roam and Brenda Spivey are working as a 99 committee, participating in the MAAC meetings and representing the Montana 99s.

Brenda Spivey is a new members to 99s. She worked for the State Aeronautics Division in Helena, recently received her private pilot's license, and is now enrolled in the airport manager's program at Eastern Montana College in Billings.

by Loretta Stevens

Mt. St. Helen's Chapter

Lakefair '83! This is what members of the chapter have been planning for since immediately after Lakefair '82. To add to the big annual summer event in Olympia, Washington, last year the members of our chapter decided to have an "airfair" in conjunction with all of the other festivities, and our first attempt was a big success. This year will be even bigger and better since we now know how to do it! Static displays, airplane rides for the public, an air show, antique aircraft displays and fly-bys were just some of the activities at the airport—we even had a free

shuttle bus running from downtown to the airport all day Saturday and Sunday.

Even though our chapter is barely over a year old, our activities have been many and varied: potluck safety meetings, flying companion seminar (geared toward nonpilots and spouses of 99s), visit to the Tacoma Approach Center, fly-ins and, of course, our planning for the airfair.

We may be new, but we are active! Our membership has grown from 10 to 15 in a year, and we are proud of our organization!

by Jennine Squyres

SOUTH CENTRAL SECTION

Austin Chapter

Robbie McBride is planning a "Know Your Sectional" training session for our March 9 meeting. She got the idea from the AOPA Industry Show she attended in Las Vegas.

Members are sharing their aviation books with other 99s and 66s. Judy Reinhart, our "resident librarian," is advising on circulation and distribution.

Tim Ross, the delightful meteorologist at KVUE-TV Channel 24, has asked to do a story on "runway painters so that the public in general will know who performs this service that we all take for granted." You can be sure he will be invited to our next air marking.

The beautiful two-story home of Vice-Chairman Barbara Gard and her husband, Lance DePlante, was the scene Friday, December 10, for the 99s Christmas celebration. A cold, rainy, foggy night did not deter 29 people. Honorees, for their generous assistance to the Austin 99s, received autographed copies of 99 Donna Vasko's book, "I'd Rather Be Flying" and certificates of appreciation. Leah Wilder, news director of Station KERV, Kerrville, Texas, who has given the 99s much gratis air time and great PR the past two years, was also honored.

We were pleased to welcome our newest 99s, Teri Gooch, new scrapbook chairman, and Derra Raymor, a pilot for only one week.

Appreciation, love and accolades go to Pat Johnson for her own handmade, beautiful 99 needlepoint "tree ornaments" given to each member. Virginia presented all 99s with a copy of her neat "Flight Plan."

Austin is six years old on February 1. All the Austin 99s officers for the past five years, who worked so hard to lay the foundation for what the Austin Chapter is today, will be honored.

by Katherine Bradfield

Colorado Chapter

Romaine Ausman hosted the Christmas buffet dinner and party in her home.

The January meeting will be at Jeffco Airport and will include a tour of Colorado AeroTech, a vocational training school for airframe and powerplant mechanics. Many of us have never gotten very close to this aspect of aviation, although one or two of our members are licensed mechanics.

Our elected officers will now serve two-year terms instead of the former one-year terms. The chapter recently revised and ratified this change in bylaws to facilitate smoother operation of chapter business. Members are encouraged to act as assistants to both elected officers and committee chairmen to increase member involvement and understanding of chapter operation. We hope

this arrangement will benefit all in the chapter.

Flight Without Fear is planning an open house in February or March to provide information without obligation to interested individuals or groups. This will be our first open house for FWF, and we hope to reach many who would be reluctant to seek information otherwise.

by Leslie Lynch

Lancaster Airport. There were eight entrants, including our own Angela Tidwell.

Dr. James Almand was guest speaker at our November meeting. He explained the "what's" and "why's" of the medical examination, highlighting his comments with a serio-comic slide presentation. The question and answer session provided some surprising answers and enlightenment on the FAA medical.

A number of Houston 99s had a great time flying the Beech King Air 200 simulator at Flight Safety in early December. The participants said it was a fantastically real feeling, and only a few of them made crash landings. The good part was being able to walk away from them!

by Suzanne Thweatt

CHAPTER NEWS, ETC.

Fort Worth Chapter

November brought our regular monthly meeting—a fly-in to Verna Stubbs' house. Verna's home is the renovated (accomplished by Verna and husband Johnny) Way Station that was the first stagecoach stop west of Fort Worth.

November 3 was Edna Gardner Whyte's 80th birthday. Glen Hyde, manager-owner of Aero Valley Airport, organized a surprise party for Edna, and the Fort Worth Chapter aided him in notifying 99s in the South Central Section and in decorating for this grand event. About 200 people helped Edna celebrate at the party, along with many cards, telegrams, gifts and good wishes from those who could not be present.

The chapter helped sponsor an FAA Safety Seminar at the University of Texas at Arlington, with 200 people attending. We also helped the Redbird and Golden Triangle Chapters sponsor a USPFT Competition at Lancaster, Texas. Our own Carole Wheeler was a contestant and placed eighth!

Our Christmas dinner party was held at the Colonial Country Club with Harold Taft, pilot-meteorologist for WFAA-TV as our guest speaker. To close the evening, we were entertained by the Treble Tones and Gleemen from Fort Worth's Castleberry High School.

by Margie Winters



Fort Worth Chapter members attending Edna Gardner Whyte's 80th birthday party are (seated) Margie Winters, Karen Alderson, Jackie Veed, Mary Louise Michalewicz and Carole Wheeler; and (standing) Pat Smith, Juanita Waddell, Edna Gardner Whyte, Verna Stubbs, Frances Wallace, Mary Gumm and Gladys Latham.

Golden Triangle Chapter

Golden Triangle cosponsored an FAA aviation safety symposium at the University of Texas at Arlington in November. Local meteorologist Harold Taft expounded on weather. Other subjects covered in the day-long seminar were human factors, law and insurance, aircraft maintenance and ultralights. Rides were offered in the Vertigon.

Later in November, Golden Triangle joined with the Dallas Redbird and Fort Worth Chapters to sponsor a USPFT local competition at

Our December meeting was held in conjunction with our annual Christmas party and was open to spouses and guests. The Chinese gift exchange provided the expected merriment as favorite gifts were won and lost and their recovery plotted.

by Beverly Stephens

At the FAA Safety Symposium are Golden Triangle 99s Dottie Hughes, Lorna Linhart, Beverly Stephens and Mary Wheelock.



Houston Chapter

Roy and Margaret Nelson recently flew the first flight for the Houston Airlifeline of Texas since it has become fully operational. They transported 1,300 ounces of human milk from Houston to Ardmore, Oklahoma, to a toddler who, because of her inability to digest sugar and starches, is unable to survive on any other food. As you can imagine, their arrival was welcomed with open arms from a very grateful mother and father!

Our very own Alice Seaborn Bull was on Houston television in November when local station ABC made a tape showing Alice still flying at age 77. Alice is a charter member of the chapter.

Our December flight to Rusk State Hospital to deliver Christmas gifts to the patients was flown this year by Helen Simonette and one of her student pilots, as well as Sherry Lewis and Rudy Campbell. This is the eighth year our chapter has made this flight, so it has become a real Christmas tradition for us.

Phyllis and Lacie Smith, left, and Acie Smith, right, greet 99 Margaret Nelson and husband Roy after the Nelsons arrive in Ardmore, Oklahoma, with human milk for Lacie.



New 99 Jeanie Mixon joins right in the fun of air marking with the Houston North Chapter.

Houston North Chapter

Members from four Houston area chapters turned out in force to air mark Westheimer Airpark in November. The day developed into a hot and humid afternoon, but all refused to let the heat keep them from finishing the much needed marking of the new hard surfaced runway. Rachel Stella, Marcia Sullivan, Jeanie Mixon and Mary Trusler were joined by members of the Coastal Bend, Houston and Space City Chapters.

All four chapters not only marked the runway numbers, but they also painted the runway center line, the taxiway lines and the airport name on the taxiway. This monumental task was completed all in one day, thanks to the hard work and cooperation of all those present.

The spot landing contest, previously cancelled due to weather, was finally held on November 13. Two categories were available to assure that all interested pilots could pick an event well suited to their abilities. Both the power off event and the "any which way" event were won by newly certificated pilots!

December 4 was the date of our annual Christmas party and gift exchange. Chairman Andrea Chea entertained those present by playing Christmas carols on her guitar.

by Mary Trusler

Kansas Chapter

Recently we met at Wesley Medical Center to see a demonstration and film about cardiopulmonary resuscitation by Jim Canon and his "assistant," Annie (a mannequin with read-out features). Annie was developed by an engineer whose daughter had drowned. He was so determined to do what he could to prevent future deaths that he designed the mannequin now universally used in CPR training.

Several of our chapter members entered the Fairview Fly Lady Derby. Katie and John Conkling flew their Cessna 150 to win a leg trophy. Carol Lanning flew with Rex and Ellen Boyle and won a third place trophy; they also won a turkey, which came in handy for Thanksgiving.

We had a wedding to go to in November. Louise Wilson married David Peter Morris in a ceremony at the Metropolitan Baptist Church

in Wichita. Louise and her mother, Pat Wilson, are both 99s.

Jackie Luke's daughter, Cindy, has been named to the Oklahoma State University Flying Aggies. She will compete in NIFA events. (Good pilots apparently run in the family.)

Dorothy Dickerhoof is now a certified open water scuba diver. She took classes at Beaver Lake, Arkansas, to earn her certificate. Now Dorothy is qualified in all the elements of land, sea and air.

Our Christmas party was held at Crestview Country Club. We had a lovely dinner and cocktail party. Then, after dessert, we enjoyed a talk by Harold Dick about his experiences on the Graf Zeppelin. We also learned about the Hindenburg and the elaborate construction of these giant airships.

During the South Central Section meeting, the Kansas Chapter received a Certificate of Merit for part of the Governor's Achievement Awards for 1982.

by Paula Bruce



At the Lubbock Christmas party, hosts Tom and Bettie Mills visit with pioneer pilot Edna Gardner Whyte.

Lubbock Chapter

In November, we had five industrious students attend our Sky Pals Seminar at Texas Air Center avionics room. This was our second seminar this year and, although the attendance may be small, the students get sharper with each session.

Lubbock members met on December 11 to take Christmas cookies to FAA friends in the Flight Service Station.

Joining us in December for activities at Reese Air Force Base was 99 Edna Gardner Whyte. Edna was guest speaker at the Order of Daedalians Banquet at the air base, and she also had the thrill of flying with Major James Elliott in a T-37. In addition, Edna attended the chapter Christmas party while in Lubbock. All of us, whether 6,500-hour pilots or prospective 99s, enjoyed hearing aviation history related by this soft spoken, self-assured lady.

by Pat Cantrell

Nebraska Chapter

Nebraska 99s are proud to announce Edith Williford, Norfolk, is now a certified flight instructor. Edith and her family also hosted 99 Bonnie Quintal, Norfolk Island, Australia Section, for four days in August. Bonnie was on her way to the International 99 Convention in St. Louis.

The annual Christmas party was held December 4 at the home of 99 Mildred Meyer and her husband, Bob, Lincoln. Members attended from as far as 160 miles away to participate in the potluck supper and the business meeting. Current fund raiser is the airplane cookie cutter. Program planners

Carol Nowka and Carol Magarin outlined their progress thus far, with a safety seminar in conjunction with the Lincoln GADO in January.



Winners of the Fairview Fly Lady Derby are Jeane Wolcott and Sandy Gordley, 1st place; Phyl and Bob (not pictured) Howard, 2nd place; and Carol Lanning and Ellen Boyle, 3rd place.

CHAPTER NEWS, ETC.

Oklahoma Chapter

All-Ohio 99 Jeane Wolcott won the Fairview Fly Lady Derby in November. It was her first race win, and it was reported she could have flown home sans her Bonanza.

Jeane's win followed a weekend of "reuniting" with Dirty Dozen members from over the country. The Oklahoma delegation of Jan Million, Phyl Howard, Gwen Crawford, Ben Baysinger and Nancy Smith hosted the event. Attending were Tex Wickenhauser, Greater St. Louis; Virginia Showers, Los Angeles; and Sandy Gordley and Jeane Wolcott, All-Ohio Chapter.

November's chapter meeting at the National Severe Storms Lab in Norman saw some of the International Board members join us for an interesting afternoon.

Each of us who helped air mark Northeast Expressway Airport in Oklahoma City received the nicest letter of appreciation from Norm Seward, Aero-Flite FBO. For me, after about 30 years of assorted rooftops, runways, hangar tops and taxiways, it was a first.

After the Oklahoma Air Space Hall of Fame Awards Banquet, Broneta Evans, Lu Hollander, Susie Sewell and Nema Masonhall were able to visit with 99 inductee Mary Haizlip. Mary is an old time race pilot and Los Angeles Chapter member. It was so nice to have a former South Central Section charter member receive this recognition from her peers.

Our Christmas party, held at Chairman Dana Gibson's home, was such fun, and the white elephant gift exchange had its hilarious moments. Oh, to be the last number in the drawing!

by Nema Masonhall



Betsy Hogan, Geils Hegranes, Mary Ann Greer and Virginia Spikes help celebrate the 25th anniversary of the San Antonio Chapter.

San Antonio Chapter

The 25th anniversary of the chartering of the San Antonio Chapter was celebrated with a surprise luncheon honoring Betsy Hogan and Mary Ann Greer, charter members and still very active. Betsy and Mary Ann were each presented a plaque.

Plans for the spring sectional are being completed and hotel reservations can now be made by writing to Geils Hegranes, spring sectional chairman. This will be one of our best since it is during Fiesta.

Geils Hegranes was recently honored as Woman of the Year in Aviation by WNAA.

Pam Crane, widow of Carl Crane, is selling the plane that they used in so many of Carl's inventions, and she is donating the proceeds

of the sale of this plane to Wings of Hope in memory of her husband.

by Mary Ann Greer



New officers for Space City Chapter are Chairman Cheryl Baker, Vice-Chairman Kitty Haven, Secretary Della Lynch and Treasurer Linda Godwin.

Space City Chapter

We had a guest speaker at our November meeting. Tiner Lapsley talked to us about the number of accidents that have happened in our area lately. He concluded that most of them were caused by poor judgment of the pilot.

Cheryl Baker has been named an accident prevention counselor by the FAA, and Della Lynch and Debby Rihn went to an air proficiency derby, sponsored by the Houston North Chapter, at Skylakes near Waller. Della came in second in the power on category.

There were two air markings at Westheimer Air Park west of Houston; one to paint the numbers and one to paint the name and stripe the taxiways. It was attended by several chapters.

We ended the year with a wild and crazy Christmas party at Gallaghers. There were 39 in attendance, our largest ever. The food was great, and the conversation was better than ever. We all exchanged gifts by drawing numbers; each year the gifts get cuter.

by Cheryl Baker

Topeka Chapter

"Come dressed as your favorite aviator," read the invitation to our annual Christmas party. Imagination prevailed. Dianne Merz came as Santa Claus, Sharilynn Honacki appeared as Superman, Kathy Johnson came as a wicked witch, Karen Frank dressed as a 1930s barnstormer, Sondra Ridgeway wore her Powder Puff Derby dress and Lonnie Steele was attired as a World War II pilot.

Two of our 66s followed the aviator theme.

Dianne Merz with Wicked Witch Kathy Johnson at the Topeka 99 Christmas party.



Peg Holen was a military pilot, complete with white scarf, and Nancy Andrews came dressed as her flight instructor.

Michele Stauffer handled the hostess duties with flair, combining delicious food with a choice of favorite beverages. Amy Heaven had us all guessing, "What is it?" with three inventive aviation games. Sondra Ridgeway won first prize for aircraft recognition and identification. The evening was highlighted with a "Time to Reminisce," when each pilot related her most memorable flight experience.

Topeka 99s are emphasizing "Seek & Keep" as part of the 1982-83 membership campaign. New chapter members are Amy Heaven, Karen Frank and Leslie Ford. Several prospective 66s were in attendance at the November meeting, which featured the new 99 slide presentation, "Women in Aviation." We plan to distribute posters and literature to airports in our vicinity during the coming months.

Our chapter can boast that a majority of our members are involved with aviation careers. Sondra Ridgeway and Nancy Teel are charter pilots; Michele Stauffer and Amy Heaven are in aircraft sales; Lonnie Steele and Leslie Ford are flight instructors; Dianne Merz sells aviation T-shirts; and Barbara Homuth is an air traffic controller. This indicates that two-thirds of our membership are gainfully employed in the aviation field. We wonder how this percentage compares with other chapters our size.

by Lonnie Steele



Eula Heath recently flew freshly collected blood from Conroe, Texas, to the Central Texas Red Cross Blood Center in Waco for separation into components.

Waco Centex Chapter

Helen Jessup recently attended the annual meeting of the Texas State Aviation Association, along with Patricia Johnson of Austin Chapter and Faye Willis of College Station.

Edna Rankin, chapter chairman, has her whole family flying. Husband Chester is a CFI, son Steve and daughters, Susan and Nancy, are private pilots, and their spouses are also joining the flying activities.

Eula Heath recently participated in a blood run, flying blood from Conroe, Texas, to Waco where it would be separated into components.



Wildflower 99s and 66s. B.J. Allen, Pat Wright, Ava Ray, Greta Greb, Claudia Thomas, Jane Smith and Melissa Mahan, at the Mt. Vernon Hospital Heliport air marking.

Wildflower Chapter

The chapter, after a period of inactivity, began meeting regularly in the northeast Texas area. Officers elected at a July meeting were Pat Wright, chairman; Jane Smith, vice-chairman; Ava Ray, membership chairman; B.J. Allen, secretary; Greta Greb, treasurer; and B.J. Allen, reporter. The meeting was held in Paris at the Paris Air Show, where chapter members helped by parking transient aircraft.

A 66 program was initiated at that time. Student pilot members include Melissa Mahan, Sonja Boothe and Bobbie Huneycutt of Paris and Claudia Thomas of Mt. Vernon.

The Wildflowers air marked a new hospital heliport in Mt. Vernon August 21. It was a small, warm-up project to the September marking of Grayson County Airport between Sherman and Denison, which the chapter and friends accomplished September 25. Lunch was provided at Lake Texoma Lodge.

The air marking was just in time for the National Aerobatic Competition held at Grayson County October 9, when the Wildflowers ran a concession stand.

December was designated as membership drive month. The chapter is designing note pad packages to be sold through *The 99 NEWS*, and we are placing Amelia Earhart Activity Books in local school libraries.

SOUTHEAST SECTION

Blue Ridge Chapter

On December 11, the chapter held their Christmas party in Fletcher, North Carolina, at the Hooper's Creek Community Center, with over 100 attending. The CAP and the North Carolina Western Pilots Association were also invited. Beautiful decorations done by the 99s and snow on the Blue Ridge Mountains created a real Christmas atmosphere.

by Virginia N. Gilreath

Dianne Johnston with Denise Morchand-Holz of the East Africa Section display Dianne's certificate for flying over Nairobi.



Florida Gulf Stream Chapter

Globetrotting members Lee Ayers and Dianne Johnston returned for the December meeting of the newly incorporated Gulf Stream Chapter at Dianne's.

Vacationing Dianne flew around East Africa and rode a camel to the pyramids in Egypt, while Lee explored Italy, Spain and North Africa, located an apartment on the French Riviera for the summer of '83, then rendezvoused in London with her sister.

The meeting opened with a demonstration of the new portable Loran C. We learned that the November flying poker run was a great success, opted to sponsor a USPFT Competition at North Perry Airport on March 19 with Gini Orosz in charge of arrangements, then approved the suggestion that the chapter's support of the 1983 Angel Derby be a drawing for two prizes: (1) a one-day Sea Escape (cruise) for two on the *Scandinavian Sun* and (2) a three-day, two-night weekend for two at the Chub Cay Club in the Berry Islands.

The *Scandinavian Sun* cruise leaves the Port of Miami at 8 a.m. daily and returns before midnight. The entire day may be spent aboard ship or the afternoon may be spent ashore in Freeport, Grand Bahama Island. The prize does not include gratuities, port fees or transportation to Miami.

The weekend at Chub Cay Club includes American plan meals but does not include Bahamian departure taxes or transportation. If required, a Gulf Stream Chapter member can provide transportation from Fort Lauderdale to Chub Cay.

Tickets for the drawings are \$1 donation each or six tickets for \$5. Prizes are good through 1983 on space available basis. For tickets, write or call one of the committee members, Lee Ayers, Virginia Britt, Ruth Jenkins or Stephanie Slavin. Be sure to include your name, address and telephone number and indicate which prize you prefer.

by Virginia Britt

Florida Panhandle Chapter

We had a great turnout at our Christmas party meeting held at the Holiday Inn in Navarre Beach, Florida. Gifts were exchanged among those in attendance, including Iva and Ken Walter, Fran and Tony Biele, Ann and Gordon Jernigan, Joan and Howard Jones, Dorothy and Alan Tremaine, Cam and Wes Westberry, Billie Hilton, Barbara Bethea, Susan Linn, guest Kathy Tepper, and student pilot Paige Brunner.

We have finalized our plans for a poker run to be held January 15 (rain date, January 22). The terminus will be at Destin Airport, Florida. Barbara Bethea has done a fantastic job of

Readying cookies for delivery to the radar control personnel in the Fort Walton Beach area are Adele Huard, Winkie Fortune and Barbara Bethea.



organizing everything. We have received some very nice prize donations, and they will be awarded at 1430 local time.

Again this year our chapter was in the cookie dough—baking cookies to deliver Christmas eve to the FSS and radar control personnel in the local area of Pensacola, Eglin and Panama City.

Our chapter has instituted a 66 program and Committee Chairman Joan Jones will take on the additional responsibility. We currently have six student pilots on our mailing list. Three attended our November meeting, and Paige Brunner, FBO from DeFuniak Springs, Florida, was eager to join that day.

by Winkie Fortune

Florida Spaceport Chapter

Bonnie Carr, chapter vice-chairman, recently graduated from Middle Tennessee State University with a master's degree in aerospace education and a 4.0 GPA. Although graduation took place on the day of the International Banquet in St. Louis, Bonnie and her 49½er, Wayne, were able to attend the graduation in Murfreesboro, Tennessee, and fly a Cherokee Six filled with Bonnie's college belongings back to St. Louis in time to attend the banquet. Bonnie will use her degree in her work as a community aerospace resource person, FAA safety counselor and high school aviation teacher.

Norma McReynolds, chapter membership chairman, was honored by receiving the 1982-83 Most Valuable Member Award at the September official installation banquet held in Sanford, Florida. Norma received this award for her constant support of the 99s and for the manner in which she encourages prospective 99s.

by Bonnie Carr

Florida Suncoast Chapter

Ninety-Nines met at Sarasota Airport for "All You Ever Wanted to Know about Air Racing," presented by our racing crew, Pat Judges, Sophia Payton and Dottie Birdsong. We saw a video tape on air racing, learned the types of racing, saw the application for kits, heard personal experiences, asked lots of questions and got answers—and may have lots of winning racers ready to go now. There were plenty of eager ladies wanting to know how.

Our chapter has purchased the "Flying for the Fun of It" film, and we look forward to viewing it soon.

Mickey Faber will be our project chairman for the March 13-19 EAA Sun 'n Fun 1983 in Lakeland, Florida. Suncoast has accepted "Spam Can" parking chairmanship for this

year's event. Floy Sawyer will once again help man the EAA headquarters office, so if you come to Sun 'n Fun 1983, look for the ladies with the blue caps and parking paddles out on the line—and come on over and help us out!

by Connie Chancey and Barbara Sierchio

CHAPTER NEWS, ETC.

Kitty Hawk Chapter

Our August meeting was coordinated with a super "Post-Crash Survival" course at the Dare County Airport in Manteo, North Carolina. The two-day program included 14 hours of training with instructors from the US Coast Guard, US Army and Air Force, North Carolina Department of Transportation (Aviation Division) and the FAA.

The course covered the gamut with emergency landing techniques, survival needs and equipment for desert or summer survival, arctic or winter survival and water survival, as well as operation and use of emergency flotation equipment.

Portions of the program were spent in the field and in the water with a Coast Guard helicopter demonstrating rescues. Participants were divided into groups and given hypothetical emergency situations for "hands on" experience. This was an invaluable course to every pilot, and the FAA is to be commended.

Two of our most active members continue to keep the airways hot. Diane and Lorrie Tunnell, sisters, flew the entire east coast from Florida to Maine during the summer break from their teaching duties and also down to the Bahamas for some sunning and funning. Most recently, both gals participated in the government sponsored safety program, earning their good looking silver Phase II safety wings. Way to go!

by Evelyn Willis

New Orleans Chapter

October 9 was the date of our annual poker run, spot landing contest and spaghetti dinner. The airports used were Houma, Thibodaux and Jeanrette, as well as Patterson as our base. The events were coordinated with an EAA fly-in and airshow the same weekend.

Marion S. Brown, Patterson, won the poker run with four aces and a wild card. Marion, a 99, is one of our local examiners. Delta pilot Bill S. Shepherd, a 49½er, won the "Real Pilot" Section. Lisa M. Cook won the instructors section, while Dr. Charles L. Johnson won the student spot landing. Lisa taught Charles how to land beginning at sunrise the same day of the competition—must have had a 99 for an instructor!

Gathered at Pat Besselman's home for their annual 99 Christmas party are (standing) EAA members Julie Argence and Laura Fisher, 99s Patsy Zeringue, Lisa Cook, Judy Maggiore, Frances Bozeman and guest Dee Dundee; and (seated) Gloria Burette, Pat Besselman, Mary Donahue and Amelia Shepherd.



The chapter enjoyed the holiday season with a Christmas party hosted by Chairman Pat Besselman. Entertainment was provided by Patsy Zeringue and Judy Maggiore.

Pat Besselman recently joined CAP and is now a first lieutenant and a member of the

Search and Rescue Squad. Her son is also a member.

by Lisa M. Cook

Tennessee Chapter

Dazzling October skies and the beautiful terminal building at Tri-Cities Airport provided the setting for a score of Tennessee 99s and guests for our monthly meeting. The group voted to hold a poker run in June and committees were set up to initiate planning.

Irene Flewellen and Sandra Link were participants in the Autumn Gold Rallye, a proficiency race held in September. Sandra, who holds a multiengine rating, recently obtained her SEL rating especially for this event. Nell Weathers, who recently received her private pilot's license, flew the rally with her husband, and they won the award for best time.

The chapter celebrated the holidays with a party at Holston Hills Country Club in Knoxville. Edna Davis, chairman of the party committee, was assisted by Fran Davis and Marie Hurley. An annual highlight of this meeting is the exchange of Christmas tree ornaments, many of them handmade by members.

by Marilyn V. Ayers

SOUTHWEST SECTION

Aloha Chapter

Donna Frost, Kaneohe, Hawaii, graduated from the US Army Warrant Officer rotary wing aviator course at Ft. Rucker, Alabama, on October 15. She was the only woman in the graduating class of 38 pilots. Donna was one of three honor graduates, mentioned as a "commandant's list" graduate and selected to train in the tandem rotor "Chinook." Warrant Officer Frost has been assigned as a helicopter pilot to Korea.

by Marian Kuzma



Donna Frost

Arizona Sundance Chapter

The chapter's Girl Scout program, "The Sky Is Not the Limit," headed by Janna Shea and Liz Kramer, started with an orientation on women in aviation careers. Local 99s individually described their aviation interest and occupations and showed the International slide presentation.

Arizona Sundance air marked the Deer Valley and Scottsdale Airports, and an airlift was held at Stellar Airpark in early November. Other November activities were program sales at the airshow for the International Aerobatic Team staged by the Desert Sportsman Pilots Association. Gabi Thorp and Jan-na Shea put together a fund raising safety education seminar, "Flying in Arizona," dealing with safety issues inherent in the Arizona skies, such as density altitude, weather, military airspace and flying basics. Some 25 people attended, brushing up on the skills we all learned but fail to use as time goes on.

Cathy Nickolaisen has spent the better part of four months in Washington, DC representing the National Association of State Aviation Officials and the Helicopter Association International on the National Airspace Review Task 1-1. Gabi Thorp is off to some obscure town in Texas for her orientation into the military. Gabi was accepted into the flying program for the Air National Guard this summer just before receiving her AE Scholarship and ATP. Connie Arnold will graduate from ASU's Aerotech Department in December.

The first annual Golden Appreciation Awards were presented at our first annual Christmas party. The awards are given (tongue in cheek) to 49 1/2ers for exemplary or unbelievable behavior over the past year. They include such honors as the Unusual Altitude Award, the Mr. 99 Award, the "What Am I Doing Here" Award, etc. Jim Shea was the luckiest in the group, winning honors for babysitting above and beyond the call of duty.

Sandi Christison and her mom took the Tucson Treasure Hunt first place trophy in November. Although Pat Moreland tried to defend the trophy, she and Nickolaisen had won at the last TTH, she and Sheri Conners and JoAnn Linder from San Fernando placed an admirable fifth.

by Cathy Nickolaisen

Cameron Park Chapter

We celebrated our third birthday (how time flies) with the annual Pasta Party at Pat and Don Collins' new home. Five members from Bay Cities Chapter and six from Sacramento Chapter joined us for the celebration.

We have also managed to get in a little flying between rain storms. Our fly-aways have been to Woodland and Marysville for

breakfast and Calaveras County and Rio Vista for lunch (on different days, of course). At Rio Vista, we enjoyed lunch at the "Flying Down to Rio" restaurant, which is a converted DC-4. (Somehow the food just tastes better in that atmosphere.)

Several members attended the opening of the Rancho Murietta Airport. There we enjoyed coffee, doughnuts and hot cider upon arrival and a barbecue after the ribbon-cutting ceremony. We also watched a spectacular demonstration of radio controlled aircraft by a Sacramento club.

Sometime during the month, we managed to take time to work a bit. Our chapter is responsible for the 32 little white airplane silhouettes (7'x9') now marking the taxiways at Cameron Park. Because of the dual purpose streets for autos and airplanes, visitors were sometimes confused as to where to taxi or drive. Both pilots and drivers of autos now seem to recognize the purpose of the silhouettes.

We hosted our second 1982 FAA safety seminar on November 30.

by Lorene Robertson

HI-Desert Chapter

Members of our chapter living in the Lancaster area are very lucky because we need to take only a short ride to Edwards AFB to view the space shuttle landings. *Columbia's* last landing on November 16 was truly spectacular. There was a high overcast that morning, but the visibility was fine and the rising sun peeked between the hills and the clouds. Bonfires provided limited warmth, which was supplemented by the goodwill and friendliness of the crowd. A double boom announced the shuttle's arrival and faces snapped upward, thousands of eyes eagerly searching the cloud deck. The silence was broken by shouts: "There it is! Wow! It's beautiful!" Indeed it was beautiful. The morning sun, low on the horizon, cast a golden glow on the white tiles, giving the shuttle a surreal appearance. *Columbia* passed overhead and then disappeared down the runway. The drive home in bumper-to-bumper traffic was slow, but it allowed time to savor our memories.

Our November meeting was held at Apple Valley. A spot landing contest was held upon arrival for members flying in, and those living in Apple Valley also participated. Margaret



Las Vegas Valley Chapter named Kathleen Snaper Woman Pilot of the Year.

Bolton won a flight bag for her excellent performance.

Shirley and George Williams were gracious hosts of our Christmas party which was held in their beautiful home. After a wonderfully delicious potluck dinner, we gathered around the tree to exchange "white elephant" presents. It's surprising what some people had just hanging around their homes that they were willing to get rid of. Christmas cookies were delivered to local FBO and FAA people to show our appreciation of their year-round assistance.

by Elaine Levesque

Long Beach Chapter

What a delightful evening! Chairman Betty Faux, who listens to students' tales every day, decided it would be fun to give our "seasoned" pilots a chance. Our November meeting was entitled "Memorable Moments," and 20 members of long standing were asked to share some of their exciting experiences with us—17 participated! Our only regret was that there wasn't more time to just turn them loose to "hangar fly."

The oldest license in the group was held by Dorothy Ruether, who received hers on January 13, 1934.

Three members, Iris Critchell, Gene Fitz-



Coachella Valley Chapter: Thelma Cull, standing at left, briefs members and prospective 99s on the organization during the October meeting at Palm Springs Airport. Accompanying Thelma from Sacramento is Geraldine Mickelsen, a past International president. Listening is Ilia Mae Carosell, chapter treasurer. Following the session, Jane Ellen Barbiere (holding sunglasses at right) is all smiles over the latest additions to the Coachella Valley Chapter flight line — Pat Farmer and Lisa Sontgerath of Palm Springs, Myrna Holub of Palm Desert, Colette Dobkowski and Merle Martins of Palm Springs. Another new member (not pictured) is June Gibbs of Palm Desert, who joined at the November meeting.

Patrick and Barbara London, were WASPS and, as Barbara expressed it, "We were at the right place at the right time—19-year-old girls in southern California during the war years." Their opportunities were unlimited, and they flew most every kind of plane, including P-38s and P-51 Mustangs!

Fran Bera, who has been honored numerous times through the years, holds records and trophies galore. She had more stories told on her than she related herself.

Betty Faux, the third woman to fly the Pacific (numbers one, two and four were also Long Beach Chapter members) confessed the challenges of that flight.

Joyce Jones never really told a story. Rather, she listed topics she had considered, such as "My mid-air..." then added, casually, in answer to our wide-eyed awe, "He hit me on purpose."

Margy Berry broke us up telling of when, as a brand new private pilot in 1958, she inadvertently found herself with clearance in IFR conditions. The trauma of the flight had been so frightening at the time, she said, that she couldn't even talk about it for years.

Interestingly, in spite of the vast variety of experiences, when asked what they considered their biggest accomplishment and/or most memorable moment, many named their first solo flight. Guess some things never change, regardless of "seasoning."

by Mary Munger

Monterey Bay Chapter

The 1982 Pilot of the Year honors went to Geneva Cranford at the Christmas party. Last year's honoree Lynne Kastel, in presenting the award, cited Geneva's leadership of several important events (two county air tours and a fashion show), as chairman of flying activities and as designer and driving force behind the chapter carousel booth. The Cranfords were doubly honored when Douglas received the 49½er of the Year Award in recognition of his many years of support for the chapter. Emcees Dell Hinn and Joanne Nissen presented numerous humorous awards to "well deserving" members. Under the chairmanship of Carolgene Dierolf, the party was a beautiful, fun affair.

The chapter welcomed four new members in 1982. Cindy Bergstrom, Judy Knox, Judi Wing and Jane Rood all are club "activists" already.

Membership Chairman Judy Dake arranged and hosted a recruitment potluck dinner at her home in November. Guests Colleen Gabriel, Diana Peterson, Nina Lamb, Sara Adam and Carolyn Dugger were treated to our vast culinary talents and the 99s film, "For the Fun of It." Members turned out in full force to inspire the guests to become 99s.

On November 13, a USPFT meet was held in Hollister, hosted by the Santa Clara Valley and Gavilan 99s. Cindy Bergstrom entered the meet, while Georgia Beck, Harriet Brin and Judi Wing participated in the judges' training. Cindy came in first in the navigation and cross-country segment and fifth overall. Georgia was selected to judge one of the navigation flights, and she flew with the eventual winner of the meet.

by Lynne Kastel

Mount Shasta Chapter

We'll be noticed wherever we go with our new and exciting 8'x30" chapter banner and our new patches.

Congratulations go to our new fly-in chairman, Shirley Leatherwood. We will be flying with the Red Bluff Air Force, meeting at the Red Bluff Airport for lunch and takeoff.

Charles Orr, Redding Municipal Tower manager, was the guest speaker at our November meeting, discussing the new National Airspace System.

Our annual Christmas party for 99s, 66s, 49½ers and guests was held at Pietro's Restaurant in Redding. Each member was to bring a fun gift and, as only natural, many packages contained small airplanes.

CHAPTER NEWS, ETC.

Bev Tickner, our *Plane-Drift* newsletter writer, does an excellent job, adding a little humor from time to time. I would like to share some with you....

Air Speed—true airspeed plus 20 percent when talking to other pilots.

Bank—an institution that holds the mortgage on your plane.

Steep Bank—an institution that charges more than 20 percent.

Contact—A friend who can get you aircraft parts wholesale.

Downwind—takeoff by a nonconformist pilot (San Juan Islands Airlines).

Dope—pilot making a downwind takeoff.

Fin—price of three aircraft bolts.

Final Approach—asking the waitress for the right time to fly to Las Vegas with you.

Flight Plan—scheme to get out of the house to go flying.

Gross Weight—maximum permissible takeoff weight plus two suitcases, 10 cans of oil, four rifles, four sleeping bags and a box of groceries.

Kilometers—a scale printed on charts to further confuse pilots who already have trouble with knots.

Lazy Eight—the airport operator, his four mechanics and three ramp attendants.

Pitch—the story you give your spouse about needing an airplane for business.

by June Torrey

Palomar Chapter

In addition to painting the airstrip at Palomar Airport in November, our regular meeting was held in Borrego Springs where 99s and guests flew for business and a picnic lunch.

Christmas festivities highlighted our December meeting, an annual potluck at the Lake San Marcos Recreation Lodge, when we invite prospective members and the 49½ers. Virginia and J.C. Boylls do a super job of cooking a turkey! Special guest for the evening was Chet Keasling, who told about his recent trip to Londonderry, North Ireland, where he attended the 50th anniversary celebration of the solo landing of Amelia Earhart and accepted a ceramic plate on behalf of the 99s. The celebration included air races and dedication of a memorial. Keasling was the only American in attendance. He told us about his flight on the Concorde, including a visit to the cockpit.

by Vi Pfeiler

Hardworking 99s Lois Delay, Pam Vander Linden, Mary Pearson, Virginia Boylls and Connie Francis paint the numbers and "Palomar" on the surface at McClellan-Palomar Airport in Carlsbad.



Phoenix Chapter

We have certainly spread ourselves from education to service with a little bit of fun in between these past months.

October 30 was our Regressive Dinner at Deer Valley Airport. We had a four-course dinner on the ramp, which involved four different hangars. Shirley Rogers was our hostess and her hangar, decked out in traditional Halloween decor, was where we played jacks, hopscotch and jump rope. (Did I mention you had to dress as a child?)

Our Flying Companion Seminar taught 28 clients the basic understanding of flying, and they all left feeling quite confident.

In November we air marked Deer Valley Airport with a 60' diameter compass rose. The turnout was good, and we had our Flying Companion "left-overs" for lunch.

We got to skip our December business meeting to enjoy the covered dish Christmas party at Leota Thomas' home. It was nice to see some of the "old-time" 99s that are hard to find during the year. Carolyn Chard was presented with the chairman's ruby pin by Martie Pearce, our current chairman. Two 49½ers, Bill Tobey and Al Schaaf, were inducted.

On December 24, our newly formed committee delivered home-baked goods and ham sandwiches to our local airport towers to show our appreciation to them for working so hard for us throughout the year.

by Karen Moore



New officers for the Phoenix Chapter include Martie Pearce, chairman; Stacy Hamm, first vice-chairman; Carole Tobey, second vice-chairman; Ann Newcombe, treasurer; Karen Moore, recording secretary; and Redgie Murdoch, membership chairman.

Sacramento Valley Chapter

Tule fog has put the damper on many of our flying activities the past few weeks. We look forward to 1983 to bring sunshine to the valley. Meanwhile, we welcome a future 99 (daughter of Judy and Bill Yost) and a 49½er-to-be (son of Elaine and David Hussey). We also congratulate Shirley Winn on receiving an award from Lieutenant Governor Mike Curb for her work on the Aviation Task Force.

January is our turn to sponsor the monthly FAA safety meeting. Our program will concern the medical aspects of flying. We are fortunate to have the use of the "vertigon," the special chair that induces spatial disorientation and vertigo. What a way to start the new year!

by Jacqui Koukol

San Fernando Valley Chapter

No, the lower half of California did not fall off into the ocean! We still exist, and I will attempt to fill you all in on what we have been doing recently.

There were two fly-ins to Santa Ynez Airport for Christmas shopping—one during the week for those who don't work and one during the weekend. And what fun to rent those 1958 Chevies! Liz and Bill Nuckolls were our Christmas/Hanukkah party hosts this year, with Santa (Don Hamilton) passing out the gifts. And what would Christmas be like without the "Cookies to the Tower" event? Everyone met at Skytrails to wrap and box cookies, have lunch and exchange gifts. Then it was to our sleighs (airplanes or cars) to make the deliveries.

Have you ever heard of double-marking an airport? It seems the painting crew ran out of paint the first time and had to go back a second time to finish air marking Whiteman Airpark in November.

And have you ever heard of a picture hunt? Leave it to Misti Vreeland and her bunch to come up with something new! Match the pictures to what you see on the ground... hmmm... First place in the November contest went to the team of Sonia Scheimberg, JoAnn Linder, Bonnie Fidelman and Nancy Larson; second place to Bob Stromquist, Jr., George Young and Gill Blessley; and third to Sharon and Don Crawford and Betty and Thor Engstrom. Maureen Motola won the spot landing contest at Santa Ynez Airport.

by Sylvia Sanderson



San Fernando Valley 99s Jerri Brooks Snyder, Virginia Rainwater, Monie Pease, Wanda Schramm and Jan Amos air mark Whiteman Airpark.

San Gabriel Valley Chapter

Christmas season arrived with two new members—Lyn Larson of Monrovia and Claire Kopp of Los Angeles. Chapter members took the Christmas spirit to the tower operators at Chino, El Monte, Brackett, Ontario and Riverside Airports and the Ontario TRACON, FSS and FAA in Riverside in the form of Christmas cookies and candies.

The annual Christmas party, held at the Arrowhead Country Club in San Bernardino, featured Jim Driskell as guest speaker. He showed a unique film on pylon racing by skydivers and a film of Bob Hoover performing at airshows in his Shrike Commander. Inland Chapter 99s attending included Maurine Wilson, Janice Hoffman, Zona Appleby, Tookie Hensley, Jo Ann Miro and Peggy Findley. The two chapters enjoyed a huge buffet dinner and a gift exchange and vowed to do it again next year.

by Eve Hunt

Santa Clara Valley Chapter

Between storms we managed several noon fly-ins and a successful USPFT meet. Verna West was in charge of the November USPFT meet at Hollister, and two of our members, Mira Patel and Pat Blouin, participated. Pat, a long-time 66, got her private pilot's certificate in October to become our newest member. Nine pilots took part in the USPFT local event, and the top two winners will now compete in the regional meet in Sacramento.

Twenty-three 99s (arriving in more than a dozen aircraft) descended on Julie Kay's at Half Moon Bay for a Christmas fly-in and chili lunch early in December.

Janet Hitt, who has been an accident prevention specialist with San Jose GADO, is on temporary assignment in Los Angeles. We will miss Janet, but we wish her well at her new post. She will be with FAA Western Pacific Regional Headquarters' human resources program.

by Kathy Pelta



Santa Clara Valley's Janet Hitt, right, celebrates her new GADO assignment with Mayetta Behringer.

Santa Paula Chapter

Our fall months were special ones, with the chapter proud of Sherry Moore, Sue Cederquist and Maggie Bird. Sherry and Sue placed 10th this year in the Pacific Air Race in a rented C-152, and Maggie was selected first runner-up for the Southwest Section Woman Pilot of the Year Award.

Our October fly-in was to the Harris Ranch, and what a great lunch members Jan Evans, Norma Williams and Melody Rich had. December's fly-in was to Mojave and California City.

The chapter cosponsored an accident prevention program at Camarillo Airport which over 300 pilots attended.

In February we will cosponsor a USPFT meet with the San Fernando Valley Chapter at Camarillo Airport. It's wonderful to work with fellow 99s on a joint project.

We would like to welcome our new members—Gail Gross, Trudy Leonard, Dorene Cowart and Bernie Stevenson.

by Melody Rich

Santa Rosa Chapter

Our newly organized Aerospace Education committee is off to a good start with Chairman Lillyann Leland, Joan Robbins, Cledith Bruner, Rita Cozzi and our chairman, Sherry Knight, planning an aerospace program for approximately 60 third grade students on January 26 at the Olivet School in Santa Rosa. The program will focus on the history of aviation, chart reading, weather and the theory of flight. An educational aerospace

display will soon be going up at the Coddlingtown Mall.

With plenty of members and friends participating in the Angwin air marking earlier in November, it was completed within two hours. There was time for a hike through the woods and down the hill to the small town of Angwin for lunch. We also moved the threshold 500 feet on Runway 16 at the Santa Rosa Air Center; due to a shortage of paint, however, we were unable to complete the air marking of the numbers so we plan to return in the early spring. There has been much controversy on the closing of this airport due to the complaints from a mobile home park north of Runway 16. We certainly hope the moving of the threshold will eliminate the decision to close this needed air center.

Our annual Christmas party was December 12 at the Vineyard Club in Geyserville. Live entertainment provided by a very clever magician was thoroughly enjoyed by 99s and their guests. One of the highlights of the evening was the exchanging of gifts. A much desired airplane salt and pepper shaker went from hand to hand, ending up with Barbara Benson as the lucky owner.

by Betty La Guire

Tucson Chapter

Our eighth Tucson Treasure Hunt, held at Marana Airpark, was fun for all attending, contestants or not. The 25 entries included quite a variety of planes, ranging from a Bird C-K to a twin Cessna. The mother-daughter team of Gean and Sandy Christison flew back to Mesa, Arizona, with the Barry Goldwater first place trophy. Emcee Dave Graham and his bride-to-be, Pat Kucinski, both of Tucson, won second place. Joan Steinberger took yet another Tucson Treasure Hunt trophy back to Goleta, California, winning third place with copilot Rachel Cowin.

The Rincon Optimist Club had their second annual Desert Airshow October 23-24, and again this year we sold our wares, enjoying a fantastic airshow at the same time. A bonus was having our booth next to that of "Pappy" Boyington.

by Jean Servaas



Tucson Treasure Hunt winners collecting their trophies are mother-daughter team Gean and Sandy Christison.

Utah Chapter

Meg Streeter has been promoted to first officer, flying 727s for Evergreen Airways, based in San Antonio.

Julie Pfile is having the engine of her Pitts S-1 modified in preparation for flying in unlimited competition in 1983. Julie will be trying for a position on the US World Aerobatic Team.

Sidney Sandau received her Phase III proficiency wings at a recent FAA meeting. Jan Knowles was awarded her Phase I wings at the same event.

Patti Bennett has returned from six months of Air Force Reserve duty.

by Carol Clarke

Air Racing News



At the Asheville Airport, Louise White and Virginia Gilreath line up airplanes for the Autumn Gold Air Rallye's second annual proficiency run.



Update on Air Race Classic

by Merry Robertson

Words of wisdom from a grizzled and somewhat battle-scarred veteran of some seven major air races, whose eminent qualifications include the Tailend Charlie Award (ARC, 1979) and almost, but not quite, making it to the 1982 ARC start....

Most "how-to" manuals consist of a list of "do's"—this one, appropriately enough, is a compilation of "don'ts."

1. DON'T say: "I can't afford it." (Your sponsor is out there somewhere. Go find one—or, better yet, them.)

2. DON'T say: "I'm not experienced enough." (There is no better way to gain experience than by racing. You return with new competence, every piloting skill honed to a razor-sharpness.)

3. DON'T race a plane you know only slightly. (To get the most from a racing plane, you must fly it and fly it, preferably over a test course. Each aircraft has its own idiosyncracies, and you may as well know what your plane's are.)

4. DON'T race until you and your teammate have spelled out your respective duties clearly. (Most often, it is best for one to fly and the other navigate. Mid-air duty switches have led to strained friendships, at best, and perfectly abominable leg scores.)

5. DON'T fail to enter Air Race Classic '83 by writing to ARC Headquarters, P.O. Box 1055, Thomasville GA 31792. Kits are available now and entries open in February 1983.

AUTUMN GOLD AIR RALLYE WINNERS

1st place Betty Hyman
and Charles Traugher
Asheville NC —C-172

2nd place Betty Baugh
and Jim Baugh
Chandler NC —PA-28

3rd place Maurita Morrill
and Charles Morrill
Clover SC —C-172

Best Time Estimate:

Bill Weathers
Cessna 210

Best Fuel:

Vicky Anderson
Cessna 172

Pilot with Least Hours:

Sara Zug
Cessna 210

Pilot Traveling the Farthest:

Gerda Ruhnke
Piper Arrow

Tailend Trophies:

Lee Orr and Dot Penney
Cessna 172

Autumn Gold Air Rallye

Moderate to severe turbulence through 5,500 feet over the Blue Ridge Mountains did not stop all the eager racers when the Blue Ridge Chapter held their second annual Autumn Gold Air Rallye, October 15-17 in Asheville, North Carolina.

There were 13 aircraft in the 225 sm round-robin proficiency contest.

Cash prizes and trophies were awarded at a post-race barbecue.

Classified

"I'm a Proud 99 Pilot" T-Shirts:

Royal blue, 50% cotton - 50% polyester, sizes S, M, L, XL. Send \$7.50 check (all inclusive) to Oklahoma Chapter 99s, Charlene Davis, P.O. Box 408, Erick, OK 73645. (405-526-3386).



AVIATION ART PRINTS—BEAUTIFUL 48 PAGE COLOR CATALOG SEND \$2 TO AEROPRINT, 405 MONROE ST., BOONTON NJ 07008

Slide presentation, "For the Fun of It," rate is \$15 plus \$1 for each day kept after show date. Returnee pays postage and insurance. Order from Charlene Falkenberg, 618 S. Washington St., Hobart, IN 46342.

FOR SALE

1949 Cessna 140A, emac. cond., always hangared. No damage. Interior replaced in 1972. Full panel. Sue Maddock, 2708 Whispering Trails, Arlington, TX 76013. (817-277-8013).

Why don't you fly the Grand Prix this year?

by Juanita Blumberg

I expect that some 99s won't read beyond the title question, and that's okay because air racing isn't for everyone. It is, however, a wonderful flying activity which should be experienced by more than the hundred or so women pilots who fly the major races each year. I suspect a majority of readers will answer the question with a somewhat wistful, "I'd really like to, but....," and that's too bad, because they're missing the flying experience of a lifetime. There are valid, "buts," of course, but you shouldn't stay home for the wrong reasons. Let's explore some of them....

But, I'm just not that competitive! Sure, a competitive spirit adds to the fun, but with few exceptions, most racers aren't out for blood! It really comes down to you and your copilot—a team effort against the course and the winds. You may not win the race, but you will win and keep forever those moments of incredible exhilaration when you and your partner are doing everything just right. Moments when the checkpoints are sliding beneath you ahead of schedule and you know you can achieve excellence. Winning the race is nothing more than expansion of those moments.

But, my flying [or navigating] isn't that good! That's the beauty of the team effort. It doesn't have to be! Choose a partner whose skills complement rather than duplicate your own and you can learn from one another as well as fly a better race. I'm a perfect example of this. I get lost over my hometown, but with a crack navigator in the right seat, we were able to win—twice!

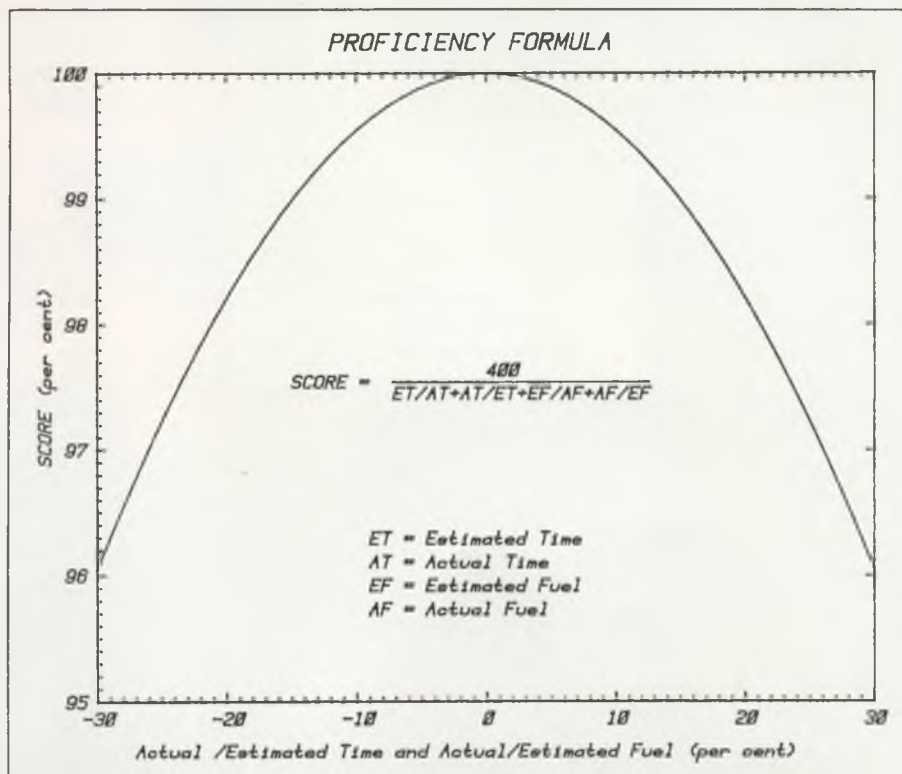
But, it's hard on my airplane! More likely it's your husband saying that! I had to fly four races as a copilot before my 49½er and our mechanic were convinced the wings wouldn't fall off and the engines burn up if an airplane was flown long distances at full throttle. Indeed, during an overhaul of a twice-raced engine (1,400 hours), the mechanic reluctantly volunteered that it looked better than usual. With reasonable precautions and care, a healthy engine will still be healthy at the end of the race.

But, it's too expensive! This one's a little tougher. Admittedly, it's more expensive than staying home, but how much more? The big item, fuel costs, will be determined by the fuel efficiency of your aircraft, but other costs can be minimized with proper planning. The Grand Prix has kept your budget in mind. Entry and registration fees are \$400 or less. The race starts and finishes in a central location so that no matter where you live you

don't have to travel all the way across the country before you even race—and it requires only one week away from home. Accommodations range from reasonably priced rooms to expensive condominiums. The arrangements you make with your copilot can help also. Sharing expenses and prize money

50/50 is the usual. Finally, consider racing with your husband and call it a family vacation!

Entries open February 18, 1983 and close March 28, 1983. Race kits are available now for \$7: Shangri-La Grand Prix Air Race, 1918 W. Banbury Rd., Palatine IL 60067.



ET = Estimated Time
 AT = Actual Time
 EF = Estimated Fuel Consumption
 AF = Actual Fuel Consumption

$$SCORE = \frac{400}{ET/AT + AT/ET + EF/AF + AF/EF}$$

This Proficiency Race Formula was first used at the Capitol Proficiency Race in Washington, D.C. in September 1982. It gives equal weight to fuel consumption and time. It challenges the participants to adhere strictly to their estimate of time and fuel consumption with lowering their score equally well for equal over or underestimates percentagewise. Since lowering or increasing speed usually leads to increased fuel consumption per distance, it is not advisable to compensate with speed changes for wrong time estimates. Rather a course deviation under constant power setting should be used to compensate for excess time. Fuel consumption indicators on aircraft are usually not accurate enough to monitor consumption for best score. For winning it is essential, therefore, to know well the performance characteristics of the aircraft, the flight path and fly-by points, as well as the influence of winds on time and fuel.

Score calculations are best made using a pocket calculator or small computer because five division operations have to be performed. Usually four digits after the decimal point are needed to differentiate between contestants. The ideal and maximum performance score is 100. In all likelihood the first two digits will be 99—thus honoring the 99s organization. If fuel consumption is measured to the nearest one-tenth of a gallon, then time needs to be measured to the nearest 10 seconds. It should be remembered that for small single-engine planes an error of one-tenth gallon equals an error of 30 seconds in time, thus flying to within one second of estimated time is not as essential as flying within one-tenth gallon fuel consumption.

Reported by Gerda I. Ruhne
Washington, D.C. Chapter of the 99s

GRAND PRIX RULES CHANGES FOR 1983

- No limit on engine horsepower.
- Modified or converted aircraft are permitted.
- No special annual required.
- No copilot required, and co-pilots need not be licensed.

FOR WOMEN ONLY...

Sharing common goals and interests is what it's all about — through participation and affiliation with THE international organization of women pilots. If you're a 99, spread the word. If you're not a 99 and would like to know more about the organization, just let us know. We'll also put you in touch with some active members in your area.

Yes, I'd like to know more about the Ninety-Nines.

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