

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

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NUMBER 2



Mary Alexander: An Example of Courage and Individuality

by M. Jane McAllister

On April 18, 1955 at Georgetown Hospital in Washington, D.C., a woman named Mary C. Alexander died of a "heart ailment." Her obituary appeared in the *Washington Evening Star* with the heading, "Mrs. Emil C. Held Dies: Was Pilot, Auto Dealer." The first time I read that it struck me as a very curious combination of things for a woman who was born and raised in Virginia around the turn of the century. Further research revealed a woman who seems to have dabbled rather fearlessly in a great variety of things and who was apparently best known for her accomplishments in aviation.

In looking at the circumstances of her life, an intrepid woman with wide interests and talents seems to emerge, yet little of her personal life is visible. Mary was born in Loudoun County, Virginia, on March 2, 1883, to William and Ella White. Her early schooling was at what was then called Immaculata Seminary in Washington, D.C. Still in operation, this Catholic girls' school is now referred to simply as Immaculata.

In her twenties, Mary married John Alexander. They lived in Lynchburg, Virginia, and they had two children. Usually this phase of life signaled, at the time, a settling down period for a young mother, consumed by the duties of family life. In Mary's case, however, it seems to have had the opposite effect. Together with her husband, she operated the Alexander Motor Car Company in Lynchburg. She was the first woman automobile dealer in the commonwealth. When her husband died, she took over leadership of the company.

Also at that time, Mary became interested in aviation. When her children were quite young, she enrolled as a student of aviation at the Curtiss Wright Flying School in Baltimore. She studied flying there and was the first female graduate in September of 1929. She was issued a private pilot license shortly afterward. Returning to Lynchburg, Mary flew and worked tirelessly to popularize flying among women. She became the only Lynchburg woman aviator of reknown and was the first woman to receive a pilot's license in the state of Virginia. She built a hangar on the edge of town where she kept her plane.

While still in her forties, Mary became known as the "Flying Grandmother." Amelia Earhart, in her own book, *For The Fun Of It*, lamented that there were not more women like Mary whose ventures into aviation helped advance it as a serious endeavor, rather than a dangerous novelty, as many people viewed it at the time.

It was during this period that Mary became a Charter Member of the Ninety-Nines. Founded in 1929, this organization named itself after the number of charter members. Mary was one of them; Amelia was another. The Ninety-Nines is an international organization of licensed women pilots. Its founders were intent on providing a close relationship among women pilots, assisting one another in the pursuit of aeronautical endeavors. According to Mary, the purpose was to promote good fellowship among licensed women who flew and to provide opportunities for the woman who wanted to fly commercially. Some of the original charter members are still living today.

After Mary left Lynchburg, she continued her involvement in aviation, but coupled it with a host of other activities. She staged numerous air shows in Lynchburg and Virginia Beach, where she later operated the Virginia National Guard field. She flew in relay races in her own Moth open cockpit.

She was the first woman to hold an executive position with Pan American Airways, according to her family. She was traffic representative-at-large for Miami.

Mary was also interested in art. After her retirement from flying in the early forties, she began to paint and eventually conducted classes in painting at the Federal Supply Offices in Washington, D.C.

In pulling the remaining threads of Mary C. Alexander's life together, one winds up with a fistfull of unusual endeavors, to say the least. But still little is known about Mary personally. It is difficult to fain insight into the woman behind all the "firsts." Furthermore, what emerges, seems to be contradictory.

Judging from Mary's activities, it would appear that she enjoyed feeling unique, or at least didn't mind being the focal point of attention and notoriety. Yet some accounts say that she was a very private person—not an attention-getter at all. The newspaper accounts of her ventures speak of her in glowing terms. The people who know her and who now remember her, however, do not hold Mary in such high regard. Bearing in mind that Mary was not cast in the normal mold for Lynchburg women in the late twenties and early thirties, it is hardly surprising that she was the butt of some criticism there. Those who recall her, in some cases, refuse to talk about her at all. Others refer to her as "flamboyant, flashy, arrogant and overzealous" (about aviation presumably). She was criticized because she flew while she was raising young children; this was not acceptable behavior for a young mother in those days.

Mary's response to this criticism was quoted in the *New York Times*. She said, "It always makes me tired when I hear people say that a woman who is a mother should not fly. I'm a mother, and I'm going to fly all I want."²

Perhaps even more revealing are the words that Mary spoke in defense of women like herself. In a speech delivered to the Women's Advertising Club of Baltimore, Mary said that one of the difficulties for women who want to fly is that "the people of her own hometown jump to the conclusion that she is just out for publicity." Mary went on to say that she would not consider doing dangerous stunts or endurance flights like some of the pioneer pilots were doing. Her reason for this was her responsibility to her children. Mary was vocal about the prejudices she ran into in flying school, referring to them as a "peculiar masculine twist of mind that we (women) are just senseless interlopers in their field... in which we have not any inherent right." To overcome these prejudices, she said, a woman must have "determination, common sense and humor."³

The character of this woman that emerges from her own writing is that of a sensible woman, who has taken a practical, if somewhat defensive stance in her reasons for flying. She sums it up rather tersely by saying, "I see no reason why woman should not take her place in aviation as she has in other branches of life."⁴

Whatever her reasoning or motives, Mary certainly did take her place in aviation—and in a variety of other things as well. She seems to have been typified by her determination and her readiness to step beyond the conventional realm of endeavor at the time, into what she felt compelled to do. Her motives are now invisible. Her record, however, stands in its own right as a fascinating example of courage and individuality.

FOOTNOTES:

¹ *For The Fun Of It*, Amelia Earhart, 1939, Putnam.

² *New York Times*, July 10, 1929.

³ From a lecture given to the Women's Advertising Club of Baltimore, Maryland, undated.

⁴ *Southern Aviation*, Mary C. Alexander, Brookfield, Connecticut, May 1932, p. 15.

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ON THE COVER:

The Monterey Bay 99s' carousel booth has come to be a familiar sight at local aviation events. The chapter has used it with great success at the Salinas and Hollister Air Shows, the Monterey County Air Tour, the Great Pumpkin Classic Air Race and numerous parties. The booth was designed and constructed by chapter members.

Calendar

MARCH

- 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: The 99 NEWS** deadline for May issue.
- Apr. 9: Shirts 'N' Skirts Air Race.** Kits, \$3, payable to the Fullerton 99s.
Contact June Leach, 1005 Tularosa Ave., Orange CA 92666.
- 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: Spring Southeast Section** meeting, Natchez, Mississippi Chapter hosting.
Contact Miriam Loe, 123 Auburn Ave., Natchez MS 39120, (601) 445-4252.
- Apr. 22-24: Spring South Central Section** meeting, Marriott Hotel Downtown, San Antonio Chapter hosting.
- Apr. 29-May 1: Spring North Central Section** meeting, Pheasant Run Hotel, St. Charles, Illinois, Chicago Area Chapter hosting.
- Apr. 29-May 1: Spring Southwest Section** meeting, Marriott Hotel, San Carlos, California, 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 1: The 99 NEWS** deadline for June issue.
- May 5-7: NIFA National SAFECON,** Western Michigan State University, Battle Creek.
Contact Hazel Jones.
- May 13: Hayward-Las Vegas Proficiency Air Race,** Hayward, California.
Kits, \$3, available from Hayward Air Race Committee, 20301 Skywest Dr., Hayward CA 94541, (415) 581-2345.
- May 21: Nutmeg Air Rally,** round robin proficiency competition sponsored by Connecticut Chapter. Kits, \$3, available from Peg Davidson, 21 Crestview Dr., No. Haven CT 06473, (203) 288-9642.
Application deadline May 2. Rain date May 22.
- May 27-29: 14th Annual Illi-Nines Air Derby,** open to men and women pilots. Rockford Municipal Airport. Speed and proficiency categories.
For information and kit, send \$3 to Ruth Frantz, 46 Apache Lane, Hutley IL 60142.
- May: Spring Africa South Section** meeting, Victoria Falls Hotel, Zimbabwe.

JUNE

- Jun. 1: The 99 NEWS** deadline for July-August issue.
- Jun. 3-5: National USPFT Competition,** Carbondale, Illinois. Contact Lois Feigenbaum.
- Jun. 4: Spring New Zealand Section** meeting, New Plymouth, North Island, New Zealand.
- Jun. 11: 11th Annual Garden State 300,** sponsored by Garden State Chapter.
Trenton-Robbinsville Airport, Robbinsville, New Jersey.
300 statute mile proficiency contest (optional shorter course for slower aircraft) open to all licensed pilots. Entry deadline, May 14. For entry kit, send \$5 (deductible from entry fee) to Kitty Alessi, 7 Winfield Ct., Medford NJ 08055.
Make checks payable to Garden State 300.
- Jun. 24-27: Air Race Classic,** San Diego, California to Grand Rapids, Michigan, 2,287.39 statute miles. Contact ARC, Box 1055, Thomasville GA 31792.
Entries close April 8.

JULY

- Jul: No 99 NEWS** deadline.
- Jul. 15-17: Oregon Petticoat Derby,** Albany, Oregon.
Sponsored by Willamette Valley Chapter 99s and the Albany Area Chamber of Commerce. Address inquiries to: P.O. Box 5464, Eugene OR 97405.
- Jul. 15-17: Okie Derby,** sponsored by the Oklahoma Chapter.
Contact Jan Million, 1627 Hawthorne Court, Norman OK 73069.

LIBRARY NOTAM

Headquarters would like to receive a copy of 38 *Charlie* by Jerrie Mock, or information on where copies may be obtained.

New Ratings

EAST CANADA SECTION

Kerri Lynn Bulger - Eastern Ontario - COMM

NEW YORK-NEW JERSEY SECTION

Diane Fisher - Long Island - AMEL
Mira Rosen - Long Island - AGI

NORTH CENTRAL SECTION

Jo Bernet - All-Ohio - IFR
Maria Boone - All-Ohio - BGI
Karen Johnson - Indiana Dunes - CFII
Shirley Russo - Indiana Dunes - IFR
Terry Ludtke - Minnesota - CFI, AMEL

NORTHWEST SECTION

Denise Van Grunsven - Rainier - CFII

SOUTH CENTRAL SECTION

Charlene Davis - Oklahoma - IFR

SOUTHEAST SECTION

Martha Bowling - Mississippi - COMM
Anita Sasser - Tennessee - COMM

SOUTHWEST SECTION

Kathy Frank - Sierra Buttes - IFR

Book Review

Downie, Don and Julia. *Your Alaskan Flight Plan*. Blue Ridge Summit, Pennsylvania, TAB Books, Inc., 1980. 256 p., ill., \$8.95. ISBN 0-8306-2292-6

"Of all the 'international' flights in the world, a trip to Alaska is undoubtedly the most inviting, least hazardous and least complex." With these words, the Downies (Julia of the San Gabriel Valley Chapter) start preparing pilots for their first flight to Alaska.

Three equally scenic routes are detailed—the Alaska Highway (perhaps the most popular route), the Trench Route and up the coast (recommended only for floats). Each route is given in great detail, with descriptions of what is seen and where; that is, what should be seen if you are on course.

Numerous photographs also give first-time pilots valuable clues as to their location.

Other chapters provide vital information, such as Canadian Flight Rules (some are different from those in the United States), survival equipment needed, navigation aids, charts and sources of additional information, to name but a few.

The photographs are numerous and clearly produced, especially the photos showing airports and runways. The paper cover may not stand up to a lot of hard use.

This book is "must" reading, especially for those of us who are planning to fly ourselves to Anchorage for the 1984 Convention.

The sale of this book just might be a good fund-raising project for some chapter. Any chapter interested? Write either Lu Hollander, editor, or me for further information.

by Dorothy Niekamp
99 Librarian

The President's Message

by International President Marilyn Copeland



Sooner Takeoff, the Oklahoma Chapter's newsletter, recently announced a Biennial Flight Review Seminar for 99s and 49½ers during May. Their proposed seminar will include a ground school, lunch and flying in the afternoon; 99s and 49½ers who are flight instructors have volunteered their time. Members may fly their own aircraft or a 172 which will also be available. Helping one another keep safe in the air is an excellent chapter project.

The San Fernando Valley Chapter's newsletter highlighted information regarding the economic impact of the Van Nuys Airport for their members to use as resource material. Facts such as the total economic impact of the airport in 1979 was \$200 million with total operations of over 605,000 gave their members information to use in statements to the general public.

Governors and International Committee chairmen, please note that action was taken at the fall Board of Directors meeting: "At each International Convention, an oral report will be given by governors and International Convention chairmen to be read on the convention floor during the business meeting."

All incoming and outgoing governors will be asked to attend a future planning meeting during the convention: "Charting the Future Course of the 99s." They will meet with the Board of Directors, where input of ideas from individual members will be appreciated.

Now is the time to begin planning to attend and participate in the August 11-14 Convention in New Orleans. There will be many educational events as well as a delightful program encompassing this charming city. The New Orleans Marriott has a fantastic sun deck and is close to some fine shopping. We all have lots of planning ahead to do! By the way, have you tried the new "backswing" for indoor exercise? It is quite an invention!

At a recent flight instructor's seminar in Wichita, particular emphasis was placed upon accidents caused by improper fueling of aircraft. Always double-check the fuel ticket for type of fuel delivered, as well as the amount versus the number of hours to be flown to be sure it was your aircraft that was correctly fueled. By the way, how will the new ADAP rules affect you? They allow only one FBO on many airports for fueling.

Coming up: March 25 ceremonies will unveil the stainless steel Amelia Earhart bust #101 for Headquarters, provided by 99 contributions, as well as the presentation by Jack and Debbie Scharr of the bronze bust #1 to Amelia's sister, Muriel Earhart Morrissey. The sculptor says there will be only five stainless steel and 100 bronze busts. The promotion of this event is aimed at increased recognition for the 99s, women in aviation, the aviation community in general and also for Amelia Earhart. A professional public relations firm will cover the event, so watch for national coverage via newspapers, radio and television.

There will probably be several bylaws revisions at the Convention business meeting. Be sure to study them at chapter meetings, attend the business meeting preview and come ready to vote.

GAMA recently announced that single engine aircraft shipments were down 57 percent in 1982, 2,697 units compared to 6,268 in 1981; multiengine aircraft were down 56 percent, 678 in 1982 compared to 1,542 in 1981. Turbo-props were down 50.1 percent. According to GAMA, the industry remains "optimistic and confident about the future and about general aviation's future growth in the air transportation system." This forecast is based upon a gradually improving 1983 economy, mostly in the last half of the year.

A special citation was presented to H. Ross Perot, Jr. and Jay Coburn of Dallas by the Helicopter Association International's annual exposition in Anaheim, California, in February. They were the pilots who completed the transglobal helicopter flight in September 1982 and recently spoke at the Austin 99s' sixth anniversary dinner which I attended as a special guest.

Did you know that the first business aircraft with a single turbo-prop engine flew over Oklahoma in January? The Commander Fanjet by Gulfstream Aerospace began testing from their Bethany plant not too

far from International Headquarters.

How about the new Piper Malibu? Sounds like a "super" dream Lance, and what a wing span! Look out, racers!

A recent chapter newsletter announced that a member would not be renewing her 99 membership due to health reasons. Remember, once a 99, always a 99. This means that you may renew your membership without a current medical or current BFR. However, new members must have at least a private pilot license, current medical and current BFR. Members may join as section members without chapter approval as long as the application is signed by an active 99 member.

Often members do not renew because they feel no personal reason to do so. If an active 99 would make one phone call or write a personal note or invite a less active member to attend a meeting, usually the membership will be renewed. We need the knowledge and past experience of many of our members who once were active but presently do not have an aircraft to fly; or have other circumstances which prevent active participation. What differences does it make? Why do we want to "keep" members? Because they are renewing their membership in the largest and most prestigious women pilots' organization in the world. We have friends around the globe who help each other in aviation and other activities. We need to "keep" as well as "seek" new members.

Ninety-Nine membership is admired by others in the aviation industry. It is gratifying to realize that my solo flight in a small aircraft in 1961 has allowed me to know many aviation greats and enjoy world friendships.

Speaking of aviation leaders, our living Charter Members are some of the outstanding aviation greats. Take every opportunity to visit with them, honor them and share their friendship and wisdom.

New Horizons

KARMEN KAY FRANDSEN

San Diego Chapter members were shocked and grieved by the news of the death of Karmen Frandsen.

November 28, 1982, the plane in which she was copilot crashed on a snowy mountaintop west of Palm Springs, California.

Memorial gifts in her name have been made to the Amelia Earhart Scholarship Fund.

GERALD SERVOS

It is with deep sadness that the Chicago Area Chapter reports the loss of 49½er Gerald Servos on January 23, 1983, in an aircraft accident.

Gerry, husband of Marion, was always active and supportive of the 99s. He flew many air races with Marion and aided her with her many chapter projects. His long-time love affair with flying was surpassed only by his deep admiration and love for Marion.

We will all miss his enthusiastic encouragement and charm. Gerry was a very special 49½er.

by Mary Story

AE Scholarship Trust Candidates



**LOU ELLEN
FOSTER**

Lou Ellen Foster has been a 99 since 1960. She has a private license, single and multiengine ratings. Tony Page recruited Lou Ellen for the Fort Worth 99 Chapter. In 1968, enough pilots were recruited in the Wichita Falls area to form a chapter. Lou Ellen has worked continuously with the Wichita Falls group and has held all chapter offices, as well as serving on the South Central Section Nominating Committee.

Lou Ellen serves on the Development Council of Harding University, her alma mater, as a director on the Board of Directors of the Western Christian Foundation and as a member of the United States Industrial Council. She is very active in her church, and she has worked a number of years with CAP. She is a member of the Texas Private Fliers Association, a charter member in the Wichita Falls Yacht Club, and she also enjoys crafts.



**BARBARA
EVANS**

Barbara Evans obtained her pilot's license in 1948, joined the 99s in 1950, and has been an active member for 32 years. She was a charter member of the Long Island Chapter, and she has served as governor of the New York-New Jersey Section (1953-55), a member of the International Executive Board (1955, 1956, 1961), International secretary (1959-61), and she has three times been named to the International Nominating Committee.

In 1961 Barbara became a member of the AWTAR (Powder Puff Derby) Board of Directors, serving as treasurer and vice chairman for 16 years. In the last capacity, she flew many route surveys, edited the Official Race Programs and co-edited the "Update Album" (1977). In 1959 she was responsible for the booklet, "Thirty Sky-Blue Years."

Races she has flown include four Powder Puff Derbies and the IAR. She copilot-ed the winning team in an AWNEAR race.

For 35 years she was secretary and bookkeeper for her husband's business firm in New York City.

AVIATION ACTIVITIES

by Clara Johansen

TO: Chapter Activities Committees
FROM: International Activities Chairman
RE: Information on the following is available:

Air Marking	Pinch Hitter Course
Air Racing	Poker Run
Air Rallye	Mini Poker Run
Aviation Clinic	Proficiency Race
Casino Night	Pilot Proficiency Day
Flying Companion Seminar	Mystery Fly-in
Hangar Dance	Spot Landing
Navigation Exercises	Treasure Hunt
Penny-a-Pound Rides	Wine Tasting Party
Photo Hunt	USPFT Event
Plane Wash	and much more!

Have machine, will copy upon request. Drop me a card. And, if you have information to add to the list, please send that to me for the file.

DONATIONS TO AMELIA EARHART MEMORIAL SCHOLARSHIP FUND

	1982-83	
	DONATIONS	MEMORIALS
MIDDLE EAST SECTION		
Hampton Roads	\$ 50.00	
NEW ENGLAND SECTION		
Eastern New England	\$ 50.00	
Western New England	\$ 25.00	
NEW YORK-NEW JERSEY SECTION		
Section		\$ 50.00
Greater New York	\$ 75.00	
New York Capital District		\$ 100.00
NORTH CENTRAL SECTION		
Buckeye Air Rally	\$ 450.00	
Cape Girardeau	\$ 25.00	
Greater Detroit Area	\$ 75.00	
NORTHWEST SECTION		
Alaska	\$ 25.00	
Greater Seattle	\$ 100.00	
Intermountain	\$ 50.00	
Mt. Tahoma	\$ 20.00	
SOUTH CENTRAL SECTION		
Austin	\$ 10.00	
Colorado		\$ 50.00
Dallas	\$ 10.00	
El Paso	\$ 25.00	
Kansas	\$ 25.00	
Lubbock		\$ 50.00
Omaha Area	\$ 10.00	
San Antonio	\$ 10.00	
Santa Fe Area	\$ 25.00	
Texas Dogwood	\$ 10.00	
Wichita Falls	\$ 10.00	
SOUTHEAST SECTION		
Alabama	\$ 15.00	
Florida Gulf Stream	\$ 25.00	
Florida Panhandle	\$ 25.00	
Florida Spaceport	\$ 25.00	
Foothills	\$ 25.00	
SOUTHWEST SECTION		
Alameda County		\$ 25.00
Hi-Desert	\$ 100.00	
Monterey Bay	\$ 100.00	
San Diego		\$ 50.00
Santa Clara Valley	\$ 100.00	
Tucson	\$ 100.00	
Utah	\$ 100.00	
TOTALS	\$1695.00	\$ 325.00

Hasn't everyone done it at some time or another? Everyone knows it is not the wisest thing to do. Each year some 200 accidents are listed by the NTSB as "continued VFR into adverse weather conditions."

Sixty-five percent of those accidents are fatal.

The FARs say you can fly VFR in one-mile visibility in uncontrolled air space and with three-miles visibility in controlled air space.

Here are some suggestions to help keep you safe if you feel you must scud run or fly in marginal VFR weather.

Stay low and throttle back to a slow cruise speed. Keep terrain features in sight. At 90 knots, you will need one mile to make a complete 180; that's one mile forward and one mile in the direction of the turn. Keep all your lights on. If there are any other scud runners, you want them to see you.

Keep navigation simple by following roads and railroad tracks. Be cautious about following a large river or coastline, since this is where poor visibility is likely to be.

Remember the article on always knowing your position? If you intend to fly in marginal weather, it is doubly important. Always have an airport to turn back to that is no more than 10 minutes away. It

should be one you have overflowed. You should have noted landmarks so you can quickly find it if it is necessary to turn back.

Safety education

SCUD RUNNING

by Marilyn Miller
International Safety Education Chairman

Don't get cut off from your escape route by ridges or rolling hills. The rule of thumb is to always have at least two ridges and two valleys in view, both in front and behind you. If it drops to less than that, you are in danger of either hitting a ridge, getting trapped or becoming spatially disoriented.

If you do get trapped, you have no alternative but to land in the nearest open area available. Be mentally prepared for this! It is better to call your insurance man than for someone to call him because you are deceased!

The preceding information was gleaned from Archie Trammell's article in *AIR SAFETY JOURNAL*.

Notice to Safety Education Chairmen

The new forms and instruction sheets have been sent to the section safety education chairmen for distribution to the chapter safety education chairmen. The governors of each section have also been notified that this has been done. Chapter chairmen who don't receive copies of the form and instruction sheet should contact their section chairmen.

Hints on Achievement Award Recordkeeping

Make a list of your chapter members and ask them at each meeting if they have attended a safety seminar, had their BFR, new rating or anything that might qualify as points. It is easier to do this each month than try to get the information together at reporting time. Please document your activities with meeting notices, seminar notices, etc.

Above all, remember the deadline printed on the form. This is the final postmarked date acceptable. Any received postmarked after that deadline will be figured for points but will not be included for the award, nor will they be listed with the ones received on time. Wouldn't it be a shame not be able to count points earned to help your section because of a late postmark?

Legislation Information

JUST BECAUSE

by Joan Kerwin

The FAA has been playing the old shell game with us since the Aviation Trust Fund was first instituted. Never let the sucker know where the pea (money) is.

They insisted that they must have the increase in the avgas tax to 12 cents per gallon to support their programs, despite the \$3 billion surplus in the trust fund which was built up under the previous tax of seven cents per gallon (which they couldn't use up or it wouldn't be surplus).

Meanwhile, the budgeted expenses upon which they base their need for taxes exceed the amount of actual expenditures as shown below:

	1982	1983	1984
(1)	\$1,738,000,000	\$3,108,000,000	\$3,827,000,000
(2)	\$1,583,000,000	\$2,642,000,000	\$3,084,000,000

(1) Amount upon which taxes are based.

(2) Amount of expenditures

When you subtract the expenditures from the budgeted amount for these three years alone, the surplus going into the trust fund comes to \$1,395,000,000. Add that to the existing \$3 billion already in the trust fund, multiply it by the accrued interest on investing the \$4.3 billion and the amount is obscene—especially when you consider they claimed such need for the tax increase.

Why, you may ask as I did, don't they spend what they have budgeted? The FAA claims it doesn't have the people or facilities to implement the programs for which they have budgeted.

What can we do about it? Not a darned thing—at least not until the present ADAP expires in 1987, at which time you can expect the FAA to request another increase in avgas tax. Because they need it. Or because the user must pay. Or because we aren't paying our fair share. Or just because.

(Many thanks to Larry Graves, AOPA's vice president of Legislative Affairs for all the facts and figures.)

Bob's Bar-B-Q of Ada

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and Homemade Pies

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Ada, Oklahoma
Within Walking Distance of Airport

Good Samaritan Commended in Long Island

by Patricia Rockwell

Recently Manny Scarpinato, 49½er of Joan Scarpinato of the Long Island Chapter, received commendations from both the L.I. MacArthur Tower and the AOPA for his help in finding a lost and disoriented aircraft in low ceilings and poor weather.

While flying an ILS approach to MacArthur Airport in a Cessna N735PM with Joan as copilot, Manny heard the tower trying to determine the location of an obvi-

ously lost aircraft. The ceiling over the south shore was a ragged 1,100 feet and lowering, with the disoriented aircraft in and out of clouds. The tower confirmed heading and altitude but had great difficulty getting the pilot to determine his position. (The DF facility was inoperative at the time.) Finally a position was obtained by the tower directing the pilot in the use of his VOR and triangulating off two close VOR stations. The pilot,

who wanted to land at either Bayport (Edwards) or MacArthur Airport, was east-bound and already east of both airports.

Manny and Joan offered to assist by flying over the shoreline and searching for the aircraft. The offer was accepted and they were vectored precisely to the lost aircraft position, at which time visual contact was made and the pilot escorted to Bayport Aerodome. It should be pointed out that when the tower located the aircraft he was directed to turn to a westerly heading and was placed in the vicinity of Brookhaven Airport which was the closest point of landing. The tower advised landing at Brookhaven but this good advice was refused.

The AOPA commendation read in part: *"On behalf of AOPA, we would like to thank you and Long Island Tower Chief Charles Pickens for your recent flight of Beagle Pup... Your actions reflect that good samaritan spirit so lacking in today's world...."*

And, from Charles Pickens, manager of the Long Island Tower:

"...on behalf of the FAA, our sincere appreciation for your assistance in finding.... the Beagle Pup that became disoriented.... As the controller involved in finding this aircraft, the moment that you advised that you had him in sight and would escort him to Edwards was one of great relief. When we consider the marginal weather conditions that existed at that time frame, your willingness to assist can only be described as in the highest tradition of aviation."

by Charlene Falkenberg

Seek & Keep

MEMBERSHIP TOTAL: 5,783

Wouldn't you like to see that number reach 6,000? I'm sure you would! How can we accomplish this goal? With the cooperation of each of you, we can do it! We know we get new members. How do we keep them?

One way is to offer interesting, educational and entertaining meetings. Would you spend your time and money going to dull, waste-of-time meetings? Of course not!

Why not break the programs down into sections? Four completely educational programs. Four programs aimed at both education and money-making. Four programs of and fun miscellaneous. Educational programs can be held during the months when the weather interferes with flying. Aviation clinics (also fun and money-making); programs on air racing... speakers: FAA medical doctor, ATC controller, accident prevention specialist... workshops: on careers, on how to present a program to elementary students... fly-in programs: visit a local Air Force base or a local college that presents an aviation course... fun and flying: Poker Run or air rally... miscellaneous: box lunch auction (money-making); local historian; spot landings; flour bombing; a local ground instructor... "IFR Charts for the VFR Pilot," "Brushing Up on the Computer," "Stepping Up to a Complex Airplane," "Your Biennial." ...when the weather grounds you, "Fly a Race on the Ground."

Start your meetings with a "sharing time." Everyone likes to know that you want to hear from them. Each person present takes a few seconds (more if needed) to tell about the past month, or if at the meeting for the first time, to introduce themselves. The information need not be about aviation; someone who hasn't had an opportunity to fly lately should feel we are just as interested in her as anyone.

If you do not have a chapter newsletter, start one. Ask members who cannot make meetings regularly to send in contributions. I have found that the first members to pay their chapter dues (which subsidize the

newsletter) are the ones who cannot attend regularly but want to keep in touch.

When you have your Christmas party, if possible, have it in someone's home. Everyone can bring an aviation oriented ornament for a gift exchange, and 49½ers can be initiated. Pool/picnic parties in the summer can also be a good time to invite the men.

Have you noticed? While all of the above can make inviting programs, you are also encompassing safety, air marking, public relations and aviation activities. Make your meetings sound so inviting that no one will want to miss them!

by Charlene Falkenberg

66

Many chapters have inquired about starting a 66 program; however, there are many more out there we have not heard from. If you have started a 66 program, we would like to hear how it is progressing, and if our recruiting poster has been effective.

Since 1983 has been designated the Bicentennial Year of Air and Space, what better time to "toot our own horn." There are many women students out there just waiting to be contacted. With a special focus on air and space in the coming year, more people will become aware of the important part flying plays in everyday life.

As we pilots are proud of our accomplishments and future aspirations, students, too, have the need to express their sense of achievement. I propose we choose the month of June as a month to salute the woman student pilot. Chapters could make signs and distribute them throughout their area in airports and libraries, inviting students to participate in 99 activities. An all-out campaign will surely result in many new members. In addition, let's encourage women who have ever dreamed of flying to fulfill that wish.

How about a special event for students, such as a luncheon, picnic or fly-in with everyone bringing a student pilot or a "for the fun of it" air rally with students as observers in the airplanes? A short time spent beforehand to explain why we race and how we go about preparing would be most appropriate. Publicize the event at local airports and newspapers.

Don't expect student attendance at every meeting, but continue to extend cordial invitations. Once they know of the existence of the 99s, they won't forget and will probably seek out additional information about joining.

Sample wording for posters:

1983— The Bicentennial Year of Air and Space.

The Ninety-Nines, Inc., an international organization of licensed women pilots salutes the accomplishments of all aviation pioneers and supports future efforts.

Licensed women pilots, as well as women student pilots, are encouraged to learn more about the 99s.

For further information contact: [address and phone]

by Carol Zander
International 66 Chairman

FOCUS ON USPFT

Four persons will be selected to comprise the United States Proficiency Flight Team, June 3-4 in Carbondale, Illinois.

By the end of April all local events should be completed, and regional winners will be chosen in May.

Plans are underway to select the site for team practice, make travel arrangements to Norway and prepare packets with preliminary information on the 1985 competition in the USA to distribute to other teams.

Housing has been arranged for the national competition in Carbondale this summer. Contestants can reserve space in the university dormitory with private rooms, fewer amenities and less cost. Motels with the usual luxurious services are also available. Judges have been selected, and the

awards banquet and a safety seminar have been scheduled.

Once the US team has been selected, Coach Tom Young will assume its direction. Well qualified, Young served as a Navy fighter pilot before coming to Southern Illinois University as an instructor with an ATP. His professional flying career ended with over 14,000 hours of flight time when he had double bypass heart surgery in 1979.

He still works for Southern Illinois as coordinator of aviation activities and promotions, and he is coach of the "Flying Salukis," a legend among collegiate flying competitors. His Salukis have placed first four consecutive years in National Intercollegiate Flying Association (NIFA) contests.

Young is enthusiastic



USPFT COACH TOM YOUNG

about training the USPFT team, and women pilots planning to participate have expressed their gratitude for his assuming this responsibility. The outlook for USPFT is promising and exciting to anticipate!

Reported by Lois Feigenbaum

USPFT DONATIONS

Special Contributors (\$25,000 and over)
AOPA Air Safety Foundation

Benefactors (\$5,000 and over)
Piper Aircraft Corporation
Lois and Bob Feigenbaum

Sustaining (\$500-\$999)
Mr. and Mrs. Harry Turken
in memory of Gail Turken Susman

Subscriber (\$100-\$249)
Cape Girardeau Area Chapter
Foothills Chapter
Southeast Section
Betty and Bud Gillies

Contributor (\$25-\$99)
Dorothy Niekamp
Shirley Tanner
Joan Paynter
Hope Isaacson
Idaho Chapter
Janet Green
in memory of Harold McNabb
Charlene Falkenberg
Gene Nora Jessen
Kansas Chapter
North Central Section

Friends (\$5-\$24)
Austin Chapter

Air Marking News

by Marie Christensen

The calendar says spring will be arriving soon! Time for the "snowbirds" to get out their paint brushes and rollers to catch up with the "Sunbelt" air markings. Even though winter wasn't very cooperative this year, many Sunbelt chapters were able to complete their air markings. The reports I have received would indicate that the Texans are bent on marking every airport in their gigantic state.

The following is a list of supplies you might consider assembling before going out to the air marking site:

- Air Marking Manual (\$3.50 from the Palomar Chapter)
- Powdered Chalk
- Screwdriver
- Stirrers
- Highway Traffic Paint
- Thinner (if needed)
- Push Brooms
- Paint Trays
- Drop Cloth
- Large Plastic Bags
- Plastic or Rubber Gloves
- Rollers
- Long Roller Handles
- 100-foot Tape Measure
- Chalk Lines (two or more)
- Rags

Most of the above items can be purchased well in advance of the air marking, allowing you to take advantage of sales. You will also be better able to take advantage of a nice day if you have a kit already assembled and ready to go.

Remember our goal this year is still one air marking per chapter. If you haven't considered doing one yet, please consider it now. Let's all work for the same goals so that we may all share the same pride in our organization.

Good luck with all your many projects.

Gifts to International Headquarters

Memorials

- Becky Thatcher**, Michigan Chapter by Dorothy Niekamp
..... by B.J. Schermerhorn
..... by Indiana Dunes Chapter (Special Projects Fund)
..... by Austin Chapter (Special Projects Fund)
"Mac" McNabb by Page Shamburger (Resource Center)
Dottie Young, Oklahoma Chapter
..... by Page Shamburger (Resource Center)
Pat McEwen, Resource Center by Kansas Chapter

Archives/Library

- Betty Fiske, Greater New York Chapter
Virginia Thompson, Shenandoah Valley Chapter

Donations

- Buckeye Air Rally, Inc., All-Ohio Chapter
(Top Female Pilot Award, NIFA)
Kansas Chapter 99s
(Pedestal for Amelia Earhart Bust)
Eastern New England Chapter
(Landscape)

The 16th annual National Congress on Aerospace Education will be April 7-9 at the Aladdin Hotel, Las Vegas, Nevada. The 99s' membership is again encouraged to support the Congress with their attendance.

The Congress is sponsored by the National Air and Space Museum, Civil Air Patrol, Federal Aviation Administration and National Aeronautics and Space Administration. This unique annual leadership event brings together teachers, counselors, school administrators and representatives of government and industry. The Congress is designed to promote an understanding of aerospace, to further the cause of aerospace education and to motivate the participants to inform the public of the impact of aerospace on all aspects of society. Anyone who has an interest in aviation and/or space will thoroughly enjoy what the Congress has to offer.

The involvement of the Civil Air Patrol as

a Congress sponsor allows military airlift to be available from most areas of the United States. (Military airlift is transportation provided at no cost to members of CAP, using military transport aircraft—all of which is a

Aerospace Education Congress '83

very rewarding experience in itself.) Ninety-Nines who are not already CAP members may qualify for airlift by joining the Civil Air Patrol.

Requests for airlift or CAP membership should be directed to the director of aerospace education at the respective regional CAP Liaison Offices (see list below). For additional information on the Congress contact Jeanne Wilson, HQ CAP/ED, Maxwell

AFB, AL 36112, or call (205) 293-5371. (Note: All hotel reservations must be through Jeanne Wilson.) Registration is \$50, which includes all Congress activities, luncheon with the exhibitors and one Genie buffet.

The exposure that the 99s receive through the Congress is tremendous. A large segment of the Congress audience is not familiar with our organization, and many of those who have heard of us are not aware of the many projects and activities we have. This exposure was heightened at the 1982 Congress when our organization was honored by being selected to receive the Crown Circle Award, a prestigious award for leadership in aerospace education.

Although any 99 may attend the Congress, the Aerospace Education Committee chairmen, at both chapter and sectional levels, are strongly urged to make plans to attend.

CAP REGIONAL DIRECTORS OF AEROSPACE EDUCATION

Mr. Noel A. Bullock
USAF-CAP GLLR
Lowry AFB, CO 80230
States: CO, ID, MT, UT, WY

Mr. C.E. Neal
USAF-CAP SWLR
USNAS, Dallas, TX
States: AZ, AR, LA, NM, OK, TX

Mr. William J. Reynolds
USAF-CAP MELR
Andrews AFB, MD 20332
States: DE, MD, NC, SC, VA, WV

Mr. Melvin A. Ziehl
USAF-CAP NCLR
Bldg. 751-Mppls-St. Paul IAP
Minneapolis, MN 55450
States: IA, KS, MN, MO, NE, ND, SD

Mr. Wesley R. Kimball
USAF-CAP GLLR
(MCLGLR)
Wright-Patterson AFB, OH 45433
States: IL, IN, KY, MI, OH, WI

Mr. Kenneth C. Perkins
USAF-CAP SELR
Bldg. 802
Dobbins AFB, GA 30060
States: AL, FL, GA, TN, MS

Mr. Robert C. Smith
USAF-CAP NELR
Bldg. 17-31, Stop 20-D
McGuire AFB, NJ 08641
States: CT, MA, ME, NH, NJ, NY, PA, RI, VT

Ms. Jule Zumwalt
USAF-CAP PLR
Mather AFB, CA 95655
States: AK, CA, HI, NV, OR, WA

The three days of celebrating in Atchison, Kansas, this July will end with the **Third National Flyaway** from the AE Airport on the morning of July 24. It celebrates the 20th anniversary of the Amelia Earhart eight-cent commemorative airmail stamp and the 10th anniversary of the groundbreaking for the International Forest of Friendship, one of the 99s' gifts to America on her 200th birthday.

On July 22 there will be a party to welcome the 99s to Atchison. The next day will be filled with sightseeing, including a tour of the home where Amelia was born and a stroll through the Forest. That evening's banquet will recognize several important people, including one very special surprise guest. On July 24 the flyaway will take off, followed by a colorful ceremony at the Forest, beginning with the Parade of the Flags, as well as a salute to the honorees in Memory Lane.

Both the Stamp Flyaway in 1963 and the Tree Flyaway in 1973 were flown by Charter 99s. This year, the AE Memorial Scholarship winners will pilot planes to all 50 state capitals, the capitals of the Canadian provinces and to Washington, DC. Ceremonies will vary from state to state, planned for July 24, 25 or 26, depending on the distance from Atchison and local flying conditions.

For new 99s, the first flyaway in 1963 fanned out from Atchison to the 50 state capitals and right into the White House where we were received by President John Kennedy in the Rose Garden. Blanche Noyes presented President Kennedy with the 99s' special First Day cover. Footage of this event is included in the film, "The Stamp of Friendship and How It Flew."

As this is the "year of the three" (1963, 1973, 1983), it is interesting to note that the Washington, DC and All-Ohio Chapters are celebrating their Golden Anniversaries. All-Ohio was founded

THE YEAR OF THE 3

October 19, 1933. Arkansas shares All-Ohio's birthdate, October 19, but it is 30 years younger. Maryland shares Washington, DC's birthdate, December 19, but it, too, is 30 years younger. Finger Lakes has its own birthday, June 20, 1973. The other chapters founded in 1973 celebrate the same day—the first day of the month. But they are in different months—Marin County in March, Lake Michigan and Santa Paula in June and Cimarron in September. Northwest is the only section to be formed in a "three" year, November 1, 1953. These groups all have something special to celebrate in the "year of the three."

Once again we shall stay in air conditioned Neuman Hall, North Campus, Benedictine College. Twin-bed rooms with a connecting bath are \$7 per person per night. Coffee, juice and rolls are available in the lounge, with meals served in the cafeteria across the road.

Members of Zonta International are in charge of the transportation, as they have been for the past 20 years. They will meet all flights at KCI and the AE Airport, so please send your ETAs for all flights, both commercial and private, along with your room reservations (it's a fun time for the whole family) to Betty Wallace, Administrative Office, North Campus, Benedictine College, Atchison KS 66002.

Those AE Scholarship winners who would like to be a part of the 1983 Flyaway, please contact International Public Relations Chairman Jan Million, 1627 Hawthorne Court, Norman OK 73069, (405) 321-3701. Tell Jan what lap you can fly and how you would like to help make this the best flyaway ever. Please send Jan a brief bio and a black and white photo. We already have heard from many of the AE winners who will either participate or help coordinate the ceremonies at various state capitals. Hope you will be a part of the fun July 22-24.

by Fay Gillis Wells
International Forest of Friendship General Co-Chairman



Laissez les Bon Temps Rouler!
 INTERNATIONAL CONVENTION
 AUGUST 1983 10 - 14



Bourbon Street, above, is the hub of the French Quarter in New Orleans.

The St. Charles Avenue Streetcar, left, is the oldest continuously operated street railway in the world. It was designed and built by the Perley A. Thomas Car Company in 1923.

One of several authentic sternwheeler steamboats plying the Mississippi River, the *Natchez* (inset) will be the scene for a nighttime jazz cruise. In the right-hand area of the background is the Marriott Hotel, site for the 1983 Convention.

1983 Whirly-Girls Scholarship Winners Announced

The winner of the 16th annual Doris Mullen Whirly-Girls Scholarship is Catherine Herrald Nickolaissen of Tempe, Arizona, and in Brighton, Colorado, Ellen L. Corder is the winner of the 1983 Dottie Young Memorial Scholarship.

The Whirly-Girls Doris Mullen Scholarship was established in memory of Whirly-Girl #84, Doris Mullen of Joliet, Illinois. The 1968 scholarship of \$500 has now been increased to \$4,000 through the support of the men's and ladies' auxiliaries of the Whirly-Girls, the Flying Physicians Association, the industry and the Whirly-Girls.

The 1983 Dottie Young Memorial Scholarship will be given in honor of the late Dottie Young, #16 of Bethany, Oklahoma. She died August 16, 1982, after an extended illness. With more than 10,000 flight hours, Dottie received many "firsts" in her aviation career:

- first woman commercial and flight instructor pilot in Colorado;
- first woman to hold an air transport pilot rating in both airplanes and helicopters;
- first woman designated by the FAA as a helicopter examiner and accident prevention counselor;
- first squadron commander of the WASPs in which she served as a bomber ferry pilot during World War II;
- appointed by President Lyndon Johnson as a charter member of the FAA's Women's Advisory Committee on Aviation;
- as a helicopter flight instructor, trained six Whirly-Girls and one Whirly-Girl husband; and
- with her husband, Pete, made the first husband/wife helicopter pilot team.

The \$4,000 Dottie Young Memorial Scholarship will replace the previously announced 1983 Whirly-Girls/Pacific Wing & Rotor Scholarship. Due to a company reorganization, Pacific Wing & Rotor was not able to fulfill this commitment.

The purpose of both scholarships is to further the involvement of women in rotary wing aviation by assisting women pilots in obtaining their helicopter rating or upgrading their current helicopter ratings.

Catherine Herrald Nickolaissen, a graduate of the University of Colorado with a B.A. in psychology, qualified for her private pilot certificate in 1973. She is now an aviation field representative for the Aeronautics Division of the Arizona Department of Transportation. In her three years on the job, she has worked for heliport development and the acceptance of helicopters in the transportation system. Specifically, she helped develop a heliport ordinance for Phoenix, served as a heliport and helicopter operations consultant for developers in other cities throughout Arizona and was instrumental in establishing the Helicopter Committee for the National Association of State Aviation Officials.

"Try, try again" really works—this is the sixth year Ellen Corder, Whirly-Girl #297,

has applied for a Whirly-Girls Scholarship.

While putting her late husband, Kevan, through college, Ellen clipped a \$5 introductory flight coupon from the *Saturday Evening Post* and the Corders had their first flight. That did it—they were "sky-hooked." Ellen continued working to help Kevan achieve his goal of becoming an airline pilot. He was a Continental Airlines pilot when he was killed in a glider accident last August.

For the last 10 years, Ellen has been able to work to achieve her own aviation goals. To do this, she sold and ferried aircraft, instructed in fixed wing and gliders, has been a tow club and charter fixed wing corporate pilot while earning her private, commercial flight instructor and air transport pilot licenses in helicopters.

Along the way, she has given her time and energy to encourage young people in the field of aviation, visiting local schools by helicopter and talking to the students about aviation careers.

Described as a dedicated, professional, safe and caring pilot, Ellen's ultimate goal is to be a corporate helicopter pilot with an air transport instrument rating. As the winner of the 1983 Dottie Young Memorial Scholarship, she can.

In announcing the 1983 scholarship winners, Maria Elena Sanchez, president of the Whirly-Girls Scholarship fund, Inc., and Dee Fulk, president of the Whirly-Girls, Inc., reported 104 women in 36 states, India, New Zealand and Switzerland applied for the scholarships.

Members of the 1983 Whirly-Girls Scholarship Selection Committee were: Karl G. Harr, Jr., president, Aerospace Industries Association; Joseph Mallen, president, American Helicopter Society; Robert L. Parrish, president, Aviation/Space Writers Association; Dr. Thomas Y. Cooper, president, Flying Physicians Association, Inc.; Gian Blower, president, Helicopter Association International; John Winant, president, National Business Aircraft Association; and Barbara Townsend, #352, 1982 Doris Mullen Whirly-Girls Scholarship winner.

All the former scholarship winners have qualified for their helicopter ratings and are now Whirly-Girls.

The 1983 scholarships were presented at the February 13 awards dinner at the Hilton on the Park, Anaheim, California, during the 28th annual "Hovering" of the Whirly-Girls and the 35th annual meeting of the Helicopter Association International.

Preserving Our Past

Few organizations have the historical legacy that the Ninety-Nines enjoy. The past and present are filled with aviation accomplishments of our members, so it is only fitting that these records, deeds and artifacts be preserved for future generations. Our Oklahoma City Headquarters, the scrapbooks and history yearbooks contain aviation memorabilia and documents spanning over 50 years. All this material came from many conscientious 99s and friends who donated, collected and researched so that these important facets could become a part of history. It is the duty and responsibility of every 99 to continue the preservation of this segment of aviation history. Without our records, who will know what achievements have been made?!

As International historian, I am responsible for compiling two yearbooks, both containing data regarding the following: activities and accomplishments of the International Forest of Friendship, the Air Race Classic, the International Air Race, *The 99 NEWS*, International Convention minutes and other outstanding data, such as flight records, special honors and notable achievements. A special effort will be made to locate pictures, data and missing addresses of Charter Members for Volume 1. One book is sent to Headquarters in Oklahoma City; the other goes to the Smithsonian Air and Space Museum in Washington, DC.

All too often a "first" or significant experience goes undocumented simply because modesty prevails, and individuals involved are reluctant to be recognized. I solicit the help of any 99 or persons who can contribute a personal anecdote, copies of letters, logbooks, pictures and conversations with notable fliers, particularly our early members. If you will drop me a card, I will be glad to call, ready to record the information.

by Skip Gumbert
International Historian

chapter

News, Activities and Projects

EAST CANADA SECTION

Eastern Ontario Chapter

Peggy Beeman graciously opened her home for our first meeting in 1983 on January 17. Chairman Isabel Pepler welcomed two new members—Louise McConnell (formerly a 66) and Enid Byford.

Our membership role is officially at 29 with another application being processed. We will finally reach 30! Much of the credit for our increase in numbers can be attributed to our hard-working membership chairman, Lorna de Blicquy, and to our chapter officers for planning interesting activities.

Mr. K.J. Chatfield, civil aviation inspector working particularly with enforcement for Transport Canada, was our guest speaker. Ken had obviously spent a lot of time and effort to research the parameters of the recommendations made in the Honorable Mr. Justice Dubin's report of the Commission of Inquiry on Aviation Safety. He presented us with an up-to-date status report on the recommendations which are of particular interest to general aviation. These included:

- barring of NORDO aircraft from airports with mandatory frequencies;
- changes in approved/unapproved courses for private pilot and commercial pilot licenses;
- requirements for night endorsements;
- biennial flight reviews; and
- mandatory passing of certain subjects on written examinations.

Ken pointed out that the present focus of the enforcement branch is on prevention rather than prosecution. However, cases that progress enough for prosecution are usually won by Transport Canada as they do not continue unless they have very positive evidence to present.

They endeavor to reach pilots with information about licensing, certification regulations, etc., by keeping training organizations informed as to the latest publications and by presenting seminars to individuals and groups.

Isabel reported that the new display unit has been delivered. Anyone who has pictures, posters, newspaper articles, etc. suitable for display is asked to contact Isabel. We would like to have the display ready for our Flying Companions Seminar on April 9.

Suzanne Frogley will chair the air marking in Arnprior, proposed for May 14. The Poker Run is set for September 18, rain or shine. Chairmen Lorna de Blicquy and Betty Jane Schermerhorn are looking for members to begin to collect prizes.

Margaret Taylor reports that Skywatch flights requested for the Hawkesbury area were very successful. Some illegal dumps were closed and owners dumping on their own land were informed that a permit is required for such dumping. One new dump

was discovered and the owner was ordered to clean up.

by Betty Jane Schermerhorn

WESTERN CANADA SECTION

British Columbia Chapter

At the November meeting of the B.C. Chapter we had the pleasure of the attendance of Mr. Mel Stewart, chief of the Lower Mainland Region of the Provincial Emergency Program. Mr. Stewart spoke on the Provincial Emergency Air Service, which is part of the Provincial Emergency Program of British Columbia. The purpose of the program is to provide a medium for private aircraft owners and pilots to make their services available in times of emergency.

The primary responsibility for land or marine searches lies with the military, but at times the number of aircraft is inadequate because of the area covered or because more than one search is being conducted at a time. The objective of the Air Service is to assist the Armed Forces Search and Rescue when necessary. The Air Service is open to all qualified pilots and non-pilots selected to act as spotters. Seminars and training programs are provided for interested people and in December a number of our members attended such a seminar in which training films and lectures were held.

The Western Canada Section meeting for the fall was attended by three members of the B.C. Chapter—May Primeau, Gail O'Connor and Kate Merry, governor of the section. Those who attended thoroughly enjoyed themselves, and we would like to encourage anyone who can to come to the spring sectional here in Vancouver.

On December 18 the B.C. Chapter had its annual Christmas party. This year it was held at May Primeau's new apartment. Everyone ate a lot and a game was played in which you had to identify people from their baby pictures (nothing to indicate that those babies were to become future pilots).

Saskatchewan Chapter

Saskatchewan members—watch for a Cable Regina Channel 3 production starring Ray Crone, Rem Walker and Nadine Cooper. "Aviation Yesterday" should be aired about mid-January. For the main part it centers around Mr. Crone's endeavors in getting the Western Development Museum of Transportation in Moose Jaw started. This museum now boasts seven heritage aircraft, several from the RCAF Commonwealth Training Era. Mr. Crone has an impressive history of activity in preserving the aviation heritage of this country. He has accumulated an extensive library of personal reminiscences through interviews with pilots throughout Canada, as well as aeronautical memorabilia and, most impressive of all, an historical collection of

over 8,000 photographs of aviators and aircraft. This collection is to be presented to the Saskatchewan Archives in due course.

With weather being uncertain, and flying costing so much, the members decided to keep in touch with a conference call. The cost will be about \$65 for one-half hour and allows us to talk to six different locations, taking in a distance of about 500 statute miles.

Members voted to discontinue the annual Poker Run, which has been held yearly since 1971. Reasons are numerous. Some difficulty has been encountered in finding proper airstrips within a 150-mile radius. The high cost of flying has seriously affected the participation; the uncertainty of the weather and the number of people likely to take part create a hardship on the coordinator of the event. This year the members will be holding a fly-in and pancake breakfast on July 17 in Regina. Emphasis will be on balloon launching and ultralight displays.

by Nadine Cooper

MIDDLE EAST SECTION

Delaware Chapter

"Learn More in Baltimore" is a slogan that will become familiar to all 99s as the 1985 Convention in Baltimore draws closer.

The slogan is part of the winning design in the competition to create a logo for the 1985 Convention.

The winning logo was designed by Betty Wolfe, a Delaware 99, and includes a view of the skyline of Baltimore with the water of Baltimore Harbor in the foreground.

Joan Bates, vice governor of the Middle East Section and chairman of the 1985 Convention, was a guest at the January 20 meeting of the Delaware 99s and announced the winning logo. She congratulated Betty and discussed plans for the '85 Convention.

by Ann Butler



The winning design in the competition for a logo for the '85 Convention was submitted by Betty Wolfe, a Delaware 99.

Shenandoah Valley Chapter

The Shenandoah Valley Chapter's Christmas in January dinner party was held on the 15th at the home of Mary and Russ Horner.

Fourteen members and guests enjoyed the FAA films on flying shown by Chairman Sara Williams.

by Virginia Thompson

Washington, D.C. Chapter

The cold winter months seem to put a damper on flying activities for many of us, but not for two intrepid chapter members who braved the wintry weather for a recent jaunt to Williamsburg and back. The flight was uneventful for Gerda Ruhnke and Lin Clayberg. On the return, however, engine trouble forced them to land in a farmer's field. Lin gives this account of the event:

"There were plenty of fields to choose from. I felt Gerda could certainly land her own plane. I foresaw no obvious problems below us, but maybe my brain really wasn't comprehending the significance of what was about to happen. I could appreciate what Gerda had to do without posing any threat to her responsibilities and decisions as PIC. I could help her best by keeping still and quiet, neither interfering nor distracting her concentration. As the long, wide green field came up to meet us, Gerda began the flare and we skimmed over the surface. The three tracks later showed a long landing roll with the nose wheel track intermittent—clear evidence that Gerda had kept the plane light on its toes. After the landing Gerda was surprised that I wasn't shaking. I grinned back and replied, 'Neither are you!' The emergency itself will remain a vivid memory. From this unique experience I have a far deeper respect for what it really means to be truly pilot-in-command!"

We realize that forced landings, especially safe ones, happen every day. It is to the credit of the general aviation community that these landings are not greatly publicized. We in the Washington, D.C. Chapter felt, however, that this particular account was written in such a positive way that others might be interested.

In other news, Rosemary Doud is looking forward to being part of Grace McGuire's entourage at the upcoming Amelia Earhart Dinner at the Wings Club in New York City, sponsored by the New York Zonta Club.

by Rosemary Doud

NEW ENGLAND SECTION

Eastern New England Chapter

One of the nicest events of the Christmas season is Eastern New England's annual "Cookie Bookie." Ninety-Nines who are usually airborne and air-minded become riveted to their kitchens baking cookies to be distributed to all in aviation who have helped make our flying year "delicious." After baking our goodies, we meet to package and distribute them. We deliver to FBOs, towers, weather bureaus, radio shops and managers' offices, to mention a few. In this friendly way, we thank everyone for helping us during the year and, at the same time, we bring the 99s to their attention, creating goodwill.

On a stormy January 15, the ENE 99s met with the Patriot Trail Council Girl Scouts at Hanscom Field, Bedford, Massachusetts. The scout theme for this year is "Rising to Greater Heights." In conjunction with that theme and under the expert leadership of 99 Lil LeBlanc,



The Cookie Bookie Committee for the Worcester area includes, from left, Harriet Fuller, Ginnie Ursin, Lucille Flynn, Jean Doherty and Marie Lepore. The Patriot's Trail Council Girl Scouts, in photo at right, from Weston, Massachusetts, were guests of the Eastern New England 99s at Hanscom Field on January 15.



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we hosted these girls. After sharing pizza and coke, Jean Doherty gave an introductory talk on how the 99s were organized and about chapter activities. Carol Stites gave a presentation on how to become a pilot, while Lil LeBlanc showed the film, "To Fly." Following this, the scouts toured various aircraft in the hangar.

by Jean Doherty

NY-NJ SECTION

Long Island Chapter

At the chapter Christmas party a huge display stand that folds to the size of a golf club bag was presented to the chapter by Ronnie Abbate, 49½er of Doris Abbate. The aluminum triumph was donated by Chris Kearney of New Jersey and ECOFA, Inc. of Long Island City, New York. Final costs for extras were absorbed by Ronnie Abbate.

The display stand is an item that has been needed by the chapter for years. We've been using heavy makeshift wooden stands to display our chapter activities at functions we attend. This new display is lightweight aluminum and can be carried by one person in one trip. When opened it is a huge semi-circle measuring approximately 12 feet wide by 10 feet high. It has its own base and hopefully will withstand some of the strong winds we get at outdoor gatherings.

We will be using the stand for the first time at an AWARE seminar planned in conjunction with the FAA. Hopefully pictures will be taken at that time for all to see our beautiful new piece of equipment. Thanks again to the donors and to Doris Abbate and Ruth Dobrescu for their help in obtaining this valuable and needed item.

An Ida Van Smith Flight Club Day was held at the Protestant Chapel at Kennedy International Airport, New York, on October 24. During the ceremonies youngsters were recognized for the progress they are making toward aviation and space careers.

The chapter has always been proud of Ida Van and her devotion and work with the children. On December 8 a new chapter of the Ida Van Smith Flight Club was set up in San Diego, California, by Alpha Kappa Alpha Sorority at the Girls Club of America. Charlotte Thomas, director, and Mrs. Babers, club leader, participated as Ida Van inducted the new members, ranging in age from 6 to 8. (She starts them young.) Another Ida Van Smith Flight Club will be set up at the Boys

Club of America in the near future.

Mira Rosen, former 66 and now a member of the Long Island Chapter, recently received her AGI rating. A professional teacher, she hopes to teach ground school in adult education or high schools in the area. She is also involved in aerospace education with the New York Wing of CAP.

Another CAP advocate, Carol Maffettone recently achieved the rank of mission pilot. She also attended a local nine-week safety seminar.

Diane Fisher flew to Florida over Thanksgiving, visiting Daisy Poss, formerly of the LI Chapter. Daisy is now flying at Deland Aviation.

Jill Hopfenmuller, flying activity chairman, is trying to set up rides in a 1939 Waco open cockpit biplane. Her 49½er, Steve, recently had a ride in the airplane on a cold January day and we're all intrigued. We're also waiting to see if Jill will become a winner of the Whirly-Girls Scholarship. She's wanted to fly helicopters for many years and had her first opportunity at the St. Louis International Convention.

Pat Bizzoso had two interesting flights into a very busy Newark International Airport recently. This is an airport in the Terminal Control Area of New York where the "big boys" fly. Pat, in her single engine Grumman Tiger, was one mile out on the ILS approach for RW 4R when Newark Tower pointed her out to Eastern Airways coming in behind her. Eastern's captain said, "Negative on my traffic—oh, I've got that little guy." Pat couldn't resist. She got on the mike and replied, "I'm not a little guy. I'm a little girl." Maybe that's why on her next flight she was 100 feet from touchdown when she heard Newark Tower instruct, "Grumman American 74359—go around!" She did. On her next final approach, the tower apologized for the go-around, saying, "The big boys need practice in slow flight."

by Patricia Rockwell

Palisades Chapter

There are salutes to Amelia Earhart all over our area, and the Palisades 99s are participating! On January 17, the Greater Newark Zonta Club invited Palisades member and NY-NJ Governor Clarice Bellino to be the guest speaker. Her presentation included the slide show, "For the Fun of It."

On January 27, the Sussex area Zonta Club and the Palisades 99s will be having a dinner

to honor Amelia Earhart. Unfortunately the Wings Club of New York will be doing the same thing at the same time; Clarice will be representing us in New York.

On February 12 the combined New Jersey, Garden State and Palisades Chapters had a "Flying Sweethearts Day" at the Buttonwood Inn in Matawan, New Jersey. Our guest of honor was Arlene Feldman, director of the Division of Aeronautics for the New Jersey Department of Transportation. She was presented with a leatherbound edition of the *History of the 99s* for the state library. This is our way of saying thanks to the department for all the paint and cooperation we've received for all our air markings.

Fifteen of us gathered on a chilly Friday night for an evening of fun and holiday spirits at Susan Palmer's house. Having an airline pilot for a husband, the recreation room was done in early airplane decor, right down to first class and tourist seats, propellers, plane pictures and, for the Atlantic City touch, two antique slot machines. Just the right place for a 99 Christmas party! The film for the evening featured the Confederate Air Force at Harlingen, Texas, as seen through the lens of Susan's husband's camera.

by Susan Palmer

Enjoying the Palisades Chapter's Christmas party are (standing) "Micki" Thomas, Valerie Dempsey, Clarice Bellino, (seated) Susan Palmer, Pam Sheeler, Barbara Buehler, Helen Levy and Blossom Friedman.



With guest speaker Maureen O'Hara Blair and NY-NJ Governor Clarice Bellino (seated) are 99s Rosemary Dowd, Doris Brell, Grace McGuire, Barbara Buehler, Ruth Wentz, Eleanor Friede, Marion Andrews and Irene Keith. The occasion was the second annual "Amelia Earhart Night" in New York City.



Air marking Essex County Airport are (standing) Dot Zaleski, Barbara Buehler, Blossom Friedman, Helen Levy, (kneeling) Susan Palmer and Pam Sheeler.



Mr. and Mrs. Santa visit the Western New York Chapter Christmas party.

Western New York Chapter

The Western New York Chapter had a very successful Christmas party to wind up the year's activities.

In January Pat Kneiss spoke to the Buffalo Zonta Club and Shirley Havice spoke to the Amherst Zonta Club on their Amelia Earhart Luncheon dates. Both made use of the 99s slides, "For the Fun of It."

Members were invited to attend the Buffalo Aero Club Ladies Night Banquet and Installation.

NORTH CENTRAL SECTION

All-Ohio Chapter

Mimi Reiheld and her family took 68H to Sarasota, Florida, in November. A short trip across the peninsula and they were watching two other pilots take to the skies. A space shuttle launch is very impressive! Roberta Jones took three co-workers from the Ohio Historical Society on an aerial photography trip over Fort Ancient and Cedar Bog, two sites owned by the Historical Society. All agreed that viewing the sites from the air was extremely helpful to their purposes of maintaining and initiating new procedures at the sites.

Our Christmas party at the Worthington Hills Country Club in Worthington, Ohio, was hosted by Jeane Wolcott and Sandy Gordley. Everyone enjoyed the delicious brunch and the unusual gift exchange. The January meeting was hosted by Connie McConnell at the historic Pioneer Mill in Tiffin, Ohio. A "gong show" was planned but, due to unforeseen preheat, there were many late arrivals; the show was postponed.

by Jayne Herman

Central Illinois Chapter

B.J. and Glenn Herzberger spoke about their 1981 transatlantic flight in a turbo Piper Arrow at the December meeting of the Central Illinois Chapter in Springfield.

The idea for making such a flight had been discussed for several years, but actual preparations for their summer trip actually began in January. The many details included assembly of 22 pounds of charts, obtaining the necessary approvals and clearances, plane modifications (the back seats were removed for the extra gas tanks) and extra radios and equipment (such as a life raft and supplemental oxygen).

They left Beardstown, Illinois, early in July, stopping in Greenland and Iceland before the flight across the Atlantic to Norway. Other countries visited during the six-week vaca-

tion included Switzerland, West Germany, Denmark, England, Ireland and Scotland. They arrived back in the States, only to be welcomed home by the controllers' strike. They agreed it was well worth all the planning and, under the "right" conditions, they would like to do it again.

by Lorraine Reynolds



B.J. and Glenn Herzberger, pilots of a transatlantic flight in a Piper Arrow 200, presented a program for Central Illinois 99s.

WING DING II is coming!

For those of you who were not around for Wing Ding, it was the North Central Section meeting in 1972. Your hosts, Chicago Area 99s, promise you a full weekend of entertainment and the chance to LEARN a great deal at our small seminars.

WING DING II will be held April 29-May 1 at Pheasant Run Resort in St. Charles, Illinois. Your room reservation is your raffle ticket for a free room for two people for one night. Because this is a resort, deposit of one night's rental is required for confirmation. The drawing will be held March 28.

One of our tours will be to ARTC (Air Route Traffic Control). This will be limited to 100 people. If you are from another section, come and see how we do it! Contact Gail Wenk, 3063 Summit, Highland Park IL 60035, (312) 432-7592 for information.

Chicago Area Chapter

The holidays are over and it's time to get back to work. Our January chapter meeting at Lewis-Lockport Airport was a time to review ongoing and future projects. Hostesses Yvonne Warren, Gail LaPook and Karen Mansfield did not plan a program due to so many subjects to be discussed.

We took this opportunity to honor seven 99s who have been active through the years. They are June Basile, 25 years; Norma Freier, 20 years; Judy Suit and Bonnie Merz, 15 years each; and Michelle Behm, Carol Francis and Sue Zurcher, five years each. Congratulations! You are real assets to the 99s.

The DOT is having their two-day IFR/VFR Seminar in Springfield, Illinois, the end of February, and they have again requested that we present the Flying Companion Seminar. Joan Kerwin is our very capable chairman of this event.

Chapter Chairman Mary Panczyszyn along with Public Relations Chairmen Norma Freier and Elsie Wahrer got off to a great start for 1983. They presented "For the Fun of It, Too"

to the North Shore Zontas' January 12. Our own Esther Noffke, who is also a Zonta, was the hostess for this meeting. After the presentation, the question and answer period was particularly lively, with so many interested women wanting to know about aviation and the 99s.

Another great start for 1983 is Dolores Weimer, who has presented us with a new 49½er. We wish Dolores and 49½er Mark Pavletic lots of blue skies and tail winds.

Ways and Means Chairman Bev Greenhill has a large selection of 99 jewelry available. She has arranged for gift items to be gift wrapped and sent UPS anywhere in the USA. Jewelry selections and Bev's address are on page 140 in the current membership directory.

by Mary Story

Greater St. Louis Chapter

Winter finds the Greater St. Louis Chapter working hard on aviation safety and education. Our members have spoken to several Zonta groups this month. Amy Laws, Tex Wickenhauser, Nikki Caplan and Karen Kerfoot represented us beautifully at these four meetings. Topics included aerospace education, Amelia Earhart and the 99 tradition and ballooning.

January 22 found several of us at the Super Safety Seminar at McDonnell Douglas. Dorothy Haupt, Shirley Deitz, Joy Harvey, Martha Haupt, Barbara Wilper, Rosemary Zander, Ruby Fudoli, Helen Hall and Nikki Caplan attended this meeting.

Del Scharr reported on the formation of a new Women's Military Pilots Association. Del is on the Board of Directors and will be working with other WASPs to help them get started.

We extend our sympathy to Vera Heberer on the death of her husband in January.

Plans are underway for our participation soon in a Girl Scout Career Seminar, the Mardi Gras Parade, the VFR-IFR seminar, the American Cancer Society Daffodil Day, and a trip to International Headquarters for the Amelia Earhart Bust presentation.

by Helen Hall

Indiana Dunes Chapter

Pat Poling, a very active member, is leaving us for Newark, New Jersey. She is going to work as an apprentice general manager for Peoples Express. The other lady who is always on the move, but stays in our area, is Charlene Falkenberg. She attended the Middle East Section meeting in Baltimore, Maryland, in October and gave presentations to the Civil Air Patrol on "Women in Aviation" and "So You Want to Fly" to 50 boy and girl cadets. Charlene will also be helping the Chicago Area Chapter with the Flying Companion course to be given during the IFR-VFR Safety Seminar in Springfield, Illinois, February 25-26.

We all had a great time at the Dunes Christmas party held at the home of member Diane Austin and husband, Ben. We installed 49½ers Bob McClure, sponsored by Audrey Karp; Roger Bousquet by Pat Poling; Dan Torkelson by Eileen Torkelson; George Baker by Winnie Baker; and Don Howard, sponsored by Betty Parrish. We also were very pleased to see so many new students who are attending our meetings as 66s and also were at the Christmas party.

Two of our 66s, Jerry and Cynthia Patterson, are a mother-daughter flying combo from South Bend, Indiana. They learned about the 99s at Oshkosh this past August. Another 66, Tina Davis, takes ground school from Charlene and flight instruction from another Dunes member.

Shirley Bundy, a very active member even when on crutches, is now renewing her biennial and medical and will be so glad to be flying again.

One of our members literally had her flying stolen. Mary Ann Bellafiore had her airplane stolen and has received no word of it.

The January meeting was at the Gary Municipal Airport in the beautiful building of FTI, the FBO on the field. Charlene Falkenberg had a flying race on the ground for the meeting program. Next month our members will be heading to South Bend, Indiana, February 19, for the meeting.

by Patrician Magon

Lake Erie Chapter

Lake Erie Chapter held its annual January Charter Anniversary Dinner in the Reliance Hangar at Cuyahoga County Airport (Reliance is a division of Exxon Corporation). Mistress of Ceremonies for the buffet dinner was Bernice Barris. Speaker was George Kirkendall, an early aviator who engineered many of the features found on yesterday's and today's aircraft. His daughter, Meigs Adams, who teaches at Twinsburg Schools and is based at Portage County with a Cherokee 180, joined the chapter at the dinner.

Members of the chapter who are also members of the Coast Guard Auxiliary Air Patrol Wing spent a busy month. The Flotilla Change of Watch Dinner was held January 15, and the Division Change of Watch Dinner was held January 29, when air wing members were recognized. The gals are disappointed by the lack of ice on Lake Erie this year, but they are glad for the mild winter we have had, which will enable us to start training early for the new members who will be joining the patrol.

by Marg Juhasz



Lake Erie Chapter members Marg Juhasz, Bev Demko, Pat Stark and Dodie Jewett visit with Vice Commander Andy Rybaric.

Minnesota Chapter

The first of two working meetings designed to prepare members of the chapter to speak knowledgeably and confidently to groups about aviation brought 36 to Rachael Westermeyer's home on a January Sunday. Rachael's presentation on "Tips on How to Prepare for and How to Give an Aviation Talk" expanded on the handout she had prepared. Air Age Education Chairman Bonnie Lewis presented her short explanation of the com-

pass rose as an example of a talk that could be given to school children. Following the presentations, Debbie Kaeder gave an impromptu aviation related speech which utilized the techniques demonstrated by Rachael and Bonnie. Rachael's videotaping equipment allowed Debbie to observe herself later. The second meeting is being planned for February by Jane Goodwin and Bonnie Lewis.

Four airplanes brought 19 Minnesota 99s and 49½ers to the Duluth International Airport terminal on a January Saturday for the first monthly F.B.I. lunch. Two additional airplanes couldn't get off the ground due to icing conditions in southern Minnesota. The meaning of the mystery letters, F.B.I., was revealed after lunch by Terry Ludtke, flying activities chairman, and Clara Johansen, chapter chairman, with those present sworn to secrecy.

Gayle Vail, former Minnesota Chapter chairman and currently a graduate student at the University of Minnesota, recently qualified in five different types of airplanes for FAA Approved IFT Charter Part 135. Gayle plans to fly part-time for a locally based charter operation.

by Hope Isaacson

Quad-Cities Area Chapter

Our January meeting featured a film on the Confederate Air Force, which was introduced by CAF President Jerry Gerdes. He concluded the program by answering questions concerning local activities and objectives.

We are planning a special event in March commemorating the 15th anniversary of the founding of our local Quad-Cities Chapter. A dinner is being planned at the original site of the organizational meeting. Rosemary Bryan and Carolyn Pobanz are assembling a special feature on the 99s, and our local group will be displayed at the Quad-City Airport in Moline, utilizing advertising space loaned to us by a local manufacturing firm.

Future meetings include an educational workshop in February and an April meeting to coincide with the Spring Sectional in St. Charles.

by Judy Spencer

Scioto Valley Chapter

The chapter's January meeting focused on plans for more "Project Aware" sessions, following the success of the initial one. It was determined the next one would be scheduled in April in conjunction with an EAA chapter meeting. In addition, members voted to support the SOS (Save Old Spectacles) project of the Intermountain Chapter.

Berneta Mosher hosted this meeting and provided a program reviewing general aviation activity in 1982 and contemplating what lies ahead during 1983.

The following poem commemorates Scioto Valley Chapter's theme of PRO:

*99 pilots in the sky,
99 women daring to fly.
Why did they do it? Who should care?
Just 99 gals in love with the air.
Scioto Valley shares that drive,
A gung-ho bunch just starting to thrive.
PRO is the theme to carry us high,
PRO in our actions, be it talk or fly.
PRO means professional; that's how we'll fly.
There's no room for amateurs
up there in the sky.*

*PRO means promotion; that's what we need.
General Aviation will perish if we don't heed.
So give me your time,
your heart and your soul,
Aviation's our future and to fly is our goal.
We can do it! Just show that you care,
Join me now and do it PRO-Air!
Go 99s!!*

This was written by Walt Giffin, 49½er of Chairman Beverly Giffin, and an ardent supporter of the 99s.

by Lee Loffer

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Wisconsin Chapter

Our monthly meeting was held at Austin Straubel Field in Green Bay on January 9. Hostesses were Karen Jensen and Cindi Cope. During our business meeting, we discussed our upcoming participation in the American Cancer Society Daffodil Days. We will fly daffodils from Madison, our state capital, to 12 Wisconsin cities.

New members Lee Duckert (99) and Elise Hanlon (66) discussed their involvement with the Girl Scouts. This year aviation is covered nationally with various events, with several girls being selected to attend the EAA in Oshkosh. Wisconsin 99s will act as resource people to speak to the Girl Scouts about aviation.

Members attending include Lois Truchinski, Ramona Hueber, Linda Carpenter, Kay Ingraham, Carolyn Arnold, Cathy Smith, Kathy Dempsey and Joyce Donner. Dorothy Ward was our guest. After the business meeting, a lunch was served, then several members toured the flight service station. The tour was given by FSS Chief Ed Simpson.

by Cindi Cope



Wisconsin 99s toured the flight service station with FSS Chief Ed Simpson.

NORTHWEST SECTION

North Dakota Chapter

The chapter held its annual holiday meeting and party in Bismarck, January 15-16, with 14 members and their 49½ers attending. Guests were Dave and Pam Gilbert, who have recently moved from California to North Dakota.

A business meeting was held Saturday afternoon and films loaned to the chapter by the FAA were shown.

A cocktail party and dinner were held at the Kirkwood Motor Inn on Saturday evening with guest speaker Darrell Pitman of the

Bismarck Control Tower talking to the group about the Arts II radar which has recently been installed at Bismarck.

The group met for breakfast on Sunday morning prior to the departure of those who flew in.

by Kay Vogel

Rainier Chapter

Our annual Christmas party was hosted by Carol Ochsner. 49½ers accompanied members to a superb potluck and gift exchange.

A large group of us pounded a path to Nita Schumacher's house in January and were delighted to see Debra Thompson and Jerri Reynolds after long absences. We give a hearty welcome back to Jerri, who is rejoining our chapter. Debra is a flight engineer on furlough from Alaska International Airlines. She has had a noteworthy career the last four and a half years, flying out of Anchorage, Alaska, on a C-130 to such places as Africa, Europe, the Canary Islands and Iceland. The airline is all cargo now but anticipates passengers as they add 767s to their 737 and C-130 fleet. We'll have her with us until she gets called back. It's great to have members in "high" places.

Another member who aspires to an airline career is Denise Van Grunsven, who just got her Double I rating at age 19. Congrats to her on that achievement.

Also at our January meeting we offered encouragement to 66 Tamera Nason, who will begin her flight training soon. She and her husband have a Bonanza that she is eager to get her hands on.

We discussed the possibility of having a chapter "club plane"—a puddle-jumper. Several seemed seriously interested in a joint recovering project. It would be a good way to spend our rainy winter months when so many of our fly-ins are canceled.

Our next meeting will be a computer problem review at Barbara Cerise's home.

by Elise Adams

Willamette Valley Chapter

Our December meeting was hosted by Jan Amundson and Verda Giustina at the Eugene Country Club. The gift exchange was the highlight of our Christmas party. Everyone had to bring a tree ornament related to aviation. What fun! The food was delicious and we all enjoyed Verdi's airplane tree ornament collection used as table decorations. She has some very interested and unique models.

We kicked off the New Year at our January 26 meeting in real "south of the border" style. Karen Dapp and Sally Plumley hosted a very enjoyable Mexican lunch held at a local Corvallis restaurant. Guest speaker was Dick Bower, who presented his fantastic slides and talk on flying the Baja along the Sea of Cortez. He gave many tips, from survival gear to fuel prices and maybe "straining" your fuel. Weather-wise Dick suggested May through October as the best time to fly the Baja, although July, August and part of September get a little warm for comfort and flying. By the time he finished, we were all ready to leave for the Baja with Dick as our guide. The scenery

and uninhabited coastline were out of this world.

Chairman Molly Sliger brought us all back down to earth as she opened the meeting with business as usual. Air marking and a pinch hitter course are two projects we are planning this spring. Karen Dapp will chair the air marking and Kree Kree Snyder will chair the pinch hitter course.

Plans were discussed for the 1983 Peticcoat Derby to be held July 15-17 in Albany. Creative Conventions of Eugene has agreed to handle all the details again this year. They did such a great job last year that we asked them again. The trophies will be furnished by the Albany Area Chamber of Commerce.

by Wanda Joyner

Wyoming Chapter

On January 9 Wyoming 99s, 49½ers and guests enjoyed a guided tour of F.E. Warren Air Force Base's mock-ups of the Launch and Launch Control Facilities and Minuteman missile capsule. One-fifth of the missiles in the United States are positioned nearby in the three-state area of Wyoming, Colorado and Nebraska. Slide presentations and lucid explanations by competent Air Force personnel, as well as test exercises, added to the realism. Ninety-Nine Shirley Everett and 49½er Norman North were selected to turn the keys simultaneously for the simulated launch, which would be accomplished only by U.S. presidential authorization in case of nuclear war. The tour portraying this country's deterrent power was arranged by our own 99, Colonel Harriet Hall, who works closely with the missileers in her capacity as chief of aerospace medicine. Our longstanding nemesis, the wind, prevented several plane loads of participants from attending. Another tour of the base is planned later, highlighting the medical evacuation and helicopter rescue operations.

by Shirley L. Everett



Wyoming 99s Evelyn Cowing, Erva North, Colonel Harriet Hall, Judy Logue and Shirley Everett tour the missile complex, F.E. Warren AFB.

SOUTH CENTRAL SECTION

Austin Chapter

The January 12 meeting was held at the home of new member Terri Gooch with three special events. Barbara Gard arranged for an interesting and educational film on "Stalls-Spins." CFII Frank Stanton, Virginia Mattiza's instructor, gave a review on DF steers. Sherry Smith, one of three authors of "We Can Fly: Stories of Katherine Stinson and Other Gutsy Texas Women," gave a book review and invited the chapter to participate in their late-February press party.

Our next exciting event is our sixth anniversary party on February 4 at Bergstrom Air Force Base. We are delighted and privileged

to have as our guests Ross Perot, Jr. and copilot Jay Coburn. They will "tell us how it was" on their round-the-world trip in a helicopter.

Pearle Ragsdale tells us that the Austin group was in existence in 1942 (that's 40 years ago) until a large percentage of the members left for Sweetwater Avenger Field and women pilot training for the Army Air Corp.

Robbie McBride is trying to obtain a film, "Silver Wings and Santiago Blue" about those women at Avenger Field. PBS Video Service rents the cassette for \$70 for one week's viewing. Perhaps we could share with some other chapters.

We started the new year with four new members in January. Derra Raymor passed her check ride on her 27th birthday. Susan Ebert, 30, works for *Texas Monthly* magazine. Lisa Calagero plans to attend aviation school in Belton, Texas, and Pam Matthews transferred from Houston. We are thrilled to have them with us.

by Katherine Bradfield

Colorado Chapter

With the holiday season past, we're back to business again. Our January meeting was held at Jeffco Airport and included a tour of Colorado AeroTech. A subsidiary of Frontier Airlines, this highly rated A&P school provided many of us with our first inside look at the training required of our mechanics. The fascinating and informative tour prompted many questions and generated a great deal of interest. The February meeting at Stapleton will be a presentation by Del Gregg of the FAA on aircraft carriers and performance.

Some of our members are making their own news. Lucille Bledsoe received the Silver Wings Pilot Proficiency Award in recognition of her contributions to aviation safety. Her accomplishment was noted in the December issue of the AOPA newsletter. And for those of you who have applied unsuccessfully for scholarships, take heart! Ellen Corder won a Whirly-Girls Scholarship—on her sixth try! She traveled to Anaheim, California, in February to receive her long-sought reward. The chapter nominated Leslie Lynch, last year's safety chairman, for GAMA's Accident Prevention Counselor of the Year Award. Leslie's work with the chapter resulted in international recognition by the Ninety-Nines for our chapter's continued involvement in aviation safety.

Our Flight Without Fear program will host an open house at Jeffco Airport on February 24. Former fearful fliers and staff will acquaint the public with the program and its benefits.

by Leslie Lynch

Golden Triangle Chapter

The chapter received an FAA safety award for contributions to and support of safety programs. Glen W. Welsh, chief, Flight Standards District Office, and Jim Santa Anna, accident prevention specialist, made the presentation to Dottie Hughes, chapter chairman, and Mary Wheelock, chapter safety chairman. Our chapter has had a very good working relationship with the local FAA offices.

As a gesture of goodwill and appreciation, our chapter took baked "goodies" to local FBOs, towers and other aviation facilities

over the Christmas holidays.

Jackie Boyd presented an aerospace education program at our January meeting. She showed books and materials appropriate for various age groups and suggested sources for materials and information ranging from GAMA and individual aircraft companies to NASA to supermarket children's books.

by Beverly Stephens

CHAPTER NEWS, ETC.



FAA Chief Glen W. Welsh presents a Flight Safety Award to Dottie Hughes and Mary Wheelock, Golden Triangle Chapter.

Kansas Chapter

The history of our chapter is going to be included in the 1983 yearbook of the Woman's Kansas Day Club. We were asked to write a brief history of our Kansas Chapter of the Ninety-Nines, Inc. Mrs. Charles J. White, one of the club members, gave a speech about us to the Kansas Day Club members at their headquarters in Topeka, Kansas. The club's theme this year is "Kansans Up and Away." The Woman's Kansas Day Club is a non-profit organization open to all individuals who share a pride in the preservation of Kansas history to future generations. Their bound yearbooks are filed in their archives at our state capitol in Topeka, Kansas.

We can also boast a calendar girl this year. Kay Alley is in the picture for the month of February for the Wesley Memorial Center's 1983 calendar. The calendar features pictures of their Life-Watch program, and each month's photograph shows some aspect of the work. Kay is one of the pilots for the Life-Watch air-ambulance program.

Our meeting for the month of January featured a new FAA film on weather sent from the local GADO office. The film was an updated review of thunderstorms and other types of weather conditions we all need to keep studying. We had a good attendance and managed to get a lot of business for the chapter at least into the planning stage.

by Paula Bruce

Oklahoma Chapter

Did we ever have a membership meeting! Membership Chairman Sue Halpain pulled out all the stops and the returns were terrific. We had almost as many prospective members as regular members attending—guests, 12, and members, 20.

Quite a few of them are flying out of the Guthrie Airport with CFI Sherry Nelson, one of our newer members. One flies a Taylorcraft, and some of us relate well to that vintage aircraft. Another flies a Bonanza that

has a 99 insignia on it, put there by a previous owner.

The luncheon meeting finished with refreshments at the 99 Headquarters, always an impressive touch for guests and members.

Jan Million and Nancy Smith have been down Dallas way, so Jan could get "CFI'd" again. Also, their 182 is getting a renumbering job. You guessed it—N99NJ.

Arlene Walkup and Broneta Evans attended the International Flying Farmers Workshop in Phoenix. Arlene is president of the Oklahoma Chapter of IFF.

February will be a busy month for us—a CPR course in Ponca City and a Flying Companion Seminar in Oklahoma City.

by Nema Masonhall



While Oklahoma Chapter members watch, Jan Million tries to resuscitate "Annie" during February's CPR training class.



CPR instructor and 49½'er Grady Skillern, Nancy Smith, Nancy Roberts and her 49½'er watch while Charlene Davis works on "Annie."

San Antonio Chapter

The San Antonio Chapter is working very hard on all details for the spring sectional of the South Central Section to be held in San Antonio during Fiesta Week, April 22-24. There will be plenty of entertainment, both 99 business and Fiesta fun. Parades on Thursday afternoon, huge Night in Ole San Antonio, plus a most famous lighted Fiesta Night Parade on Saturday night.

There will also be carnivals on three plazas in case anyone gets bored, plus parades on the river through town, visits to the military installations, famous planes and Hangar Nine.

by Mary Ann Greer

Editor's note: Our apologies to Florida Spaceport 99 Bonnie Carr for erroneously listing in the January/February 99 NEWS that she had obtained her helicopter rating.



Geils Hegrans, Spring Sectional chairman, and Virginia Spikes, San Antonio chairman, make final plans for the spring meeting.

Space City Chapter

As usual, Space City gals are busy. At the January meeting we had an interesting program with Richard Filip of Air Adventures. Even members who have no interest in balloons learned a lot from Filip, such as how very expensive balloons are to buy and repair. The balloon itself has only about a two-year life span and must withstand a pull stress test, which is part of the 100-hour or annual inspection. You are at the mercy of the wind direction because that is the only way they can go. It helps to have a lot of friends with trucks to chase you so that they can pick you up wherever you come down in order to bring you home. The program included some beautiful slides.

The South Central Section is having a membership drive in March called "March in With Members." Space City Chapter has an Open house at FAA planned for March 6.

January 15 found several of our members, including Governor Mary Byers and Chapter Chairman Cheryl Baker, putting on another fund-raising Las Vegas night for the Houston Police Officers' Wives Association at the Astro Village Hotel.

by Judy Coven

Emerging all smiles from their simulated flight are Tulsa 99s Fran Rankin (foreground) and Julia Johnston. Awaiting a turn are (top) Betty Phillips, Cheryl Sloan and Charlene McCullough.



Tulsa Chapter

A highlight of the year for Tulsa 99s and 49½ers was our tour of Flight Safety International. To enter and even fly the Mitsubishi and Commander simulators with their totally believable night visual displays is quite an experience. In only a few minutes you are airborne and flying that approach!

New Year's Eve being an excellent excuse for a party, Lydia Guitierrez Dismukes cooked a delightful and delicious Mexican feast for some 20 appreciative and hungry 99s, guests and prospective members at the home of Jean and Bob Wills. Along with the good food and traditional hats 'n' horns, we had a paper airplane fly-in.

Safety has been the theme this winter as we try to insure that each member or guest leaves our meeting feeling that she is a little smarter or more aware than when she came. We viewed an outstanding four-part slide presentation on "Weather." Then, for our January meeting, CFI Deanna Robertson gave us some tips on winter flying and TLC for our airplanes during the cold months.

We recently welcomed new members Janet Minnerath, Carol Thompson and transferee Karen Greenawalt. Plans are nearing completion for our big "get-acquainted" party in March. We will also sponsor our annual CFI Revalidation Clinic April 16-17 at the Holidome.

Debbie Huffman and Cheryl Sloan are working with a new group of ninth and tenth grade girls, introducing them to aviation in general and small airplanes in particular. The girls will earn a Torchbearer Award from Campfire after completing some six sessions on various phases of piloting and careers in aviation. Many of the chapter members will be assisting, especially with field trips and the airplane ride that each girl is treated to as a guest of Tulsa Chapter 99s.

by Charlene McCullough

Wichita Falls Chapter

Who but the Wichita Falls 99s would plan a party 3-5 p.m. on Super Bowl Sunday? But we did, and it was a huge success.

All women pilots, student pilots and instructors from a radius of 100 miles were invited to "Join Us" at Lou Ellen Foster's home for wine, cheese, fruit and other "goodies." It was a good opportunity for prospective members to find out about our chapter and the Ninety-Nine organization.

We expect to gain a number of new members, as well as new friends, from this highly successful endeavor. Before the call went out from the South Central Section to round up new members in March, we had already made our plans for January 30, and we were delighted with the interest and the turnout.

by Carolyn Sanders

SOUTHEAST SECTION

Florida Gulf Stream Chapter

Ginny Orosz reports the chapter's USPTF competition is set for March 18-19 at North Perry Airport in Hollywood. Competition headquarters will be at the Airport Administration Building under the old tower.

Alexis Ewanchew is shuttling back and forth again between Fort Lauderdale and Atlanta as husband George is training to fly the new Boeing 767, a new generation aircraft with CFT engine instrument displays.

Virginia Britt reports AWIAR, Inc. still "in the mill" with TDC and County Commission, and it's beginning to look like "in the mill" is forever in Broward.

Reno Area Chapter member Sheryl Jones, now living in Coral Springs, is the first woman salesperson for Bell Jet Ranger and leading the pack in her district! Bet she had something to do with Stephanie Slavin working on her helicopter rating in a Bell Jet Ranger.

The Katharine Wright Memorial Award, which annually honors a woman who has supported and encouraged another person who has achieved aviation history, will be presented before the Wings Club in New York City on February 24. Created by Stephanie Slavin and Michelle Lenzmeier (a Garden State 99), the accolade was designed to recognize women who have been in the background in many aviation efforts, like Katharine Wright. Stephanie says, "Had it not been for her constant encouragement and actually pushing her brothers to get involved with the other inventors who were trying to fly, the course of aviation history may have been much different."

The first KWMA was won by Moya Lear. Gates Learjet donated a trophy for the award, and it resides in the Smithsonian Air and Space Museum.

Our program for the month was a delightful presentation on ballooning by Jane O'Connell. Jane took her first balloon flight in 1978 and has been addicted ever since. In early 1979, Jane and husband Jack started J&J O'Connell Balloon Adventures, and the O'Connells have been "adventuring" from New England to California and Detroit to Miami. Jane has her commercial lighter-than-air rating and could be coaxed to take you for a ride.

Have you read that Max Shauck, a Baylor University professor, turned chocolate candy into fuel for the first cross-country flight ever made on ethanol (also known as "moonshine")? Shauck said that his plane used fuel generated from anything sugary that could be distilled into alcohol. The Mars Candy



Jane and Jack O'Connell's Jolly Green Giant at Albuquerque.

Company supplied the Snickers. Other ethanol was made from California oranges. New Mexico sorghum and more candy in Atlanta supplied by a former "moonshiner" who requested anonymity.

Construction has begun on the new 150-foot tower for Fort Lauderdale-Hollywood International Airport. Pilots have complained that the old tower was not high enough to be seen from all areas of the airport. Ron Gardner, airport public relations, says the new tower will solve the pilots' problems.

by Virginia Britt



Suncoast 99s met at Leeward Air Ranch in December. Buckling up for her winning ride with Al Kelch in his American Eagle is Connie Chancey, above, while Steve Wittman, racer, designer and aircraft builder, below, speaks to the women pilots.



Florida Suncoast Chapter

Ocala, Florida, Leeward Air Ranch, was the scene of Suncoast's December fly-in meeting. Our hosts were Betty Skelton Frankman, Don Frankman, Jimmy Leeward and family, and the wonderful Steve Wittman and his wife. Leeward Air Ranch, a 6,000-foot grass strip with taxiways to hangar homes, is surrounded by miles of cattle ranch and open country. All 80-plus of us enjoyed sitting in Steve's hangar, listening to aviation racing history from the man who's done it (and who also invented the Cessna landing gear still in use), hearing about Betty Skelton's aerobatic and racing times from Steve, and learning about "Buttercup" (a 1937 racer, forerunner of the Tailwind, designed, built and still flown by Steve).

Member Skip Fernandez won a ride in "Cloud Dancer," Leeward's P-51. What a ride! WOW! Other rides won by drawing were in a Kachina, American Eagle and in "Buttercup." A spot landing contest provided the humor (and lessons) for the afternoon. This author took "questionable third" in her Piper PA-12.

We found time to properly humble and initiate three new 49½ers—Don Frankman, Bob Mott and John Faber.

Leeward Air Ranch was used in part of the filming of an upcoming "Smokey-Bandit"

movie with Jackie Gleason and Paul Williams.

And as everyone flew away, taking great memories of a warm sunny Florida day shared with real aviators and flying machines—we fondly looked back over our tailfeathers—and saw the hosts out there trying that spot landing contest that looked so easy from the ground!

by Connie Chancey



Making plans for the spring Southeast Section meeting are Mississippi 99s (standing) Miriam Loe, Martha Bowling, Ethel Radzewicz, Caroline Cheek, Bernice Kelly, Denise Richardson, (seated) Evie Hopkins and Helen Drane.

Mississippi Chapter

The 12th annual Jackson County Air Show in Pascagoula was the scene of the October 16 meeting of the Mississippi 99s. Hosted by Ramona Young and Faye Shearer, members met at the 99 booth, which was furnished and set up by Janet and Don Green. Members manned the booth throughout the day's activities. A variety of complimentary 99 pamphlets, plus books, badges and pins for sale from International Headquarters, were on display. The chapter scrapbook also attracted attention from visitors. Lynn Spruill, one of the dignitaries for the air show and the first woman pilot to become aircraft carrier qualified, completed application to the 99s as a section member. Lynn is a corporate pilot for Union Carbide and currently flies out of the Dallas/Fort Worth area. Janet Green gave a presentation on USPFT in conjunction with the FAA safety-education seminar.

Safety Education Chairman Ramona Young has attended eight safety seminars since the beginning of October and has begun a monthly safety report in our chapter newsletter. Several other 99 members have been attending various safety education activities in recent months.

Through a great amount of effort, time and perseverance by Janet Green, the USPFT local competition was held at Miller-Wills Aviation in Gulfport on October 23. Billy Miller, accident prevention specialist with the Jackson GADO, presented an FAA safety seminar following the competition. The participation and cooperation of the Gulfport Tower, Jackson GADO, Miller-Wills Aviation, 99s and others helped ensure the success of this USPFT local competition.

Top winners, Gary Fisher of Montgomery, Alabama, and Greg Hawks, Pascagoula, Mississippi, are eligible to participate in the Southeast Regional competition at Jekyll Island, Georgia, on April 30.

Mississippi 99s have welcomed three new members, including Helen Drane of Natchez and Gail Lof Dahl of Biloxi. Denise Richardson turned her 66 membership into a 99 member-

ship when she received her private pilot's license in Natchez on January 2. Mississippi membership is now up to 27 members.

The Eola Hotel in Natchez was the scene of the November 13 meeting, hosted by members Helen Drane and Miriam Loe. Many plans for the Southeast Section meeting to be held at the Eola, April 15-17, were discussed, finalizing scheduling of the various activities and committees.

Members agreed to sponsor Martha Bowling as Mississippi's applicant for a 1983 AE Memorial Career Scholarship. Martha recently obtained her commercial rating and has already begun work toward her instrument rating.

The January 15 meeting was held at the Yacht Club in Jackson, hosted by members Ethel Radzewicz and Bernice Kelly. Upon arrival at the Madison Airport, members enjoyed a good look at Ethel's new Piper Navajo Chieftain. Ethel is presently working on her multiengine and instrument ratings.

by Ramona O. Young



Lisa Cook and Pat Besselman meet with Ella Joy Adams (center) of the Ladies Leukemia League. The New Orleans Chapter is cosponsoring a blood drive to be held April 9 at Lakefront Airport.

New Orleans Chapter

New Orleans 99s are cosponsoring, with the Ladies Leukemia League, a blood drive to be held April 9 at Lakefront Airport for the Blood Center for Southeast Louisiana.

The Blood Center supplies 46 hospitals with many units of blood. To maintain an adequate supply at these hospitals, 400 pints of blood are required each day. Each 99 will donate less than a pint of blood.

Also on April 9, the chapter is planning to repaint the compass rose at Lakefront Airport.

Lisa Cook recently joined CAP. She is part of the Search and Rescue Team and holds the rank of captain.

The New Orleans Chapter is growing with a new member. Carolyn Goings was a naval reservist for two years and was recently called for active duty. We are proud to have her in our group.

All of the members in our chapter are working together in preparation for August's International Convention. Everything is on schedule.

We have polo shirts available for sale for \$20 each. They are white with the convention logo printed in black. T-shirts are also for sale at a price of \$8 each. They are light blue with a multi-colored logo.

Delgado Community College is offering a New Orleans "tourist" course. Although the course is primarily designed for World's Fair tourists, Chairman Pat Besselman plans to attend in hopes of learning as much as possible to ensure that our convention goes

enjoy a pleasant and memorable experience when in New Orleans.

On March 12, we will all fly to Fairhope, Alabama, to meet with the Florida Panhandle Chapter at the Grand Hotel.

by Lisa M. Cook

CHAPTER NEWS, ETC.

Tennessee Chapter

Chapter members hope you will be there when our planned Poker Run comes to life on May 7.

Chairman Sandra Link, Martha Clinton and Neil Weathers have laid out a scenic course, starting and ending at Jasper Airport, just a few minutes west of Chattanooga. Other stops will be at Tullahoma, Smyrna and Crossville, showing off Tennessee's glorious scenery from the Cumberlandlands to the Nashville Basin. There will be a grand prize awarded plus a number of door prizes. Following the race, a barbecue dinner will be served at Jasper Airport.

Anyone may enter the race, and the entry fee is \$6 per person. The race starts at 0900 CST and ends at 1500 CST on May 7. A rain date has been set for May 14. Contact Martha Clinton, (615) 573-3713, for further information.

by Marilyn V. Ayers

SOUTHWEST SECTION

London Bridge/Havasut Chapter

This chapter is born to fly! We started off the year by having a fly-in to Wickenburg Airport in September, followed by a flight to Sedona for the October meeting.

In October we cooked and served breakfast at the Blythe, California, air show. The proceeds were added to our account in the event we establish a scholarship fund.

In November, we again took to the air and headed for Bermuda Dunes Airport near Palm Springs, California. We had a beautiful day and hope to return there in the not-too-distant future.

In December, we got together with the local EAA chapter for a Christmas party at the Lake Havasu Airport.

We are planning another plane wash in the spring.

by Betty L. Wright

Monterey Bay Chapter

The year 1983 has started out contrary to previous sleepy Januaries. The chapter is already charging full speed ahead with special activities, ongoing projects and fly-ins.

On January 8, the chapter sponsored a pinch hitter's course as a follow-up to the October Flying Companion Seminar. Fifteen students attended the course, which was conducted by one of the FBOs at Salinas Airport. Ground school was held 8 a.m.-noon. After lunch, students alternated between flying with an instructor, taking a tour of the tower and flight service and finishing the day with a second lesson. Each student came away with a logbook with an average of two hours of flight time recorded. Ninety-Nine Sandy Pratt was one of the instructors; Bobbie Garin chaired the event and gave the tower tour; and Joanne Nissen, Judy Dake,

Carolene Dierolf, Judi Wing and Dell Hinn prepared lunch.

January was also the beginning of Monterey Bay's sponsorship of an Aviation Explorers Post for the Monterey-San Benito-Santa Cruz area. Ten students have signed up

so far. Bimonthly meetings will be held and will incorporate aviation activities.

In honor of Amelia Earhart's birthday, the 99s flew 15 members of Zonta, Salinas Chapter, to the 94th Aero Squadron at San Jose Municipal Airport for a joint luncheon. This is the second year in which the two organizations teamed up—one flying, the other hosting the luncheon—to honor Earhart, a charter member of both Zonta and the 99s. Kay Harmon, Dell Hinn, Bobbie Garin and Joanne Nissen did the flying.

Judy Knox, Lynne Kastel, Cindy Bergstrom and Judi Wing braved zero-zero visibility (driving!) in the San Joaquin Valley and 5:30 a.m. fatigue to arrive at Mather AFB promptly at 8:00 a.m. for the FAA Physiological Training Program. From the outside looking in, it appeared that the program would consist of a brief experience in the high altitude chamber. Wrong! The military hosts had a strenuous day planned—physiology classes in the morning, lunch, films, briefings on the high altitude chamber and THEN, FINALLY, equipment fittings for the chamber. Each of the 12 participants was given an oxygen mask, headset and cap. Each was assigned a number and directed to the corresponding seat inside the chamber. Everyone rigged their masks to the hoses leading to oxygen tanks and their headsets to microphone jacks. Two Air Force attendants assisted. A man outside worked the chamber controls and gave instructions on how to regulate the oxygen and check for leaks. He first had everyone breathe pure oxygen for 15 minutes at ground level to get used to the claustrophobic feeling of the mask; then he started the ascent to 25,000 feet and the leveling off. Everybody looked at each other apprehensively! The lieutenant instructed half the group to remove their masks. The goal was to get hypoxic, to recognize a few symptoms, and then to take corrective action with the oxygen mask. The alternating groups watched each other's labored breathing, awkwardness, confusion and blue-tinged skin. The second phase consisted of returning to ground level, quickly returning to 33,000 feet, experiencing a rapid decompression in the chamber and taking immediate action by donning oxygen masks. The day ended with each person flying a Vertigon—a simulator spun around for eight minutes to induce spatial disorientation. It was an invaluable experience for pilots to feel in-flight hazards under controlled circumstances.

Three days later, on January 20, three airplanes carrying Monterey Bayers Geri Chappell, Bobbie Garin, Sandy Pratt, Cindy Bergstrom, Judy Knox, Dell Hinn, Dee and Bob Iliff and Lynne Kastel landed at Travis Air Force Base. They were joined by Nancy Rodgers and Jackie Petty of Santa Clara Valley. The group had come, at the invitation of the commanding officer, to fly the C-5A simulator and to tour the C-5A. After lunch,

the group was divided—half to tour the aircraft, half to fly the simulator. Getting to the flight deck of the C-5A involved climbing two sets of steps—straight up! The four-engine instrumentation was mind-boggling to us Piper and Cessna pilots, including things like air speed in mach. The simulator, with its realistic climbing, descending and touch-down motions, and the night lights of Sacramento on the approach to Travis, was the thrill of a lifetime. Everyone was able to complete one instrument approach and two "touch and goes."

by Lynne Kastel



Orange County 99s gather for a picture during their incorporation anniversary meeting.

Orange County Chapter

When the chairman's gavel passed last July, somehow the reporter's pen disappeared into some mysterious low pressure area, and no one has heard of or from the Orange County 99s since, unless, of course, you happen to be within the sounds of their spinning props.

Contrary to what the remainder of the 99 world may believe, we are indeed still alive and revving up our engines every chance we get.

For our incorporation anniversary in September, we entertained with an extensive potluck at Hangar 24 at SNA. The weather, however, deteriorated so quickly that anyone who didn't show up early missed the annual group picture. Raves for the evening went to a cheesecake which would win any bake-off, and it turned out to be the handiwork of one of our very newest members.

As soon as the tower closed for the evening, the personnel all appeared to check out the event, help with the bounteous leftovers and socialize. It certainly can't hurt to have friends in "high places," and the tidbits they pass on about our very own air space are invaluable.

Hardly anyone could pass up the opportunity to fly her own airplane into Vandenberg Air Force Base in October, let alone miss the tour of the base, the missile silos and all those other intriguing aspects of such a famous military base. Flying as a part of that vast, highly regulated military aviation world, even for such a short time, certainly stirred up the adrenalin. Who says 99s are special?

Gorgeous southern California weather almost did us in for our scheduled November meeting, a night currency event with our many chapter member instructors riding along and the chapter paying for airplanes and fuel. Unfriendly, atypical cold rain discouraged all but the most dedicated from

participating in the actual flying with the greatest number starting the second half of the evening early and doing their proficiency vicariously from the warmth of McCormack's Landing (formerly 94th Aero Squadron) located right at the approach end of 19R. It's amazing how attendance improves for a "dinner out" meeting.

Every December transforms our usually aviation oriented membership temporarily into marine enthusiasts as we celebrate the holidays with a dinner at the glamorous Shark Island Yacht Club at the entrance to Balboa Island. Here the spectacular Newport Harbor boat parade of lights floats by during social hour. Again weather, in the form this time of strong, sometimes violent winds, intervened and forced all but one brave yachtsman to remain snug in their slips. We all can appreciate their bowing to the weather.

Seems like once ye old typewriter got primed, it worked okay. So the Orange County 99s will be back in service for '83.

Santa Clara Valley Chapter

SCV's air education program is off to a good start in the new year. Betty Berkstresser sponsored a group visit of Girl Scouts to NASA, and in December, Aerospace in Action Chairman Stella Leis and helper Christina Bumb gave a tour of San Jose Airport to several young scouts. The girls learned how to pre-flight an airplane and ended their tour with a visit to the tower.

We had our annual potluck dinner and white elephant auction January 20 for the benefit of NIFA. Thanks to the enthusiasm of auctioneers Vera Arnold and Ruth Theriault, as well as to lively bidding, we had an evening of good fun that resulted in a sizeable contribution for NIFA.

In late January, our chapter assisted ILS of Oakland in a CFI revalidation clinic. SCV 99s served coffee and cookies during breaks and provided volunteers to help.

by Kathy Pelta



Stella Leis and Christina Bumb conduct a tour of the San Jose Airport for young Girl Scouts.



Santa Rosa Chapter

Our January meeting featured Greg Schneider of the Oakland Flight Center. He discussed the role of ATC and gave us many valuable pointers on how to make the best use of all the facilities that the center has to offer.

We have had a successful sale of pilot survival kits. The kits contain over 80 items in a bright orange canvas case and can be used for hiking or be attached to the interior of your aircraft for emergency use.

We welcomed Shirley Nelson to our chapter as a new member. Shirley recently received her private pilot license, and we are delighted to have her.

A re-run of last winter's rainstorms and foggy days has kept us grounded. We are looking forward to spring.

by Betty La Guire



Santa Clara Valley 99 Jackie Petty stands next to her WASP uniform, donated to the "American Woman Goes to War" exhibit at the Presidio Museum in San Francisco.

Sacramento Valley Chapter

As I write this, our beautiful state is being battered by heavy rains and extremely high winds. In most of our activities the elements certain have "the last word."

We enjoyed an excellent program at our meeting in January. George Morar, owner of Parachutes Plus, spoke with us on the joys of sport parachuting. A most dynamic and enthusiastic speaker, he is in charge of all northern California sport parachutists. He is very knowledgeable and truly piqued our interest, judging from the number of questions from chapter members. I suspect we may see some Sacramento Valley 99s at Yolo County Airport weekend mornings "giving it a try!"

Each year we look forward to our joint meeting with the local Zonta Club. This year the Sacramento Zonta Club will host the Zonta Clubs of Area 1 at a grand celebration of Amelia Earhart's birthday and we are invited. It will be a luncheon, and the program will include Jean Backhus, author of *Letters from Amelia*, and our own Vija Berry, aerial photographer. Gloria Deukmejian, wife of our new governor, has been invited to attend.

by Jeanette Barrett

San Gabriel Valley Chapter

San Gabriel Valley 99s started the new year enthusiastically. Nancy Gordon, Dot Barden, Ilse Cook, Eve Hunt, Ferrel Salen, Sheryl Salvesson, Yvonne Waldbott, Kathy Woolsey and Doris Yillik sold their plastic airplanes at the two-day P.V.P.A. Air Fair at Cable Airport. Joan Winter flew, giving air rides. Not only did we make a profit on the planes, but we acquired the names of several prospective members.

Doris Yillik was voted into membership at our January meeting. Earl Statler of the San Bernardino Airport Commission spoke on the necessity of promoting a positive image of general aviation. Sylvia Paoli, Fullerton Chapter 99, was also a guest. She told of the USPFT local meet to be held at Brackett Airport sponsored by her chapter and Orange County Chapter

by Eve Hunt

Several Santa Clara Valley 99s joined Jackie Petty at opening day ceremonies on November 11 for "The American Woman Goes to War" exhibit at San Francisco's Presidio Army Museum.

Jackie's "silver wings and WASP uniform of Santiago blue" are part of the exhibit, which includes letters, photographs and other memorabilia of women who have served their country since Revolutionary War days.

As a civilian in 1942, Jackie took an airplane mechanic's course at Lemoore Army Airfield. Inspired by this course, she attended a Nevada flight school, obtaining her pilot's license in 1943.

She joined the Women Airforce Service Pilots (WASP) early in 1944, training at Avenger Field in Sweetwater, Texas. After receiving her graduation wings from WASP Director Jacqueline Cochran, Jackie served as a flight instructor and test pilot. She also ferried twin engine planes and flew army officers within the United States until the WASPs were disbanded in December 1944.

Jackie is an avid racer. She has participated in the Powder Puff Derby and regularly takes part in the Pacific Air Race.

Sierra Buttes Chapter

We're 99s and proud of it! Our first organizational meeting was held March 4, 1982, and just six months later, our charter was on the way to us. As none of us were 99s prior to our chapter's formation, we're doubly proud of having joined the ranks of 99s around the world.

Chapter formation isn't all we've been up to. Sierra Buttes Chapter is based at the Nevada County Airport, Grass Valley, California, in the foothills of the Sierras. We now number 11 with a growing number of 66s. Under the leadership of Chairman Kathy

Frank we have made our presence known in our local aviation community through co-sponsorship of an FAA Density Altitude Clinic On July 24, 1982, and co-hosting an annual airport fly-in and avionics swap meet at which we had a static display featuring member Helen Lake's mint condition der Jaeggar, a replica World War I German fighter. Additionally, we have been successful in providing for the acquisition and installation of a much needed outdoor bulletin display cabinet at our local FBO. Through our chapter, we have also increased awareness of and attendance at County Airport Com-

mission meetings.

February was the occasion of our first Valentine party at which time supportive partners finally received official accolades for their efforts during this first year of activity. February 3 Susan Gilliland, FSS supervisor out of Marysville, California, presented an educational program at our regular meeting.

New private pilots from Sierra Buttes include Vicki Lewis, Jan Haggard and Carole Bryant.

Our first year was great! We expect our second year to be spectacular.

by Vicki Kalman

NOTICE TO CHAPTERS

Help support *The 99 NEWS* while advertising your chapter's items for sale in the classified section below.

Contact Advertising Director Norma Vandergriff, (405) 341-3000, for cost information.

Classified



WINGS BRACELET

100% solid sterling silver hand crafted in a beautiful distinctive, petite style. Specially designed for the woman pilot. Official 99 emblem in 14K gold raised over contrasting antique sterling wings. Soldered links. Polished surface on back suitable for engraving. \$55.00. Intermountain Chapter, Dorothy Fowler, Route 1, Box 358, Spokane, WA 99204.



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Air Racing News

1983 Air Race Classic Start

Sharpen your flying skills, enjoy the camaraderie of other women pilots and make new friends. The Air Race Classic can do all that for you—and more!

The San Diego and Palomar Chapters are planning a special start, and our mayors will declare June 19-June 26 "Women in Aviation Week." Even if you don't race, come to San Diego, birthplace of aviation, for the fun and festi-

vities.

Pre-race activities include an Early Bird Tour to Mexico, a Sea World Tour, welcoming cocktail party and moonlight cruise around our scenic harbor, a day at Balboa Park as well as the famous San Diego Zoo, a visit to the Reuben H. Fleet Space Theater, a tour of the famous Old Globe Theater, and an evening featuring the Takeoff Banquet at the San Diego Aerospace Museum

with its special Women in Aviation exhibit.

After pilot briefings, take-off will be Friday, June 24.

Accommodations are at the lovely Hanalei Hotel, 2270 Hotel Circle North, San Diego CA 92108, (619) 297-1101.

Contestants must be ARC members. To join send \$17.50 to ARC, P.O. Box 1055, Thomasville GA 31792 and request an entry kit. Entries close April 8.

MAY 13-15

Hayward-Las Vegas Proficiency Air Race

by Bette Davis

Now is the time to ready your airplane and fine-tune your flight planning skills, as the 19th Annual Hayward-Las Vegas Proficiency Air Race is scheduled for May 13.

Race rules guarantee every participant an equal chance of victory by basing scoring solely on accurate navigation, correct estimation of time en route and precise prediction of fuel consumption. Sponsors and supporters, which include the cities of Hayward, California, and North Las Vegas, Nevada, contend that the annual proficiency air race has no losers because all contestants, their copilots and passengers, finish with a greater appreciation of the art of skillful flight and a weekend in Las Vegas.

The race, open to all licensed pilots, will be flown in two stages with an intermediate stop at Meadows Field, Bakersfield, California, for timing and refueling. Pilots will be informed on the evening prior to departure of mandatory checkpoints over which their flights must pass to gauge navigational accuracy.

This year's race will have the support of the Alameda County, Bakersfield and Las Vegas Chapters of the 99s. Also cooperating with the race program will be the crews of the FAA control towers at Hayward,

Bakersfield and Las Vegas Airports.

Trophies and cash prizes will be awarded at a party at Las Vegas' Imperial Palace Hotel on Saturday evening, May 14. In addition, 99s will present a beautiful perpetual trophy to the top finishing 99 for the third year. The trophy went to Joann Painter of Hi-Desert Chapter in 1981 and Bette Davis of Alameda County Chapter in 1982. In keeping with the race's notion that every participant is a winner, a special trophy will be presented to the last place finisher. Every sponsor and participant will be presented with a special air race treat.

Accommodations will be provided at the Imperial Palace Hotel.

The Air Race Committee welcomes all licensed pilots wishing to participate. An information kit is available for \$3 from the Hayward Air Race Committee, 20301 Skywest Dr., Hayward CA 94541. Telephone inquiries will be answered at (415) 581-2345, ext. 5285, by Lou Chianese. Deposits will hold a place for you in the race if mailed by March 1. Applications will be accepted until April 1 on a space available basis.

So, if you plan to participate in the Hayward-Las Vegas Proficiency Air Race, get your information kit right away.

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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