

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 10

JUNE 1983

NUMBER 5



NIFA
Competition

Dear Editor:

I am a future 99 and wanted the chance to give a little public thank-you to one of your members—Anne Johnston of McAllen, Texas.

I'm a part-time Texan, December to April, and decided to work on my private license while in the Rio Grande Valley this winter. It has been a dream for over 40 years and this was the year.

As with all students, I had hit a real slump, feeling that I was too old, too dumb, too alone. I was sitting in the lounge area at McAllen Aviation, telling myself to just give it up when a woman introduced herself and suddenly I had a friend.

We visited awhile and maybe with a sixth sense Anne knew I needed a "woman's touch." We visited FSS—the best lesson in aviation weather I'd ever had. She flew me over my short and long cross-country routes in her plane, and I learned DR, VOR, ADF, etc. Anne laughed with me at my mistakes and showed me how to avoid them in the future. She rejoiced with me the day I soloed, and helped me climb back up from my repeated slumps.

When I told her there was no possible way to thank her enough, she said, "Yes there is. If I have helped you in any way, just remember when you have the chance, pass it on and help out another woman student pilot." My only regret is that I had not met her 40 years ago.

It was necessary for me to return to "blizzard country" before my check ride, but Anne's firm encouragement is still with me. When I earn that private license, I will do as Anne asked and "pass it on."

Sincerely,
Helen M. Dalton
Dixon, Nebraska

Address Letters to the Editor to: *The 99 NEWS*, P.O. Box 59965, Will Rogers World Airport, Oklahoma City OK 73159.

Dear 99 NEWS:

Jan Million's article, "N99NJ, cleared as filed, except..." is the best I have ever read on federal employment. It is concise, clear and complete, and most of all timely. How about more articles, Jan?

A fan,
Mary Jo Voss
Shreveport, Louisiana

Letters to the EDITOR

Dear Editor:

I have enjoyed your articles on women in aviation careers in the last two issues of *The 99 NEWS*, and I would like to add a comment about another impressive member of this group.

My wife, Michele, uses her master's degree in aerospace engineering working with the FAA Aircraft Certification Division in Ft. Worth, Texas. She is a licensed pilot, a licensed aircraft mechanic, and a member of the Ft. Worth Chapter of the 99s. Michele has been featured in the national FAA news magazine, *FAA World*, and in the new GAMA film on careers in aviation.

She also spent some financially deprived years helping me to reach my flying career goals. Michele is another 99 member to be proud of!

Thank you,
Robert L. Owsley
Roanoke, Texas

Dear Editor:

It was a pleasure to read the article on Janice Brown ("In Your Own Backyard" by Pat Church, April 1983 issue of *The 99 NEWS*), the most recent recipient of the Clifford B. Harmon Trophy for her accomplishments in solar powered flight. I do, however, want to help correct a mistake that slipped into the article regarding other women recipients of the Harmon Trophy.

Not only is Janice Brown in the company of Amelia Earhart and Jacqueline Cochran, but a number of other fine women, beginning with Lady Mary Bailey of Great Britain, who was the first recipient in 1927. Another winner was Jean Batten of New Zealand, who shared the world award with Amelia Earhart in 1935. Other recipients of this award include Laura Ingalls (U.S.), Anne Morrow Lindbergh (U.S.), Louise Thaden (U.S.), Jacqueline Auriol (France), Betty Miller (U.S.), Joan Merriam Smith (U.S.), Shelia Scott (Great Britain) and Jerrie Cobb (U.S.).

I pass this bit of information along, because I am in the process of trying to help set the historical record straight, as some confusion has arisen over the dates and recipients of the national and international categories.

Meanwhile here's to Janice Brown. She now stands in the company of some of the "tall" women aviators around the globe who have been awarded the coveted Clifford B. Harmon Trophy for their accomplishments and contributions to world aviation.

Sincerely,
Shirley Dobson-Gilroy
Manchester, Connecticut

NOTAM

One of our advertisers in this issue, Identity Check Printers (page 15) will personalize your aircraft "plane checks" with your own "N" number.

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

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ON THE COVER:
Spot landings are only part of the
total competition at NIFA Nationals
(see page 12).

Photo by Linda Hooker

New Ratings

WESTERN CANADA SECTION

Jo Harris, Alberta — AMEL, IFR
Emily Kaldstad, Alberta — COMM

MIDDLE EAST SECTION

Robin Hages, Greater Pittsburgh Area — CFI

NORTH CENTRAL SECTION

June L. Beers, Michigan — AMEL
Anne Bowman, Michigan — AMEL
Mearl M. Frame, Michigan — IFR
Glenda Martlew, Michigan — ATP
Joretta Graves, Wisconsin — AMEL, ATP

NORTHWEST SECTION

Ruth H. Garrison, Idaho — IFR
Linda Marshall, Montana — CFI
Jean Kope, Western Washington — IFR
Elizabeth Grieve, Wyoming — AMEL

SOUTH CENTRAL SECTION

Suzanne Azar, El Paso — Glider
Gaye Durbin, Houston — COMM
Barbara Lee, Houston — AMEL

SOUTHEAST SECTION

Ursula Davidson, Florida Suncoast — ATP
Pat Judges, Florida Suncoast — IFR
Nancy Wright, Florida Suncoast — AGI

SOUTHWEST SECTION

Connie Arnold, Arizona Sundance — COMM
Lisa Matthews, Arizona Sundance — COMM
Leslie Jose, Mt. Diablo — CFI
Lori Brand, Sacramento Valley — CFI
Rosemarie Finch, San Fernando Valley — COMM, IFR, CFI
Sherry Ritchey, Santa Clara Valley — AMEL, COMM

Book Review

Reinhold, Ruth M. (Phoenix Chapter), *Sky Pioneering; Arizona in Aviation History*. Tucson, Arizona, University of Arizona Press, c1982. 232 p., ill., \$19.95. ISBN 0-8165-0737-6

A chronicle of the colorful history of flight in Arizona and of the contributions made in Arizona to aviation history.

The geography of Arizona made the state a natural passage for the early flights from either coast. This book traces the growth and development of aviation and airports in Arizona.

One small section is given to an account of the first All-Women's Transcontinental Air Race as it came through the state. One can only wish that some of the numerous illustrations would have included one of the women's air races.

The development of aviation in Arizona was unique in that the airplane was invented even before the territory became a state; thus the airplane was to aid in developing the region that was still considered a frontier.

by Dorothy Niekamp
99 Librarian

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The Keys Co., Dept N, P.O. Box 1221, Fort Pierce, Florida 33454

Calendar

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. 4: *Alberta Chapter's Annual Poker Run*, Red Deer, Alberta. Rain date, June 5. Contact Lenora Miller.

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 traffic) 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. 17-19: *Buckeye Air Rally*, a one-day flying event of less than 250 statute miles, Port Columbus Airport. This is a fun time for all pilots. For kit, send \$3 to 1983 BAR, 2675 Glenbriar St., Columbus OH 43227, (614) 864-0337.

Jun. 23-25: *International Flying Nurses Association, Inc. Convention*, Hilton Inn, Tulsa, Oklahoma. Contact Wanda Mummert, 724 S. 18th St., McAlester OK 74501.

Jun. 24-27: *Air Race Classic*, San Diego, California to Grand Rapids, Michigan, 2,287.39 statute miles. Contact ARC, P.O. Box 1055, Thomasville GA 31792.

JULY

Jul. 1: *No 99 NEWS* deadline.

Jul. 10: *Annual British Columbia Poker Run*; rain date, July 17.

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.

Jul. 22-23: *14th Annual Palms to Pines Air Race*, Santa Monica, California to Sunriver, Oregon. Race kits, \$3, from Claire Walters Flight Academy, 3200 Airport Rd., Santa Monica CA 90405, (213) 398-5767.

Jul. 22-23: *Carl Ben Eielson Air Race*, sponsored by Midnight Sun 99s. Cross-country race for classic or vintage aircraft manufactured before 1956. Entry fee, \$175; \$10,000 purse. Free race kits. Contact Jean Obrist, P.O. Box 73249, Fairbanks AK 99707.

Jul. 22-24: *Forest of Friendship celebration*, Atchison, Kansas. Send ETAs and room reservations to Betty Wallace, Administrative Office, North Campus, Benedictine College, Atchison KS 66002. (See p. 10, March issue of *The 99 NEWS* for additional information.)

AUGUST

Aug. 1: *The 99 NEWS* deadline for September issue.

Aug. 26-27: *Montana USPFT Competition and Centennial Fly-In*, Bozeman, Montana. Contact Gretchen Biggerstaff, P.O. Box 2023, Bozeman MT 59715, (406) 586-0475.

SEPTEMBER

Sep. 1: *The 99 NEWS* deadline for October issue.

Sep. 9-10: *South Central Section meeting*, Amarillo, Texas. Hosted by Top of Texas Chapter.

Sep. 10: *Greater Winnipeg Chapter 11th Annual Poker Derby*

Sep. 15-17: *Space Jamboree, Northwest Section meeting*, Hilton Inn, Casper, Wyoming. Hosted by Montana, North Dakota and Wyoming Chapters.

Sep. 18: *Eastern Ontario Chapter Poker Run*, Ottawa. Contact Betty Jane Schermerhorn, (613) 832-1207.

Sep. 23-25: *Fall Southeast Section meeting*, Coconut Grove, Miami, Florida. Hosted by the Florida Goldcoast Chapter.

Sep. 23-25: *Western Canada Fall Section meeting*, Edmonton, British Columbia. Hosted by the Alberta Chapter.

OCTOBER

Oct. 1: *The 99 NEWS* deadline for November issue.

Oct. 7-9: *2nd Annual Mountain Flying Seminar*, McCall, Idaho. Contact Karen Marchbanks, 4390 Freedom Dr., Meridian ID 83642.

Oct. 28-30: *8th Annual His 'n' Hers Great Pumpkin Classic Air Race*, cosponsored by the 99s and the Salinas Owners and Pilots Association. Approximately 250 miles. Entries accepted August 1-October 15. For entry kit, send \$3 to Carol Hill, P.O. Box 5494, Salinas CA 93905, (408) 722-2969.

NOVEMBER

Nov. 1: *The 99 NEWS* deadline for December issue.

Nov. 18-19: *Fall International Board of Directors meeting*, Oklahoma City.

The President's Message

by International President Marilyn Copeland



Have you attended an International 99s Convention recently? This year's meeting in New Orleans at the Marriott will confirm that the 99s are on target to meet your needs for these rapidly changing times. Meet the headliners of women in aviation, learn from the project seminars and round tables, and share in the camaraderie of a variety of events most women pilots will thoroughly enjoy. I assure you that your four days in New Orleans will refresh your outlook and renew your enthusiasm for membership in the 99s and life in general.

Don't forget that New Orleans is the home of Dixieland jazz, plantation homes and cruises down the Mississippi. Making the 1983 International 99s Convention is a perfect family vacation. You and your family will enjoy the many activities planned by the efficient Convention Committee headed by Pat Besselman and Judy Maggiore. Participate in our excellent sessions on aviation activities for the 99s and for the benefit of the entire aviation community. Participate in your 99 organization—share your ideas and membership benefits with others—from the United States and all around the globe.

Plan to spend the best days of August—the 10th to the 14th—in New Orleans with friends in aviation—the chance of a lifetime! I look forward to personally saying hello to all of you at my open house on Saturday afternoon.

Wednesday will be an important day for the Board of Directors, governors, chapter chairmen, section membership chairmen and chapter membership chairmen to be in attendance. Several future planning sessions will be held and all are urged to participate.

During the business meeting preview (formerly comm session) on Thursday afternoon, we (all members) will be discussing two bylaws changes, the budget, other business and introduce several candidates who are campaigning for the two positions on the Board of Directors. The candidates will give brief talks about their interest in serving on the board and give you an opportunity to become better acquainted with them. The candidates are Clarice Bellino, Chanda Sawant Budhabhatti, Marie Christensen, Judy Hall, Marilyn Miller, Rita Orr, Pat Roberts and Louise White.

During the seminars, a chapter newsletter display is planned for the review of all interested 99s. Be sure your chapter and section bring several copies of your newsletters to share with other editors. These are some of our unsung heroines. I continue to be amazed by the variety of composition, artwork and thousands of ideas communicated in these newsletters. Every chapter is strongly encouraged to have some type of written newsletter or communication to keep the members informed of what happened at the last meeting, what activities are planned for the coming month, and where, when and what is going to take place at the next meeting. It is the binder of communication in a chapter as some members cannot always attend every meeting. If your chapter doesn't have a newsletter (even a single sheet), *try it, you'll like it!*

A new 99s Press Kit is in the making. The public relations kit will contain information which will help members with local publicity. It will cover several major subjects regarding the history and projects of our organization, complete with press quality black and white photos. It is designed to help each chapter get the needed print and/or television coverage presented in a professional manner. Jan Million and Marie Christensen are working on this project and plan to have it ready for distribution at the New Orleans Convention.

Due to the difficulties NASA encountered with the Challenger engines, the space shuttle dates have been delayed. As far as projections at this time, Dr. Sally K. Ride will have flown on the second flight of the Challenger and will possibly be in attendance at the first Women in Space conference and celebration, July 27-30 at the Sheraton Twin Towers in Orlando, Florida.

Other speakers will include Trudy E. Bell, science writer, who will present "The Role of Volunteer Space Groups—Past, Present, Future;" Sally Chafer, Space Services, Inc., "The New Space Entrepreneur—American Style;" Mireille Girard, AIAA, "International Cooperation in Space;" Diana Hoyt, staff director, Space Caucus, US

Congress, "Administration and Congressional Attitudes Toward Space;" and Marcia Smith, an aerospace specialist in Congressional Research Service, who will talk on "International and Military Issues in Space."

This conference is an insight into the future of women in aviation and space. Not enough women have yet discovered the enormous potential of the space frontier for their own futures and careers. For more information please contact: Space Education Systems, 1967 Harrison St., P.O. Box 640, Titusville FL 32781-0640, (305) 268-8777.

The airport poster program is one of our main projects being emphasized this year. Placing professional posters in flight lounges, radio shops and any place pilots may gather is a good 24-hour 99 promotion. Be sure there are a couple of phone numbers for prospective members to contact from the poster. Some chapters get many new members from the posters.

A very interesting activity scheduled July 22-25 is the annual International 99s Forest of Friendship in Atchison, Kansas. Honorees may be named according to the rules on the inside cover of the March 99 NEWS. The featured speaker will be Janice Brown, an active Bakersfield 99, who recently was awarded the Harmon Trophy by President Reagan for her pioneering efforts in solar flight. She far surpasses anyone else in solar flight to date.

There are so many good aviation related projects, completed and underway, by the 99s. We probably have more active projects than almost any other volunteer organization in the world. In the beginning we were organized to promote a closer relationship among women pilots, and even though we have many other worthwhile educational, scientific and charitable projects today, please do not ever lose sight of our original goal. We are truly a unique organization of women pilots. Keep up the good works!

Gifts to International Headquarters

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Hazel McKendrick Jones

Archives

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FOCUS ON USPFT

by Hazel Jones

Recently on television there were pictures of Norway where authorities searched for a mystery submarine.

While the camera was panning the lakes and mountains, I couldn't help but think how fast these last two years have flown by, and how soon our team will be en route to Norway to represent our country in the world competition. I was also delighted to see the country for the first time. It is so different from anything I have ever seen; it is exciting just thinking about going there. That excitement pales when you think about representing our country in a competitive sport.

Meg Guggolz represented our country as a fencer in 1934 when the Olympics were held in this country. I like to think of the world competition of proficiency flying as the "Olympics of General Aviation." We hope to field the best team possible. We will have jackets with USA on the back and the flag on one shoulder, and we will be just like the other athletes, trying to do the best job possible.

Both of these activities certainly do fulfill the purposes of the 99s. Besides, they are fun to do. They are fun to help administer, and they are also fun to fly. I think some of our members have held back for fear they



Nema Masonhall

couldn't hit the spot, or they couldn't navigate expertly. I hope that during the next year we will see more members try. I know we have some sharp pilots who will do well once they realize how much fun it is.

Remember, 1984 is an off year, and then in 1985, the world competition will be held in the United States. Lois, Janet, Verna and I are already busy working on site selection and preliminary plans. Just like 1983, it will be here before you know it, and we will all be gathering at a spot to host the 1985 world competition. What a great showcase for the 99s!

This month we are focusing on another of the guarantors of USPFT. Nema Masonhall was asked to send in a biography; it came a scant one-paragraph. One paragraph would tell how many sectionals she has attended. The South Central presented her a gold disc to celebrate her 50th consecutive section meeting; it must be almost 60 by now. One paragraph wouldn't begin to tell of the many hours she has donated to the 99s in the form of proofreading 99 NEWS before it goes to press. Nor would it tell of the many things she has done and will continue to do for her chapter. Oklahoma Chapter is a strong, active chapter, and Nema and husband, Mase, are right there in the big middle, helping in many capacities. One paragraph wouldn't begin to discuss the times "way back when" she was the editor and had the whole job to do. Nema joined the 99s in 1941, was a WASP trainee and served the South Central Section in most chapter and section offices. She was the editor of the 99 newsletter, and presently serves as an editorial assistant for *The 99 NEWS* as well as historian for the section.

Thanks, Nema, for being one of the truly great unsung heroines who work in the trenches so the rest of the world will continue to function. Thanks, also, for having faith in USPFT.

NOTAM

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

USPFT Donors — April 1983

Subscriber

Los Angeles Chapter

Contributors

Virginia Sutherland

Deep South Chapter

Florida Spaceport Chapter

Tulsa Chapter

Alexis Montague-Ewanchew

Judy Hall

Cy Beers

Chanda Budhabhatti

Friends

Peggy Williams

Rose Marie Licker

Minnesota Chapter

Marilyn Seddon

Seek & Keep

by Charlene Falkenberg

International Treasurer Betty Jane Schermerhorn, also a member of the International Membership Committee, has started writing a newsletter which she sends to all section membership chairmen, each of whom is urged to send copies to chapter chairmen. In her latest newsletter she took the following, written by Fran Knapp, from the *Orange County Plane Tails*:

"What is membership? What does it mean to you? I always thought brevity was the key to almost anything. In this changing environment, there is a need to grow. Fresh vocabulary is needed to smash monotony. This could also be applied to fresh new members. What do we have to sell? The following words might describe, fully or partially, being a member of the most knowledgeable group of women pilots in the world: recognition, interest, help, respect, achievement, participation, contentment, admiration, goodwill, furtherance of career, value, excitement, new friends.

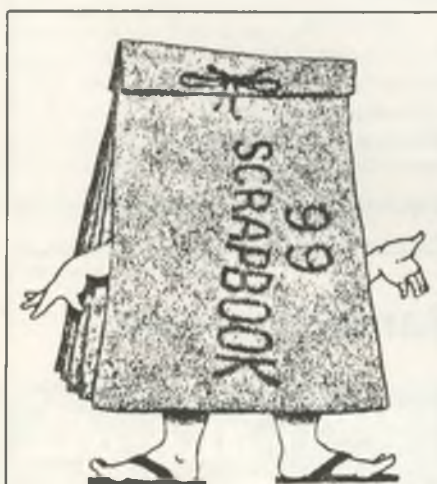
"Whatever your reason, you should be proud and pleased that you belong to a unique organization which promotes women in educational, scientific and charitable activities through aviation. I have always said, "a woman's place is at the top!"

Not only should we be proud of being 99s, we must each accept responsibility to "Seek & Keep" members. Has your chapter concentrated on a meeting for membership? An excellent tool for this meeting is a slide presentation, such as "For the Fun of It" or "For the Fun of It, Too!" If your chapter hasn't used these films, why not plan it for an upcoming meeting?

Why not consider setting up a scholarship fund for 66s? Nothing brings a chapter together more than a project in which everyone can participate. Another exciting and educational project that will get the chapter back to the airport is a USPFT competition.

Keep new members informed. Take time at each meeting to explain one or two projects which long-time members may assume new members understand. In addition, new members will appreciate it if you devote a portion of your newsletter to this type of background information.

Keep on sharing and participating!



Remember me?

Please send North Central Scrapbook articles to Beverly Anderson, 5547 Stillwater Blvd. No., Stillwater MN 55082.

Minutes of the Spring Meeting of the Board of Directors

by Ruth S. Dobrescu

The complete Board arrived in Oklahoma City on Friday, March 26, in time for the reception and unveiling ceremonies that night of the stainless steel bust of Amelia Earhart. Also on hand was Muriel Earhart Morrissey, AE's sister, who was presented with a copy of the statue in bronze by Jack and Debbie Scharr of St. Louis. About 100 Ninety-Nines and friends attended, and it was indeed a memorable event.

The Spring Board Meeting was called to order on Saturday morning, March 27, by President Marilyn Copeland, members of the Board, Legal Advisor Sylvia Paoli and Executive Director Loretta Gragg were present. Following is a recap of the meeting, highlighting items of interest:

New Chapters: Placer Gold (Southwest Section), National Capital (Middle East Section) and Three Rivers (North Central Section).

Organization Chart: A graphic representation of our organization is being sent to each governor. It will be added to our new member and new chapter packets and to our SOPs.

Governors: Governors will be asked to give an oral report at the International Business Meeting in New Orleans and at each Convention thereafter. A Future Planning Meeting will be held at Convention following the Governors' Brunch (Wednesday).

International Committee Chairmen: Chairmen will be asked to give an oral report at the New Orleans Convention and at each Convention thereafter.

Aviation Aerospace Education: For the third year, the 99s participated as an exhibitor in the annual national Aerospace Education Congress.

66s: The Board voted to adopt an official logo for the 66s. It will be a "66"—two sixes side by side, not interlocking square-cut super-imposed block numbers—as the official insignia.

AE Scholarship: One trustee will be elected at the Convention and will be included in May's 99 NEWS.

USPFT: Please encourage donations to USPFT, to be mailed to USPFT Finance Chairman Janet Green. The 1985 local meets can start after June 6, 1983, and the world competition in 1985 will be held in the United States. This is one vehicle whereby 99s the world over can work in their own countries toward a biennial world competition.

Resource Center: The grant proposal is now in the hands of our Honorary and Advisory Board members for comments and suggestions. Based on their input, it will

be written in final form and delivered to the foundations.

Library: New books were catalogued by our librarian and added to the shelves. It is her guesstimate that we have 400 books in our library. She also made recommendations to the Board for cataloguing books in our computer.

Aviation Insurance: When you renew your aviation insurance policy, keep in mind you can come in under the 99 group policy through your local agent with the American Aviation Underwriters, Houston, Texas (Wayne Gregory, chief underwriter).

99 NEWS Subscriptions: As of June 1, there will be an increase in the cost of subscriptions to *The 99 NEWS* to \$17.50 per year. It is suggested that, beginning with the new fiscal year, chapters be encouraged to give a gift subscription to schools, libraries, FBOs, etc. All 99s receive it by virtue of their membership.

Display Exhibit: A display exhibit is being purchased for use at AOPA Plantation

Party, EAA/Oshkosh and other places where our organization has been invited to participate as an exhibitor. Previous exhibits have been costly to ship and difficult to assemble. This one is light in weight, easy to assemble and professional in appearance.

World General Aviation & Safety Conference: The conference will be held in Bombay, India in March 1985, hosted by the India Section of 99s. As this conference develops, more information will become available. Chanda Sawant Budhabhatti, Janet Green and Hazel Jones make up part of the Board of this SAFECON, and they ask that you think "India - 1985" for this big event.

World Congress on Aerospace Education: We will be represented by guest speaker Dr. Hope E. Bouvette-Isaacson, Minnesota Chapter, at the July 10-15 session, slated for the Capitol Holiday Inn in Washington, DC.

The Fall Meeting of the Board of Directors is scheduled for November 18-19, 1983.

66

Dear Women Student Pilots,

It is the intention of the 99 organization (an international association of women pilots) to encourage you along your way to becoming a licensed pilot.

You are cordially invited to attend chapter meetings, social functions and aviation oriented activities. We hope you enjoy your association with the 99s and seriously consider becoming a member upon receipt of that ticket to the wonderful world of flight.

The more you actively participate in 99 functions, the more you will come to understand the purpose of our group. Most chapters have a 66 (student pilot) chairman, and each has a membership chairman. Seek her out and ask her to be sure you are informed of meetings.

While some chapters have more stringent rules regarding business meeting involvement, all will welcome you with open arms. Just ask the protocol regarding 66 participation, and then become as involved as you can. Ask about attending a section meeting—this is a sure way to meet many women in aviation, as well as a great way to learn more about your chosen avocation.

Pass the word along to other women student pilots you encounter. Invite them to join you in attending a 99 function. Most chapters sponsor some type of aviation safety seminar. Find out if the chapter you are involved with has future plans for this type of activity. It will be an ideal time to gain more knowledge. One thing all pilots, both licensed and student, have in common is the thirst to always learn more and keep abreast of the latest rules and regulations.

Even though flying is definitely fun and rewarding, it is also a very serious endeavor. Never be afraid to admit you are unsure of something. Never be too shy to ask a question, even though you believe someone will think you are not too bright. Quite to the contrary, they will most likely admire your ability to accept your own self doubts and be delighted to help in any way they can. There is not a pilot who has not made some embarrassing mistakes during their hours of flying, be it 50 or 50,000 hours.

You will find we understand, want to help and, most of all, want to encourage you to fulfill your dream.

Sincerely,
The Ninety-Nines, Inc.

99s:
Please
pass a
copy of
this letter
to 66
members in
your chapter
or section (or
post at your
FBO).

We all know what a thunderstorm looks like. I have written about them in the past, and I'm sure you have read many other articles about them. But we can't be reminded too often about their dangers. The thunderstorm has just about every vicious weather hazard you *don't* want to face.

Squall Line

A squall line is a narrow band of active thunderstorms. These often develop on or ahead of a cold front in moist, unstable air; however, they may develop in unstable air far from any front. It often contains steady-state thunderstorms and presents the single most intense weather hazard to aircraft. It normally forms rapidly, reaching maximum intensity during the late afternoon and the first few hours of darkness.

Tornadoes

The most violent thunderstorms draw air into their cloud bases, and if the incoming air has any initial rotating motion, it often forms an extremely concentrated vortex from the surface well into the cloud. The vortex can contain winds in excess of 200 knots. Pressure in the vortex is extremely low, and this low pressure produces a funnel-shaped cloud. If the cloud does not reach the surface, it is reported as a funnel cloud; if it touches land, it is a tornado.

Tornadoes occur in both isolated and squall line thunderstorms. The funnel clouds of tornadoes can extend several miles outward from the area of lightning

and precipitation.

Turbulence

Strongest turbulence within the cloud occurs with shear between updrafts and downdrafts. Outside the cloud, shear turbulence has been encountered several thousand feet above and 20 miles laterally from a severe storm. A roll cloud on the leading edge of a storm signifies an extremely turbulent zone. Gusty turbulence can be far in advance of any precipitation. The gust front causes a rapid and sometimes drastic change in surface wind.

Safety education

Again—Thunderstorm Season!

by Marilyn Miller

International Safety Education Chairman

Icing

Updrafts in a thunderstorm support a tremendous quantity of liquid water in large droplet sizes; and when carried above the freezing level, the water becomes supercooled. When temperature in

the upward current cools to about -15°C , much of the remaining water vapor becomes ice crystals. Supercooled water freezes on impact with an aircraft. Clear icing can occur at any altitude above the freezing level, but at higher levels with lower temperatures and decreased amounts of supercooled water, the icing may be rime or mixed with rime and clear.

Hail

Supercooled drops above the freezing level begin to freeze. Once a drop is frozen, other drops latch on and freeze to it, so the hailstone grows. Large hail occurs with severe storms that have built to great heights. Hail may be encountered in clear air several miles from the thunderstorm clouds. Rain at the surface does not mean the absence of hail aloft. You should anticipate possible hail with any thunderstorm, especially beneath the anvil of a large cumulonimbus. Large hailstones can quickly cause extensive damage to an aircraft.

Lightning

Lightning striking the skin of an aircraft can puncture it and cause damage to communication and navigation equipment. Lightning has been suspect in some accidents; however, serious accidents due to lightning strikes are rare. Though lightning intensity and frequency have no simple relationship to other storm parameters, severe storms as a rule have a high frequency of lightning.

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Legislation Information

REMEMBRANCE

by Joan Kerwin

Remember when? We paid seven cents per gallon on avgas; and you could go into any airport, any time, without a reservation; and there were no TCAs, TRSAs or GARs?

Remember when? For that same seven cents and a "use tax" on aircraft we could still have a GADO office inspector give us a free flight check; and even with all that, there was \$4.6 billion left in the trust fund with more than \$3 billion surplus?

Remember when? Just last August, Congress, realizing that aviation needed more and improved airports and airway facilities and the equipment that goes with all the ILSs, VORs, etc., authorized the tax increase to 12 cents per gallon and established levels of \$993.5 million for airport improvement and \$1,393 billion for facilities and equipment?

Remember that: Aviation Trust Fund money is *your* money paid by taxes on aviation users; and you are not asking Congress to throw little old ladies out in the street, to take the bread out of the mouths of hungry orphans, or to kick invalids out of hospital emergency rooms so that money can be spent for aviation use. The Aviation Trust Fund is collected by and for use by the aviation community only.

Congress, in a House-Senate conference committee, is now contemplating whether to honor its commitment to higher levels of funding or whether to renege on its promise by significantly lowering the funding for both airport improvement and facilities and equipment. Insiders think there will be no attempt by Congress to amend the committee's budget resolution.

Remember: Write your senators and representatives now, asking them to honor their commitment of last summer.

Remember: Check on your congressmen's votes on this matter.

Remember: At election time, consider how your elected senators and representatives kept their commitments. Ask yourself: "If they renege on this, how can I expect them to keep any other promises."

Remember: Write on!

Laurel Asbury

There is a very special person missing in the Idaho 99s. Our Laurel Asbury committed her spirit to her Master Controller April 15. Laurel had been an Idaho 99 for approximately four years, an accomplishment of which she was very proud. We miss her deeply and will always have a special memory of her wonderful sense of humor and ability to laugh so freely.

by Mary Curtis Christofferson



Carol Odou Tatnall

Carol was killed in a plane crash in Auburn, California, April 13. She and her husband had just taken off in their Cessna 182 when the engine quit at an altitude of 200 feet. Bill had no choice but to land in the trees ahead. He survived, but Carol's injuries were fatal.

Carol was a member of the Fullerton 99s until she moved to the northern part of the state. Closely associated with aviation all her young life, she became a private pilot in 1974 when she was 23. Possessing more than the usual charm, sincerity, friendliness and love of life, our lives have been truly enriched by having known her.

by Mary Lou Colbert Neale



New Horizons

Estelle M. Bradshaw Carlinas Chapter

Helen Kelly

Sadly I must inform you of the passing of my beloved Helen. She lost her long battle for life and went to Heaven April 19. Your records will undoubtedly show that she was past chairman of the Wisconsin Chapter. The 99s meant a lot to her, even though her advancing illness prevented in-depth participation these past few years.

by Paul D. Kelly

Helen Kelly's life was dedicated to aviation. She enjoyed the history of aviation and wrote many papers on women in aviation, especially in the north central area. She contributed to *The 99 NEWS* and gave much time and energy in research for her article, which in turn made many friends for the 99s.

by Sue DeWulf

Mildred Chase MacDonald (1903-1983)

Mildred Helen King Chase MacDonald was born in Boston in 1903. At age 16 she became, in her words, a "specialty dancer" on the musical comedy stage.

Mildred's first husband, Dr. Frank Chase, was a physician and surgeon, 27 years her senior. Their honeymoon trip was spent in Panama at the time the Panama Canal was being built. They had two children, Charles (Bud) and Lynda.

The Chase family settled in Chelsea, Massachusetts, and Mildred became a surgical nurse. Dr. Chase was a pilot and felt strongly that Mildred should also fly. On August 11, 1928, she began flying lessons at the old cinder-topped East Boston Airport (now Logan International). Her instructor was August Ulain Pabst, a Navy ensign. He taught her, as she put it, to "fly Navy style." She received her license (#7455) on August 16, 1929. The Chases owned an OX-6 Travelair.

Mildred took courses in aerodynamics, motor maintenance and repair at M.I.T. and studied navigation at Harvard. She set up a basement workshop in which she constructed engine parts.

Her flying career included 19 forced landings, but she was never hurt. She was a Charter member of the 99s and was present at Valley Stream. She explained her absence from the photograph by saying that she was "up flying!"

Heart problems ended Mildred's flying, but she never lost her love of the air.

Some years after the death of Dr. Chase, Mildred remarried. She completed Ground Observer Corps training in 1954 and became chief observer at the West Scarborough (Maine) Station in 1955. She was also one of the founders of the Maine Historical Society.

Although Mildred was unable in later years to be an active member of our organization, she was a 99 through and through. Her heart was always in the sky, and her stories of flying were rich with the flavor of the early days of flight. May she always fly in our hearts.

by Joan M. Alyea

Our apologies to Edythe Phipps of Sacramento Valley for erroneously listing her in "New Horizons."

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Greater St. Louis Daffodil Chairman Joy Harvey, left, and Clara Johansen, right, fill their planes with flowers, while Debbie Kaeder, center, removes the back seat to make more room for the daffodils.

Daffodil Days!

by Clara Johansen

The idea of distributing daffodils, the American Cancer Society's symbol of hope, for donations to the fight against cancer was originally initiated by the Canadian Cancer Society in 1970. Because Donna Anderson, their special events director, had heard the Minnesota 99s flew blood for the American Red Cross from the donor site to the regional laboratory in time for it to be processed into components, she decided to solicit the help of the chapter to deliver the fresh flowers to all participating units throughout the state. When Clara Johansen, chapter vice chairman, was approached with the idea, she thought it sounded like a good flying activity and agreed enthusiastic members would do it.

The first year the 99s were organized to fly the daffodils, April 1981, the ceilings were low and winds were gusty, but 24 pilots flew 6,500 miles within the state delivering 318,500 flowers (637 boxes) at a total cost of \$3,422 to the pilots, flying to 37 airports. Total amount of money raised was \$80,000, more than three times the amount raised the year before flowers were delivered by air.

The second year, 1982, each pilot was assigned a specific number of boxes that would fit her plane and correspond to the number ordered by the Cancer Unit at the destination airport. Despite weather problems, 40 pilots flew the equivalent of more than half-way around the world, delivering to 56 airports over half a million daffodils (1,178 boxes) in 143.4 flying hours at a cost of \$6,760 to the pilots; \$133,000 was raised for the fight against cancer.

This year, the pilots awoke April 6 to see the ground white with snow and more of it coming down in big, wet flakes! Temperature and dew point were the same, just above freezing, so there would be icing in the clouds! When the 99s arrived at the airport, "Plan B" was about to be initiated — sending the flowers by trucks. Dismayed that the 99s were about to lose this opportunity to fly flowers, a few key members were called and rallied to the challenge. They said, "We'll drive them to the critical delivery commitments today, but give us a chance to fly them tomorrow." Cars, trucks, station wagons and vans appeared, and load after load of boxes were driven by willing 99s and 66s.

Before evening, two IFR planes flew to airports in the northwest corner of the state where the weather was clear. They delivered their load of flowers and returned to their base airport.

The next morning dawned bright and sunny with VFR in much of the state, and the flights were on. 99s arrived in 150s, 172s, 182s, Cardinals, Cherokees, Warriors, Archers, Bonanzas, Mooneys, 206s, 210s, Saratogas and Beech Barons. When the pilots, with help from the ground crew, had stacked the boxes next to their planes, verified the number of boxes and loaded, they were off. Each unit chairman had been called and given the ETA so they could be at the airport to receive the flowers. At many places, mayors, reporters and photographers were also there to cover this special event. By late afternoon the last of the 1,878 boxes (almost a million flowers) had been delivered to 62 airports by 30 pilots.

All who participated said again this year that the time, money and

effort they donate is a very satisfying contribution to the fight against cancer — and they want to do it again.

In March, the Greater St. Louis Chapter, with Joy Harvey serving as daffodil chairman, and the Wisconsin Chapter, with Joyce Donner as chairman, not only participated in the delivery, but they were instrumental in getting their ACS Division to sponsor this fund-raising event. Reports from Joy and Joyce indicate they, too, had problems with weather, schedules and fitting the right number of boxes into the right airplanes (boxes are approximately 18½" x 14½" x 7½"). The pilots' enthusiasm, the airport receptions and favorable publicity for ACS, 99s and aviation in general more than outweighed the problems.

Greater St. Louis Chapter flew 249½ boxes of daffodils to 20 communities throughout the state, involving 13 of their own members, two from the Greater Kansas City Chapter and one from Central Missouri Chapter.

Joyce Donner lamented that the schedule was too inflexible with weather always a factor, but suggested plans to improve the event for next year. 99s in the Wisconsin area know spring storms can be severe, but seldom of long duration. Joyce said she would like to go all over the state promoting the event because she feels it is such a wonderful opportunity to use our flying skills for worthwhile service.



99 Barb Leiter joins ACS staffer Richard Sanders to organize a small part of the 1,178 boxes to be delivered.

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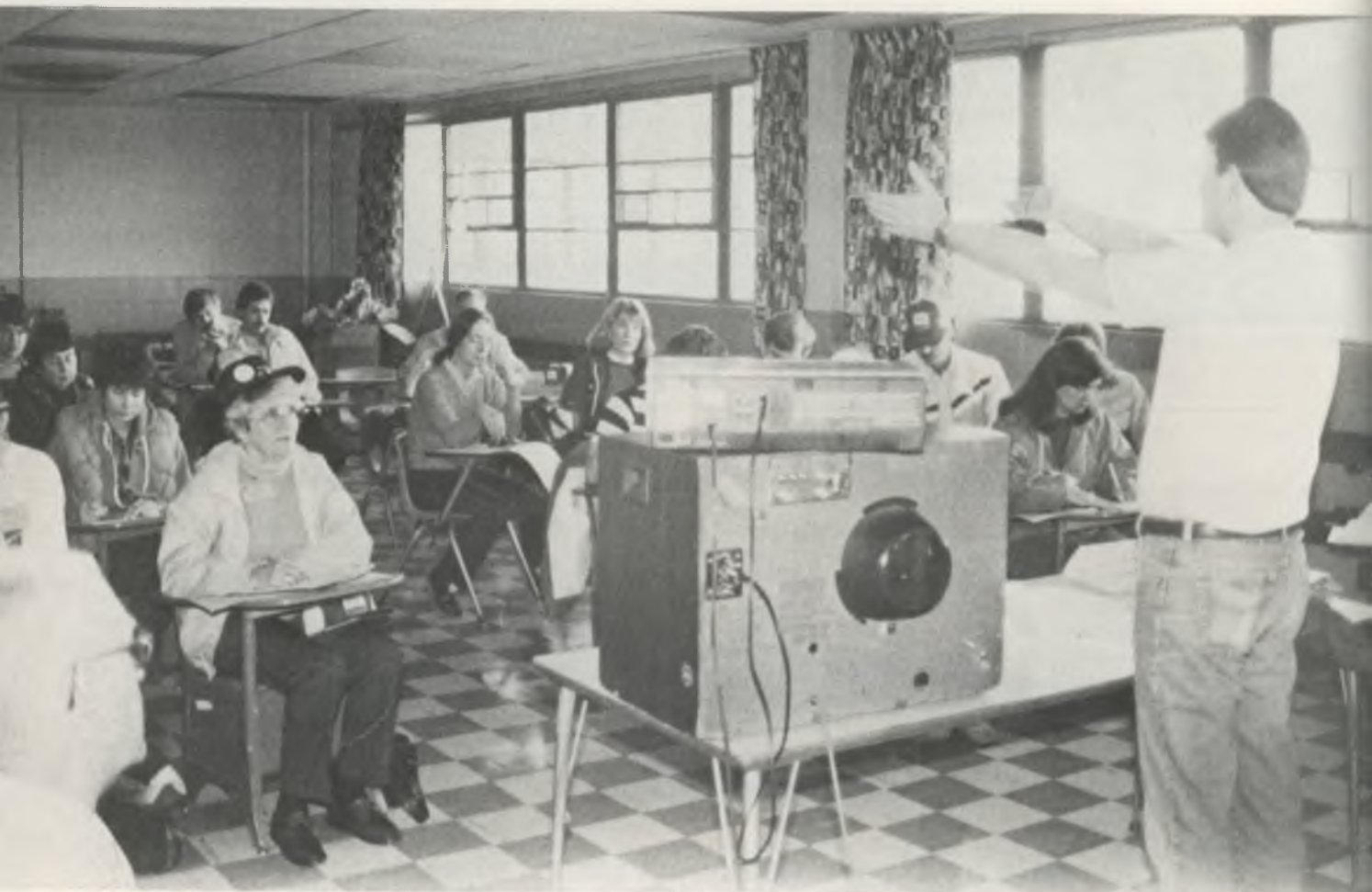
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Photos by Linda Hooker

SAFECON '83: *Those Magnificent Colleglans and Their Flying Machines*

by Hazel Jones

It is that time of year! The annual migration to "Mecca." Mecca this year was the Air National Guard base at Kellogg Field, Battle Creek, Michigan. The migrators were all the winners of regional NIFA (National Intercollegiate Flying Association) competitions. NIFA members include colleges and universities whose students are enrolled in various kinds of aviation programs. Each member school has a flying team and, during the year, they hone their aeronautical skills in order to compete in a regional meet, hoping to do well enough to qualify for the National Tournament of Champions.

Two schools that qualified this year did not make the trip because of a lack of funds. Twenty-six schools and two independents did make it and so, from all parts of the country, they came to fly.

Western University was the host and the "Skybronzos" worked hard all year. Ray Waurio and his group gave the party and the rest came as competitors. Like the gladiators of old, these young men and women spend three days flexing their aeronautical muscles to prove they're "best." Competi-

tion includes both ground and flying events. Those who were eligible also tried Dick Collin's Flying IFR Test.

Some would try for the men's achievement award given by Bill Kershner, and some would try for the women's achievement award given by the 99s. They would bring scrapbooks to be judged. With a safety judge watching, they would be very safety oriented during this meet in order to earn the safety award given by American Airlines. Just about the greatest bunch of young men and women anywhere, they helped each other and cheered each other on. They are the ones who will take our places when our sun has set... fear not, cause this world will be okay. At least the aviation industry will be in good hands.

The 99s agreed long ago to provide half the judging staff and all of the support staff for NIFA Nationals. And so 99s came to "Mecca" from California, Oklahoma, Arkansas, Texas, Michigan, Ohio, Illinois, Arizona, Georgia, Indiana, Missouri, Colorado and Maryland. These volunteers were stretched to the limit with long days and

short nights. They were cold, wet and tired. Asked to do all kinds of things, such as two rounds of the navigation event, they would be up at 0415 so as to be on the flight line by 0630 to judge landings. They wore "garbage bags" to try and ward off the wet and the chill as they judged landings, and they did it all with a smile. I couldn't have been more proud of our group, and I never cease to marvel at how dedicated they are. Someone said to me, "I wouldn't stand out there for all the money in the world." I replied, "Neither would we."

Tim Haviland (SIU) was the top male pilot and also the pilot who scored the most points. Lisa Matthews, Arizona Sundance Chapter chairman, earned top female pilot honors. Lisa was the top pilot at PCIFA regionals, qualifying her for nationals even though her team didn't make it. The Arlene Davis Award with silver tray was presented by Charleen Mehaffie, All-Ohio Chapter. For the first time, a scholarship provided by the Buckeye Air Rally and the 99s went along with the honor.

Lisa was also the recipient of the 99s



Both judges and contestants attend a preliminary briefing. far left. Winners, left, include University of Arizona's Melissa Matthews, top female pilot and Women's Achievement Award winner; first runner-up Amy Williams, University of Illinois; and second runner-up, Debra Lee Leppo, Western Michigan University. With the winners are 99s judges Hazel Jones, Charlene Falkenberg and Lois Feigenbaum.



Weather being what it was—cold and wet—judges bundled up, above, as they await the next event, while a collegiate team, left, borrows the ramp area for a strategy meeting.

Women's Achievement Award, the first time the same person has won both awards.

First runner-up was Amy Williams, University of Illinois; and second runner-up was Debra Leppo from Western Michigan.

It is impossible to mention everyone who helped. However, special mention has to go to Polly Gilkison, who spends all year writing 99 chapters for money for NIFA. These contributions helped make this SAFECON possible.

Professor Art Hoadley, Western Michigan University, wrote a computer program for scoring the SAFECON, which was tested this year. It flew! This gift to NIFA will help enable the judges to arrive at the banquet on time and with correct scores.

Next year, "Mecca" will be the United States Air Force Academy in Colorado Springs. In September, practice will begin in colleges and universities all over the country. Polly will again be writing chapters for money.

And, come next spring, all who hear the call will begin their trek to "Mecca." I can hardly wait!

Aerospace Education Materials Available



These materials consist of an Amelia Earhart Learning/Activity Booklet and an Amelia Earhart Personality Learning Packet.

The Activity Booklet contains 20 pages of pictures to color and student activities which involve language skills, math, art and word puzzles.

The Personality Packet contains several large posters and a teacher manual/student activity booklet. The self-contained packet can be used by the students in a self-study learning center or can be modified for teacher instruction. The student activities are based on task cards keyed to curricular areas. The teacher manual contains instructions, a materials list and a pre/post test. The poster art is reproduced in a format size for making transparencies on the school's duplicating machine.

Activity Booklets/Personality Packets may now be purchased for \$1, including postage.

Contact International Headquarters for these materials.

A Challenging Flight

By pure coincidence it happened to be Thursday, January 13, 1983, the first anniversary of the Air Florida crash. But, unlike that snowy, tragic afternoon, this one was CAVU, and we were on our way back from Williamsburg where my son, Volko, was beginning his second semester at William & Mary to Fredericksburg, where my copilot, Lin Clayberg, lives.

The terrain between Williamsburg and Tappahannock is wooded and wet, forbidding and unreceptive to an aircraft in distress. At the origin of the York River, the confluence of the Mattaponi and Pamunkey, close to Harcum VOR, lies the West Point Airport, the only one within 25 nm of our direct route. Trouble was the last thing I expected that day, since the Continental engine in my Turbo Arrow IV, though aged a most respected 1,500 hours, had passed its Annual only 20 hours earlier.

It was now close to 1600 as we cruised northbound past the Tappahannock Airport at 2,800 feet. My copilot was hugging the shoreline of the Rappahannock to avoid the restricted area over Camp A.P. Hill (site of the 1981 and 1985 National Boy Scout Jamboree). I was telling her about some of the questions on my written test for CFI when I heard a new sound, a foreign and discordant accent in the engine voice I know so well. "Do you hear that?" I said to Lin.

At first, she didn't hear the crackling, grating, grinding noise that shouldn't be there. "Let me have the airplane," I said, taking over the controls.

Thinking the mixture too lean or the fuel injection lines iced up perhaps, I pushed the mixture lever forward and added alternate air. Neither move made the slightest difference. "I was particularly impressed," Lin noted later in her version of this moment, "by the lack of throttle response." Indeed, we had no power. Although all the gauges were in the green, I noticed that the manifold pressure, normally 34.8" at 75 percent, had dropped to 30" and the RPM, normally 2,300, had slipped to 2,000. A quick glance at the VSI confirmed a 200 fpm loss of altitude. We had to land immediately!

I slowed the airspeed to best glide of 80 knots and the gear dropped automatically. Before we slid any lower, I picked up the mike, the frequency already set:

"Dulles Approach. Cherokee November 2896 Golf."

The black box answered, "November 2896 Golf. Dulles."

Almost matter of factly, my voice sounded on the tower tape later:

"2896 Golf. We are south of Brooke with engine problems. I think I have to do a forced landing."

"November 2896 Golf. Dulles. Squawk 4252. Understand you have engine problems and you have to land. Is that it?"

Turning to my copilot, I said impatiently, "We're too low to bother with that. We've got to find a good field. Help me look."



I could no longer hear the worried controller, whose subsequent call-ups on the tape revealed increasing alarm in his voice. "2896 Golf! Dulles," he repeated several more times before dialing rescue operations. We scanned the ground ahead for the biggest field we could find. To the right wound the river, but to the left and ahead was an extensive brown collection of large, flat and apparently unobstructed fields nestled in the curve of the river. Straight ahead stretched the Port Royal bridge.

"We're too far and too low to make it to the Raymond Guest private strip in King George County," said Lin, who is familiar with her old practice area. By now we were approaching 1,000 feet AGL and the MP was down to 20".

There, in precisely the right place about 11:00, surrounded by woods and those brown fields, was a single, long, wide, green field positioned perfectly for a straight-in approach into the wind! "Do you plan to use any flaps?" was Lin's last remark. "No," I answered simply—for two reasons, I thought:

"Our descent angle is perfect and I must make as shallow an approach as possible for a soft field landing without power. Too steep and slow, too pronounced the flare, and the gear will dig in. I can put us down, but I don't want to hurt my airplane."

As we slid through 800 feet, Lin tightened her seatbelt and probably would have been taking pictures if she had not left her camera at home. So she sat beside me, quiet, still, intently looking ahead at that beautiful green field rising up quickly to meet us.

I could now concentrate on the flare that had to be just right. I eased back and leveled off. We were skimming fast above the green carpet at a slight angle to the shallow, undulating furrows in the rows of young wheat...

No stall warning. Plenty of room! Keep it going! Ease back. Have we touched yet? Not sure. Still speeding over the ground. I close the throttle and the engine stops abruptly. Later examination of the shallow wheel ruts shows the left wheel now touching down gently, followed 20 feet beyond by the right wheel, and then intermittently the nose wheel.

Yes! We're down, rolling now. Hardly felt it! A slender pole with a plastic milk bottle tied to its tip flashes by on the right; the wingtip barely misses the improvised scarecrow.

I turn the airplane into the gentle crest ahead to slow us down. We slide up over it as if on skis and suddenly before us is a dirt road. No ditches, thank God! We roll over it and come finally to rest 20 feet beyond. And still the green carpet stretches far ahead of



Photo by Lin Clayberg

in Clayberg and Gerda Irene Ruhnke

erf by a giant John Deere combine
ch fortunately wouldn't be needed
re spring). 2896G remained tethered for
weeks while a new engine was found.

us before ending at the distant tree line.

I feel elated! We're down in one piece! We did it! I look over at my copilot and in genuine amazement exclaim, "You aren't shaking! You're not even white!"

She grins back and replies, "You aren't either!"

Unbuckling belts and emerging, we hurried around the airplane to inspect for damage. Incredibly there wasn't a scratch! Only all the oil pouring out below the cowlings in dirty streaks upon the green mantle. "My God!" I gasped, "We've just had a real engine failure!" Comprehending in that special moment the seriousness and inevitability of the forced landing, each of us felt relieved and grateful.

A cluster of machinery sheds was visible to our left and a house at the end of the dirt road to our right, so we began walking to find a phone. A white car coming toward us was making a turn away from us. Didn't he see us? Another turn and we began frantically waving. The car stopped, backed up and turned down the road toward us.

At the home of the farm manager, John Davis, I called the FAA at the Washington GADO to call off the search and rescue, but it was too late to stop the helicopter from Quantico Marine Base that flew over us later. Shannon Airport at Fredericksburg had also dispatched two search craft which

had quickly located us.

I called my mechanic, Russ Howard, in Martinsburg. A former test pilot from World War II, he guessed that one of the cylinders had "swallowed a valve."

Julien Lee and John Davis drove us back to the airplane, its blue and white form oddly out of place in a winter wheat field. It could have been a Juriassic pterodactyl from the incredulous looks on their faces! John gave us permission to leave it in the field until Russ and his assistant, Calvin, could fly down and examine the engine the next morning. Mr. Lee agreed to drive us the 20 miles back to Lin's car at Shannon.

As we approached the main entrance road, another car suddenly appeared from the right. Both cars stopped. Not knowing what kind of reception to expect from the owners, Lin and I got out. From the driver's side, out popped a white-haired slender woman who hurried toward us smiling excitedly, hand outstretched. Looking around for a man, she inquired, "Where is the pilot?"

"I'm the pilot!" I said.

She firmly shook my hand and then Lin's. Eyes twinkling, this most attractive, vivacious lady introduced herself as Helen Pratt. "My! You two have had quite an adventure! Do, please, go over and say hello to my husband, Richard." We later learned from several visits with this gracious couple that Camden Farm, National Historic Register 1972, had been chosen by A.P. Hill for a massive parachute drop in March 1978.

Yet this was only the beginning. Having safely landed among such friendly, obliging people, how and when to get the airplane back out emerged as the problem of the moment, involving much more risk and drama and requiring most careful preparation as the margin for error would be tenuously slim indeed!

But it's going to be my baby this time! I want to show that women are as competent as men! And if anything should go wrong, I don't want anyone with me. Not my husband, Lothar. Not Lin, my imperturbable copilot. Not Russ, the test pilot. Not Phil, my CFI. I know my own airplane after 353 hours better than anyone else. I know I can do it, but the conditions must be just right.

The next five weeks crept by—a slow, impatient, frustrating agony for me. My wings were clipped for the indefinite future. I made three trips to Camden Farm from Reston by car to study my takeoff options and watch the engine being removed from the plane, now tethered in front of and dwarfed by a giant John Deere combine which fortunately wouldn't be needed before spring.

I flew to Hagerstown to watch Alphine dismantle the engine piece by piece, revealing four of the six cylinders damaged by metallic particles and debris. The exhaust valve to the #6 cylinder was in several pieces, the straight connector rod bent into

an 80-degree angle. By the time this process was completed, I had a souvenir box of the guilty cylinder with a small hunk of metal torn away from the exhaust opening. All these broken bits of engine were a sobering sight. Only the crankcase and crankshaft remained viable as the basis for a rebuilt engine.

Meanwhile, I had also learned that the insurance company would reimburse me for nothing. The engine had failed from normal wear, and the airframe, gear and prop were in positively splendid condition because I had taken such pains to execute a soft field landing! (Cruel irony! Had I been careless, deliberately or otherwise, and bent the airplane, insurance would have paid for the dismantling and transportation of parts to the nearest suitable airport.)

So to avoid that expense, I would become "Test Pilot for a Day," flying the airplane out with an untested, unflown, rebuilt engine. The very thought excited me, the challenge immensely satisfying. Imagine my relief and pleasure when the FAA in Richmond studied my takeoff options and approved all three—the field we landed in, the dirt road we crossed, or the hardtop entrance road, Route #686.

The main problem with the latter option was a utility pole beside it on the right, 1,850 feet from where I would release the brakes for takeoff. Two wires across the road created a 30-foot obstacle. There was also a deep ditch and a seemingly high bank on the left about 900 feet from my improvised threshold. However, on the day Lothar, Lin and I measured road widths and lengths to compare with main gear width and short field takeoff distances, Lothar pronounced that bank no problem. The left wing would clear it easily, he assured me. (That was before the Blizzard of '83 dumped 14 inches on Camden Farm on February 11.)

My only runway stretched ahead of me. Back at its temporary hangar, the Turbo Arrow's wings were covered in a thick mantle of snow. With the car, I drove as fast as I dared toward the pole, trying to get a feel for the width of the runway (15 feet) compared to the spacing of the wheels (11.5 feet). Would it be anything like this on the takeoff roll? What would I do if the engine failed to provide sufficient power? Where and how and when to abort? And those two wires waiting to grab the gear!

The next morning the manager of Rappahannock Electric, Mr. Mills, called me back after driving to Camden to evaluate the situation. "Mrs. Ruhnke, it would be too expensive for the company and too inconvenient for the customers affected to cut the power and remove the wires, even for one hour, but I do think we can lower the hot wires to 10 feet. We'll send you the bill."

The biggest day of my life dawned. White snow dazzled against the deepest blue, cloudless sky with the merest hint of a gentle crosswind from the southeast.

continued on page 16

By the time we drove up at 0920 on Wednesday, February 16, Al and Calvin were ready to attempt the first engine start and runup. Despite five weeks of enforced lassitude, the fuel tanks were largely free of water. The engine started, sounding rough, sluggish at first, while the fuel flow was being established and the oil warmed up. The prop whirled in blurred assent. "OK!" shouted Al to Calvin in the cockpit. "Shut it down and let it cool before we try it again."

Tommy Hicks on the tractor was clearing snow from the sides of the muddy taxiway. Lin and I drove to the runway threshold and measured off 900 feet. I stuck my home-made blue flag in the snow to mark the optimum point of rotation where I would have to have 60 on the airspeed indicator. At 1,300 feet or .25 miles, I planted a red flag where I would have to abort, if not in the air before then. Beyond that critical point, Tommy was clearing an abort route off the road into the field that would allow the eight-foot tail to clear the wires and the wingtip to miss the pole.

Time had come unglued. The whole last hour had been gobbled up by a clock run amok! I jumped out of Lin's car toward the airplane, already tied to Calvin's truck for towing. Two reporters and a photographer were asking questions, but no time remained. "Go to Lin. She'll answer everything." But where was she? Oh, God! My flight shoes are in her car parked up there beside the bushes at a time like this!

The taxiway was muddy and narrow. I was so afraid the truck or the gear would bog down in mud or snow and ruin everything. Slowly, gently the Turbo Arrow's noble, lofty tail-flipper was tugged backward

toward the runway like a beached leviathan toward its waterway.

From the cockpit I tested the transceiver Lin carried in the cab of the truck. It was her job to warn me of the red flag should I fail to become airborne somewhere between the blue and red.

Carefully the airplane was guided onto the runway, its right wingtip past the intruding utility pole. Now the orange truck with its cherry-picker could move into position for the lowering of the wires. Knots of people stood waiting in the fields. Lin stationed herself between the blue and red flags; Irene Wirtschafter at the blue, instructed to wave to Lin when I passed. I fully expected to take off as soon as we reached the threshold, but it was taking much longer than anticipated to lower those wires. A reporter, Al and Calvin were with me.

Taciturn Calvin was recounting tales of other engine failures he had known, betraying his mounting nervousness and concern. He had installed that rebuilt engine.

At last, 20 minutes later at 1230, Mr. Mills sped toward me in his car, shook my hand and said, "Good luck!" After checking the fuel for water one last time and being reassured by Al that all that dirt would fly off the gear once airborne, I entered the cockpit and sealed the door.

"Clear!" Engine start. Radios on. The alternate air and prop levers seem stiff. Okay, begin the runup.

Then Lin's voice comes in from the field, "2896 Golf. This is your ground control. You are cleared for takeoff on Runway 36. Wind, 150 at 7. Altimeter, 29.92."

I feel a momentary annoyance as I usually do at Dulles, too, when my runup is invariably interrupted, but her good humored attempt to make this takeoff sound

routine helps to settle me down. "Okay. Ready to go!" I respond into the mike, putting the flaps to 25 degrees.

"Good luck, Gerda!" ground control replies. The engine speaks with a new high overtone. I need to attain a maximum manifold pressure of 41", no more, or I'll overboost the new engine. Holding the brakes now as hard as I can, the engine RPM nudges 2,550, the MP, 38". I can't hold it any longer! The airplane wants to go! Already I can feel the tremendous power begging to be unleashed before me, like my thoroughbred, Prince, in the races.

This is it, Gerda! Now we go! Got to keep straight, right down the middle. Watch the red light! Don't overboost! Blue flag? See it.

Rolling now, fast! Accelerating. Looks good. Sounds good. Straight! Keep wheels out of the snow. Irene, blue flag at 10 o'clock. Glance at air speed. At 60 already! It's going to go! Plenty of room now. What power! Got it made. Play it safe. Get to 65 at least.

Rotate! NOW! Leap into the air, shooting up like a rocket, quickly accelerating to 75. Unbelievable! Fantastic!

Passing over the wires between the two sets of red flags, I retract the gear. Air speed approaching 85 now. Flaps up now, slowly. Climbing so quickly! Bank left to follow the river to Fredericksburg. Level off at 1,500 feet. MP good. RPM good. Lean mixture now.

"Hey! Okay! I did it! We did it!"

And into the mike, my first transmission, I screech, "YAHOO!"

And to myself, alone over the bridge now, patting my baby, "Unforgettable! Euphoric! Total triumph!"

Piece of cake.

Rotate! Now we leap into the air, quickly accelerating to 75. Photo by Bill Kelley, III, courtesy of the Free-Lance Star, Fredericksburg, Virginia



What is a Ninety-Nine?



A simple love

of flying is the common tie that binds all manner of women together in this unique organization called the Ninety-Nines. The joy of the first solo flight, the challenge of the "greased-on" landing are moments that have been savored and shared by all.

Whatever our occupation — astronaut, professional pilot, schoolteacher or housewife — we have shared the pride of accomplishment that comes with the attainment of a new rating and have experienced the joy of glimpsing the sunlight dancing through puffy clouds on a glorious clear day.

This love — this joy — this challenge — binds diverse ages, races, nationalities,

personalities, talents and aspirations into the dynamic organization the Ninety-Nines has become.

Diversity has been present from the inception of the organization. Not all 99 of the 117 licensed women pilots who organized together in 1929 were record setters like Phoebe Omlie (record parachute jump, 1921); Louise Thaden, winner of the Bendix Trophy Race, 1936; Amelia Earhart, first woman to cross the Atlantic, 1928; or professional pilots like Helen Richey who became the first woman airline pilot (Central Airlines, 1934). Although many were to become famous later in the history of aviation, most joined for the same reasons as you and I — the love of flying.

Airmarking runway surfaces and roofs of hangars is a top-of-the-list 99 activity.



It's great when you can combine your career and your first love, flying. Science teacher Gail Rezebek of the Chicago Area Chapter helps her fifth grade class inflate their hot air balloon.

Ninety-Nines love to eat...

...especially if you have to fly to get there!



99 Julie Ames flies a Pitts S-2A in aerobatic competition.



Friendship,

fellowship and

the promotion of career opportunities for women in aviation were among the central thoughts in forming the organization in 1929. Although the purposes have been expanded through the years to encompass many kinds of educational and philanthropic objectives, flying is still the core of the Ninety-Nines.

There's always a good excuse for getting in the airplane and FLYING when you're a Ninety-Nine. We fly in to chapter meetings, section meetings and international conventions. Some chapters fly blood for the Red Cross, or transport medical supplies for missionaries.

We fly school children on familiarization flights; handicapped people for an outing;

city officials to show them the benefits of aviation.

We fly out for lunch, breakfast or dinner with other Ninety-Nines. (We like to eat a lot. Some of us look like it — some don't.)

We enjoy the challenge of proficiency and speed races, poker runs and treasure hunts. So what if you don't win? You're a winner if you've learned more about flying, yourself and the airplane.

For those of us who lack the incentive to use our skills once the private license is attained, we provide each other with motivation. You no longer have a problem if you are among those who have said, "I don't like to fly alone. I enjoy company while flying — someone to talk to." If you think "flying just to keep up proficiency is a bore," we'll give you plenty of opportunities to stay current and do something worthwhile or fun in the process.



What is a 99?



Presenting a program on women in aviation at a recent regional pilot's meeting are 99s Charlene Falkenberg and Joan Kerwin.



Aviation career-minded young people learn what is available to them at a recent Aviation Careers seminar.

During a break in section meeting activities, 99s have a chance to visit (hangar-fly) with friends.



Education for ourselves and others

is a large part of being a Ninety-Nine.

For ourselves, we offer scholarships on both international and chapter levels. We have a new career date bank at Headquarters to track, by computer, aviation related jobs and women who can fill them. We hold seminars, and have speakers at meetings who help us brush up on our flying. We keep abreast of what is happening in national and local governments that may affect our flying. We meet with other aviation organizations to share problems and solutions.

For others, we try to educate the community and governing bodies on the benefits of aviation. We present air-age education classes to school children. We conduct airport tours. We judge and help conduct meets of the National Intercollegiate Flying Association. We are sponsors of the United States Proficiency Flight Team competitions at all levels — local, regional, national and international. We hold Aviation Career Seminars, conduct, sponsor and teach at aviation clinics and flying companion seminars.

And in educating others, we again educate ourselves and have fun doing it.

At the top of the list of every Ninety-Nine asked, "What did being a Ninety-Nine do for you?" was the one word "friendship."

"We started out with a purpose of communicating with other women pilots and proving we could fly in a male pilot's world. We wanted to fly together — a fellowship-in-the-air sort of thing. I still believe this is one important part of the Ninety-Nines we shouldn't forget." — *Charter member Louise Thaden.*

"We formed the Ninety-Nines to keep in touch with one another. I still think that is the best part." — *Charter member Nancy Hopkins Tier.*

"Having been a Ninety-Nine for the past 15 years, I have given our organization a pretty good trial. It still comes up to be the finest organization I know, welcoming members with open arms without prejudice of flying experience age, social



status or amount of flying involvement." — *North Central Section member.*

"What have I gotten out of being a Ninety-Nine? Fellowship — meeting women pilots throughout the country and the world." — *Indiana Chapter member Dorothy Niekamp.*

All the above quotes can pretty well be summed by Ginny Sutherland of the Detroit Area Chapter who says, "All I really need to travel anywhere is my toothbrush and my Ninety-Nines roster."

Time for you to become a Ninety-Nine — join in the flying, fun, learning and friendship this unique organization can bring to you.



the ninety-nines inc.

INTERNATIONAL WOMEN PILOTS

NEW MEMBER APPLICATION

(Qualification for membership: Any current female pilot recommended by a member in good standing.)

WELCOME: We applaud your decision to become a member of the oldest aviation organization especially for women. As International Women Pilots, the Ninety-Nines are always conscious of our unique heritage, yet strive to keep our purpose and goals as modern and timely as the constantly changing world. We sincerely hope you will take advantage of the many educational programs and activities offered by our organization. We offer you a camaraderie generated by our special talent. We look forward to your participation.

DATE _____

NAME _____
FIRST MIDDLE LAST

STREET _____

3rd LINE _____

CITY & STATE _____ ZIP _____

HUSBAND'S NAME _____

MEMBER TELEPHONE NO. (HOME) A/C _____

(OFFICE) A/C _____

DATE OF BIRTH _____ AIRMAN CERTIFICATE NO. _____ A/C DATE OF ISSUE _____

DATE OF LAST FLIGHT PHYSICAL _____ CLASS OF PHYSICAL _____ TOTAL HRS. _____ NEW RATING DATE OR BIENNIAL FLT. REVIEW DATE _____

TYPE OF LICENSE: ☐ PRIVATE ☐ COMMERCIAL ☐ ATP

RATINGS & LIMITATIONS: ☐ ASE L ☐ ASE S ☐ AMEL ☐ AMES ☐ INSTR ☐ GLIDER ☐ BALLOON ☐ HELICOPTER ☐ GYRO

FLIGHT INSTRUCTOR: ☐ AIRPLANE ☐ INSTR ☐ ROTOR ☐ GLIDER

GROUND INSTRUCTOR: ☐ BASIC ☐ ADVANCED ☐ INSTRUMENT

FAA FLIGHT EXAMINER: ☐ PRIVATE ☐ COMMERCIAL ☐ HELICOPTER ☐ GLIDER ☐ INSTR
☐ ASE L ☐ ASE S ☐ AMEL ☐ AMES ☐ WRITTEN

AVIATION RELATED VOCATIONS _____

VOCATION _____

ADVANCED DEGREE _____

Initial Dues \$37.00
This includes membership directory, membership pin, subscription to *The 99 NEWS* magazine and section dues.

I hereby apply for membership in *The Ninety-Nines, Inc.* and agree to abide by the bylaws of the organization. A check for \$37 U.S. funds is enclosed. **MEMBERS OUTSIDE UNITED STATES AND U.S. POSSESSIONS** shall remit in U.S. Dollars only, by International Money Order or checks drawn on U.S. Banks.

Signature of active member sponsoring

Signature of applicant

Is new member joining a chapter? ☐ Yes ☐ No

If yes, name Chapter _____ Section _____

Signature of Chapter Officer if joining a chapter

INTERNATIONAL HEADQUARTERS • WILL ROGERS WORLD AIRPORT • P.O. BOX 59965 • OKLAHOMA CITY, OKLAHOMA 73159

Air Marking News

Now is the time for all good women to come to the aid of their airports! Pick up those paint brushes and rollers and march! March to your nearest airport, and let them know we have arrived.

Well... maybe that approach won't work so well. But there are many other methods available to let your local towns and cities know about our talents, enthusiasm and competence in painting runways, taxiways and rooftops. We have developed an expertise for air marking and, through your chapter, we can share this with your community.

If you don't feel confident, let us help. Please send a representative from your chap-

ter to attend the air marking workshop at the International Convention in New Orleans. We will have air marking guides available, guides for the 99s compass rose, "how-to's," "do's and don'ts" and tips on this and that. If you are experienced at air marking, please come and share your knowledge and experiences with us.

If you are "brand new," please come and let us help you get started. Everything is more fun when we do it together.

Summer is here. Good weather is here. Now is the time for all of us to make a concentrated effort on air markings.

by Marie Christensen

Now Hear This!

At the July 22-24 celebration in Atchison, Kansas, commemorating the 20th anniversary of the First Day of Issue of the Amelia Earhart eight-cent airmail stamp in 1963, the AE Scholarship trustees will offer 100 special covers to benefit the fund.

This date also marks the 20th anniversary of the reactivation of the AE lighthouse on Howland Island and the 10th anniversary of the Forest of Friendship groundbreaking in Atchison.

These beautiful covers will have an additional AE eight-cent and a tree stamp affixed, a July 24 (AE's birthdate) cancellation date and autographs of several of the Charter 99s who were involved in the 1963 Fly-Away. The

covers will be available for a \$15 donation to the fund.

If you do not expect to be in Atchison on this occasion and would like one of these covers, send your check payable to the AE Scholarship Fund and a #10 stamped, self-addressed envelope to Barbara Evans, 47 Colonial Parkway, Manhasset NY 11030. The covers will also be available at the International Convention in New Orleans in August.

Correction: In addition to the six Charter 99s listed in the mail auction announcement in the May 99 NEWS, Fay Gillis Wells and Teddy Kenyon, both involved in the 1963 Fly-Away, should be included.

WW II WARBIRO



PLANE CHECK ASSORTMENT

Warbird Checks are dedicated to the men and machines who heroically fought their way to victory in World War II. The Warbird Check Assortment features the P-51 LIGHTNING - a high altitude fighter reconnaissance plane credited with shooting down Adm. Yamamoto, FIFI - the world's only flying B-29 (Serial No. 44-62870), the P-51, F4U Corsair, Avenger, Wildcat, AT-6 and B-25.

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#3586 BLACK, RED



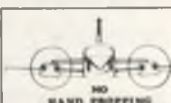
#3663 BLACK, RED



#3666 BLACK, RED



#3734 BLACK, WHITE



#3733 NAVY BLUE, RED, WHITE



#3732 DARK BLUE



#3584 RED

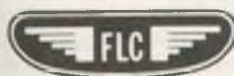


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INTERNATIONAL CONVENTION

AUGUST 1983 10 - 14

See the May Issue of The 99 NEWS for the complete Convention schedule and registration information.

CONVENTION NOTAM

"How-To" Projects: Thursday's seminars include *Air Marking* by Marie Christensen, *Aviation Activities* by Clara Johansen, *How to do a Newsletter* by Charlene Falkenberg, *Flying Companion Seminars* by Betty Jane Schermerhorn and *Careers* by Jan Orr Young.

Round Tables include 501(c)(3) by Sylvia Paoli, *Amelia Earhart Memorial Scholarship Fund* by Thon Griffith, *Safety Education* by Marilyn Miller and *Scrapbook* by Nanette Gaylord.

Scrapbook: All chapters and sections are asked to bring their scrapbooks to the Convention. It will be a great opportunity to see how others are prepared and to exchange ideas for improvements.

NOTAM

The 6,000th member of the 99s is Terry McCullough of the newly formed Heart of Texas Chapter.



Thursday's activities include a nighttime jazz cruise aboard the Natchez Paddlewheeler. Note the Marriot Convention headquarters, in the right background.

Learn the Language of New Orleans

While you're visiting New Orleans you'll see and hear a number of words and terms which will be unfamiliar. Not to worry, for here's a compendium of some of the most frequently used terms which have been absorbed out of the city's French, Spanish, African and Acadian cultural heritages.

Banquette: French, banquette, a low bench. A sidewalk, so called because the early wooden sidewalks were elevated above the muddy street.

Bayou: Choctaw, bayuk, a river or creek. A sluggish stream having its rise in the overflow of a river or the drainage of a marsh.

Beignet: French, fritter. The square doughnuts, without holes, served with cafe au lait, at the French Market and other places.

Cafe au lait: French, coffee, usually laced with chicory, prepared with hot milk.

Cafe brulot: French, brulant, burning, hot. A festive drink of coffee, spices, orange peel and flaming brandy.

Cajun: The accepted name for Acadian, a group of French-speaking people driven from their homes in Canada many years ago, to settle in south and central Louisiana.

Crawfish: Officially, it's "crayfish," but any way you spell it, it's a local delicacy. Crawfish live in the mud of fresh water streams, and for a five or six-month season in the springtime, they're harvested and cooked in dozens of different ways. Don't fail to try one or more of New Orleans' crawfish dishes.

Creole: Spanish word meaning "child of the colony." Creoles are descendants of the French and Spanish settlers of southern Louisiana. As an adjective, creole is applied to various local items such as food, produce and architecture.

Doubloons: If you're in New Orleans during Carnival, parade-goers vie for these coin-like trinkets, which are tossed to the crowds by the masquers riding the floats. Many local collectors have valuable collections of doubloons.

Gumbo: Another not-to-be-missed New Orleans delicacy. A thick soup, usually consisting of the bounty of local waters—shrimp, oysters, crabs and succulent flavorings and spices.

Lagniappe: A Cajun term meaning "a little something extra." If your oyster opener gives you 14 oysters and charges you for a dozen, that's lagniappe.

Mardi Gras: French, Fat Tuesday, Shrove Tuesday, the last day of the Carnival Season. Celebrated with elaborate parades and street festivities.

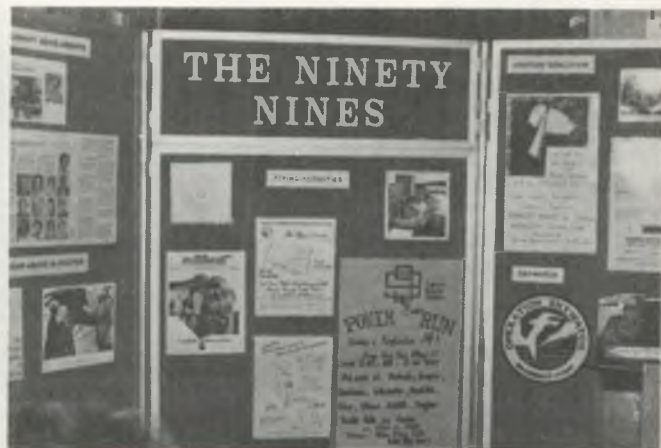
Parish: A governmental unit. Where you live, it may be a county.

Po-Boy: Spawned here during the Depression, a "po-boy" sandwich on a generous slice of French bread, laced with a variety of meats and cheeses, was a meal fit for king. Don't go home without having tried one.

Vieux Carre: French, old square. The French Quarter, the rectangular plot of land lying between Canal and Esplanade Streets and between Rampart Street and the Mississippi River. The original city of New Orleans.

News, Activities and Projects

chapter



The Eastern Ontario Chapter's new display board, left, was first used at a recent Flying Companions Seminar. Participants, right, intently listen during the navigation portion of the program, which was so successful it was necessary to repeat it in order to accommodate all the applicants.

WESTERN CANADA SECTION

Alberta Chapter

Eleven chapter members met in Camrose April 9. Completed APT forms were received from three members. Pat Seale and Lorraine Sawatzky completed APT rides and Emily Kaldestad upgraded to a commercial license. Since the meeting, Rosella Bjornson completed an instrument checkride in the B-737 simulator, and Nancy Rand and Rita Kurylo received their night endorsements. Congratulations, ladies!

Twelve members were in Vancouver, British Columbia, April 15-17 for the All-Canada spring meeting. We were thrilled to have Marilyn Copeland, Gene Nora Jessen, Betty Jane Schermerhorn and Northwest Section Governor Jean Davis at the convention.

April 30, members in the Edmonton area will conduct a Flying Companion Seminar at the Edmonton Flying Club.

We are sponsoring a weekly series of four aviation safety seminars with the theme, "Pilot Attitude as a Major Factor in Accidents." The seminars will be held at the Edmonton Flying Club and are open to anyone interested at no charge.

Air marking at High River in May was canceled because of upgrading and resurfacing work. Ponoka will be marked June 11.

June 4 is our sixth annual Poker Run. First prize is return tickets for two anywhere Pacific Western Airlines flies in Canada; rain date is June 5. The terminus is once again Red Deer, and the run is again under the direction of Lenora Nelson, with assistance from Nancy Rand.

Our second APT day this spring will be

May 15 at High River during our monthly meeting. Let's aim for 100 percent of our members APT this year!

by K. Bailey, M.D.



Grace Duke, CFI, joins part of the group attending Saskatchewan's Flying Companion Seminar at Prairie Flying Service.

Saskatchewan Chapter

The Flying Companion course was a great success as 15 non-pilots, eight 99s and five men attended. Thanks go to Lynn Shaw and Grace Duke for their instruction. Survival kits are now being put together by Melody Jackson and Nadine Cooper.

The SOP received last November has been making the rounds of the members. There is much information contained in this document, and special thanks go to Headquarters for preparing this new and updated edition.

by Nadine Cooper

MIDDLE EAST SECTION

Greater Pittsburgh Chapter

In keeping with our theme of "Maintenance," we are proud to announce that we have 17 out of 18 total members who have paid their chapter dues, and we have wel-

comed 26 prospective members since September; 22 currently receive our monthly newsletter. That shows our gals certainly support the chapter!

Our December 15 meeting was held at the Sheraton Hotel, Station Square, in Pittsburgh. We were in a most jolly mood that evening! Carol Maholic was inducted as our first 66. After a delicious meal, 49½er Paul St. Onge marched three unsuspecting fellows blind-folded around the room. Chris St. Onge then proceeded to query the men, who all responded with hilarious comments! Officially installed as 49½ers were Norman Bartko, Carl Latshaw and Jack Scott. Four door prizes of wine were awarded to Chris St. Onge, Emily Scott, Carol Seitz and Norman Bartko.

On January 26, we had a thorough review of the importance of preflight checking. At Mary Lou Waite's house, George Dorn, a 4,000-hour ATP, jet rated pilot and our guest speaker, talked about weather, standards of aircraft and qualifications as PIC. He reminded us to obtain a complete briefing from FSS personnel; we do not offer total information unless asked. We then had some hands-on instruction from George, using Mary Lou's 152 Aerobat setting in her hangar next to her house. She lives at Butler County Airport. Guests included 66 Jane Miller, Helen Hodgson and Vicki Kelley.

Our February, March and April meetings have specifically been in preparation for our 8th Allegheny Air Derby at Latrobe Airport on May 7; rain date, May 8. This is our biggest activity for the year and has always been a great success. We are anticipating 25 to 30 entries for this year's event.

The Middle East Section's spring meeting was held April 15-16 at the Sheraton Inn,

Greensburg, Pennsylvania, hosted by the gracious Steel Valleys Chapter. We were well represented by Chris St. Onge, Marge Bartko, Billie Latshaw and 66 Carol Maholic. A slate of nominees for section was approved at the business meeting.

by Chris St. Onge

NEW ENGLAND SECTION

Eastern New England Chapter

As predicted, the weather for our last meeting was CAVU and 99s came out of the woodwork to attend, bringing along several 66s whom we haven't been able to meet be-

Road to Kitty Hawk," for Time-Life; and Jim Greenwood, author of "Stunt Flying in the Movies" who flew in from Tulsa for the party. Autographed copies of the books were sold to raise money for the chapter.

Nina Claremont has been busy flying Girl Scouts for CAP out of Westchester Airport. There were five airplanes flying half-hour orientation flights, with Nina taking three girls at a time in her Piper Arrow. A very exciting first flight for most of them.

by Nancy Patricia "Red" Guernsey

CHAPTER NEWS, ETC.

Hampton Roads Chapter

Whaddaya do when the weather is bleaker than even low IFR? Well, the clever tack is to bone up on procedures that'll come in handy when skies become flyable again. So, during a repulsively TRW-ridden April, the Hampton Roads Chapter membership logged a slug of time reviewing sound safety and survival practices.

We went over to Langley Air Force Base when Eddie Rickenbacker's famed 94th Tactical Airborne Squadron presented a seminar focused on post-emergency landing survival. Specialists outlined the gear needed to handle medical and nutritional crises in the middle of nowhere, told us where to obtain the items to make up the survival kit, and explained the psychological factors associated with the trauma of an unscheduled put-down. After the program, the 94th showed us its "Rogue's Gallery" of guests, which, by the way, included late luminaries John Wayne and Grace Kelly. They gave all the Hampton Roads attendees squadron patches and presented the chapter with a plaque as a thank-you for visiting them.

Now, as to safety... we were the ones who planned the program when 150-plus attended our April safety seminar. NTSB Accident Investigator Gene Sundeen stressed graphically that "safety is no accident." He covered some of the more common causes of air incidents and offered several suggestions for incorporation into our personal checklists. We learned much from the informative lecture, and the occasion was rendered particularly successful because five women approached our membership chairman and asked to be included in the group.

Beyond couthing-up our procedures on the ground during April, we took advantage of one of the month's few decent days to do some flying to involve the chapter more widely in community service. In mid-April, we kicked off the aviation facet of the Chesapeake Corrections Incentives Program. Jane Frieden and Leslie Nimmer, who recently added CFII to her ratings, each took three juvenile probationees on an hour-long scenic ride over Tidewater as a reward for their good behavior. This first month's passengers were boys... it'll be the girls' turn next month, then back to the boys and so on. It was an exciting day for all participants with good questions, good flying and an excellent opportunity to underscore the worth of positive values.

Ummm, that ought to do it for our April activities — one tidily productive month. And we're on our way to a memorable May because we've been organizing our second annual Pennies-a-Pound Flight Fest for May 21... but more on that in the next news release.

by Leslie Nimmer

cause of the elements. The meeting was full of plans for our upcoming Aviation Fun Fair to be held at Worcester Airport, Worcester, Massachusetts, May 14. We plan to have a mini-introduction to aviation, a spot landing contest, an EAA fly-in, a careers seminar, a buffet luncheon and a plane wash.

Future plans include an air marking at Falmouth Airport on good ol' Cape Cod, followed by a cookout at Jo Reid's summer home and a Poker Run slated for July 16.

May 7 was our annual business meeting and election of officers. The installation will be held at a 99 restaurant on June 17.

We are looking forward to New Orleans in August!

by Jean Doherty



Joan Ruderman, center, is pinned as a 99 by Chapter Chairman Jean Doherty while Eastern New England Membership Chairman Lil LeBlanc looks on.

NY-NJ SECTION

Greater New York Chapter

Chapter member Pat Blum's brainchild — "Corporate Angel Network" (CAN, an airlift for cancer patients) — now has 120 corporations in 26 states. At last count over 80,000 "passenger miles" have been flown.

Penny Amabile is now flying as copilot in a Cessna 421.

A fly-in to Tangier Island is scheduled for Saturday, June 18. Three or four planeloads of GNY members flew there for the day a few years ago, and it is a memorable experience — a lovely island in northern Chesapeake Bay with one very long runway, no cars on the island, bicycles to rent at the airport, and delicious Maryland crab cakes served at the island's one inn.

About 70 people enjoyed "Meeting the Authors" at the cocktail party cosponsored by the Wings Club and the GNY 99s on April 21. Honored authors were Captain Bob Buck of "Weather Flying" fame who flew down from his home in Vermont; Dick Collins, editor of *Flying* magazine and author of five flying books, including "Thunderstorms and Airplanes," his latest; Valerie Moolman, who did two books, "Women Aloft" and "The

Long Island Chapter

Alice Borodkin has done it again. Alice has been showing Girl Scout troops around Republic Airport for months, touring the tower and the facilities. At her urging, the Long Island Chapter became involved in an Aviation Career Day Seminar for Cadet and Senior Girl Scouts of Long Island. On March 31, under Alice's direction, a panel of six 99s spoke to the scouts about careers in aviation available to today's young women. The 99 panel consisted of a CAP mission specialist, a flight instructor, an FBO, a former WASP, a helicopter pilot and a student in aerospace education at Farmingdale College. Those not on the panel quietly did all the other hard work that goes unnoticed but is so necessary to make a seminar of this proportion work.

The chapter was joined by Republic Air Traffic Controllers Cynthia Mims and Ron Ruggerio, who, with 12 CAP cadets, took the girls on a tour of the tower. Mike Peragine of East Coast Airways, owner of the hangar facilities used, talked to the 70 scouts and leaders about opportunities not offered in years past to females in aviation.

The 99 slide film, "For the Fun of It," was shown; a simulator was demonstrated and then used by the girls; model planes were built; and preflight and cockpit operation of a Piper Warrior, plus the tour of the tower, rounded out the agenda.

Pat Rockwell attended her first AWA (Aviation/Space Writers) Annual News Conference in Washington, DC, hoping to gain information and ideas for writing for *The 99 NEWS* and other publications. The panels were excellent, covering everything from general aviation activities and safety to talks by Secretary of Defense Caspar Weinberger and House Majority Leader Jim Wright. Trips were provided to the Silver Hill Museum, which restores the aircraft for the Smithsonian, a visit to the National Air and Space Museum to see some of the restored aircraft, and another trip to the Goddard Space Center where a briefing was held on the satellite recently put into orbit by the space shuttle *Challenger*.

Pat Bizzoso, grounded for eight weeks because of a broken leg received while roller-skating, flew as safety pilot for an instrument student the day her cast came off. Three-quarters of the way to their destination, they lost the alternator, shutting down all electrical power. Pilotage was now in order as the day was VFR, and the remainder of the trip was uneventful.

Mira Rosen gave a 90-minute aerospace education program to two fifth grade classes at her son's elementary school on Long Island. The film, "Aeronautical Oddities," was shown and a flight simulator was demonstrated, as were the E6B computer and plotters.

FR sectional charts were explained and airplane models were made. The children were exceptionally responsive, and Mirapopes to teach this subject as a full-time project in the fall.

The FAA held another excellent Safety Seminar, which 99s Joyce Malkmes, Kathy Goode, Joan Malden and Pat Bizzoso (crutches and all) attended at Dowling College on Long Island.

by Patricia Rockwell



Pat Rockwell, above, introduces Girl Scouts to an airplane's controls, while participants in the Long Island chapter's Girl Scout Aviation Career Day included, seated below, Nancy Davis, Marj Gray, Pat Rockwell and Phyllis Cacoulidis; standing are Alice Borodkin, Doris Abbate, Mike Peregrine and Cynthia Mims. Photo by Kenny Rockwell.



Western New York Chapter

Debbie Tallman, a student at Niagara University, Tourism and Travel Division, won a trip to Korea sponsored by Northwest Orient Airlines and American Express.

Students from Niagara and George Washington University competed for the honor. Grade point averages and writing a paper were part of the qualifications.

The trip will last for two weeks during September and October. It will be the ASTA International Convention.

NORTH CENTRAL SECTION

Chicago Area Chapter

Our April meeting was at DuPage Airport with Linda Dickerson and Barbara Price as hostesses. The big business topic was last minute preparations for the North Central section spring meeting that we are hosting. We are ready and looking forward to a very special weekend. We are happy to announce to new members: Marie Hamonn, sponsored by Bobbie Raske, and Pamela Hillhouse, sponsored by Iris Davis. We wish both is a very special welcome.

Diane Cozzi, Polly Gilkison and Gail Rezak flew in a C-130 cargo transport to Las Vegas to attend the Aerospace Education

Congress. They were happy to find so many other 99s in attendance.

On April 24, twelve 99s and guests participated in the March of Dimes Walk-a-Thon. Beverly Blietz, Betty Moore, Sue Murry and Mary Panczyszyn completed the 18.5-mile course. Other participants were Robin Davis, Linda Dickerson (and her dog, Duchess), Polly Gilkison and daughter Karen, Marie Hamonn and husband Tom, Arta Henson and Gail Rezabek. The team effort covered a combined 133 miles in six hours and raised over \$1,000 for the March of Dimes' fight against birth defects.

by Mary Story

Greater St. Louis

St. Louis 99s kept busy in the pretty spring weather of March. Daffodil Day, March 15, had most of us flying boxes of daffodils all over the state of Missouri for the American Cancer Society. A big thanks to Kansas City's Ruth Stafford and Micky Pinkston and Columbia's Janet Caldwell who aided in the deliveries. The day ended in the late afternoon for all but Helen Hall and Shirley Dietz, who arrived at 0215 the next day after leaving their plane at a deserted airport in the afternoon, taking the bus home. The trusty mechanic flew it back home two days later after repairs. Shirley's bad luck with her last couple of cross-countries has her saying, "Come fly with us, go home by bus." Other members successfully completing the day were Linda Gal, Elizabeth Jordan, Val Johnson, Joy Harvey, Rosie Corbitt, Anna Galakatos, Amy Laws, Ruby Fudoli, Tex Wickenhauser, Peg Schaper, Martha Norman and Adela Scharr.

International Headquarters had representatives from our chapter at the Amelia Earhart bust presentation on March 25. Those attending were Martha Norman, Adele Scharr, Val Johnson, Amy Laws, Nikki Caplan, Ruby Fudoli and Joy Harvey.

In April we bid a sad farewell to Elizabeth Jordan who is moving to Texas. She will be missed here, but our loss is a Texas chapter's gain.

Work is progressing nicely on the St. Louis Aviation Museum. Our chapter is now listed among the charter members. Tex Wickenhauser and Amy Laws are on the speaker's bureau for the museum.

Our April meeting held at Belleville Area College found us planning for another Girl Scout Career Seminar to be held at the St. Louis Convention Center. We also are planning a trip to our sectional meeting.

by Helen Hall



Ruby Fudoli and Amy Laws deliver daffodils to Poplar Bluff for the American Cancer Society.

Indiana Chapter

On April 16, the Indiana Chapter sponsored its 6th Annual Aviation Seminar at Purdue University. The seminar was presented by the staff and faculty of Purdue's Department of Aviation Technology.

After registration, the morning session began at 1000. It was a mini-course on turbine engines conducted by Professor William Duncan, head of the Department of Aviation Technology. In addition to his talk, we had an opportunity to examine a turbo shaft engine and to see a movie, "An Introduction to Jet Engines."

In order to keep on schedule, we reluctantly broke away from the question and answer period which followed. Lunch had been prepared by the Lafayette area 99s, and where could one find such food for only \$1.50?

At 1300 we were back in class for a presentation by senior student Jeff Spangler. He spoke on the TRIAD (satellite) navigation systems versus NASP. His appearance was an assignment on which he was to be graded. His professor was on hand, and we all recommended the student be given an A+.

Next was David Jennings from the Lafayette Tower who gave us an excellent picture of the current air traffic control system and what we might look for in the future.

Both the morning and afternoon sessions were interesting and provided a learning opportunity for the many who attended.

Kudos to Cullie, who came close to her promise of limiting our business to 30 minutes.

We were happy to have Paula Pratt of North Vernon with us for her second meeting. Other guests were Ellen Dean of West Lafayette, a private pilot with glider ratings; Luciene Moore, daughter of our corresponding secretary, Martha Moore, who had soloed just the day before; and pilot Judy Sootors, also from West Lafayette. Hopefully all these gals will come again and again.

Our chairman had received a letter from Michael A. Kasper, director of the 30th Annual Northwestern Indiana Science and Engineering Fair at Purdue University North Central. He thanked us for our award and for our continuing support.

We were reminded by Dorothy Smith that she would now accept our contributions to the Trash to Treasures (garage, rummage or whatever) Sale, June 2-4 at her garage. The sale is to raise money for the F.A.I.R., slated September 16-18 at Mt. Comfort Airport, Indianapolis. We hope you'll come fly with us.

by Rae Cawdell

Indiana Dunes Chapter

April's chapter meeting was held at the Benton Harbor Airport in Michigan. Shirley Bundy and new 99 Darlene Hickox were the hosts, with speaker Dan Gale, who is a skydiver with 2,200 jumps; his wife, Wanda, has 400 jumps. He presented a very interesting program and showed the best film seen to date on skydiving.

We had good weather this weekend, so many of us were able to fly to the meeting (a rarity). Our weather was bad for the March meeting, as with almost every weekend since. We will be going to Frankfort, Illinois for the May meeting; Cherry Householder, host, is keeping us in suspense as to the program.

Shirley Russo is working on her commer-

cial license at ATE where she concentrates all week on just flying for the license.

The Sixth Annual Indiana Dunes Air Rally will be held on July 16 at the Elkhart Airport in Indiana. Christine Murdock is chairman, and pilots must be Indiana Dunes members or 49½ers.

by Patricia Magon



Darlene Hickox, new member, is pinned by her sponsor, Shirley Bundy, while Sue Mohnsson, incoming chapter chairman, watches.

Iowa Chapter

Beautiful weather on April 23 allowed many of our chapter members to come to the meeting in Des Moines. We were given an excellent tour of the Iowa Air National Guard facilities by Colonel Lane, and then we had our business meeting and lunch in the Guard's cafeteria.

The most exciting event of the afternoon was that everyone was given a chance to fly the A-7 simulator. The A-7 is a single pilot, single engine jet fighter-bomber. We all tried a takeoff, steep turns, loops, aileron rolls, an ILS or visual approach and a landing. For the maneuvers, we used the HUD (Heads Up Display) System.

We all really enjoyed our flights and had a lot of fun.

by Jackie Kilburn



66 Tari Parker relates some of her experiences in India to Lake Erie Chapter members.

Lake Erie Chapter

Chapter members Pat Branchik, Louise Muranko, Bev Demko, Dodie Jewett and Marg Juhasz attended and enjoyed spring section meeting at Pheasant Run.

Coralie Stamp visited US Air at Pittsburgh, flew the DC-9 simulator, and never once did she "crash."

Edy Maxim spent three weeks in Florida with several days in Columbia, South Carolina for a BFR from Sylvia Roth.

The chapter cosponsored an FAA Safety Seminar at Richmond Heights High School. Bev Demko received her Phase I Wings at the seminar, and Alice Henry won the door prize of a helicopter ride over downtown Cleveland. Others who attended were Bea Axelrod,

Ann Carlisle, Bernice Barris, Pat Stark, Pat Branchik and Marg Juhasz.

Members look forward to a joint meeting with All-Ohio Chapter at Ashland College in May, Geauga County in June and Youngstown Muni in July with Ruth Schuster as hostess.

Ruth Sittler was hostess for the April meeting at Akron Fulton, with good 66 participation. Our guest speaker was Tari Parker, a 66 who took the trip to India with the 99s some time back.

by Marg Juhasz

Michigan Chapter

Selection of a logo was completed at the April meeting, and Michigan Chapter is proud of its beautiful new design by member Lynn DeForest. The logo carries a seagull (Jonathan Livingston type) expressing that there is more to life than just existing and conforming to what society expects. It emphasizes new experiences and means a great deal to our designer who has also painted it on the vertical stabilizer of her own C-172. Linda is a very creative and active person. She recently did a painting given at section, is active in the Aviation Explorer Post 555 of Howell, and participated in the refurbishing of her own aircraft.

Leah Higgins hosted our April meeting and had a great turnout. Members listened to an aircraft maintenance lecture and enjoyed lunch at Grub Street. At this meeting, Poker Run Chairman Elizabeth Sluhan passed out attractive flyers for the June 11 event.

Susan Dyer recently participated in the daffodil delivery program for the American Cancer Society. She flew 6,000 flowers to Houghton Hancock. Members have received their ballots for election of officers. They are due by May 15, and new officers will take over in September.

Winnie DuPerow is actively engaged in her responsibility as Michigan chairman for the Air Race Classic which terminates in Grand Rapids. She, who has flown the event in past years, has a tremendous job underway, and is utilizing all four Michigan chapters for various assignments, including impound, hospitality, publicity, scoring, etc. Her recent meeting in Lansing was met with great enthusiasm. To date four planes from the state of Michigan have entered the Air Race Classic.

A little spice has been put in our life by Membership Chairman Linda Druskins. She recently began a drive to recruit new members that is considered "friendly competition" amongst the Michigan Chapter, Detroit area and up-state area. To date we are happy to welcome three new up-state members: Bev Mitchell, Lynn DeForest and Kay Marvin; from the Detroit area, welcome to Louise August and Jane Heiters. The goal is eight new members, and competition ends in June!

by June L. Beers

Minnesota Chapter

Blue skies brought 21 Minnesota 99s and 49½ers in five airplanes to Red Wing Airport for the April FBI day. Snow and fog had canceled the February and March events. After signing the guest book to provide support for an extended runway, the group was taken by limo to the historic St. James Hotel

in downtown Red Wing for lunch. After lunch several 99s toured the restored turn-of-the-century hotel rooms furnished with beautiful antiques; modern conveniences are camouflaged, such as televisions hidden within highboys.

The wilderness of Minnesota is legend, and 99 Ruby St. Onge recently added a chapter. Ruby manages a motel in North Central Minnesota. An "unexpected guest" recently jumped through the bathroom window of a motel unit and into the tub. The deer was injured and had to be destroyed, but, to Ruby, a former bush pilot, it was just another day.

April is Daffodil Month for the chapter, marking the third year we have flown the "flowers of hope" for the American Cancer Society (see related article in this issue).

Our chapter recently was awarded the 1983 first honorable mention by the St. Paul Voluntary Action Committee in cooperation with the Carnation Company. The award was made in recognition of the 99s volunteer air transport of blood for the St. Paul Area Red Cross.

Nadine Sugden was appointed to the prestigious Commission on the Future of Minnesota Post-Secondary Education by Governor Rudy Perpich. The Commission will study post-secondary education and make recommendations to the governor. Nadine and 49½er George have a long history of citizen involvement at Mankato State University. George currently serves as chairman of the MSU Foundation.

by Hope Isaacson



Instructing at the Project Aware session were Scioto Valley 99s Bev Giffin, Marilyn Miller, Myra Jamison and Bonnie Gordon.

Scioto Valley Chapter

A "class" of 30 attended the recent Project Aware session sponsored by the chapter in conjunction with a meeting of the EAA Chapter 443 of Columbus. 99s handling the teaching assignment included Beverly Giffin, Bonnie Gordon, Myra Jamison and Marilyn Miller. This was the second in a series of such programs the chapter intends to present.

Mary Ellen Keil hosted the chapter's April meeting which had the 16 members and guests looking at their propellers with a new interest. Robert Long, service manager with Hartzel Props, discussed propeller fatigue and the consequences.

by Lee Loffer

Three Rivers Chapter

The April meeting of the Three Rivers 99s was held at Bowman Aviation, Smith Field, Ft. Wayne, with 19 members and prospective members present.

Several new committee chairmen were chosen. All are looking forward to their new

duties with our first air marking project to be done at the Auburn Airport.

All are busy at various duties connected with the Air Rally being held July 9 during the Aviation Bicentennial Celebration Day in FWA at Smith Field. Sheila Dick is serving as Air Rally chairman, and Linda Rice is Exhibit Area chairman. The Air Rally will be a fun event with 50 percent of the score on time and 50 percent on questions to be answered about ground points during the course of the 100-mile race.

Members discussed holding a Flying Companion Seminar in the fall and starting a chapter newsletter. Everyone is to bring garage sale items to the May and June meetings to help give our new treasury a boost. Our next meeting will be May 12 at the Warsaw Airport with an aerobatic demonstration.

We are happy to have a large number of members going to Wing Ding II to receive our charter.

by Linda Rice

Wisconsin Chapter

Chapter officers were elected at the April meeting held in Beloit. Election results include Chairman Lois Truchinski, Co-Chairman Joyce Donner, Secretary Carolyn Arnold and Treasurer Karen Jensen. Karen resigned, however, because she is moving to a new job in California; Lois appointed Cathy Smith to the position. The other election results include Cindi Cope, Board of Directors, and Linda Carpenter, Kathy Dempsey and Elaine Strickland, Nominating Committee.

Hostesses for the meeting were Carolyn Arnold and Cindy Schofield. JoAnn Bush won the spot landing contest, and Terri Donner won a review test of the FARs.

Joretta Graves earned two new ratings this winter. In December she earned her multi-engine instructor rating and, in January, her ATP. January continued to be exciting for Joretta. She flew with three other people, including a Flying Dentist, to Central America to provide free dental care for a week. The group flew an Aztec over the Gulf of Mexico to Belize to a small clinic sponsored by the Lion's Club. Joretta has over 100 slides and has given a show to a local pilot's association. She is employed by Sentry Aviation in Stevens Point, Wisconsin as a charter pilot.

by Cindi Cope

NORTHWEST SECTION

Columbia Cascade Chapter

On April 9, our chapter held a meeting at the Red Cross Center to donate blood and receive information about our voluntary community services with flying blood and platelets for the Center. We are beginning our sixth year assisting the Red Cross.

On April 7, Gayl Ratigan took time from a busy schedule to entertain 50 ninth graders enrolled in an aerospace class. She invited them to the airport for an exciting hands-on experience with her 1946 Taylorcraft. In addition to a walk-around and a general briefing, they all became better acquainted with the plane by sitting in the pilot's seat.

On April 20, Pat Lundahl assisted 12 fourth grade Girl Scouts who were working on their

Aviation Badges. Pat answered questions and described the surfaces and parts of her Citabria. She made friends with some future 99s, we hope.

by Pegge Blinco

CHAPTER NEWS, ETC.

Columbia Gorge Chapter

The chapter helped 160 local pilots shake off the winter cobwebs with an April 12 Safety Seminar at the Hood River Inn. Mountain flying was the topic with an FAA film and a survival presentation by Paul Lee, "who's been there." His slides depicted all manner of survival gear, including very basic minimums without which he never gets in a plane.

Clyde Wells, old-time, all-time mountain flier, topped the evening with his slides and great sense of humor. Over 20 door prizes were awarded, including a glider ride, float plane ride, maraschino cherries and several items from the Jantzen facility at Hood River.

April 26 we elected new officers, including Chairman Judy Newman and Vice Chairman Jeanne Hillis; Lois Blumenstein was re-elected secretary-treasurer, and Dora May Pizzolato will send out the newsletter.

The next event is an Invitational Air Marking and Glider Ride Day. The Columbia Cascade Gals are invited to fly (ride, walk, etc.) to Hood River on May 9 and, after painting the runway, lunch and an afternoon of glider riding!

by Jan Mlnarik



Cathy Pusey helps participants with sectional chart work at the Eastern Idaho Chapter's Flying Companion Seminar.

Eastern Idaho Chapter

With bleary eyes but soaring spirits, 17 people gathered at the Conference Room at the Pocatello Municipal Airport on Saturday, April 16, for an overview of the fundamentals of flight. The Flying Companion Seminar was sponsored by the Eastern Idaho 99s.

The program was set up and taught by members of the 99s. Before lunch the participants were introduced to how the airplane flies, how to read a sectional chart, how to file a flight plan, airport layout, weight and balance and medical facts.

Following lunch, Chairwoman Jerry Lee Browning lightened up the program, beginning her section dressed like Snoopy while flying his Sopwith Camel. Other topics covered in the afternoon were basic instruments, weather and turbulence, which included a tour of the weather services, emergency procedures and radio work.

The final phase of the seminar was conducted at airplanes on the ramp with a step-by-step demonstration of a preflight.

by Kathy Layman

Idaho Chapter

Idaho 99s have fully recovered from winter and are looking forward to many special projects, such as painting runways, building

our very own 99 carousel and presenting our second annual mountain flying seminar.

We recently returned from participating in the All-Canada Conference in Vancouver-Richmond, British Columbia. Canadian 99s are gracious and wonderful and, along with the delicious food, beautiful scenery and hospitality, we learned a lot and thoroughly enjoyed ourselves as we mountain people flew along the scenic coast of British Columbia, hosted by Helen Boulton who truly provided a "fantasy" afternoon.

by Mary Curtis

Montana Chapter

In keeping with our goal to generate a better understanding among aviation groups throughout the state, we sent a representative to the Montana Airport Management Association's spring meeting, March 30-31, in Missoula. The presentations (on subjects such as crash/fire/rescue, update on the AIP program, airfare wars and deregulation, and airport engineering) were even more interesting because they represented a view of aviation with which most pilots are not familiar.

Aerospace Education Chairman Dorothy Curtis attended the April 6-10 National Congress on Aerospace Education in Las Vegas. In addition to the excellent programs, one of the most delightful aspects was meeting Fay Gillis Wells, Mary Feik and India Section Governor Chanda Budhabhatti, as well as attending a luncheon with 23 of the 99s attending the session.

April 16-17 saw Linda Marshall, Dorothy Curtis and Betty Nunn in Rapid City, South Dakota for a meeting with the North Dakota and Wyoming Chapters. Plans for the Northwest Sectional this September 15-18 in Casper, Wyoming were discussed and clarified.

Our statewide meeting on April 23 in Helena saw the largest attendance ever; 16 members were present along with three guests, two of whom took home applications while the third, a 66, will be joining soon. We summarized the results of the aviation bills which we had tracked through the legislature, assigned work groups for the Northwest Sectional, held our election of officers, assigned committee chairmen, discussed plans for our first USPFT, August 26-27 in Bozeman, made plans for this summer's air markings, and went through state aviation records to retrieve the names and addresses of about 200 women pilots who we will contact for membership. (Whew!)

Our congratulations go to Linda Marshall who got her CFI on April 20!

by Dorothy Curtis

North Dakota Chapter

The chapter met with members of the Montana and Wyoming Chapters, April 16-17 at the Holiday Inn in Rapid City, South Dakota. There were 11 North Dakota members present, three from Montana and eight from

Wyoming. The purpose of the meeting was to firm up plans for the Northwest Sectional, co-hosted by all three chapters, September 15-17 in Casper, Wyoming.

All plans for the sectional were reviewed in detail. The theme for the meeting, "Space Jamboree of 1983," with the highlight to be a real live astronaut from the Houston Space Center as the banquet speaker.

Our monthly meeting included a discussion of the role the chapter will play in the 1984 Alaska Convention.

The May meeting will be held at Dickinson on May 21. The chapter voted to have a 99 display booth at the Williston fly-in breakfast and air show on Sunday, May 22.

by Kay Vogel

Rainier Chapter

In April our chapter held its meeting at the home of Chairman Barbara Cerise and took a tour of the Boeing Flight Crew Training Center. Twelve of our 13 members came, plus five guests, including Kim Paulsen, Laura Vincent, Karen Godwin, Jody Slayton, Patty Jensen and Pat Jogtich. Thanks to our chairman for making arrangements for that tour. We hope to add the names of our guests to our membership roster soon.

Our newest member is Carol Davenport, who works in the office at Crest Airpark. We also want to welcome Merri Mancinni, who transferred to our chapter from Midnight Sun.

Sharon Vincent and Pat Jogtich attended the Aerospace Education Congress in Las Vegas, and we're looking forward to hearing about it.

Our members are concentrating on the logo design for the Northwest Section and will bring ideas to the May meeting. We have also decided to design one for our chapter. We have a lot of pride in our chapter—and could always use another T-shirt.

by Elise Adams

Southern Cascade Chapter

A busy first year for the chapter began with an organizational meeting in May of 1982. June activities included a raffle for a free flight to Sunriver, Oregon, donated by member Linda Kiernan; hosting at the Oregon Pilots Association's annual fly-in; and receipt of the chapter charter.

The March of Dimes air show in Medford, Oregon in July involved 99s in hosting, program sales, concession sales and the sponsorship of Julie Clark Ames, the show's only female performer. In August, members relaxed with a biplane brunch, featuring Great Lakes rides for families and friends.

In October the chapter sponsored a fashion show, "Fashions for Flight and Fancy," held in the Red Baron Lounge at the Medford, Oregon airport. The show was well attended by local pilots and benefitted Mercy Flights, the air ambulance service for the area. As a result of the publicity for the fashion show, member Irene Currin was featured in a full-page article in the *Medford Mail Tribune*. The article was then picked up by the Associated Press Wire Service and featured in several northwestern newspapers.

November brought a simulator training session; and December brought the first Christmas party, when members were "gifted" with their more humorous accomplishments.

The year 1983 began with a New Year's Day Brunch, followed by meetings covering radio communications, stall/spin facts and technical sessions. April's meeting was a surprise baby shower for member Dana Hardie, with a "friendship" quilt of embroidered airplanes being assembled by members.

Another fashion show, "High Road to Fashion," is the May event, along with a seaplane brunch. Jerry Scott, who piloted the Great Lakes last summer, will provide seaplane rides for members and their families at Lost Creek lake on the Rogue River.

The greatest accomplishment, however, is that four 66 members have earned their private licenses in the past year: Dana Hardie, Molly Hufford, Linda Mayfield and Lou Remick.

by Laura Smith

CHAPTER NEWS, ETC.

Western Washington Chapter

Our big event in April was the Flying Companion Seminar, which was jointly presented by the Western Washington and Greater Seattle Chapters. Held April 16 at the FAA building on Boeing Field, it was highly successful with 40 attendees and 15 to 25 more on a waiting list! Chapter members who participated in the program were Jenny Harris (flight instruments), Carolyn Carpp (airport arrival procedures), and Marlene Nelson and Sue Darcy (sectional chart reading). In addition, a number of others helped with necessary tasks and arrangements.

The weather cooperated, and we had a beautiful day for the participants to go out on the ramp and become familiar with several aircraft. On display were Anita Hapka's J-3 Cub, Doris Wolfstone's Bonanza and an Archer donated by Flite Craft. Greater Seattle Chapter members Ellie Cansdale and Dodie Gann also donated their Cessna 172 and Wing Derringer respectively, providing a good variety of aircraft. Special thanks go to Kathy Burke of the Seattle Flight Service Station; Scott Gardner, FAA safety specialist; and the Greater Seattle members who participated.

For our May meeting, Georgia Franklin, education director for the Museum of Flight, will give a presentation. We will also honor Doris Wolfstone in appreciation for her years of continual service to our chapter. Doris has held a wide variety of offices and always seems to be there when we need her.

We have also been discussing ways we might support the Museum of Flight, and we are looking for possible air marking to do this summer.

by Jean Kope

Wyoming Chapter

Seven Wyoming 99s plus several guests joined with Montana and North Dakota 99s at the Holidome in Rapid City, South Dakota, April 16, to finalize plans for the Northwest Sectional to be held September 15-17 in Casper, Wyoming. The group of 22 accomplished a great deal in the work session and spent the remainder of their stay socializing. Committees will actively pursue their assignments over the next several months and all should be in readiness for the convention.

by Shirley L. Everett

SOUTH CENTRAL SECTION

Colorado Chapter

April brought the conclusion of some long worked-on projects. The chapter was involved as one of many cosponsors in the promotion of Colorado Aviation Week and the Aviation Week Symposium. Vanita Gallo and Leslie Lynch represented the 99s at the signing of the proclamation of Aviation Week by Governor Richard Lamm. The April meeting was a chapter sponsored Safety Seminar given by Safety Chairman Nancy Aldrich (also an accident prevention counselor) and Mick Wilson, regional accident prevention specialist.

Beautiful weather has many of us itching to polish up those wings (if we parked them

during the winter!). Several chapter activities have been planned to encourage exactly that. The jointly sponsored Poker Rally Fly-In with the Colorado Pilots Association is fast approaching and promises fun, fun, fun! Pilots will complete a round robin to pick up their playing cards and return to Aurora's Columbine Airport for a barbecue and completion of the poker game.

June begins with an air marking at the Greeley Airport. Mid-June marks the installation of new officers. The second annual Jeffco Expo will bring lots of activity to the Jeffco Airport with an air show, a hangar dance and a 99 organized air race. All told, the summer is shaping up to be full of fun and flying opportunities for all.

by Leslie Lynch

El Paso Chapter

Our March meeting was a wine tasting and margarita festival at the airport. Several prospective members attended, and Mary Fran Seidl joined at that meeting.

Chapter members have been busy flying and studying for new ratings. Suzie Azar has a new glider rating. Didi Shaffer, Louise Austin and Jan Swager have all passed their written instrument exams.

The April meeting was a Mexican luncheon and a showing of the slide program, "Aviation Careers for Women."

Louise Austin, Didi Shaffer, Estelle Kirkpatrick, Cindy Shonk and Suzie Azar were in attendance at the San Antonio Section meeting. Sandy Walker was our 66 representative there.

May 1 the El Paso Chapter will have a fly-in and cook breakfast at the West Texas Airport.

Golden Triangle Chapter

Congratulations to Mary Wheelock for being appointed as an FAA accident prevention counselor.

Dottie Hughes, Loretta Santos and Mary Wheelock attended the South Central Section meeting in San Antonio in April.

Judy Bruce, one of our most enthusiastic members, has moved to St. Paul, Minnesota. Judy and Wayne both worked for Braniff and, after its demise, Judy worked for the FAA-FSS at Meacham Field, Ft. Worth. Aviation



Enjoying Saturday's breakfast in the Tower of the Americas are (left photo) Governor Mary Byers and Nancy Smith, immediate past governor, while SCS 99s hangar fly (right photo) at the evening's cocktail party. Part of the SCS Section festivities included a night lighted parade (center photo) ending Fiesta Week in San Antonio.

The South Central Sectional was hosted by the San Antonio Chapter during Fiesta Week, April 21-24. With the great help of the Austin and Coastal Bend Chapters, we registered 148 members and a total of 170 for the event.

On arrival, by wheels or wings, they were invited to view the famous Battle of Flowers Parade in the afternoon. At 1730 the gates opened for a Night in Old San Antonio where every form of food and entertainment was to be enjoyed.

At 0730 Saturday morning, Mayor Cisnaros welcomed our group to San Antonio at breakfast atop the Tower of the Americas. The tower revolves, and everyone could enjoy a beautiful view of the area. Afterward, a short business meeting, presided over by Governor Mary Byers, was held. During this time the 49½ers were shown slides on "All You Ever Wanted to Know About Smuggling but Were Afraid to Ask." At noon on Saturday, we held our banquet luncheon in order for everyone to enjoy the beautiful Fiesta Lighted Night Parade. During the luncheon Laura Jobe, with the

Texas Aeronautical Commission, spoke. (She is also a member of the Austin Chapter.) Awards were made and VIPs introduced, which gave the affair a wonderful "Who's Who" of 99s.

After the banquet, round table groups discussed various interesting subjects.

At 1630 the San Antonio Chapter hosted a cocktail party in the hospitality room on the 30th floor — for fun and another view of our city. As darkness approached, it was time to go to bleacher seats to view the lighted parade.

On Sunday morning H.B. Zachry hosted all of the 99s and guests to a Fly-Away Mexican Breakfast — a most delicious affair. During this time, San Antonio's famous meteorologist, Jim Dawson, outlined the perfect departure weather for all states.

At noon all 25 members of the San Antonio Chapter went home and collapsed. We sincerely hope everyone enjoyed the sectional and hope to host another one (no sooner than 10 years from now).

by Mary Ann Greer

opportunities for both of them drew them to St. Paul, Minnesota. Your gain is certainly our loss.

by Beverly Stephens

Houston Chapter

It was foggy, drizzling and Flight Service said embedded thunderstorms were forming along the route from Houston to San Antonio, so the plane load of gals going to sectional in San Antonio played it smart and hopped on Southwest Airlines. Mike Alexander and her passengers in the Saratoga left Houston late that afternoon, and by then the skies had cleared, allowing for a beautiful flight.

We had 13 members and three 49½ers in attendance, and were all very happy when it was announced that we had been given the award for gaining the most new members for the January 1-April 10 period. We are in the 41-50 member category and gained three new members plus one reinstatement. Everyone enjoyed being in beautiful San Antonio for sectional.

The members and guests who attended the overnight fly-in to Helen Simonette's farm in Salado had a good time, too! Helen picked the gals up at the Temple Airport in her pickup truck and hauled them into town for a bit of antique shopping in the quiet (before they arrived) little town. Later on there was lots of time for enjoying good friends, relaxing and the inevitable flying talk and story telling that pilots relish.

by Suzanne Thweatt

Houston North Chapter

The April meeting found us all gathered at the Army Reserve hangar at Hooks Airport in

Tomball, Texas. Captain Don Hicks of the 273rd Medical Detachment of the Army Reserve showed a videotape about their emergency rescue program, which not only serves the military, but is for civilian use in time of need. We also got a chance to look over a Huey used in this capacity, and were amazed at how up to six patients can be accommodated in such a small space!

April 9-10 was a CAVU day for the EAA fly-in in Montgomery County Airport at Conroe. Our chapter was out in force to take in the show as well as sell our 99 paraphernalia and help the EAAers with their concession stand. Judy Cooper, Rachel Stella, Olivia Wood, Dee Kasperitis, Paula Bowman, Bonnie Morello, Susan Alford and Diane Titterington-Mercer all enjoyed the experience, and thanks to them our treasury benefitted as well!

A perfect finish to the month of April was the spring sectional held in beautiful San Antonio. Threatening skies delayed the trip over for Olivia Wood and Judy Cooper in their 172, but their determination to fly paid off when San Antonio greeted them with clear skies. Andrea and Jim Chay, along with Dee Kasperitis, managed to waste no time in going, since Jim is current on instruments in their 172! Susan Alford brought the entire family to enjoy the many amenities of San

At the EAA fly-in at Conroe are Houston North 99s Dee Kasperitis, Susan Alford, Rachel Stella and Judy Cooper.



Antonio. All agree the spring sectional is the highlight to the chapter's activities.

by Mary Trusler



Oklahoma Chapter members enjoy the view from the Tower of the Americas on a beautiful Saturday morning.

Oklahoma Chapter

Sondra Kenmitzer with the Oklahoma Air Space Museum has been meeting with the OKC area 99/WASPs regarding a WASP exhibit for the museum. Those planning to contribute memorabilia are Skip Carter, Ruth Jones, Lela Harding, Betty Riddle, Delrose Sieber, Billie Lum and Nema Masonhall.

Our April meeting was held in conjunction with Air Fair '83 at Stillwater in Nancy and Gary Roberts' hangar. Beautiful weather, cold meat and salad platters were enjoyed by 26 members and guests.

While the Flying Aggies conducted a regional USPFT meet in Stillwater, the Oklahoma Flying Farmers were also meeting. 99 Arlene Walkup completed her presidency, the second Oklahoma 99 to hold this office. Broneta Davis Evans was honored as the Oklahoma Flying Farmer Woman of the Year.

Air Marking Chairman Dot Clum dusted off their 206, checked the paint rollers and really got the chapter involved in three air markings in three days. On Monday it was Hominy; Tuesday, the heliport at Pauls Valley Hospital; and Wednesday, Altus, which pleased newly transferred 99 Mary Kelly (she is the new FBO there).

Fourteen of us made the spring sectional via two cars, one C-182 and a batch flying commercially. While there, the chapter received awards for most new members and most new 66s in their category. Lu Hollander PIC'd N99NJ home with Phyl Howard in the right seat, and Jan Million and Ben (she, not he) Baysinger sandbagging in the back seat. Charles Vandergriff and Mase Masonhall were our 49½er chaperones. Good to have Linda Hooker and Jody McCarrell attend their first sectional as chapter members.

With hardly time to draw a breath or launder their clothes, Nancy Smith, Grand Prix takeoff/finish chairman, garnered her troops for Shangri-La and the air race. Jan Million served as chief judge and other chapter members as "go-fers." Veteran racer Betty Jo Hammer is our first entry in this race, along with her favorite copilot, Robin Smith.

Fly friendly.

by Nema Masonhall

Corinne Strickland's and multi-thousand dollars in damage to Corinne's beautiful home.

Marjorie and Ken Hardcastle flew a Cessna 182 to Columbus, Ohio for the Easter vacation. They got as far as Nashville, Tennessee on return and were weathered in for five glorious days touring Nashville. This was especially enjoyed by son, Chad, who was out of school. Ken got in some hunting with friends. (Time to spare, go by air.)

This reporter was highly honored this past month, being selected Safety Officer of the Year for the Louisiana Wing of CAP, as well as being appointed an FAA accident prevention counselor. (Is this my license to nag?)

Those of us not attending the South Central Section meeting in San Antonio will be working at Downtown Airport with the annual Holiday in Dixie festivities. This is a Shreveport celebration for the Louisiana Purchase. The Louisiana Air Tour will spend one night here, and some of us will join them for dinner at Catfish Inn.

The end of the month brings 99s and 49½ers to Amy Pilkinton's pier on Cypress Lake for fishing, fun, food and our regular meeting.

by Mary Jo Voss

ship Chair Hazel Watson, for the chapter with the most members, as well as to 66 Chairman Fran Rankin for the chapter with the most 66s.

New members include Mary Alice Baldwin, Sue Rachels, Phyllis Scott, Wilda Karen Garber and Mary Francis Carter.

Reinstated member Debbie Huffman attended the Aerospace Education Congress in Las Vegas in April, including the 99s luncheon and a Safety Seminar. The excitement of both San Antonio and Las Vegas meetings was seeing so many other women pilots, especially Charter members of the 99s. Lydia Gutierrez and Judy Ellis have also been reinstated.

Earline Biles and Deanna Robertson organized the CFI revalidation clinic in April; 52 attended the two-day seminar.

Shangri-La Grand Prix Air Race activities included a Safety Seminar on April 30. Chapter members, Tiana Pickle, Janet Minnerath, Mary Alice Baldwin, Juliet Palmer and Deanna Robertson were present to hear Jay Nelson, our local FAA safety officer, give tips on how to handle stress in the cockpit. It helped to have this information flying home that afternoon, but taking off for the air race looked like more fun.

Karen Greenawalt helped organize the 99s coffee/donuts booth at the Harvey Young Fly-in May 21.

by Janet Minnerath

CHAPTER NEWS, ETC.

San Antonio Chapter

Even though San Antonio Chapter was hosting the sectional during Fiesta Week, members took time to work for USPFT at Stinson Field on February 26.

On March 12 these same ambitious gals air marked the runways at New Braunfels, Texas.

by Mary Ann Greer



San Antonio and Coastal Bend 99s, above, air marked New Braunfels Airport recently, aided by Coastal Bend 49½er Speck Morgan, below.



Shreveport Chapter

Ninety-Nines in Shreveport have been more or less grounded this April. Rain and more rain, high winds, funnel clouds taking three trees in Helen Hewitt's yard, 30 in

Space City Chapter

On March 15, Cheryl Baker, Della Lynch, Terry Helm, Mary Byers, Marcia Sullivan, Maybelle Fletcher and Elaine Bartlett attended a joint meeting with Houston North and Houston Chapter at El Chico Restaurant. Tiner Lapsley of the FAA was the guest speaker.

Our chapter had an open house at the FAA on March 20 as our membership drive function. Cheryl, Della, Kitty, Linda, Mary Adcock, Mary Byers and Terry were there. Tiner assisted us again. Some good films were shown during the open house, one on landings and takeoffs and the other on aircraft oddities. As a result, we have five good prospective members.

On March 26, Della, Cheryl and Debbie attended a fly-in breakfast, an IAC benefit, at LaPorte Airport.

Cheryl and Dottie attended an EAA fly-in held April 9 at Montgomery County.

By now some of the gals might be getting a little tired since we have been so busy — but not Chairman Cheryl Baker. She represented our chapter at a fly-in breakfast in Bryan/College Station on April 17. Several other 99 chapters were also represented.

Governor Mary Byers and SCS Membership Chairman Judy Covin worked a late night meeting into their schedule getting things ready for the sectional meeting in San Antonio. Although 10 of our members are planning to attend, Debbie won't be able to go with us as she will be flying in an air show for the Pasadena Strawberry Festival on April 23.

by Judy Covin

Tulsa Chapter

Chairman Charlene McCullough and Cheryl Sloan returned from the San Antonio sectional meeting with trophies for Member-

SOUTHEAST SECTION

Alabama Chapter

The chapter held their April meeting in Dothan. After the business meeting and lunch, Minnie Wade Coggins transported us to the US Army Aviation Museum at Ft. Rucker. This was really a treat and is a "must see" on anyone's list.

The Birmingham Aero Club has a new member elected to the Board of Governors — our own Ruby Dickerson. She joins Opal Kindberg, who has been on the board for several years.

Rachel Snead Hunt is wearing new wings these days — Silver Wings. This is a fraternity for pilots who have soloed over 25 years ago.

Juanita Halstead's granddaughter, Kelly Compton, gave her second grade class a thrill last fall by inviting them to visit grandmother's private airport. Don't you know they were excited to see the runway and hangars, to sit in Juanita's airplane? Juanita received 35 colorful thank-you notes for the visit, refreshments and the Amelia Earhart Activities Books which Juanita gave to each child.

Margie Pohl was fortunate to be a passenger on a two-hour simulator flight in a Cheyenne at Flight Safety International. 49½er Paul was in for a week's training at their Lakeland training center. It was fun watching the instructor in the back making nightmares happen in the cockpit. It's the best time to have an emergency — in the simulator, that is!

by Margie Pohl

Carolinas Chapter

Elsie Rast Stuart, Pelion, South Carolina's mayor, gave the Carolinas 99s a most generous welcome to their airport March 13. A cooperative effort on the part of the townspeople has provided the shell of a building

Section members arrived at the Natchez-Adams County Airport where competition in spot landing, ETA and fuel burn contests were held as the safety portion of the meeting. Hosted by the Mississippi Chapter, mint juleps and hors d'oeuvres were enjoyed by members following the competition.

Transportation was furnished to the Natchez Eola Hotel where members were greeted at the registration desk. The Hospitality Suite, hosted by Jerri Sumrall and Glorice Wills, soon became the center of activity as members became reacquainted, enjoyed refreshments and bought each other's aviation memorabilia.

A cocktail buffet dinner was held that evening at Elms Court, home of Mrs. Douglas MacNeil. The antebellum mansion, built in 1810, is famed as the "House of a Thousand Candles," and contains many unusual and rare treasures of its period.

Following dinner many guests toured Mississippi 99 Ethel Radzewicz's beautiful antebellum home overlooking the river.

The Chairman's Breakfast was held Saturday morning and the section membership meeting followed with Governor Bonnie Quenzler presiding. International officers and committee members were introduced, and each chapter either gave a report or presented a skit representative of their activities. Reports were given by air marking, membership, NIFA, safety education, USPFT, air age education and legislation chairmen.

Carolyn Sullivan presented Janet Green with a huge scrapbook representative of her term as International President of the 99s.

The Attendance Award was presented to the Mississippi Chapter, with New Orleans in second place and the Foothills Chapter in third place.

Irene Kramer, chairman of the Florida Crown Chapter, gave an interesting presentation on the Women's Sailplane and Gliding Competition held in Germany and Poland, showing slides from the 1975-77 competitions.

Following lunch, a three-house tour was conducted by Jane Price Berry of the Natchez Garden Club. The tour included a visit to Connelly's Tavern, the graceful and elegant house built in approximately 1795 situated on historic Ellicot Hill overlooking the mighty Mississippi River and the terminus of the Natchez Trace; a visit to Stanton Hall, one of the most palatial mansions in Natchez,



Colonel Stuart Roosa, retired Apollo 14 astronaut, speaks to 99s at the Southeast Section meeting. At the head table are Harriet Hall, Charlene Falkenberg, Miriam Loe, Bonnie Quenzler and Hazel Jones.

built in 1851 of materials and furnishings brought from Europe; and a visit to Longwood where the eight-sided castle is located deep among forest trees dripping with Spanish moss. Construction began on Longwood in 1860, but was halted in 1861 by the Civil War; except for the nine-room first floor, construction was never completed.

Later that evening wine and appetizers were enjoyed at Texade, the home of Dr. and Mrs. George Moss, built in 1799.

The Eola was the scene for the banquet where Hazel Jones, Board of Directors, served as mistress of ceremonies. The guest speaker was Stuart Roosa, astronaut. Trophies were presented to top winners in the spot landing, ETA and fuel burn competitions. A gift of a beautiful plant and a special presentation by Mississippi 99s was made to Miriam Loe, chairman of the Mississippi Chapter, for her outstanding work and the success of the section meeting.

About 35 door prizes—some donated and some handcrafted by chapter members—were given during the membership meeting and banquet, attended by 51 members and 20 49½ers.

The meeting came to an end all too soon as members gave their temporary goodbyes at the Sunday morning breakfast hosted by the Natchez-Adams County Airport Commission before heading back to the airport for the trip home.

by Ramona Young

and the beginnings of the finishing work outside. Materials and time are contributed by the townspeople in a much-to-be admired effort to get their airport on the way.

Pellon has a newly paved 4,300-foot runway, and they are looking for an A&P and a maintenance facility, and plan to have fuel very soon. We all wish them great success with their feeder airport, which is located just southwest of the Columbia Metro Airport.

Larry Yon from Eagle Aviation, Columbia Metro Airport, arrived with a student in a J-3 and gave a delightful, informative, knowledgeable presentation on ultralights. He is an informed, articulate man about his subject, and should be successful with his program.

The Carolinas are saddened to report the death in January of long-time Carolinas 99, Estelle M. Bradshaw.

The next three meets, the second Sunday each month, will be at the Gastonia, North Carolina airport.

by Knesa M. Stone

Florida Goldcoast Chapter

Somehow our last "Chapter News" article was inadvertently attributed to the Suncoast chapter; however, I'm sure everyone managed to catch the error.

Our fly-in to Port of the Islands took place on a breezy but sunny day in March, and was attended by a dozen members and guests. The hotel restaurant was attractively tropical decor, which may have prompted so many to choose the fruit salad for lunch (or it may

have been weight watching instead!).

April's meeting was held at the Bodega Restaurant in South Miami, and we were happy to welcome Raquel Mazursky Tedder's new 49½er, George. Congratulations went to Mary Lou Westmoreland on her promotion to FAA safety inspector/operations. She has worked hard getting all her ratings over the past few years to qualify for this career position, and we wish her every success. Ursula Davidson also earns our congratulations for obtaining her ATP rating last month.

Our May meeting will be a potluck supper hosted by Connie and Howard Wild at their Biscayne Bay home. Connie is a long-time Goldcoast member, and has hosted several pleasant events over the past few years. In June, we plan a fly-in to Ft. Myers.

Official 99 Headquarters approval has now been obtained to sell our metal car tags. These are tastefully done in dark blue printing on a white background, bearing the compass rose emblem and the legend, "International Organization of Women Pilots." The \$5 (including postage) tags are available now, and we eagerly await your orders!

by Joyce Pittman

Mississippi Chapter

Members were greeted at the Pine Belt Regional Airport where transportation was provided to the home of Jessie Miller in Hattiesburg for the February meeting. Chairman Miriam Loe welcomed guests Genice Armstrong, a student at the University of Southern Mississippi, and Marti Emery from

Jackson, both with private pilot licenses.

During the meeting, Janet Green gave background information on NIFA and USPFT, after which members agreed to donate \$25 to each and consider additional donations after the Southeast Section meeting.

Mary Frances Sumrall was voted to serve as Mississippi's representative on the Nominating Committee of the Southeast Section, and Miriam Loe was nominated to run for treasurer of the Southeast Section.

After discussing Mississippi's participation in the International Convention to be held August 9-14 in New Orleans, the chapter



Mississippi 99s (standing) Kitty Bishop, Jessie Miller, Janet Green, Daksha Patel, Jerri Sumrall, Miriam Loe. (kneeling) Helen Drane, Ramona Young and Glorice Wills visit the campus of Southern Mississippi University after their recent meeting.

voted to purchase an ad in the convention program.

The March 12 meeting was held at the home of Nita Stahlman in Natchez, where members enjoyed lunch on Nita's patio located on Magnolia Bluff overlooking the Mississippi River. Final plans were made for the Southeast Section. Hostesses for the March meeting were Nita, Helen Drane, Denise Richardson and Miriam Loe.

The next meeting of the Mississippi 99s will be a joint meeting with the Alabama and Louisiana Chapters at Dauphin Island on May 7, hosted by Evie Hopkins.

by Ramona O. Young

CHAPTER NEWS, ETC.

New Orleans Chapter

We've done it again! We've added another new member to our chapter—Nina Sears from the state of Washington.

April 9 we had the blood drive that we co-sponsored with the Ladies Leukemia League. Chapter Chairman Pat Besselman is president of the organization, and Vice Chairman Lisa Cook is a member. All went well with Pat being the first in line to give her pint of blood to aid leukemia patients.

April 9 was also the date scheduled for our chapter to repaint the compass rose in front of Lakefront Airport's terminal building. The repainting had to be rescheduled because of the severe "rains of April." The new date is May 14.

Natchez, Mississippi was the site of the Southeast Section meeting, April 15-17. The New Orleans Chapter showed up in force and won second place in percentage of members attending. Gloria Burlette won third place in the ETA and fuel burn contest. Congratulations to the New Orleans Chapter and to Gloria in her 1950 Cessna 170!

Gloria flew her C-170 to Natchez along with one of our new members—Carolyn Goings. Amelia Shepherd took the Swift. Judy Maggione flew her Mooney along with Charlene Falkenberg and a friend. Charlene flew into Moisant that morning and, after lunch, zoomed on to the meeting site. When Judy landed, a pin sheared in the nosewheel and she had her hands full keeping control of the airplane. Later she found that the Mooney had been improperly towed. Pat Besselman drove up because she had to catch a plane early Sunday morning to Phoenix.

The Mississippi Chapter did a fantastic job handling everything! They had more gourmet food than one could imagine—everything from mint juleps upon landing to "china and crystal" delightful dinners. The New Orleans Chapter would like to thank you gals for the fantastic time we all had.

On our agenda for early May, we have scheduled a joint meeting with the Mississippi and Alabama Chapters for our annual meeting/picnic on Dauphin Island. After that Saturday of fun, we will repaint the compass rose.

by Lisa M. Cook

SOUTHWEST SECTION

Arizona Sundance Chapter

When the Pacific Coast Intercollegiate Flying Association held their annual competi-

tion, our own Lisa Matthews came away with the Top Pilot Award for total points accumulated. She is the first female pilot to win this honor in the history of the PCIFA. Lisa also automatically won the Top Female Pilot Award, which resulted in a check for \$100, awarded by Southwest Section Governor Carol Clark. Lisa now can compete in the Intercollegiate Flying Association competition, slated May 5-8 at Battle Creek, Michigan.

If you look skyward at the helicopters flying near Falcon Field, you just may see Cathy Nickolaissen up there working on a scholarship from the Whirly-Girls. That rating can't

be too far away. Cathy has been keeping her chopper in operation quite a bit lately.

Connie Arnold has been able to relax a little and not burn the midnight oil studying since her graduation from Arizona State University, obtaining her degree in aviation technology.

Sherie Conner and Marge Thayer co-chaired the airlift at the First Annual Open House of the Scottsdale Airport on April 23. Ground crew for the event included Lee and Botts Imlay, Rosemary Vance, Shirley Cochran, Cathy Nickolaissen, Judy Carns, Ron Thayer, Clark Moreland, Mike Kramer and three terrific Girl Scouts.

It's always fun to give someone the thrill of their first plane ride, and helping the 99s out in the meantime doubles the pleasure. Novice fliers were treated to their choice of several planes and pilots.

The most looked-at plane at the airlift was a P-51 Mustang piloted by Bill Hane. Also popular was a Starduster flown by Dave Meade. Although Dave didn't take the plane through its aerobatic maneuvers, the thrill of riding in the open cockpit was enjoyed by all who flew with him.

Many people who had never flown before enjoyed a ride in a 182 with Vicki Ross or Ann Nelson. Or perhaps they went up with Pat Moreland in her 172. Larger groups rode with Marge or Ron Thayer in their 210.

The more adventuresome were treated to a ride in a taildragger. 49½er Howard flew his Maule M-6, and Harry Coffin piloted his 185.

Another highlight of the open house was Melba and Bill Beard's display of the OX-5 engine—a very interesting and well done exhibit of the 1918 water-cooled 90 hp engine.

by Daphne Downs

Cameron Park Chapter

In February, with nine people participating, we had a fly-out to Santa Rosa for brunch and a stop at Calistoga enroute home.

On March 19 we enjoyed a fly-away lunch at Harris Ranch with 10 airplanes and 25 people, including 99s, 49½ers, 66s and guests.

Five 99s and two 49½ers from Mt. Diablo Chapter flew in to Cameron Park and were joined by six of our members for lunch at Sam's on April 8. For dessert we hiked over to Burkes Junction for frozen yogurt.

We sponsored a flight instructor clinic April 8 and 11, conducted by the FAA-GADO in Sacramento. They will also be doing our Safety Seminar on April 28.

Several of our members are working on new ratings. Nancy Martino, Mary Bovee and Mary LaCroix are working on instrument ratings, Nancy Hougharth is working on her multiengine, and Inez Jackson, one of our 66s, on her private pilot.

Mary Bovee was recently appointed by the county supervisors as a member of Eldorado County Airport Committee.

We are excited about the forthcoming Palms to Pines race. We have five airplanes and nine members entered with a possibility of one more being considered. Ten out of a total of 15 members (not bad!). There will be a great competition out there and fun all the way.

by Lorene E. Robertson

Fullerton Chapter

On April 9, we were holding our breath again—was the annual Shirts 'n' Skirts Air Race going to start or be grounded for weather? Ever faithful weather person Sandy Coverly, who is with the Los Angeles FAA, was on hand to brief the racers and promised she had some "upstairs" connections to clear up the skies. As everyone waited and partook of the feast of "goodies" provided by chapter members, Sandy delivered as promised and, an hour later, the racers were flagged off by Pamela McInnes, air watch traffic reporter for KMPC Radio.

As if the weather wasn't enough of a problem, NASA got in the way by waiting until this date to bring down the shuttle—naturally right in the middle of our race route! After unsuccessfully trying to get the folks at NASA to change their plans, we changed *ours*. That made everyone even—it was a brand new route to all of the racers! In spite of these minor difficulties, the event was hailed as a rousing success, a great test of pilot and copilot skill and proficiency in their machines, and a boost to our treasury.

On a sad note, we were all shocked to hear of the death of Carol Tatnall, who had been very active in our chapter until her move north a few months ago. As a fitting memorial for an excellent pilot and teacher, the chapter voted to place her name in the Forest of Friendship.

Like so many things this year in southern California, our fly-in to Van Nuys was rained out. Then our air marking of the Murietta air strip had to be postponed due to someone forgetting to put the last coat of sealer on the runway! Hopefully summer is just around the corner with some good weather!

by Sylvia Paoli



Hi-Desert Chapter charter members Yvonne Koepke and Margaret Bolton accept a proclamation from Victorville City Mayor Jean DeBlasis.

Hi-Desert Chapter

The Hi-Desert Chapter 99s received their charter on February 17, 1973 and, on February 12, 1983, celebrated with a luncheon at

the Apple Valley Inn, Apple Valley, California. The chapter has 27 members and covers a large portion of San Bernardino and Kern counties' high desert area.

The city mayors of Lancaster, Palmdale, Tehachapi and Victorville proclaimed February 13-19 as "Ninety-Nine Week" and presented the chapter with their respective proclamations at the February City Council meetings. The news media of all four cities did an excellent job covering the luncheon and the council meetings.

The chapter was so pleased to have this means of informing the public of the existence of the chapter and to present the organization's purpose.

by Yvonne Koepke

Las Vegas Valley Chapter

Our January plans for a USPFT contest were well promoted on television and radio, but we had only two entrants, both members of our chapter. We need to analyze the reasons why nobody entered.

Velda Mapelli and hubby, Gene, have bought another plane—a Piper twin—and they both got their ratings at Embry-Riddle Aviation in Florida. Velda and Gene were instrumental in obtaining J. Paul Riddle as our guest speaker for our February meeting at Hughes Executive Terminal. Mr. Riddle was visiting his campus in Prescott, Arizona and came to visit with us for a day. We are invited to tour the campus and possibly get together with the women pilots there in hopes of starting a new chapter in Prescott.

New member Judy Trent is busy flying toward her commercial rating. Kathleen Maper, Bonnie Rannald and Bonnie James have all entered the Hayward-Las Vegas Air Race, which will end in North Las Vegas on May 14. Winne Howard, president of the local chapter of the Nuclear Society, has been busy flying around to those meetings. We welcome reinstated member Laurie Camejo, who moved here from Colorado. We hope she stays here with us.

Carole DePue and new member Shauna Nobel manned the 99 booth at the National Aerospace Education Congress at the Aladdin Hotel, April 7-9. We sure had a good time meeting about 25 other 99s who attended, and especially talking to Fay Gillis Wells, a fantastic lady and a Charter 99. Georgia Lambert, our Los Angeles Chapter member who lives here, will represent us at the spring sectional.

Our May meeting will be a swim-potluck barbecue to get together with all the potential 99s in the area. We hope to start our 66 chapter then.

Orange County Chapter

...but finally it happened. USPFT, I mean. After one false start that was complete right down to food larders stocked for hungry aviators, and one start with a 12-hour cancellation, Orange County 99s became increasingly concerned that perhaps we had done some unkind act that put us in poor standing with the National Weather Service.

Eventually unrestricted and unbelievable visibility did grant a perfect start, and to a degree, all of us agreed the competitions were, in the words of Marci, our chairman, "an uplifting experience."

In February we gathered in Hangar 24 at

Orange County to listen to an AI tell us about maintenance do's and don'ts. Unfortunately, between keeping current and flying activities, we often tend to leave maintenance to others, all the while accepting unquestioned what we are told. We assume because these people who work on our airplanes are licensed they know all about our aircraft; this may or may not be true. Our AI friend, an air frame and power plant instructor at Orange Coast College, encouraged us to get more involved with our own airplane's maintenance, as he not only opened a cowling for our benefit but opened our eyes as well by suggesting that the more personally we involved ourselves, the better chance we had to save some of those precious aviation dollars.

The thrill in March was flying into and finally landing at El Centro Naval Air Station in the California desert near the Mexican border. With such a plethora of runways at their disposal, I suppose the controllers just could not resist the temptation to change runways twice, and even thrice on some of us, all the way to touchdown. Challenging all the way!

Here we witness the second Blue Angel performance of the season, as well as a vast assortment of other breathtaking aerial machinations. Local 99s provided shelter from the desert sun and a well-stocked place to rendezvous. We thank them immensely.



Sacramento's Bobby Campbell joins 49'er Orin Koukol and Captain Nelson in the wheelwell of a C-5A.

Sacramento Valley Chapter

There is an ugly rumor afloat that Sacramento Valley pilots are building arks and teaching animals to pair up. Not so! Although spring weather seems to have passed us by, we have been busy with flying and related activities. We continue to meet the first and third Sundays at Woodland for breakfast and crosswind landing practice.

In addition, several bold souls flew into Travis Air Force Base one blustery Sunday for brunch, tours of the C-5A and 141, and a try at the C-5 simulator. We had a wonderfully full day, but I don't think any C-5 pilots need fear for their jobs because of us! We are convinced that the airplane has a mind of its own, and a perverse one at that!

Several of us participated in the California Aviation Council's weekend meeting at the El Rancho and were charmed by Janice Brown's talk about her experiences with solar flight.

We had an especially enchanting guest at our last meeting; in fact, we have made her an honorary 66. "She" is Amelia Dearhart, the Capuchin monkey who flew to Sacramento with Jean Turner and Lori Brand a couple of months ago. Amelia is progressing nicely with her training at the home of Nancy and Bob Gold. Nancy hopes she will begin her

career as helper for a quadriplegic around the first of next year.

We are looking forward to the spring section meeting in San Jose, and later in May will cosponsor an aviation film festival with the local FAA people in support of their scholarship fund.

Meanwhile, think sunshine!

by Jacqui Koukol



San Diego Chapter members enjoy a good day of glider flying over Otay Lake.

San Diego Chapter

The chapter had a wonderful day of gliding over Otay Lake. We started under cloudy skies, but the sun kept trying to peek through. It was a good "lift" day, and everyone had a good long ride. It was a new experience for all of us except Pat Frye, who started out as a glider pilot.

We also were lucky enough to witness quite a show of parachute jumpers and ultralights, both of which share the airport with the glider operation.

Now that we've had our fun, we're busy getting ready for the ARC, which is looking good.

by Anthea Belslis

San Fernando Valley Chapter

Our annual awards banquet was held on March 19 at El Gato Restaurant. Capturing First Place Woman Pilot of the Year was Ceci



Award winning San Fernando Valley 99s are (standing) Monie Pease, Barbara Michaels, Misti Vreeland, (kneeling) Ceci Stratford, Carol Riley and Mary Rawlings.

Welcoming government officials to the luncheon held at Reid-Hillview Airport, left, is Air Tour Chairman Marilyn Orloff. Ready to start the tour by air are, right, Jeanine Ceccio, hostess; Bill Provence, appointee to the new San Jose Airport Commission; Melanie Defe, San Jose Chamber of Commerce; and Gary Lewis, pilot.

Photo by Verna West



The California rains cleared the morning of March 26, and the Santa Clara Valley Chapter AIRTOUR II was on.

Airplanes took off at four county airports at 1030, carrying county decision-makers on an aerial tour of this large county. Mayors, councilpersons, county supervisors and chamber of commerce managers from Palo Alto, Sunnyvale, Fremont, Santa Clara, San Jose, Saratoga, Los Gatos and Gilroy were included as guests on this second annual educational flight. Each airplane had a crew of pilot and 99 rider to be sure all questions about county land use and airport use would be answered during the hour flight.

Twelve noon and all airplanes had landed at Reid-Hillview Airport, delivering 125 pilots and passengers to the Gee Bee Aero Hangar for a buffet lunch, followed by short speeches by Congressman Norman Mineta of California, Peter B. Giles, head of the County Manufacturers Group, and Jeanne McElhatton, educator and 99. The speakers all emphasized the economic impact of airports within the community.

Stella Leis and Peggy Sewert, who co-chaired the event, believed the day was a successful one, capped off that evening when the television news used AIRTOUR II as a feature.

by Stella D. Leis

Stratford; second place went to Misti Vree-land and third place to Ellen Miller. The Rookie of the Year Award went to Mary Rawlings. The Trixie Ann Schubert Service Award winners were: Monie Pease, first; Barbara Michaels, second; and Carol Riley, third. Jim Kunkle, who so often donates his time, energy and hangar to the 99s, was named Man of the Year. John Black, who also is one of those men who always seem to be helping the 99s, was named 49½er of the Year.

In addition, two Special Honors were given to Mickey Michaels and Mal Stratford, faithful, supporting 49½ers.

by Sylvia Sanderson

San Gabriel Valley Chapter

The chapter is proud to welcome new member Anita Bennett from Alta Loma.

Spring meetings have featured Jim Holts-claw from Ontario TRACON and Charlotte Long, controller. Our own Yvonne Waldbott held the members spellbound with a description of her solo flight to Alaska.

In April we enjoyed a family potluck dinner meeting at the home of Marion and Bob Marriott at Lake Arrowhead. Plans were made for a May Poker Run and a Greasy Thumb Seminar to be held June 4 at Glendale Community College.

by Eve Hunt

Santa Clara Valley Chapter

Speaker's Bureau Coordinator Pat Johnson has been working hard to match available 99s with local business and service groups wanting to learn about general aviation in Santa Clara County. Peg Ewert and Carol Lushbaugh recently showed the GAMA film, "Making the Difference" at a Sunnyvale Rotary luncheon. They offered an orientation flight to anyone interested.

Sixty people signed up for our successful April 8-9 Flying Companion Seminar. Julie Kays was in charge. Friday evening's session covered "Fears and Feelings," "Medical Facts," "Emergencies" and "Understanding Weather." Attendees discussed why they were there, while the next day was devoted to more specific topics.

As weather improves, we can again enjoy noontime fly-ins.

by Kathy Pelta



At California City are Wes and Jan Evans, Vern Olson, Ruth Burge and her two friends, Melody Rich, Marlin Burge and Taras Kicenuik.

Santa Paula Chapter

On May 7 our chapter joined the Ventura County Aviators Association and the Camarillo EAA to honor Brooke Knapp and her crew for going around the world in 50 hours, 22 minutes and 42 seconds. Brooke flew "The American Dream," her Gates Learjet 35, to break 11 world speed records.

Roving reporter Gail Gross interviewed Brooke, and the article appeared in the *Daily News* on April 17. Gail has also consented to take over our monthly newsletter. Bambi Clark, former editor, has moved.

Six chapter members and three planes flew away on March 12 to fly in the Valley Air Derby. Sherry Moore and Gail Gross placed sixth out of 33 airplanes. First-time racers Jo'Nell Kocisco and Martha Esponde had a great time, while Melody Rich rode in the other plane piloted by Ruth Burge.

Sherry Moore has successfully persuaded CAL TRANS and the State of California to erect a Santa Paula Airport sign on Highway 126, which should be erected in about two months.

Three planes from our chapter flew in the 1983 Shirts 'n' Skirts Air Race. Gail Gross placed ninth, Sherry Moore, 10th, and Melody Rich, 17th.

Jeanie Pool, Glenda Cardona, Ruth Burge, Melody Rich, Jan Evans and Sherry Moore all turned out for California City's first Airshow and Fly-in. Jan and Wes Evans' experimental KR11 Special took Best of Show honors.

Nadine Beliveau had a great 50th birthday party for flight instructor husband, Gene, at Michael Dewey Aviation on May 19. The food was good, but the belly dancer was better.

While Melody Rich was at the Southwest Sectional in San Jose, Sue Cederquist was getting married, Maggie Bird was on her way to the Paris Air Show, and Gail Gross was at Palmdale watching Northrop's final practice before Paris.

by Melody Rich

Santa Rosa Chapter

A racing clinic was given by three of our 99s following our April chapter meeting. Hialeah Reilich, flying since 1954 with many races under her belt, shared with us her vast experience in proficiency racing. She is now preparing for the Hayward to Las Vegas proficiency race.

Carol Valette, CFII at Sonoma County Airport, who has entered at least six PARs and the Riverside Air Race, gave us tips on how to get to your destination fast (and, of course, safely).

Sherry Knight, chapter chairman, shared her many years of flying experiences in air races. She has been flying 12 years, and flew the Powder Puff Derby in 1976.

by Betty La Guire

Tucson Chapter

The inclement weather preceding our Pok-er Run had us a bit nervous, but April 10 came through with sunny skies. Norma Wilcox, lifetime member, and 49½er Nate gambled and won first prize in their Cessna 150.

Our April meeting, held at the home of Chairman Terri Robertson, was a real treat. WASPs Ruth Trees, Allare Bennett and Jo-anne Martin kept us entertained with talk of their Quicksilver MX, which they purchased in kit form and assembled themselves. Now the raving joyous airborne times.

by Jean Servaes

Utah Chapter

Sylvia Allred flew in her first air show at the Utah Pilot's Association Convention in St. George. She has been practicing in her Citabria since January for the event.

Meg Streeter is based in Denver, Colorado, where she is a first officer on Evergreen Airways 727s. She really enjoys her work, except for the hours that she flies, starting at 0100 each day.

Congratulations to Winnie Evans Iverson on her recent marriage.

by Carol Clarke

Classified

1983 Capital Lakefair Airshow, Olympia Airport, Olympia, Washington, July 8, 9, 10. Static displays, scenic flights, open house, hot air balloon rides, antique fly-bys, antique airplane rides, Cessna and Piper fly-bys, airshow, airplane rides. Sponsored by the Mt. St. Helens Chapter of 99s, Olympia, Washington.



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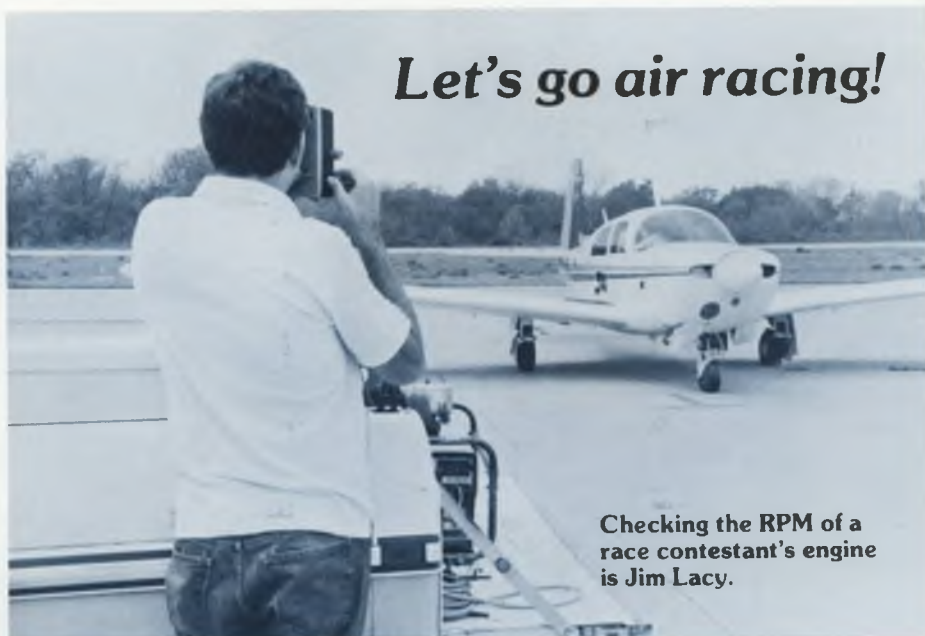
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Checking the RPM of a race contestant's engine is Jim Lacy.

Grand Finish for the Grand Prix

by Juanita Blumberg

On the Friday morning after the race, 10 or 12 pilots were clustered together in the lounge at the Shangri-La Airport waiting for their aircraft to be inspected. The scores hadn't been announced, but these men and women knew they were in the top spots because only the top six aircraft get a post-race inspection. Their faces reflected both elation and tension as they compared notes on the final leg from Dallas to Shangri-La. Winds, altitudes and airspeed were gone over again and again as each tried to determine how well they did. They all agreed that the waiting is the worst part of racing and that there had been a lot of it in this race.

Weather had prevented some of the racers from getting to the start and then had plagued the second and third legs of the 2,100-mile race. They started on schedule Monday morning for Cape Girardeau, but many were unable to continue on to Cincinnati where the ceiling was up and down all day. The winds on the leg were super — tailwinds all the way — but could they get through? What if the field went IFR just as they arrived? Weather judgment is a large part of air racing, and it took all the pilots had that day! For many first-time racers,

especially, it was a tense decision, and a few decided to scratch and return to Shangri-La.

Tuesday afternoon the race was extended when it became apparent that less than 40 percent of the racers could make it to the finish on schedule. Fortunately on Wednesday morning the weather cleared sufficiently for the racers to begin moving again. By Wednesday night, two twins were in Greenville, South Carolina, a large group overnighted in Tuscaloosa, Alabama, and the remainder were in Hot Springs, Arkansas, ready for the final run for the finish at 1400 Thursday. There were headwinds on all but the last leg, but the weather was good and no one had any difficulty crossing the finish line before the deadline.

By Friday morning it was all over but the waiting and the awards and, except for the group at the airport, it was time for rehashing the race over a leisurely breakfast. The afternoon briefing would end the suspense. There would be unequal amounts of happiness and disappointment—winners and losers—as there must be in any competition, but also a sense of satisfaction among all who finished the race.

1st #29 Fred deBeaubien/Jean Speckman	Piper Cherokee Six	+39.383
2nd #26 Maybelle Fletcher/Larry Fletcher	Grumman American Tiger	+38.285
3rd #15 Van Grubbs/Caroline Grubbs	Cessna 172 RG	+37.071
4th #14 Pat Keefer/Ken Keefer	Piper Twin Comanche	+34.292
5th #21 Shirley Zillig/Bonnie Quenzler	Piper Cherokee 235-C	+33.409
6th # 8 Margaret Ringenberg/Diane Kelly	Piper Lance	+32.566
7th #30 Patricia Hyde/Bobbi Hyde	Piper Archer II-181	+31.824
8th # 7 Patricia Judges	Cessna 310-F	+31.619
9th #11 Jerry Connors/Charles McPike	Cessna 172RG	+25.668
10th #31 Janet Kay Melsinger/Loretta Jones	Beechcraft V35B	+25.622



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