

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 10

JULY/AUGUST 1983

NUMBER 6



First 99 in Space, Sally K. Ride

Letters to the Editor

Dear Editor:

I read with interest the article that described the training process that an air traffic controller must complete ("N99NJ, cleared as filed, except..." April 1983). This is the first comprehensive article that I have ever read in an aviation magazine, and I found it very useful in understanding the process required. I was dismayed, though, to read that the FAA is still following an archaic practice of scheduling shift work. As a nurse, I, too, had to work the two days of shifts, two evenings and two nights with a short turnaround time upon my graduation from college. I remember how fatigued I was and the errors that I caught myself making due to sheer fatigue and body rhythm dissynchrony. No wonder family relationships suffer!

However, there has been a great deal of research upon the effect of shift rotation on workers since then and now, most nurses have much better scheduling as a result. I'm surprised that the FAA has not been aware of the research findings and implemented them into the scheduling process. With so much emphasis on perfection, I am surprised that this has not been done so that the workers will have as much advantage as possible to avoid errors due to fatigue, poor judgment and stress due to poor scheduling.

I will now always wonder when the controller is giving me directions or a clearance how much sleep he or she had prior to coming on duty!

Sincerely yours,
Ursula K. Anderson, R.N.
Vice-President, Diverse Air, Inc.

Dear Editor:

This letter refers to our "President's Message" in *The 99 NEWS* of April 1983.

On behalf of the members of India Section and myself, I would like all 99s from America to know that we support the USPFT program, even though it is only for US 99s. It will be our proud privilege to see our counterparts enter the world competition at Skien, Norway in August 1983. We will be there to applaud the winner.

I hope that many 99s take advantage of this great program.

All the best to the USPFT program.

Sincerely,
Chanda S. Budhabhatti
India Section Governor

Dear Editor:

Just a short note to fill you in on my life since receiving my AE Scholarship last August....

After working on my multi-ATP, I received the rating on October 21—five years to the day I soloed in a Cessna 150.

For the next two months, I attended the ANG Academy of Military Science in Knoxville, Tennessee, receiving a commission as a second lieutenant in the Arizona Air National Guard. I had the honor of being both a distinguished graduate and squadron commander.

Since January, I have been in undergraduate pilot training at Williams Air Force Base located in Chandler, Arizona. The world of military flying has been a new and different experience—one which I am thoroughly enjoying. Flying jets is a demanding and challenging task. I am especially enjoying the acrobatic and formation flying; with the T-37 phase completed, I am anxiously awaiting flying in T-38s.

When my life calms down a bit, I'll write a nice long article on all that has happened since the AE Scholarship ceremonies last year. Things are really moving along so well! I can't express all the thanks which I feel I owe to the 99s and my aviation associates.

Gabrielle Anita Thorp
AE Scholarship Winner

Editor's Note: Gabrielle wrote the article, "99 Spray Pilot," which appeared in the April 1982 issue of The 99 NEWS.

Dear 99 NEWS,

I really liked the article, "Women Airline Pilots." It's a shame more companies did not respond. This in-

cludes mine. So, to help complete your survey, I've included a list of the names of women working for Air Illinois. Hopefully more firms will respond so a better count can be made. Perhaps a new update in a few months would be nice to see.

The date of hire is the same as the date of rank for: 1st Officer Susan A. Staples, 25 January 82, and 1st Officer Susan Binns, 10 May 82, both flying a DHC-6 Twin Otter; 1st Officer Jeannene Urban was hired 8 September 80 and upgraded 10 April 82 from the Otter to a Hawker-Sidley 748.

Sincerely,
Susan Staples

Dear Editor,

I am sending you this letter to inform you that the Northern New England Chapter will be hosting our 1984 Spring Section meeting at Pease Air Force Base. At this time we are planning on having members take part in an air refueling mission. We are receiving names and social security numbers from members for clearance. I just received word that Marilyn Copeland is planning on attending our meeting. So if any members are planning on being in New England next April, have them get word to me with their names and social security numbers, and I will send them in for clearance.

If our group is too large, it may not be possible or desirable to accommodate all of us on a single mission. If that were the case, they would try to schedule them over a span of two or more flights, not necessarily on that same day. It is very important that the information is to me at least by December at the latest.

Northern New England is planning on visiting the altitude chamber at Pease in advance, so we could be on the ground during Spring Sectional. I'll keep you posted as to current changes.

Sincerely,
Betty Erickson
Northern New England Chapter
Vice Chairman and
New England Section
Public Relations Chairman

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 10

JULY/AUGUST 1983

NUMBER 6

PUBLISHER

The Ninety-Nines, Inc.

EDITOR

Lu Hollander

EDITORIAL ASSISTANTS

Nema Masonhall
Nancy Smith

ADVERTISING MANAGER

Norma Vandergriff

EDITORIAL CONSULTANT

Jan Million

EXECUTIVE DIRECTOR

Loretta Gragg

HEADQUARTERS SECRETARY

Pat A. Harper

International Officers

PRESIDENT

Marilyn Copeland

1308 Kevin Road, Wichita KS 67208

VICE PRESIDENT

Charlene Falkenberg

618 S Washington St., Hobart IN 46342

SECRETARY

Barbara Goetz

8041 Ravinia Ct., Fair Oaks CA 95628

TREASURER

Betty Jane Schermerhorn

RR #1, Dunrobin, Ontario KOA 1T0, Canada

Board of Directors

Ruth Dobrescu
Janet Green
Judy Hall
Gene Nora Jessen
Hazel Jones

The 99 NEWS

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

POSTMASTER: Send address changes to
The 99s, Inc., P.O. Box 59965, Will Rogers
World Airport, Oklahoma City OK 73159.

Circulation Information

The 99 NEWS is published monthly except
bi-monthly Jan./Feb. and July/Aug. Annual
subscription rate is \$17.50 and is included as
part of the annual membership of The
Ninety-Nines, Inc. Subscriptions are avail-
able to non-members at rate of \$17.50 per
year. Postmaster: Second class postage
paid at Oklahoma City and additional entry
offices. (ISSN 0273-608X)

Membership Count 6,002 as of July 30, 1983

Contents

Letters to the Editor	2
New Ratings	4
Calendar	4
President's Message	5
Seek & Keep	6
Safety Education: Density Altitude	6
Legislation Information	7
New Horizons	8
USPFT National Competition	8
Highlights of International Flyaway	10
New Orleans Tours	11
Diary of a Launch	12
"Such a Special Moment..."	14
Judges for AE Scholarship	18
What'll I Do If... ..	18
Wild About Alaska	20
Chapter News	23
Reporting Instructions for <i>The 99 NEWS</i>	37
Air Racing Update	39

Advertisers

The Keys Company	4
Florida Goldcoast Chapter	4
Bob's Bar-B-Q of Ada	5
Shangri-La	7
Plane Things	12
Bay Cities Chapter	12
Classified Advertising	13
Wien Air Alaska	19
Alaska Air Affair	22
Delta Airlines	38
Southwest Airlines	40



ON THE COVER: STS-7 launch. The Space Shuttle orbiter Challenger, its two solid rocket boosters and an external fuel tank, carry the five-member astronaut crew toward a six-day mission in Earth-orbit.

Photo by Astronaut John W. Young

Inset photo: Sally K. Ride, first 99 in space, pauses in front of a mockup of the OSTA payload in Johnson Space Center's Shuttle mockup and integration labora-tory.

Photo by Otis Imboden

New Ratings

AFRICA SOUTH SECTION

Lindsay Glaum - Grade II Instructor

MIDDLE EAST SECTION

Betty Jo Ault - Eastern Pennsylvania - CFI, AMEL
Marge Bryant - Eastern Pennsylvania - FAA Examiner
Susan Dioda - Eastern Pennsylvania - COMM, IFR
Gayl Henze - Eastern Pennsylvania - IFR
Toni Mandes - Eastern Pennsylvania - IFR
Mary McIlister - Eastern Pennsylvania - COMM, ASEL
Barbara Silcox - Eastern Pennsylvania - COMM, ASMEL

NEW YORK-NEW JERSEY SECTION

Betty Pifer - Garden State - COMM

NORTH CENTRAL SECTION

Connie McConnell - All-Ohio - IFR
Kathy Samuelson - All-Ohio, CFI
Helen Hall - Greater St. Louis - IFR
Rene Hammarback - Minnesota - Helicopter CFI
Hope Isaacson - Minnesota - CFII
Debbie Kaeder - Minnesota - COMM

NORTHWEST SECTION

Sylvia Stinson - Columbia Cascade - IFR
 Elizabeth Grieve - Wyoming - AMEL
 Almee Kupraah - Willamette Valley - A&P

SOUTH CENTRAL SECTION

Gaye Durbin - Houston - CFI
 Debby Rihn - Space City - FAA Examiner

SOUTHWEST SECTION

Lisa Matthews - Arizona Sundance - AMEL
Mary Morrison - Arizona Sundance - IFR
Marjory Thayer - Arizona Sundance - AMEL
Colleen Anderson - Santa Clara Valley - CFI, AMEL
Alice Robertson - Santa Clara Valley - IFR
Kathy Frank - Sierra Buttes - COMM



the ninety nines

International Organization
of Women Pilots

99s' LICENSE PLATE

Send \$5 to Florida Goldcoast Chapter,
25490 S.W. 129th Ave., Princeton FL 33032

Fly and Travel Free

**IN YOUR OWN PLANE...
EARN MORE — AS OTHERS DO**

It tells you how thru tax-cutting and business techniques in 14 easy steps. 30 pages, photos and starter kit. Spare time.

Send \$15 today for our valuable Au-Pro guidebook.

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

Calendar

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.)

Jul. 31: The 99 NEWS deadline for September issue

AUGUST

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.

Aug. 31: The 99 NEWS deadline for October issue.

SEPTEMBER

Sep. 5: Vintage 200, proficiency air race for planes 1955 and older. Entry fee, \$15 per person. Send \$2 for entry blank and kit to Columbia Gorge 99s, Jan Minarik, 308 E. 4th, The Dalles OR 97058. August 20 deadline.

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

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

Sep. 10: Capitol Proficiency Race, sponsored by Washington, DC 99s. Dulles International Airport. Race kits, \$3, from Gerda Ruhnke, 11208 Wedge Dr., Reston VA 22090.

Sep. 10: Back to Basics Air Race. Sponsored by Los Angeles Chapter. Speed race open to all licensed pilots and any handicapped airplane. Copilot need not be licensed, but over age 16. Round robin, less than 300 miles starting at Santa Monica Airport. \$35 entry includes lunch for pilot and copilot. Race kit, \$3.50, from Sally LaForge, 3330 Inglewood Blvd., Los Angeles CA 90066. Deadline August 26.

Sep. 12: 1984 Ninety-Nines Calendar available with air marking theme. \$4 plus 85¢ postage for singles; \$4 postage-paid for bulk of five or more. Barbara Guptill, 200 S. 95th Pl., Chandler AZ 85224. Limited supply — order now.

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

Sep. 18: Eastern Ontario 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, Alberta. Hosted by the Alberta Chapter.

Sep. 30: The 99 NEWS deadline for November issue.

OCTOBER

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

Oct. 7-9: 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.

Oct. 31: The 99 NEWS deadline for December issue.

NOVEMBER

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

The President's Message

by International President Marilyn Copeland



How great can we get? The Ninety-Nines are getting better every day! What a thrill it is to announce that our International membership is now 6,000 strong! As you know, this was one of our goals for the year—to reach 6,000 members before the New Orleans Convention—and that we did! Due to the efforts of all of you, seeking and keeping, under the leadership of an excellent committee (Char Falkenberg, B.J. Schermerhorn, Virginia Mattiza and Carol Zander), the goal was accomplished.

Our strength in membership is not only in the numbers, but each member gains as our membership grows. Our healthy growth in members compliments us with a wide variety of aviation careers, new talent, enthusiasm, ideas and leadership. It also draws respect from every other organization as well as the industry.

This new achievement for the 99s is something for all of us to be proud of this year. Continued efforts through the coming year to increase our membership should result in much larger numbers. We are one total organization working together to share our experiences in flying and aviation activities, always trying to help other women pilots. As a matter of record, you might be interested in knowing that membership in the Ninety-Nines in 1929 was 99 members; 1930—199; 1940—384; 1950—1,207; 1960—1,445; 1970—3,700; 1981—5,796; 1982—5,812; May 24, 1983—6,005. How about 7,000 in '84?

It is really delightful to continue to read the many chapter and section newsletters that come to me. With the assistance of some other 99s, I am planning to compile a list of specific activities mentioned in these newsletters and have this list ready for the New Orleans Convention. This list should be quite helpful in chapter program planning. A similar list was printed in the January-February 1982 issue of *The 99 NEWS*.

From a recent East Canada Section newsletter, Lorna de Blicquy wrote: "What do I get if I join the 99s?" A common question. "For each of us the answers are different... air marking, air racing, safety ed seminars, fun get-togethers, flying activities, *The 99 NEWS*. TELL people about the 99s... if you don't keep old copies of *The 99 NEWS*, take them to your local flying school... If you have been a 99 for a while, I'll bet some of your best friends are 99s... if you're new, I'll bet they are going to be... Well, there really IS a pat answer to that first question—what we get is what we give. Ninety-Nines provide so many ways of giving, there's no end to the getting—pass it on!"

Public relations is the responsibility of all of us. As mentioned previously, we have the airport poster project; I have a beautiful 10-foot felt banner which can be sent to chapters on short-term loan upon request; Kansas Chapter is selling a new 8'x10' heavy cardboard exhibit booth, complete with 99s logos, which is excellent for indoor use at career days, safety seminars, shopping malls, inside hangars at air shows, etc.; Monterey Bay Chapter has a marvelous outdoor booth, of which they sell plans to chapters. This booth is really useful for money-making projects, such as concessions. International Headquarters will soon have a new modern light-weight exhibit for use at large gatherings of pilots on the International level.

It was great news to hear and read about the Air Force's first transatlantic flight with an all-woman crew of seven. The C-141 Starlifter, the workhorse of the Military Airlift Command, took off May 9 from McGuire Air Force Base and completed its mission of mercy in Frankfurt, Germany. This giant C-141 had as its flight commander, Captain Giuliana Sangiorgio of Sergeantsville; first pilot, Captain Barbara Akin of Dallas; and copilot, First Lieutenant Terri Ollinger of Cincinnati. (Membership chairmen, please take note.) The Air Force, which has about 175 women among its 23,000

pilots, began allowing women enlistees to train as pilots about nine years ago. During World War II, women pilots (many 99s) ferried combat planes of every type from factory to field, but they were auxiliaries—attached to, but not part of, the military forces as pilots. Times have changed—the only males on board this flight to and from Germany were a few journalists.

The quality of hospitality and planning of the 1983 Spring Section meetings, which I attended, was first class. The Vancouver, British Columbia experience was fantastic, staged by Mae Primeaux and her committees. The All-Canada 99s Conference included several educational sessions, as well as a flight over Vancouver Island. Ninety-Nines are in for a treat in 1987 when they visit Vancouver during the International Convention and see all the sights, including a killer whale show in Stanley Park.

San Antonio Fiesta time was celebrated with the South Central Section meeting. Virginia Spikes, Ruth Nichols and all of those fine 99 chefs provided us with fun as well as a fine speaker—99 Laura Jobe, who is a corporate pilot. The North Central Section Wing Ding II was certainly just what it was named. Their educational sessions were called "Flap Sessions" and were just about as exciting as the ball game between the "Low Wings" and the "High Wings." Gail Wenk and the Chicago Area Chapter went all-out to see that Wing Ding II would not soon be forgotten.

Patricia Barone and June Simpson planned another good New York-New Jersey Section meeting, this time at the Rocking Horse Ranch. There were horses in abundance, as well as airplanes. Of the 55 members who attended, 10 airplanes flew in to a nearby airport.

Section meetings are both educational and friendly gatherings where you really find out what 99s are doing outside your own chapter. The exchange of ideas and the chance to fly to new places with friends is indeed worthwhile. One timely concern is the rising cost of section meetings. This will be one of the topics under discussion in the "Future Planning" meeting at the International Convention.

Some of my travel plans this summer include USPFT Finals in Carbondale; special invited guest of NASA to view the launch of Shuttle 7 at Cape Kennedy; attend the World Aerospace Congress in Washington, DC; participate in the Forest of Friendship ceremonies in Atchison; participate in 99 activities at EAA in Oshkosh; and plan to see all of you at the International Convention in New Orleans.

Bob's Bar-B-Q of Ada

Famous Hickory Pit Bar-B-Q
and Homemade Pies

Open 11 A.M. to 10 P.M.
(405) 332-9803

Closed Sunday & Monday
2004 N. Broadway

Ada, Oklahoma
Within Walking Distance of Airport

Seek & Keep

by Charlene Falkenberg

Have your members been educated lately? Wait now — isn't this the Membership Committee column? Where does education fit in the picture?

A knowledgeable member will be an active member. She will want to participate, and she will encourage others to do the same. Be sure and give your new member a packet of information when she joins the chapter. This will give her a better understanding of the organization. We have been conducting a survey at the various section meetings regarding membership. At the top of the list of complaints is the fact that no one tells the new member what it is all about. Even older members have requested that a program once a year be devoted to information on the 99s. Program chairmen, take note.

Never let a new member join without putting her on a committee. Make her feel needed. However, and this is another common complaint I have received, don't let her be just a name on a committee. Most 99s are conscientious and responsible. When they accept a job, they expect to perform. As chapter chairmen, keep your finger in the pot. Check on the activities of your committees and make sure no one is just standing on the sideline.

Communication is the key word! Committee chairmen, communicate with your committee members. Copy them on all you do and get their ideas and suggestions. It will make your job easier and your committee more proficient.

Participating members we will KEEP, but SEEK out the reason if a member drops out. Some chapters have a "membership follow-up chairman." She personally contacts every member who does not renew and, if possible, discovers and overcomes the reason.

Many chapters recognize five, 10, 15, 20, etc., year anniversaries in a special way. Attractive certificates are given to members with anniversaries, and their names are published in the chapter newsletter. If your chapter doesn't have a newsletter, seriously consider starting one. You will find it useful in many ways. I will be doing a "how-to" project on newsletters at Convention in New Orleans. I'm looking forward to meeting many newsletter editors and prospective editors.

We'll have more ideas from the survey next month.

Gifts to International Headquarters

Landscaping

Ruth Benedict, Arizona Sundance Chapter by Connie Taksel Arnold

Archives

TWA

Resource Center

Pat McEwen, Past International President by Loretta Gragg

Office Equipment

Southwest Section
(file for AE Scholarship material)

Air Race Classic Results

1. Marian Banks and Gini Richardson	+25.349
2. Sharon Crawford and Marie Hoefer	+24.597
3. Pauline Glasson and Donna Golden	+24.522
4. Toookie Hensley and Janice Hoffman	+24.242
5. June Beers and Nancy Walters	+23.871
6. Lynn Ulicki and Jane Overgard	+22.489
7. Fran Bera and Betty Saux	+22.399
8. Jean Schiffman and Susie Henney	+22.281
9. Marion Jayne and Jean Speckman	+22.251
10. Anna Kate Hipp and Merry Robertson	+19.349

Additional details of the race will appear in the next issue of *The 99 NEWS*.

Safety education

DENSITY ALTITUDE

We're coming into the time of high density altitude and high temperatures. Many accidents happen because pilots forget that high temperatures affect the performance of the aircraft. Air density and effective altitude are related.

Density altitude depends on pressure altitude and temperature. Standard conditions at sea level are 59°F (15°C) and atmospheric pressure of 29.92 inches of mercury.

In standard conditions, the altitude is zero. Performance figures in the owner's manual are usually based on these standard conditions. We rarely fly in standard conditions.

Many lowland pilots run into difficulty when taking off from a high altitude airport, especially when the temperature starts to climb.

When the air is hot, it is less dense, and aircraft performance will be less than normal. A longer takeoff roll is required as the density altitude increases. The engine is also affected by high temperatures and may not develop full power. At high altitude airports, the engine should be leaned before takeoff to develop maximum power.

A rule of thumb is for every 15°F (10°C) above standard, the density altitude is increased by 1,000 feet, providing the pressure altitude remains constant. Find your pressure altitude by setting the altimeter to 29.92 inches and reading the indicator hands.

In high temperature, and especially high altitude, calculating your density altitude might prove to be the smartest thing you ever do.

If you don't know the density altitude, there are two steps recommended by William K. Kershner in "The Private Pilot's Flight Manual."

First, add 10 percent per thousand feet of pressure altitude to the takeoff run.

Second, add another 10 percent for each 15°F (10°C) above the standard temperature for that pressure altitude (remembering that the normal lapse rate is 3.5°F or 2°C per 1,000 feet or altitude).

If the airport you plan to fly from is high altitude and the temperature is high, also, do consider that it is possible that the density altitude could be marginal for your aircraft. The best plan of action is no action! Stay on the ground until the temperature cools in the late afternoon, or use the morning hours when temperatures are lower.

The same elements exist to present problems on landing. So it is imperative to keep your air speed up on your approach.

by Marilyn Miller
International Safety Education Chairman

"... Congress is approaching final action on a bill that extends the Aviation Trust Fund and the Airport/Airways Development Act. This bill supplies funds to install more runways, more airports, and more all-weather navigation systems at general aviation facilities—for use by and to satisfy the needs of 200 million-plus Americans, not just for us airplane drivers."

"It is our hope that the revenues made available by this law—every penny of which was paid by air travelers and the aviation community—will be used the way Congress intended in the first place. Instead of allowing pinch-penny and self-serving bureaucrats to let the Trust Fund accumulate \$3.7 billion, where it stands today, the Administration should use that money to provide instrument landing systems at more satellite and community airports, place more reliever airports near major traffic hubs, promote more remote weather reporting stations, and intensify the R&D that inevitably leads to a safe, more efficient and economically vigorous air transport system. In essence, they should quit *talking* about safety and do something about it." (Re-

marks of J. Lynn Helms, chairman, General Aviation Manufacturers Association and Piper Aircraft Corporation, before the Kansas City Society of Financial Analysts, September 30, 1980.)

Need I say more? Except for an update:

- The Airport and Airway Trust Fund, as of March 1983, had a balance of \$4.6 billion. This is almost \$2 billion more accumulated with a two-year hiatus when *nothing* was going in to the Trust Fund except interest.
- Mr. Helms is now FAA administrator.
- Congress is again debating the budget and needs your input to make sure your money "will be used the way Congress intended in the first place," when it increased the avgas tax last fall.

Tell your congressmen that you expect full funding of all aspects of the Airport and Airway Improvement Act of 1982 as authorized when they imposed the higher tax levels. Remind them that *none* of this money comes from general revenues. It is aviation community money and should be spent for aviation purposes.

It is essential that you write, phone or wire now, before it is too late. The vote should

come to the floor in late summer or early fall. Write to: The Honorable (Representative), United States House of Representatives, Washington, DC 20515; and The Honorable (Senator), United States Senate, Washington, DC 20510. **WRITE ON!**

NOTAM

Please accept our apologies for the last minute change in content of the July-August issue of *The 99 NEWS*.

Because of the world-wide attention being given to 99 astronaut Sally K. Ride's trip into space, we felt timely coverage of this event to be important to all 99s.

The International issue is now rescheduled for November; deadline for material is September 30, 1983. We hope that our International members will be able to respond with additional material for this important issue of the magazine.

Aviation Activities

by Clara J. Johansen

The weekend of July 22-24 is almost here! Are you taking part in the 99s aviation activity involving members from the 13 Canadian Provinces and the 50 states of the USA?

The activity is a gathering of many 99s and Zonta members and distinguished guests at Atchison, Kansas, the birthplace of Amelia Earhart. The celebration will include a day of sightseeing, including a tour of Amelia's birthplace, and the Forest of Friendship with its Memory Lane honoring many who have contributed to the advancement of aviation. The Saturday evening banquet and Sunday morning flyaway by Amelia Earhart Scholarship winners to all parts of the US and Canada will be colorful events.

This is a good excuse to fly somewhere, bring your family or friends. See the March 99 *NEWS* (page 10) for reservation details.

If you cannot come to Atchison, do plan to go to your state capital and participate in the events when the stamp to be cancelled and presented to the governor of the state or province is flown in by a 99 AE winner. For information, contact Fay Gillis Wells, your section governor or Clara Johansen.

Fly in to Shangri-La... a world of its own and the easiest resort to reach by air!

The Midwest's premier resort puts fun and excitement on the map. Host to the nation's governors in 1982, Shangri-La is becoming the most popular fly-in resort in America. It's Golden Falcon airport is right on the property and has a 4,000-ft. paved and lighted runway with instrument landing capabilities to handle all twins and most corporate jets. There's so much to do...day or night:

- 36 holes of championship golf on Bruce Lietzke's home course • Tennis, indoors or out • Racquetball • Swimming, indoors or out • Marina for water sports • Health spas • Horseback riding • Distinctively different dining areas: Golden Eagle Ballroom with big-band orchestra • Tropical Tahitian Terrace with live entertainment • Gourmet Garden Room and more. A total of 506 units including the new luxurious Vista Towers. Special packages for golf, tennis, Sweethearts' Retreat or the "Take Five" family plan gives the 5th night free!

CALL TOLL FREE In Oklahoma 1-800-722-4903
In all other states 1-800-331-4060



shangri-la
on Grand Lake o' the Cherokees

Suite 241 Route 3, Afton, Oklahoma 74331



Eight Women Compete

by Hazel Jones

We did it! As a baby crawls, hangs on to things and finally walks, so the USPFT has finally gotten its feet underneath itself and has flown its first National Competition. Score high marks for the competitors, workers, judges and supporters. They were terrific.

Ninety-Nines came from Texas, Arkansas, Illinois, Indiana, Georgia, Mississippi, South Carolina, Oklahoma, Arizona, Pennsylvania, California and Michigan to Southern Illinois University at Carbondale, Illinois for the first 99-sponsored National Competition. Of the 35 competitors, eight were women.

Competitors began gathering a week before to practice in the area. Since Carbondale is the home of the Flying Salukis, tower personnel are accustomed to watching C-150s performing one spot landing after another. This was no different.

Tom Young, USPFT coach, had made up two navigation routes, which Jody McCarrell and I flew to see if we could find the turning points. Satisfied that the participants would have problems also, a route was selected.

Navigation Judge Jim Lafferty, Jody and



Cape Girardeau Chapter members who hosted the USPFT National Meet at Carbondale, Illinois, are Charmiane Freeman, Anita Goben, Evelyn Braese, Frances

Walker, Chris Kurianowicz, Sue Staples, Mona Marcec and Lois Feigenbaum.

New Horizons

Paulette Kilgus
Central Pennsylvania Chapter

Paulette lost her life in a helicopter crash during her first helicopter lesson. She will be missed by all.

Esther Combes Vance
Charter Member

Esther Combes Vance of Missoula, Montana's first licensed female pilot, died May 28 of natural causes at a local hospital. She was 79.

Born August 19, 1903 at Clinton, Indiana, the family moved to Sidney, Montana where she attended school. She graduated from the University of Washington, Seattle, in 1925.

Later that year, she married Earl Talmadge Vance, an early Montana barnstorming pilot, and the next year they established Vance Air Service in Great Falls.

Esther made her solo flight on March 4, 1928, and in June of that year received her pilot's license, #3180, from the US Department of Commerce. She was the 22nd licensed female pilot in the United States, and a Charter Member of the 99s.

Peggy Vining Potter
Bay Cities Chapter

Holding Private Pilot License #17138, dated August 23, 1930, Peggy joined the Los Angeles Chapter while residing in Coalinga, California. Born January 17, 1901, she was Southwest Section treasurer, 1935-37, and vice-governor, 1938-39. (See page 450, *History of the 99s*, for her many flying accomplishments.)

She married Charles M. Potter in 1939, and accompanied him to Bahrein Island on his assignment for Standard Oil. Peggy became a Bay Cities Chapter member in 1941, and remained one while the Potters were transferred back to various California cities and then to Bogota, Colombia for a number of years. No planes were available for her to fly in Arabia or Colombia, but on returning to Bakersfield in 1951 she became active until 1974.

Charles died in 1960, and Peggy was a dedicated "Gray Lady" in Bakersfield hospitals until she moved to a local retirement home. Still a dedicated 99, her illness of several months claimed her on May 17.

by Ruth N. Rueckert



Landing Judge Pat Roberts, Lois Feigenbaum and Verna West discuss a point of law.

n USPFT Nationals

Linda Hooker spent two days dodging thunderstorms to record the navigation routes for the judges' briefing. While they were out hiding secret markers and photographing the route, the rest of the judging staff was busy with other aspects of the competition. The runway had to be narrowed to 36 feet, and lines drawn for the site of the barrier for the barrier landing segment.

Pat Groves, Santa Clara Valley 49½er, wrote a computer program for the scoring, which had to be modified somewhat to follow International rules. He brought a borrowed Apple IIe with disc drives, printer and monitor, and was all set to score the meet as it progressed.

Since weather prevented training sessions for the judges, Ground Events Judge Jerry Shreye and Meet Coordinator Steve Brown began having two-a-day meetings to determine how the meet would be conducted in the event of rain. (Boy, did it rain!) Plan A and Plan B quickly became Plan C, with each modification giving Staging Judge Dan Reece a few more gray hairs.

Lois Feigenbaum held a "Meet the Presidents" patio party on Thursday evening

before the meet, and although it rained a bit, it was a great mixer for the competitors and friends.

Marilyn Copeland tried in vain to punch through a line of thunderstorms; she did arrive the next day, and was quickly briefed and ready to go. Evelyn Braese performed her hourly "anti-rain dance" and it worked; Saturday morning dawned clear as a bell.

The meet was underway! Navigation was completed in the morning, followed by landings in the afternoon. Scoring was completed almost immediately, and winners were Marvin Ellis, California; Doug Kuck, Michigan; John Kangas, Idaho; Carolyn Pilaar, South Carolina; and Ray Heyde, Ohio. First runner-up was Terri Trenary.

Next stop for the team is DeQueen, Arkansas, where practice for International competition begins on July 9. On August 1, they will leave for Skien, Norway, for the International Meet.

Lest you think that Christmas does not come in June, Santa Claus in the form of Santa Clara 99 Pat Roberts bought the Apple IIe computer used for scoring, and gave it to NIFA/USPFT in my care. Programs have been written for both activities,

and with the computer's help, we can keep better records of events around the country.

This first time around has been a real learning experience. The USPFT Council and Board of Advisors have all worked tirelessly to make this go. Credit should be given to all of the supporters who have contributed both time and money to make this a success. To our sponsors, helpers, judges, coordinators, scorekeepers, check pilots, barrier holders, competitors, etc., we say thanks for a job well done. To the Boise Chapter of the 99s, who washed airplanes and did all sorts of things to raise money to send John Kangas to Nationals, we also give a big "hats off." What a great example of what the 99s is all about.

AOPA's John Baker deserves our thanks for the two grants which helped keep us afloat, and for coming to help and to speak at Carbondale. Without everyone these last 22 months, we simply could not have made it.

Next the big hurdle is to come home a winner! We are the cinderella team who could take it all this year. Coach Tom Young thinks we can, and the team thinks we can. So, here we go!



USPFT winners are Doug Kuck, Ray Heyde, Chief Judge Hazel Jones, Coach Tom Young, Carolyn Pilaar, John Kangas and Marvin Ellis

Highlights of the Ninety-Nines International Flyaway

July 22-24, 1983

Atchison, Kansas

by Fay Gillis Wells

It happens only once in a decade—in the “Year of the 3” (1983). It is the Ninety-Nines’ third International Flyaway from the Amelia Earhart Airport in Atchison, Kansas. The Flyaway fans out from the heart of America to all the capitals in the United States, to the provinces of Canada and to the Bahamas, headquarters of the Caribbean Section of the Ninety-Nines.

Secretary of Transportation, The Honorable Elizabeth Dole, is the official starter for the Flyaway—a most appropriate choice, for the Department of Transportation has jurisdiction over aviation, as well as federal railroad matters. (Atchison is the birthplace of the famous Atchison, Topeka and Santa Fe Railroad.)

The Ninety-Nines’ first Flyaway, in 1963, honored the Amelia Earhart eight-cent commemorative airmail stamp. Special covers were flown to the four corners of America. Two were presented to President Kennedy in a Rose Garden ceremony at the White House. Sabena, Air France, BOAC and TWA flew the covers to Brussels, Paris, London and Rome, cities where Amelia was honored after her solo flight across the Atlantic in 1932.

The second Flyaway, in 1973, celebrated groundbreaking ceremonies for the International Forest of Friendship, a gift to America on her 200th birthday from the 99s and the City of Atchison. Pine seedlings were flown to all the state capitals as a bond of friendship from the Forest for the greening of America.

This July, the 99s will deliver both special, first-day covers as well as seedlings, in honor of the first two Flyaways. They are flying proof that women pilots not only have a flair for the air, but exemplify consistency,

perseverance, dedication and the true spirit of world friendship (through flying) that knows no geographical or language barriers.

The longest pilot-in-command flight will be made by Margo McCutcheon of Toronto, Ontario, who will wing her way from Atchison to Halifax, Nova Scotia, landing en route at the capital cities of Toronto and Ottawa, Ontario; Quebec City, Quebec and Fredericton, New Brunswick.

In a salute to man’s first balloon ascent in France in 1783, Nicki Caplan of St. Louis, Missouri will tether one of her hot air balloons outside the 20-foot high picture windows at the Benedictine College cafeteria. (It’s the biggest hall in town.) Last year Nicki set a world women’s distance record in a helium balloon.

The main speaker at the July 23 banquet will be Janice Brown of Bakersfield, California, who recently received the prestigious Harmon Trophy from President Reagan for her world record flights in solar-powered aircraft. After 200 years, man is still flying on nature’s energies. Dr. Sally Ride, who, in June, became the first American woman in outer space, is also a 99. However, official debriefing duties will prevent her from coming to Atchison.

Ceremonies in the International Forest of Friendship will begin at 0930, July 23, with a special program for young children, which includes Woodsy Owl and helium-filled balloons to spread the message, “Give a Hoot—Don’t Pollute.”

The Forest, overlooking Lake Warnock, is made up of trees from the 50 states and the territories, as well as 33 countries around the world where there are 99s. Selection and care of the trees is supervised

by the Forestry Extension Service of Kansas State University. The roots of the Forest are deeply entwined in the rich Kansas soil, creating an exciting, growing memorial for America’s heritage.

At 10:30, scouts begin the colorful Parade of the Flags, winding through the Forest, putting the proper flags beside the trees representing the states and foreign countries in the Forest. There is a special flag, designed by Irving Industries of Canada, for the Moon tree, surrounded by the Astronauts’ Circle. It was grown from a seed taken to the Moon on Apollo 14 by Stuart Roosa, who was a forestry smoke jumper before he became an astronaut.

Many new names will be added to Memory Lane at the ceremonies. Memory Lane winds through the Forest, tying America’s flying past to its future, honoring those who have contributed, or who still are contributing, to all facets of the advancement of aviation. Embedded in this concrete ribbon (five feet wide to accommodate wheelchairs) are granite plaques engraved with the names of honorees, such as Charles Lindbergh, Jimmy Doolittle, Amelia Earhart, Anne Morrow Lindbergh, Howard Hughes, President Dwight D. Eisenhower (America’s only pilot president), Senator Barry Goldwater and Donald Douglas, Sr., as well as all the International Presidents of the 99s.

If you want to be “in” in aviation, come to the celebration, July 22-24, in Atchison, Kansas.

For room reservations, contact Betty Wallace, Administrative Office, North Campus, Benedictine College, Atchison KS 66002.

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.

Book Review

Boyne, Walter J. **The Aircraft Treasures of Silver Hill**; the Behind-the Scenes Workshop of Our Nation’s Air Space Museums. 1st ed. New York, Rawson Associates. ©1982. 248 p., ill., \$22.95. ISBN 0-89256-216-1

This book tells the remarkable story of some of the most interesting aircraft of our time, and of the facility where the best aircraft restoration work in the world is done.

It traces the transformation of the facility, once known as Silver Hill, now called the Paul E. Garber Restoration, Preservation and Storage Facility, from an almost ignored backwater of the Smithsonian Institution to its current position as the world leader in

aircraft restoration.

The heart of the book is the insight provided into a fascinating aircraft in the collection—a unique collection ranging from the classic Curtiss JN-4 to the most famous B-29, the “Enola Gay.”

Part One describes the facility and the people who carefully and accurately restore the aircraft entrusted to their care. Part Two describes the collection, gives the history of the various aircraft and the hopes, dreams and plans for the future of the aircraft.

With over 200 illustrations and a complete index, this book provides the reader with an enjoyable trip into the past.

by Dorothy Niekamp
99 Librarian



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



City Tour of New Orleans

A professional tour escort and private motor coach will greet you at the Marriott Hotel for an all-inclusive tour of New Orleans, beginning with the famous French Quarter.

Stopping at Jackson Square, your tour escort will reconstruct the first days of the old French city. You will continue along to the French Market.

Continuing to the outermost boundary of the French Quarter, you will see the handsome display of many elegant Creole homes with cast-iron and delicate wrought-iron galleries. You'll pause at one of the city's oldest cemeteries and learn of our unique above-ground burial method.

You'll continue toward the lakefront where Pontchartrain provides a lovely setting for exclusive residential areas, water sports and seafood restaurants.

Next on the agenda is the St. Charles Avenue streetcar; then past the picturesque University and Audubon Park areas, to the fashionable Garden District. You will view a home built to resemble Tara in "Gone with the Wind." Built by American settlers, these homes were intended to rival those of the Creole French Quarter, and they are surrounded by lovely semi-tropical gardens and flowers of the season. Plantation-style raised cottages and residences that exhibit the strong influence of the Greek revival style provide architectural variety in this impressive residential area.

Leaving the past and entering the future, you will travel along Poydras Street, and circle the largest multipurpose building in the United States — the Louisiana Superdome.

Completing your tour of our city, you can understand why New Orleans is considered one of the most unique and fascinating cities in the world.

Plantation Tour with Lunch

A professional escort and private motor coach will greet you at the Marriott Hotel for a day's excursion into the river region of Southeast Louisiana to reminisce about the days of a bygone era.

Your tour escort will provide the fascinating background behind plantation days in the Old South. Homes on the tour include antebellum plantation styles as well as West Indian cottages. Passing sugar cane fields evokes thoughts of the days pictured in "Gone with the Wind." One home you will visit is the antebellum home where the movie, "Hush, Hush, Sweet Charlotte," was filmed.

Along our route, you'll see many majestic homes, but you'll visit and dine in the largest and most beautiful plantation home in the South—Nottoway Plantation.

Your return to New Orleans is made swiftly along the shores of Lake Pontchartrain, past beautiful moss-laden cypress trees and ancient swamplands. You return to the city absorbed in thought and feelings of an era when excitement and charm typified southern plantation living.

NOTAM INTERNATIONAL CONVENTION REMINDER

Everyone flying into Lakefront Airport must bring their own tie-downs as the FBO does not have enough for all the planes.

Transportation will be provided from New Orleans' Lakefront Airport only!

Diary of a Launch

by Marilyn Copeland

On May 27, NASA in Washington, DC called to see if I would be interested in coming to Andrews Air Force Base to travel with an Administrative Guest Party to view the launch of Space Shuttle 7. The NASA spokeswoman said I would be responsible for travel with an Administrative Guest Party to view the launch of Space Shuttle 7. The NASA spokeswoman said I would be responsible for travel to and from Washington as well as accommodations. I immediately told her to count me in.

After a partial day of work on June 16, we boarded a flight bound for Baltimore, arriving at 10:45 p.m. (A note to 1985 International Convention-goers — this is a beautiful, clean airport with excellent ground transportation from the terminal.) We boarded a bus/van service to the Holiday Inn located at the entrance of Andrews Air Force Base, arriving about 12:45 a.m.

The next day we gathered with 296 other

people in the Distinguished Visitors Lounge of the air force base terminal. There were many women leaders among the group — what fun it was to be included! Ann Bradley of NASA introduced me to Mary Beggs, wife of NASA Administrator Jim Beggs. Others included Mary Wallace, Eastern Airlines; Anna Chennault; and Jean Ross Howard, a 99 friend.

We boarded an Eastern L-1011 and were given a short briefing by Vera Hirschberg, NASA Senior Protocol Office, along with being served a royal lunch. Some two hours later, we landed on the new 300-foot wide, 15,000-foot runway (with 1,000-foot overruns) at Kennedy Space Center where this shuttle flight was scheduled to land. A sign read, "Welcome to the Kennedy Space Center, Ladies and Gentlemen."

Boarding buses, our route included a tour of the Kennedy Space Center. A National Wildlife Preserve of some 88,000 acres, the

Center presently claims two eagle families as residents. There are also alligators, panthers and many types of water fowl.

Driving by the controversial Apollo gantry, we crossed over a wide gravel tow-way. After a shuttle vehicle is readied for the launch pad in the Vehicle Assembly Building (VAB), it is placed on a giant caterpillar-type

Driving by the controversial Apollo gantry, we crossed over a wide gravel tow-way. After a shuttle vehicle is readied for the launch pad in the Vehicle Assembly Building (VAB), it is placed on a giant caterpillar-type crawler to travel out to the pad. The crawler has a record-breaking speed of about 2 mph.

Then we passed the Vehicle Assembly Building (50 stories high), second largest building in the world, surpassed only by the Boeing factory in Seattle. On the side of the huge VAB was a very large American flag — each star is six feet across.

We viewed several other buildings and then were driven to the building where we would be briefed on the shuttle program, as well as the STS-7 launch. Briefers included Dick Smith, director of the Space Center; James M. Beggs, NASA administrator; and Dr. Margaret Rhea Seddon, NASA astronaut and a 99.

Some of the statistics covered in the briefing, which were to be completed in the next six days were, first mission with a five-member crew, which included Robert Crippen, 45, commander (the first two-time shuttle astronaut); Frederick Hauck, 42,



296 guests board an Eastern Airlines L-1011 for the short trip to Cape Canaveral



Celebrities and distinguished guests enjoyed a program before the evening's reception

Attractive Aviation Handbags

EXCLUSIVELY OURS

Constructed of heavy duty Marine Vinyl. Embossed with hand-painted Cessna airplane design. Available in Black, White, Navy Blue, Beige, Off-White Denim, and Camel. 4" x 10" x 8".



ONLY \$25.00 + SHIPPING and HANDLING

PLANE THINGS, INC.
6015 N.W. 31st Ave.
Ft. Lauderdale FL 33309

Toll-Free:
Nationwide 1-800-327-6004
Florida 1-800-432-0106

**Creative 99s — Chapters/Individuals
Bay Cities Invites your participation
In our 2nd Annual Aviation Film Festival,
October 1983**

16mm - sound Slides w/sound

**Contact Rose Sharp, Bay Cities Chapter
Trophies Awards**

pilot; Sally K. Ride, 32, mission specialist (first American woman astronaut); John M. Fabion, 44, mission specialist; and Norman E. Thagard, medical doctor who conducted medical tests on the astronauts during the space flight.

The orbiter was the Challenger OV-099 (its second flight into space) and the launch site, Pad 39A, Kennedy Space Center. Launch date/time, June 18, 7:33 a.m., EDT; main engine cut-off at 8 minutes, 19.7 seconds; mission elapsed time and duration, six flight days/143 hours; landing date, June 24. (It finally landed three hours late at Edwards Air Force Base due to poor visibility in the Florida area.)

Since the beginning of the shuttle program in 1972, NASA has been planning and working toward the commercial possibilities of space. Among payloads aboard STS-7 were the West German Shuttle Pallet Satellite (SPAS) which was deployed and retrieved with the Canadian-built remote manipulator arm; and two commercial communications satellites, Canada's Telesat ANIK-C and Indonesia's PALAPA-B.

Following Beggs' briefing, Rhea Seddon presented a talk and slides entitled "How Do People Prepare to Fly a Space Shuttle?" She was a delightful speaker, and even showed us a slide of herself, her husband astronaut and her little boy, an "astro tot."

We then moved to the Visitors Center at KSC, where we were entertained by John Denver, who sang songs to the astronauts. Nearby, in the "Space Vehicle Garden," a



International President Marilyn Copeland visits with astronauts Bonnie Dunbar and Rhea Seddon.

Glowing against the Florida night sky, STS-7 awaits dawn and the final countdown minutes.



reception was held for guests. Highlighting this affair was a chance to visit with Rhea Seddon and to meet Bonnie Dunbar, another astronaut. Irene Wirtschafter (Florida Spaceport 99) and I presented Bonnie with an application for 99 membership.

Later, guests at a barbecue included Lieutenant General Abramhamson, NASA; several White House staff members; and Congresswoman Barbara Vucanovich of Nevada, who is a 66 in the Reno Area Chapter of the 99s. She and her pilot husband fly a Cessna 182, and are active in the Reno air races. They were both highly complimentary of Reno Area Chapter members.

After the barbecue, we returned to the buses to be driven in the darkness to the magnificent floodlit STS-7 at the launch pad. We were about three city blocks from this awesome space vehicle and cameras were busy. Back to the buses, an hour's ride into Orlando allowed for a few hours of sleep before launch time.

Buses departed at 4:30 a.m. for the launch viewing site, four miles south of the launch pad. It was a well planned area with portable grandstands, fine sound equipment and the famous countdown clock. Other visitors in the area included Charter 99 Fay Gillis Wells, Irene Wirtschafter, Lillian Levy, Jane Fonda, Gloria Steinham, John Denver and about 500 others. Total estimated audience for the launch was 500,000 people.

Exactly on time, we could watch the STS-7 until it was 21 miles out, 21 miles high, and the rockets had been jettisoned. The English vocabulary does not have the words to describe a space launch. Perhaps Sally K. Ride will give us some new terms to use.

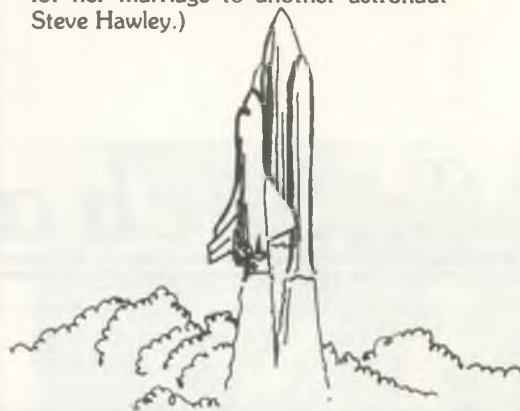
After the launch, we were given a tour of the Vehicle Assembly Building, where we saw the huge rockets ready for assembly with the next space shuttle vehicle. During the short time we were with the NASA group, we realized the superb job they are doing — and that space travel and commercial use of space is here to stay!

P.S.

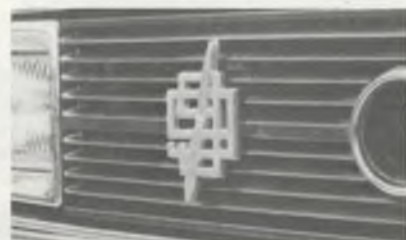
Dr. Sally K. Ride has deservedly received tremendous publicity as our first American woman astronaut. Her long years of advanced education — she has a PhD in astrophysics from Stanford — her acceptance into astronaut training in 1978 and five years later, at the age of 32, after continuous research, study and strenuous training, has proved herself a most valuable member of the Shuttle 7 team. Her numerous tasks were performed perfectly, and she has presented herself in a very pleasing manner at all times.

Sally was preceded into space by two Soviet women — Valentina Tereshkova, 20 years ago; and Svetlana Savitskaya last August. Reports indicate that Tereshkova was an untrained amateur parachutist who suffered severe space sickness (she was sent up as a public relations gesture). Savitskaya, a pilot, was better prepared, and

she spent a week in space (assisting on some experiments). Neither of these women has received the attention given Sally K. Ride. She is not only a woman, but she is a true, steady, professional astronaut. (According to a recent magazine article, she also flew her own plane to Kansas last July for her marriage to another astronaut — Steve Hawley.)



Classified



Automobile Grille Badge, paper weight or recognition award, 2½" x 4½". Aluminum, \$9.50 ppd., Bronze, \$12.50 ppd., universal fasteners supplied. Pegge Blinco, Columbia Cascade Chapter, 7246 S.E. 34th Avenue, Portland OR 97202.

Look for us in the New Orleans Country Store.



AVIATION ART PRINTS — BEAUTIFUL 48 PAGE COLOR CATALOG SEND \$2 TO AEROPRINT, 405 MONROE ST. BOONTON NJ 07005

Scarves

Classy 22" square polyester with three intersected 99s in each corner. Give two color choices: pink, white, royal, turq., beige, black, lavender, red. Send \$5.25 to Columbia Gorge 99s, Jan Mlnarik, 308 E. 4th, The Dalles OR 97058.

Research to suit your needs

Short deadlines acceptable. Experienced Researcher-Detective. Negotiable rates. Solid credentials. Shirley Dobson-Gilroy, Grace Enterprises, P.O. Box 1735, Manchester CN 06040. (203) 643-8410.

“...Such a Special Moment”

Sally Ride

by Liz Burdette

Hugh Harris, Launch Control:

01:15 - liquid hydrogen tanks at full pressure...
00:55 - hydrogen igniters on...
00:25 - switching command to onboard computers...
00:05 - main ignition start...
00:02 - we have lift-off...
00:30 - one mile altitude...
00:55 - 4.5 nautical miles altitude...
01:40 - 16 nautical miles altitude, 13 nautical miles down range...
01:52 - STS-7 leaving last traces of the Earth's altitude...
02:07 - solid rocket booster separation...



This was an emotionally charged moment for 99s who shared a surge of feelings fraught with pride, apprehension, anticipation and joy with millions of people around the world.

Dr. Sally Kristen Ride, NASA astronaut and a South Central Section member of the 99s, was making history as the first 99 in space, serving as a mission specialist for STS-7 on the six-day flight of the orbiter Challenger.

Charter 99 Fay Gillis Wells, founder and co-chairman of the International Forest of Friendship in Atchison, Kansas, appearing on NBC's *Today Show* the day before the flight, conveyed to Sally the good wishes of 99s.

"Amelia Earhart, our founder, would be thrilled to know that Sally Ride, a 99, is going to make history tomorrow as the first American woman in space because Amelia, whom I knew, said in 1934, 'There are no new worlds to conquer this side of the moon.'

"And I just want Sally to know that the 99s, 6,000 around the world, are rooting for her today and wishing her Godspeed."

Among the 99s attending the launch at Cape Canaveral were International President Marilyn Copeland and Whirly-Girl Jean Ross Howard, members of a VIP group invited on a NASA chartered flight.

"The excitement sparked by Sally's participation was fantastic," said Jean. "All week long, as I circulated around Washington, people everywhere (sales clerks, business acquaintances) oohed and aahed when they learned I'd been at the launch. It seemed to just 'catch on' more than any other space flight."

When she heard NASA said Flight Seven was the best yet, Jean thought, with a smile, "It was because of the woman's touch."

No bitterness was expressed by women pilots for past discriminatory practices by the Johnson Space Center, termed by many as the most exclusive men's club in America. It would be difficult to find an area of society so totally male as the space program has been.



STS-7 Mission Specialist Astronaut Sally K. Ride walks away from a T-38 aircraft at Ellington Air Force Base following a flight in the jet.



CAP/COM Sally Ride communicates with STS-2's Earth-orbiting Astronauts Joe Engle and Richard Truly from a spacecraft communicator console in the mission operations control room. Sally acted as capsule communicator for both STS-2 and STS-3 flights of the orbiter.

Preparing for STS-7, Astronaut Sally K. Ride, left, participates in a mission sequence test in the Kennedy Space Center's vertical processing facility (VPF). She is joined here by Anna L. Fisher, a physician and an astronaut from the 1978 group of 35, which also included Dr. Ride.

remote jungles in South America the last 20 years, and Janey Hart, wife of the late Senator Philip Hart of Michigan, took the case for female astronauts to Washington.

Congressional hearings, which generated much heat, were held, but the bottom line was still the requirement that astronauts be qualified as military jet test pilots.

As Betty Skelton Frankman, Florida Suncoast 99, who appeared with Fay Wells on the *Today Show*, pointed out, women were automatically ruled out because they were not allowed to fly in jets for the military or the airlines. (This problem was alleviated in the early 1970s when women were sparingly accepted in commercial and military jet aircraft.)

Cont. on p. 16

"It was a long time coming," said Gene Nora Jessen, one of the 12 women who passed the battery of rigorous examinations given by John Glenn and other male astronauts in 1961. "But we are delighted that a marvelous, qualified woman with all the personal attributes of Sally Ride was chosen."

Oklahoma City's Jerrie Cobb had pushed

for the women-in-space training in 1959 when Project Mercury was underway and the Russians were preparing to send Valentina Tereshkova into orbit.

All 12 of the American women tested in 1961 were experienced pilots with far more impressive credentials than those of Valentina.

Jerrie, who has been ferrying supplies to



Janey, a mother of eight, who was also one of the women selected for initial astronaut testing, was in the VIP group at the recent launch. When interviewed extensively by the media, she stressed positive, optimistic views. Enthusiastic in her praise of Sally Ride, she pointed out the difficulties of the struggles of women in aviation.

"My experiences in testifying before the Congressional committee in 1961 turned me into an instant feminist."

Jacqueline Cochran, pioneer woman pilot, had a vision of America's venturing into space, and her dream was that women be included. She supported the original testing by paying for the 12 candidates' expenses before the second phase was cancelled.

Sally Ride's awesome resume' has become familiar to the world, and her expertise in fielding questions from the press has been notable. A private, unassuming person, Sally tactfully revealed her impatience with chauvinistic questions during a preflight interview.

A reporter wanted to know if she weeps when she has a problem. "Why doesn't someone ask Rick (Navy Commander Rick Hauck, pilot of the shuttle mission) those questions?" she replied with a smile.

Her NASA experience has included performing as an on-orbit capsule communicator (CAPCOM) for the STS-2 and STS-3 missions. For two years she worked with John Fabian designing the remote mechanical arm they operated on the fifth day of the



In this series of photos, the Telesat-F Anik C1 communications satellite and its payload assist-module (PAM-D) are recorded by cameras in the payload bay of the Challenger just minutes before deployment, just clearing its protective cradle, and after being launched into space.





Three of the five astronauts aboard the Earth-orbiting Space Shuttle Challenger are pictured at the forward flight deck during pre-deployment procedures for the second of two communications satellites to be launched on STS-7. In the foreground is Astronaut Frederick H. Hauck, pilot. A smiling Sally Ride and John Fabian, both mission specialists, are near the commander's station.

Photos courtesy
NASA

National Aeronautics and
Space Administration



This photograph, taken during a live transmission of STS-7 television, shows Astronauts Robert L. Crippen and Sally K. Ride at the aft flight deck as they monitor a "spin-up" operation of one of two communications satellites to be deployed on STS-7.

recent mission. One of the mission's major tasks was testing the use of this arm to lift the German Shutter Pallet Satellite (SPAS) from the cargo bay and release it into orbit.

After floating up to half a mile away from Challenger for 10 hours, SPAS was retrieved successfully by Sally's operating the manipulator arm.

So, what's next for women in space?

Judith Resnik, an electrical engineer and one of the eight women accepted in 1981 for the program, is scheduled to fly on the 12th shuttle mission in March 1984 when one of her crewmates will be Sally's husband, astronaut Steven Hawley.

One thing about which all the women agree is that their gender should not count either way. They want to be chosen on their individual merits.

"It's important to me," said Sally Ride, "that people don't think I was picked for the flight because I am a woman and it's time for NASA to send one."

Jean Howard said that several of the women in training have children. How about another first — putting an American mom in space?

With deep perception and foresight, Jerrie Cobb, in an address to the First International Women's Space Symposium in Los Angeles, in February 1982, said:

"Doctors and scientists have suggested for several years that women might prove ideally suited for space flight... Psychiatrists proved long ago that women were emotionally more stable, required less stimulation and could endure isolation better..."



Taken during a simulation session for STS-7, the photo illustrates the seating arrangement for launch and landing phases of the Challenger's second space flight and its first with five crew members. Pictured are Astronauts Robert L. Crippen, commander; Frederick M. Hauck, pilot; Dr. Sally K. Ride and John M. Fabian (almost totally obscured), mission specialists. Dr. Norman E. Thagard, a third mission specialist, will be seated in the middeck for launch and landing phases.

Photo by Otis Imboden

"This is just the beginning of the space age, an age we should all be proud to be living in. The race for space will not be a short nor an easy one, but it is one in which we must all participate.

"Let us all go forward, then. There is space in space for women."

Throughout history, all social progress has stemmed from strong, idealistic leaders willing to make great sacrifices for a cause.

And so it has been with women in aviation. The impressive accomplishments and untiring efforts of women pilots to prove their worth, despite the obstacles and restrictions, have been vital in advancing their status. A milestone, a rich reward for their struggles, has been marked.

Amelia... Jacqueline... Jerrie... Janey... your dreams will come true for we will keep the faith.

Judges for AE Scholarship Applicants



Helms

J. LYNN HELMS **Federal Aviation Administrator**

J. Lynn Helms was sworn in as administrator of the Federal Aviation Administration on April 22, 1981.

Helms is both an aeronautical engineer, with a degree from the University of Oklahoma, and an active pilot with a commercial, multiengine and instrument rating.

Lynn Helms is a member of numerous aviation, educational and civil organizations. He was named "General Aviation Man of the Year" in 1978, and he received the General James H. Doolittle Award and Trophy in 1980. In 1981, he was named



Scholl

"Silver Wings Aviation Man of the Year" and, in 1982, he received the Air Traffic Control Association's first Lt. General E.R. Quesada Award.

ART SCHOLL **Aerobatic Pilot**

With a list of aeronautical credentials encompassing education, competition, air shows and motion pictures, Art Scholl has become one of aviation's legendary figures.

In the field of education, Art holds an A.A., B.S., M.A. and Ph.D. in aeronautics. He was a professor of aeronautics at a California college for 18 years, heading the department most of that time.



Stimpson

Obtaining his private license in high school, Art has current ratings of ATP, ASMELS, glider, helicopter, instrument, flight and ground instructor.

Scholl's enchantment with aviation has been combined with motion picture filming, involving him in productions from script to screen.

EDWARD W. STIMPSON **GAMA President**

Edward W. Stimpson, president and a board member of the General Aviation Manufacturer's Association, Washington, DC, since it was formed on January 1, 1970, was elected president in November 1970.

Mr. Stimpson served with the FAA in Washington, DC from December 1962 until he joined GAMA. He was named FAA's assistant administrator for congressional liaison in July 1965. He received the US Department of Transportation's "Meritorious Achievement Award," FAA's "Meritorious Service Award" and its "Decoration for Exceptional Service" in recognition of his performance.

Mr. Stimpson was graduated cum laude from Harvard College in 1956. He is a private pilot.

"What'll I Do If...."

by Joan Hill

Having just completed our seventh Flying Companion Seminar and still basking in the enthusiastic and complimentary feedback, Orange County 99s are motivated to share with other chapters that host these seminars an addition to the curriculum that our chapter made a year ago, called the "What'll I Do If...." lecture.

After perusing hundreds of the evaluation sheets which each of our participants turns in and conversing over lunch and coffee breaks with as many as time allows, it became glaringly apparent that the overwhelming majority of the attendees had an almost overpowering interest in what I'll label the "seamier" side of aviation, or when things go wrong—as, it appears, non-fliers think happen more than they do not.

And, because we found ourselves dealing with these "What'll I Do If...." questions on a one-to-one basis, we concluded that such topics—i.e., engine failures, incapacitated pilots, falling-off props—really should be talked about. Down deep we recognized that, in our efforts to make flying palatable to these hesitant aviators, we were ignoring some of the very subjects that caused their apprehension.

So what we did was hash and rehash the subject and put together what we hope is a

rather delicate balance of "sure things *can*, indeed *do* go wrong, but here's how either they are prevented (for the most part) or generally solved if they do happen."

Included in this new section are handy hints, such as "take your finger off the mike button so you can receive a reply...." often forgotten or overlooked information for the non-pilot like the switch positions on an audio panel.... the fact that airplanes must undergo mandatory annual inspections or 100-hour inspections and records kept.... These types of things can be very convincing as well as comforting to fearful fliers.

One obvious axiom should be dispelled. Automobile engines and aircraft engines have much in common. It is up to us to talk about the more demanding specifications and tolerances used in the manufacture of aircraft engines and the careful balancing of propellers, which reduces their chances of becoming unglued. Things each of us learned about, accepted, digested and probably never thought would be of interest to non-aviators because of the technical aspects necessarily become a part of the discussion.

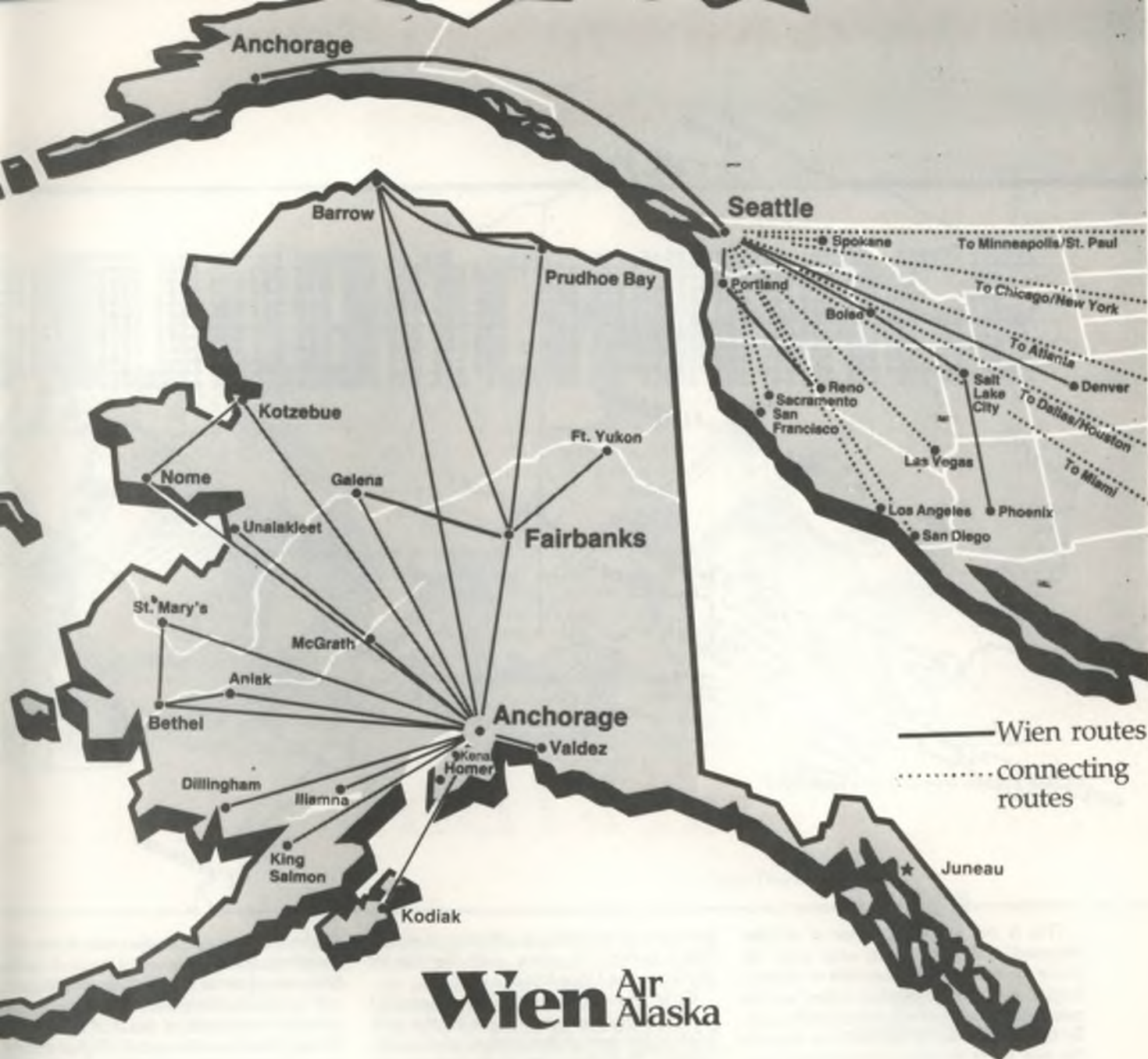
Also, we talk about aircraft stability, though not in those terms. What we actually talk about is the airplane's tendency to

return to straight and level if you keep your hands off the yoke—that the airplane actually will fly pretty well by itself with just a nudge or two from the pilot.

And turbulence, our experience with Flying Companion Seminars reveals, is another area of concern. Won't all the bumps and jolts make the wings come off? So, without getting too dramatic about G's and stress, etc., we attempt to get across the fact that airplanes are indeed "built to cope."

Finally comes the "walk-around" or pre-flight inspection. The bigger the deal we make of this, the more it seems to help salve the apprehensions of our audience. Emphasizing the seriousness of this inspection and what we are looking for when we make it further assists us in making our point about the contrast between aircraft engines and automobile engines. After all, everyone knows we hardly grace our automobiles with a cursory glance at the tires before we turn the key in the ignition.

As we continue with these seminars, I'm sure we'll modify and refine even further the contents of the curriculum, as indeed we should. After all, what we're after is that these people who attend these seminars should be able to enjoy their right seat as much as we do our left seat.



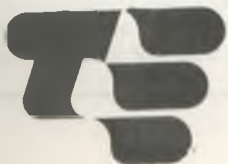
Wien is your passport to the Great Land.

Now you can explore more of the real Alaska for less than you'd ever imagine. Wien's Alaska Passport allows you to plan your own itinerary to cover as much territory as you can within 29 days. With Wien's Alaska Passport you can explore scenic Alaska in hundreds of ways.

For a free Wien Passport Brochure write to: Travel Enterprises, Box 4-2393, Anchorage, Alaska 99509.

Call Travel Enterprises toll free at 800-544-2207 to arrange your passport to the Great Land!

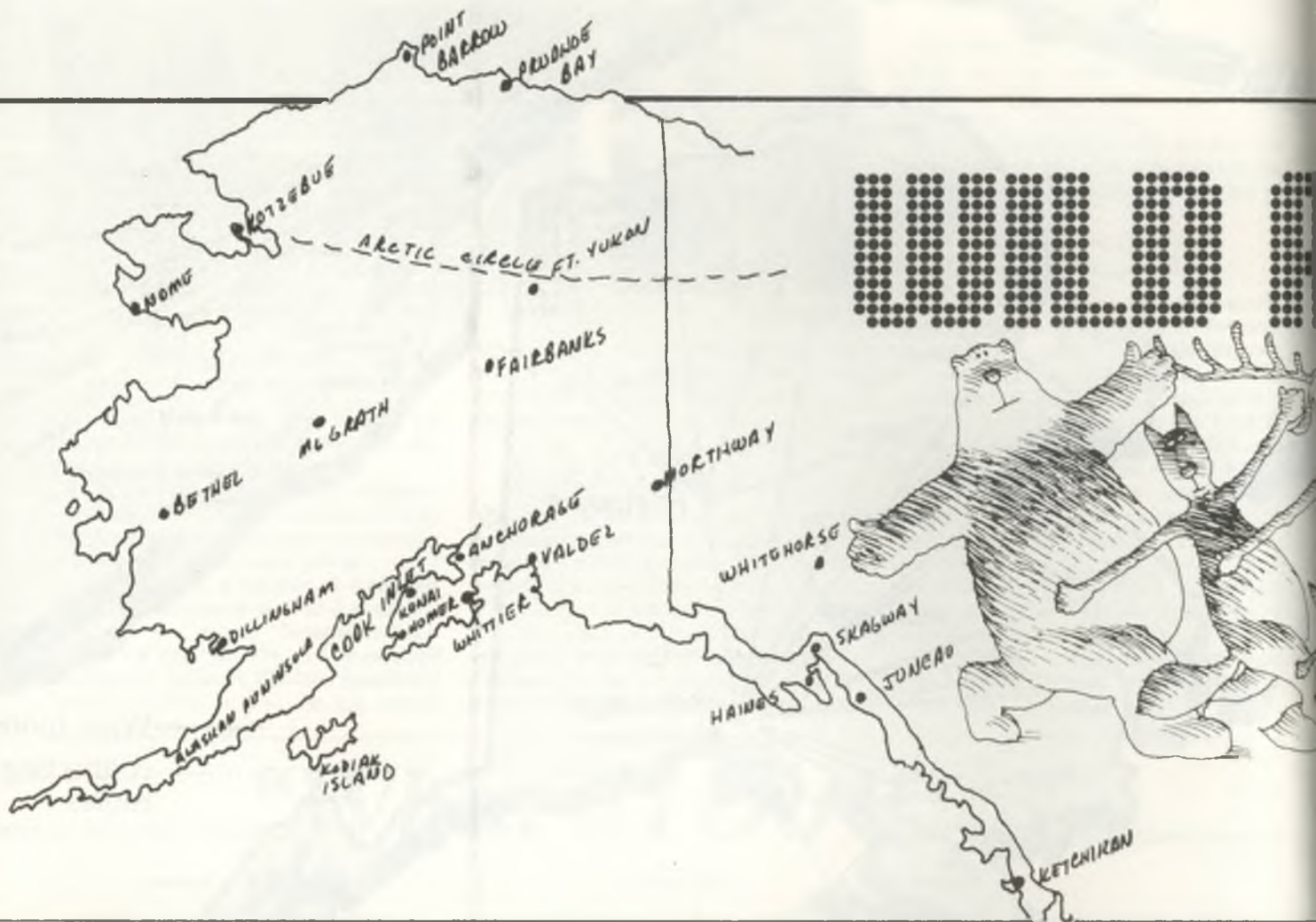
*Subject to conditions and change without notice.



TRAVEL ENTERPRISES, INC.
P.O. Box 4-2393
Anchorage, Alaska
800-544-2207



Official Airlines, 99's 1984 Convention



This is the first of a series of articles designed, quite frankly, to whet your appetite for the 1984 Convention in Alaska, August 6-10. We hope that, when you do come up, you will see more than Anchorage. To tell you about a state that's as huge as this one, we're dividing the information up a bit. First, though, we'll tell you about Anchorage.

In May of 1778, a shallow-draft whitby collier tacked carefully north on a great grey channel. Her name was Resolution; her captain, James Cook. On his third voyage of discovery and mapping in the Pacific, he was in Alaskan waters to search for the long-sought Northwest Passage, the hoped-for trade route from Europe to the Orient. Cook wrote in the ship's log, "The water at the surface, and for near a foot below it, was found to be perfectly fresh; retaining, however, a considerable degree of saltiness at a greater depth... we had now many... proofs of being in a great river." The "river," named Cook's River by Lord Sandwich, is now called Cook Inlet.

In Alaska's coastal areas, the Russians

had already established a trading presence which lasted 100 years, until the sale of Alaska to the United States in 1867.

So far, no one was particularly interested in the Cook Inlet area. Not even the gold rush at the turn of the century started any activity. The future site of Anchorage was not strategically located. Most of the gold mining camps were more readily accessible by sea, or via the great rivers of the interior.

In 1914, however, Congress authorized the building of a railroad linking an ocean port with the interior shipping routes. The anchorage at the mouth of Ship Creek, in Cook Inlet, was chosen for the construction camp and headquarters. A year later, the population was 2,000. Anchorage was well on its way to becoming the commerce and distribution center for the territory.

In May 1933, this appeared in *Scientific American*: "We must revise our notions on the shortest routes to other continents. When the United States is connected by regular airlines to (the Orient) and Europe, it may well be that these airlines will all go near the Pole... Plane designers, inventors and

airplane fliers and operators may eventually transform the wild regions of the north into a busy sea of aerial activity." As this 50-year-old prophecy foresaw, Anchorage is the aviation crossroads of the world. All of the United States and foreign carriers stop here for fuel on the way to and from Europe and the Pacific Rim.

Anchorage, while definitely not on the beaten track, is easy to reach. Once here, Anchorage has a lot to offer. The folks at the Anchorage Convention and Business Bureau, who dreamed up the chorus line of critters, aren't the only ones who are "Wild About Anchorage."

Anchorage is a small city — 200,000 or so. We have all the usual city attractions — museums, art galleries, shopping, theater and fine restaurants. We have a super physical setting, on a small peninsula, surrounded by water on three sides. On the fourth, so close you can touch them, are the Chugach Mountains. Salmon swim up Ship Creek less than a mile from luxury hotels. The bush carriers at Lake Hood share a control tower with the jumbo jets at ad-



**CARL BEN EIELSON
CROSS-COUNTRY CLASSIC**

FAIRBANKS • McGRATH • FAIRBANKS

\$10,000 IN PURSE MONIES 1ST PLACE \$5,000 • 2ND PLACE \$2,500 • 3RD PLACE \$1,000

July 21, 1984

**ALASKA AVIATION
INDUSTRY & TRADE SHOW**

SULLIVAN SPORTS ARENA • ANCHORAGE

August 10, 11, 12, 1984

**Visit our hospitality suite
The Marriott • New Orleans
August 10 - 14, 1983**

FOR FURTHER INFORMATION CONTACT PEPE-SCHOTT ASSOCIATES
(907) 279-4556 • 1505 W. 13th ANCHORAGE, ALASKA 99501

News, Activities and Projects

AFRICA SOUTH SECTION

The merry month of May and half way to the first anniversary of our newsletter! Time certainly flies. I imagine that you are all, like me, enjoying the crisp autumn weather and the freedom of the skies as the winter high settles in. The aeroplanes express their own appreciation of the cooler air in their lively performance and stable T's and P's. In Swaziland, unfortunately the month of May coincides with the start of the sugar milling season, and from now until the end of December, our visibility deteriorates steadily as the haze layer thickens week by week. With the daily cane fires, there are times in mid-winter, especially when the veld fires also start, that one can smell wood smoke in the cockpit at 2,500 feet above ground!

Plans are going ahead for the 1983 A.G.M. and convention for the 99s at Lanseria. The Transvaal Chapter gals have the planning in hand and at present they are investigating taking a part-stand at the Lanseria Airshow for us and selling such items as T-shirts, balloons and tote bags. If any members from other areas have items for sale, such as the super range of goodies you Zimbabwean gals have (I must get one of those pendants!), please do bring along a supply to swell the selection.

Details of accommodations can only be finalized once we have an idea of numbers attending. The bigger the group, the better deal the hotels are likely to offer, so as soon as you know if you can come to Lanseria on the weekend of October 7-9, please let us know.

This is a super opportunity to meet your fellow 99s and get to know them, with the double bonus of an important air show like Lanseria Aviation Africa '83 thrown in—so if you possibly can, do come along.

Did you hear that the 99s will be strongly represented in the State President's Air Race at the end of the month? Atta girls.... that Lilleth Billing, Nola Kropman and Brenda Howett made the Sunday *Times Lifestyle* magazine on May 1? Ladies, we salute you as successful pilots.... that Lindsay Glaum has got her Grade II instructor rating?

CARIBBEAN SECTION

The Caribbean Section had a terrific meeting in Nassau, Bahamas! The fly-in to Nassau included a visit of the air traffic facilities at Nassau International. We mounted a 16x24 poster of the 99s "Women in Aviation" made with the blue pull-out sheet from *The 99 NEWS*, with names, addresses and phone numbers of local contacts. Also, a "Women in Aviation" flyer was posted on the bulletin board at FSS in the main terminal.

A new member, Patrice Clark, joined us for the luncheon and business meeting. Patrice

is a charter pilot for Trans Island Airways in Nassau.

Nebo's, a new seafood restaurant overlooking Nassau Harbor, was the setting for our meeting. A delicious meal of creature-feature salad and grouper fingers with peas and rice was topped with guava cake and rum sauce for dessert. What a fare!

After the meeting, a city tour down famous Bay Street along the harbour took in all the sights and provided the finishing touch to a lovely day.

EAST CANADA SECTION

Eastern Ontario Chapter

It takes 12 gallons of paint, three of thinner and a lot of hard work to paint eight 20-foot letters on a taxi strip. Saturday, May 14 was the sunniest day of the year so far, and some 99s collected a real sunburn while air marking Anrprior.

Louise McConnell and Suzanne Frogley brought very welcome extra hands to our aid. Garth and Ken McConnell plus Katie Frogley and her friend aided Madona Skaff, Heather MacMillan and Lorna de Blicquy. Hard-working charter member Gerda Ruckerbauer rolled paint from early till late, and managed to get a Class I sunburn. With her 49½er recently out of the hospital, Enid Byford got down to work as soon as she arrived.

At noon hour, while 49½er Garth made a lightning trip to Ottawa for more paint, the rest of us opened our picnic baskets under a shading aircraft wing.

More hands would have made lighter work, but those who were there agreed that air marking is a great excuse for a picnic. Stiff muscles next day may not have agreed.

Take a look at those letters next time you are near Anrprior. You'd never know from 2,000 feet we weren't all Picasso's.

by Lorna de Blicquy

WESTERN CANADA SECTION

Alberta Chapter

Members met in High River on May 14. Discussions included plans for the poker run and future air marking projects. Vauxhall will be marked July 20.

With nominations closed, the following 99s will make up the new Alberta Executive: Chairman Debbie McClain, Vice Chairman Lorraine Sawatzky, Treasurer Wendy Baskin and Secretary Carol Tucker.

Weekly from May 30 to June 20, the chapter is sponsoring a series of Aviation Safety Seminars to be held at the Edmonton Flying Club. These seminars are open to anyone interested, at no charge. The theme this year is "Pilots' Attitudes as a Factor in Accidents."

After the luncheon meeting, several of our

members participated in a style show for the group. That was followed by a surprise bridal shower for Karen Bailey, current vice chairman.

by Karen Bailey

Saskatchewan Chapter

The Spring Section and All-Canada meeting held in Richmond, British Columbia was a great success, attendance was up, the weather was beautiful, programs organized by the B.C. Chapter were well received, and coastal and mountain flying instruction was especially enjoyed by Chapter Chairman June Mills. Six members were able to attend from our small chapter; from that we can only gather that spring and fall section meetings are certainly highlights for 99s, new and old alike.

Plans are underway to participate in the May 29 Open House to be held at the Regina Flying Club. Rides are being given to support the CKCK Children's Fund. Members with airplanes are being asked to volunteer their aircraft and their time to give rides (gas will be supplied by the Flying Club).

Air travel was halted by a severe spring snow storm which paralyzed most areas of the central northwest and up into Canada. My plans to attend the COPA Convention in Minaki, Ontario had to be cancelled, as even roads were closed during this freak spring storm.

Members are looking forward to receiving rides in a glider at their regular May 28 meeting in Saskatoon.

by Nadine Cooper



Saskatchewan members attend section meeting.

MIDDLE EAST SECTION

Central Pennsylvania Chapter

We finally made it! On April 30, in "iffy" weather, we held our USPFT local meet. Winners were Betty Jo Ault, Middle East Section governor from Holland, and Bob Rooy of Bellefonte. They go to Nationals June 3-4 at Carbondale, Illinois. Special thanks to the many 99s, 49½ers and other great people who made the meet a success.

Thanks also go to Flo and John Shirey. Our fund-raising airplane was at Jersey Shore

Airport on May 14 was fun and successful. After nine rainy weekends, it happened in the sunshine!

June's meeting will be held at Clearfield Airport on June 5 to help celebrate Airport Awareness Day. Any pilot-in-command will be given a free chicken dinner!

Martie Pool and Margaret Wellington attended the Middle East Spring Sectional at Greensburg. Steel Valleys Chapter hosted a fine meeting, with Mary Morris, first officer for US Air, as a delightful speaker.

by Margaret Wellington

Eastern Pennsylvania Chapter

It has been some time since we have been heard from; this does not mean inactivity on the part of our members, only that the deadline catches your reporter unprepared.

CHAPTER NEWS, ETC.

In addition to the new ratings, several of our members have completed one or more proficiency wings. Working crews, under the able direction of Laura Fonesca, have air marked three local airports (one with 24 letters!). They have also assisted our sister chapter in Delaware.

"Lunch with the Bunch" is still very popular with those members who, for one reason or another, find it impossible to come to Saturday meetings.

On May 25, the weather-maker gave us the only beautiful day in two weeks. We flew to Annapolis, Maryland. Member Barbara Feader was hostess, and 11 airplanes with 28 members from Eastern Pennsylvania, Garden State, Maryland and Washington, DC Chapters enjoyed lunch and conversation.



Eastern Pennsylvania members fly to Annapolis for "lunch with the bunch."

Kate Macario (our guru) arranged a 25-mile spot of flyable weather at Trenton for the Pennies-a-Pound, when all around, other airports were IFR. This caused there to be more prospective passengers than airplanes to fly them. Even so, and despite the weather closing in at 3 p.m., the day was quite successful.

Your reporter was one of the speakers at the Virginia Aeronautics Department/FAA Safety Week, and I found it very interesting to meet pilots from many airports, and to ride in the Governor's King Air 200 from place to place.

Anyone planning to use airlines to go to the Convention in New Orleans will find it worthwhile to check Piedmont's fares. From Philadelphia, one can save \$130 over any other airline fare. (That ain't hay!)

by Louise Sacchi

Shenandoah Valley Chapter

Members of the chapter attended the Aero Club of Charlottesville's Safety Seminar on May 18.

Recently, Barbara Bell, Tish Leadbetter, Emily Thompson and C. Ross Johnson have become 99s; Janie Tarrant and Theresa Brents, 66s.

C. Ross Johnson left on May 28 for a month's trip to Kenya, Africa with International Expeditions. While there she hopes to meet 99s and do some flying.

by Virginia Thompson

Steel Valleys Chapter

The chapter hosted the Spring Sectional on April 15-16 at the Sheraton Hotel, Latrobe, Pennsylvania. On Friday, a wine and cheese party was held with scrumptious fruit and

vegetable trays and plenty of wine. Many also participated in the Paper Airplane Race, designing craft that the EAA would have been proud to display! (FAA approval, however, may have been questionable.) Governor Betty Jo Ault and family were the winners.

On Saturday, various chapters set up tables



Steel Valleys' Sue Simler greets 99s arriving at section meeting.

to sell many aviation items. The chapter chairman's meeting began with a delicious brunch. Our speaker was Mary Morris, first officer on the Boeing 727 with US Air. She spoke of the events (and struggles) leading to her career in commercial aviation. Mary answered questions, talked about airline training requirements and the everyday life of an airline pilot. Mary, a 99 with the Indiana Dunes Chapter, displayed a mixture of professionalism and charm.

Some of the topics covered at the business meeting were the Fall Sectional, the Baltimore Convention, the new National Capital Chapter, and the Middle East Section Award.

by B.M. Grubich

Washington, DC Chapter

It seems that the busier we become, the more we get done. On the weekend of May 7-8, we played hostess to two visiting members of the Australian Section—Helen Henderson and Thelma Pye. On Saturday afternoon, Gerda Ruhnke and Lin Clayberg flew Helen and Thelma to the Airport Inn, Hagerstown, Maryland, for dinner. On the way back, Gerda, a tour guide for the Guide Service of Washington, DC, gave her companions a personal 1½-hour evening tour of the nation's capital. On Sunday, five chapter members treated Thelma and Helen to a Mother's Day dinner at the Old Club Res-

taurant in Alexandria, Virginia, and later took the visiting Australians on a short tour of historic Old Town Alexandria. We enjoyed hearing stories of flying in Australia, and we were happy to be able to get to know two of our very interesting sister 99s.

The chapter joined forces with the Potomac Chapter to help publicize Aviation Safety Week, May 15-21. With guest speakers Louise Sacchi, Frank Kingston Smith and Cliff Robertson, and fund-raising activities such as Pennies-a-Pound, raffles and a bake sale, the week went off beautifully despite less than cooperative weather. In large measure, the success of this week is due to the combined efforts of Gerda Ruhnke and Linda Dennett, Washington, DC and Potomac respectively, who did a splendid job of organizing. Also helping on May 15 were Florida Spaceport Chapter members Rosie Jones and Irene Wirtschafter. Ninety-Nines really know how to pull together!

After a summer which will probably see as many swim-ins as fly-ins, our chapter will again be gearing up for our second annual Capitol Proficiency Race. Plans call for the race to be held Saturday, September 10, with aircraft flying out of Dulles International Airport. We hope that as many 99s as possible will participate. Race kits are available at \$3 each from Gerda Ruhnke, 11208 Wedge Dr., Reston VA 22090.



Gerda Ruhnke joins Australian members Helen Henderson and Thelma Pye.

NEW ENGLAND SECTION

Connecticut Chapter

Participants in Connecticut's first Nutmeg Air Rally took to the air on May 22 in a challenging cross-country proficiency event. Twenty-three pilot/copilot teams competed in the 215-nm event between Bridgeport, Connecticut, Hudson, New York and Jaffrey, New Hampshire. Contestants were scored according to fuel and speed handicaps.

The winners of the rally, pilot George Morin and copilot Vale from New Hampshire, achieved a top score of 99.51 out of a possible 100 points in a Cessna 172. [See "Air Racing News" for complete list of winners.]

The surprise challenge award for copilots was won by Ed Raynor of Connecticut. To win, a copilot had to find six landmarks from photographs distributed prior to the start of the rally.

Although the race was run on its rain date due to the unsettled nature of Mother Nature, Connecticut 99s were happy to welcome a nice mix of in-state and out-of-state pilots. Several 99s from neighboring chapters were avid participants in the rally.

Sandy McDonough and Laurie Reeves, rally chairmen, along with Sharon Simmons



Connecticut 99s Catherine Feher and Carol Phelps placed tenth in the Nutmeg Air Rally.
(photo by Tom Phelps)



Andy McDonough, Siggy Sikorsky and Sharon Simmons go over air rally procedures for the Nutmeg race.
(photo by Carol Phelps)

and Siggy Sikorsky, undertook the tremendous job of keeping operations running smoothly, coordinating interactions with AA and airport personnel, pilot briefings and race start-ups, among many other duties. Reg Davidson handled the registration, and with 49½er Don provided computer services for scoring purposes. Many other 99s and friends chipped in to help make the first Nutmeg Air Rally a success. The rally helped give the Connecticut 99s' Educational Scholarship Fund a nice boost for the future. One other important news note is that member Nina Whittemore, who competed in the air rally, has recently become a captain with Air Vermont.

by Leila Baroody

Eastern New England Chapter

Ah, yes, spring has finally sprung and never more beautifully and gracefully than here in Eastern New England. Of course we state this in all modesty.

With the blossoming of spring, so also the rebirth of new 99 energies. Our Fun Fair at Worcester Airport was most successful. People and pilots were eager to sample the warmth and satisfaction of a delightful CAVU day. Several dusty winter airplanes were washed, and several owners deeply satisfied, as were the coffers of the ENE treasury.

Springtime energies emanated from Fun Fair Co-Chairmen Sherry Edmonds and Ginie Ursin. Mother Spring herself, Marie LeMore, brought the entire airport to life with her real. ENE 99s outdid themselves. The Careers Seminar burst with enthusiasm, and the spot landing contest was won by the Worcester Airport "cornerstone," Charlie Entwistle. Next spring's event will be even bigger and better. Please make early reservations to have your plane washed by ENE's finest.

We are now looking forward to summer, ice cream, cookouts, air markings and a poker run in July. We'll keep you posted!

Newly elected officers are Chairman Jean Doherty, Vice Chairman Sherry Edmonds, Secretary Nancy Keith and Treasurer Marcia Brine.

by Jean Doherty



Aerospace Education Director Bob Smith speaks to Northern New England 99 Betty Erickson's sixth grade class.

NY-NJ SECTION

Garden State Chapter

"April with Alice" was the theme for the April chapter meeting held at Millville, New Jersey. Alice Hammond, our beloved veteran aviator and past International President, allowed us the privilege of returning with her to her early days of flying, her experiences flying the Michigan and Indiana air tours, and some commentary on her meetings and associations with some of the top names in aviation at the time, including Amelia Earhart. It was a real treat for all of us, but especially some new 66s who attended the meeting. Alice and her 49½er, John, brought us up to date with their present aviating. They boast of 30 transcontinental trips in their Mooney, "Suzie Q." They are two people to be greatly admired by all of us.

April 30 found some of our chapter members manning airports helping the Palisades Chapter with their poker run. Despite a very gusty day, the event attracted a good number of gutsy pilots.

On May 7, we were at Trenton-Robbinsville Airport busily planning the 11th Annual Garden State 300 to be held there June 11 under the able leadership of Doris Miller and Diana De Lange. We have 35 airplanes entered and plans are just about complete—all we need is for the weatherman to cooperate. After the meeting, we held a spot landing contest with a tie for first place as two area pilots landed just five feet from the markers. Betty Pifer, our chairman, and Doris Miller traveled to Mercer County College on May 25 to their graduation awards ceremony to present a chapter award to Sherri Honaman, an outstanding student in their aviation program. Sherri is also a prospective 99 and a contestant in this year's Garden State 300.



With Alice and John Hammond, veteran aviators, are Cindy Hoffman, who received her license in April, and Mary Tortorici, a 66.

Five of our chapter members also attended the Spring Section meeting at Highlands, New York, hostessed by the Hudson Valley Chapter. It was held at a dude ranch, and some of us really got into the swing of things and tried our luck at horseback riding.

by Mary Helfrick

Long Island Chapter

Well, we managed to do it again. Only two times in the history of the Long Island Chapter has the annual poker run been postponed, including the rain date. We had over 80 pre-registrations and a beautiful day on Long Island for the event. Local flying was okay, but the other airports to be used in New York and Connecticut were IFR all day each day. Therefore—postponement. Our new date has not been chosen; perhaps it will be held in October.

At the Annual Bishop Wright Luncheon, April 13, Ruth Dobrescu had the honor of presenting the annual award to William Kaiser, curator of the Cradle of Aviation Museum on Long Island. They have both worked long and hard for the establishment and the growth of the museum dedicated to Long Island's aviation past.

Many members attended an evening at the Long Island MacArthur Air Route Traffic Control Center. Invited by the Suffolk County Police Pilots Association and the Aerocats Flying Club, films were shown on weather and other topics, and a tour of the facility was conducted.

Four 99s attended the Greater New York Chapter's Annual Author's Reception held at the Wings Club in New York—Joyce Malkmes, Doris Abbate, Barbara Evans and Ruth Dobrescu.

In the mail came an autographed book, "West to the Sunrise," written by 99 Grace Harris. It's beautiful and very interesting and well written. If you'd like an autographed copy at minimal cost, contact Grace at Ong Aircraft Corporation, Kansas City, Missouri—she's in the roster.

Everyone seems to be visiting Silver Hill this spring. Doris Abbate and 49½er Ronnie flew to Washington, DC with daughter Vivien and her friend for the museum's open house weekend.

On the way to Florida, Roberta Pistorius and 49½er Al herded their C-182 to Washington, also to visit Silver Hill. Because of snow (in April), they had to land at beautiful little Brunswick Airport in Lawrenceville, Virginia. It was so clean and well kept that John Earman, manager, must be commended.

Other air travelers included Barbara and Ed Evans to Hilton Head, South Carolina for a para-sail ride off the beach; Phyllis Cacoulidis won big in Atlantic City (rain or shine, it's inside); Jackie Kaufman flew from Reykjavik to Issafjortur, Iceland, 30 miles south of the Arctic Circle; and Madeline LaCarruba flew (as a passenger) on a 747 from Spain, spending time in the aircraft's cockpit.

Three airplanes with chapter pilots flew the Nutmeg Air Rally. Saturday was fogged and rained out, but a ray of sunshine sparked Sunday into activity. Pat Bizzoso replaced her usual copilot, Ronnie Minnig, with her 49½er, Pete. It was Pete's first air race, and they came in second! Joan and Manny Scarpinato and Joyce Malkmes and Pat Rockwell all came in some place (we haven't yet found out where).

Sixteen gals from the chapter attended the Spring Sectional held at a dude ranch and hosted by the Hudson Valley Chapter. Long Island's own Alice Borodkin became our new section secretary. We wish all our officers success in the coming year.

The Hudson Valley Chapter, with a membership of only some 10 to 12 Ninety-Nines, handmade beautiful table favors and centerpieces (airplanes, of course), and knitted and crocheted items for raffle and door prizes. It was a most delightful weekend of business and fun, and we thank the Hudson Valley Chapter for doing so much to make it a really worthwhile and enjoyable weekend.

At the May dinner meeting, beautifully arranged by Ronni Minnig, Joyce Malkmes was seen proudly wearing her FAA Phase I Safety Wings. Joy Cacoulidis, daughter of 99 Phyllis, was welcomed as our newest 66. Joy soloed an airplane for the first time on March 31. At age 17, she is also our youngest 66 member.

by Patricia Rockwell

Western New York Chapter

The chapter cosponsored an FAA Safety Clinic in West Seneca on May 3.

At the New York-New Jersey Section meeting, the chapter was presented with the Governor's Award plaque for having acquired the most new members during the past year.

We have a scholarship winner. Andrea Lenahan, a high school junior from Lancaster, will receive \$700 worth of flying lessons at Prior Aviation in Buffalo.

NORTH CENTRAL SECTION

Wing Ding II

Once again "the hostess with the mostest" put on a real Wing Ding. Chairman Gail Wenk, with the help of the Chicago Area Chapter, did it again, providing a weekend of fun, friendship and activities galore.

International Officers who attended were President Marilyn Copeland, Vice President Charlene Falkenberg, Treasurer Betty Jane Schermerhorn and Director Judy Hall.

A record-breaking attendance—274—enjoyed a softball game, welcome party, paddle boat cruise and dinner, theater and dinner, flap sessions, chapter chairmen and committee meetings, 49½er Cantigny tour, ARTCC tour (one of the busiest centers in the world, Wing Ding dinner with Big Timmer and Kwo-Ne-She, authentic Indian dancers (and all of us dressed as cowboys and Indians!).

New section committee chairmen were named: Jan Pocock, Bylaws, and Norma Freier and Mary Panczysyn, co-chairmen for the EAA Committee. It was voted to donate \$2,500 to the AE Scholarship Fund as an ongoing scholarship in memory of Becky Thatcher, former International 49½er Membership chairman.

Three Rivers Chapter received its charter, bringing the North Central Section chapters to a total of 23. Chapter Chairman Judy Graham was presented a beautiful scrapbook by Marilyn Copeland, and congratulations and gifts from Chapter Chairmen Carol Zander, Indiana Dunes, and Cully Holst, Indiana Chapter.

Sunday morning found 99s traveling to the far corners of the North Central Section holding Wing Ding balloons, with Wing Ding

cups in their luggage, many door prizes and, most of all, beautiful memories.

All-Ohio Chapter

All-Ohio 99s hosted a combined weekend in May with the Lake Erie Chapter. Ann McCracken did a fantastic job hostessing the weekend in Ashland, Ohio. The weather was totally uncooperative so the bomb drop and other flying activities were cancelled, but everyone enjoyed the Safety Seminar, potluck dinner and hangar dance on Saturday night. Accommodations were provided by Ashland College. On Sunday we enjoyed a delicious brunch along with a combined business meeting at the Ashland Country Club. We hope the Lake Erie ladies had as much fun as we did.

Rosalie Wyne, life member, has been touting the 99s at several speaking engagements lately. She spoke to the Harrisville Lions about Amelia Earhart and the 99s and was offered two subsequent speaking engagements, including the National Women's Aeronautics Association.

JoAnn Stype had a chance to spend the day at Flint, Michigan with Sammy McKay in April while on a corporate trip. All-Ohio Erica Scurr, who resides and works in Geneva, Switzerland, arrived in Ohio to address the National Fliers Association in Delaware, Ohio. She spoke on sailplaning in Europe and a four-aircraft safari into North Africa from Geneva.

Sandy Gordley and Jeane Wolcott attended a Search and Rescue practice mission at Noble County, Cambridge, Ohio, to qualify as mission pilots in the Civil Air Patrol. Sandy was recently promoted to lieutenant, and Jeane to lieutenant colonel.

by Jayne Herman



Lake Erie 99s enjoy Sunday brunch.



Nancy Hunter's husband, Ted, mans the EAA booth at the Sandburg Mall in Galesburg.

Central Illinois Chapter

The chapter had the opportunity to display their newly refurbished display board at the Sandburg Mall, Galesburg, as a part of the Model Aircraft Display last month. As you can see, EAA was there also (that's the local past president, Ted Hunter, husband of 99 Nancy

Hunter).

It was an opportunity to visit with lots of the non-flying general public and to acquaint them with the existence and purposes of the 99s. We had many positive comments—and even some discussion with young ladies who may sometime in the future consider the dream of flying as their own, along with the possibility of a career in aviation.

by Nancy Hunter

Chicago Area Chapter

Wing Ding II, the North Central Section meeting, was a success and lots of fun. Chicago Area 99s could be overheard commenting on how great someone was doing their "bit".... This comment generally being made while working very hard themselves. The spirit displayed by the Minnesota Chapter made everyone glad they won the attendance trophy this time.

The "Low Wings" and the "High Wings" battled it out on the softball field, and the ARTCC tour was a special treat to those who don't live near a Center. A boat ride in the rain, with singing and dancing, everyone doing an Indian dance through the banquet room, brunch with 250 gold balloons flying, and goodie bags for everyone.... these are all things to be remembered with joy for a long time.

Our monthly meeting at Rockford Airport included an air ambulance tour and a slide presentation on ballooning, thanks to the effort of hostess Ilene Helfand.

Karen Mansfield addressed the Pan Am Fearful Fliers Seminar on how she overcame her fear of flying and wound up in the left seat of the Goodyear Blimp. Dolores Weimer Pavletic has been designated as a written test examiner assistant. Karen Acker gave a talk to first, second and third grade Brownies about the 99s and careers for women in aviation.

We are all geared up and ready to work or fly the Illi-Nines Air Derby, May 27-29, at Rockford Airport. State officials have always been impressed with the air derby and how well organized it is. This year, Congresswoman Gwen Martin will be our MC, and the lieutenant governor will also be with us. Rockford's mayor will flag off the planes at the starting line. We are looking forward to seeing many of you on this fun-packed weekend.

by Mary Story

Greater St. Louis Chapter

Our chapter was well represented at the North Central Section meeting. Those attending were Amy Laws, Joy Harvey, Martha Norman, Jan Quick, Val Johnson, JoAnne Sabo, Tex Wickenhauser, Loretta Slavick, Liz Reel, Laura Sellinger, Linda Gal, Mary Kinnaw, Ruby Fudoli and Jan Pocock.

Officers for the coming year are Chairman Martha Norman, Vice Chairman Rosemary Zander, Secretary Mary Kinnaw, Treasurer Ruby Fudoli, and Jan Pocock and Dorothy Haupt, directors.

We also welcome a new member, Rosemary Parker, who was pinned at the May meeting.

Barbara Wilper was appointed 1984 Fall Section meeting chairman. She announced that it will be held at Castle Oaks Breckenridge at Chesterfield.

We have been asked to participate in a course teaching aviation to teachers. Our role will be "What Aviation Means to Us as Women." Hopefully this will help spread the word to the youth in the schools. Our good ole friend, Charles Lindberg, enlightened us as usual with his presentation on "Understanding Aircraft Antennas." Do you understand the purposes and placement of our aircraft antennas? You might want to look into this topic; it was very interesting.

by Helen Hall

Indiana Chapter

It pays to know someone who knows someone. So it was that we were able to meet May 15 at the lovely Heather Hills Country Club. And in spite of the weather (no flying), we had 32 in attendance for our meeting, a delicious lunch and a terrific speaker. Guests included Bunny Outlaw, a new private pilot who has applied for membership in the 99s. Also attending was Dorothy Thomson, who started gliding in the UK in 1956. She came to the US in 1963, continuing her interest in gliders for which she and her husband built glider trailers. She has a commercial glider rating, has soared to 31,600 feet in Colorado, and two years ago added private SEL for which she trained in a Citabria.

Donna Rupe reported she had just graduated from Indiana State University where she majored in professional pilot technology and aviation administration. She holds a commercial, instrument, flight instructor, instrument flight instructor, multiengine rating and is currently working on her multiengine instructor rating.

Nellie Reynolds spoke to the aviation class at Warren Central High School on May 13. Nellie is retiring as food coordinator and director of the Metropolitan School Department after 26½ years. She will be off on a sabbatical trip to Canada the middle of June, just as soon as her retirement becomes effective. During the past week, Dorothy Smith gave a slide presentation of "Aviation Careers for Women" for 35 girls at the Fountain Square Girls Club. Although it was a rather young group, they showed remarkable intelligence in their questions, and Dorothy reported it was an interesting evening.

Betty and Curt DeBaun will be flying to Middletown, Ohio in June for the Aeronautical Society. Curt will fly the "Champ" in the F.A.I.R. September at Indianapolis Mt. Comfort Airport.

Our speaker was Drina Welch Abel, currently of Terre Haute. Her book, "The Welch Plane," which is due from the publishers in August, is the story of her brother Orin Welch and his many flying machines. She has instructed more than 10 years of travel and research to put together an authentic picture of the early days of aviation. Her book should be most interesting, for her talk and slide presentation were fascinating.

by Rae Cawdell

Indiana Dunes Chapter

The chapter held 1983-84 elections, and the new officers for the next term are Chairman Sue Mohnssen, Vice Chairman Diane Austin, Secretary Pat Magon and Treasurer Joan Bellifiore.

Attending the recent North Central Sectional at Pheasant Run in St. Charles, Illinois,



Indiana Dunes 99 Shirley Bundy joins Darlene Hickox, newest 99, and Pat Pohling.



Enjoying Wing Ding are Dunes members Shirley Russo, Sue Mohnssen, Terri Buettner and Carol Zander.



Val Johnson greets Lake Erie's Whirly-Girl, Pat Branchik, at the North Central Section meeting.

Bev Demko, Helen Keidel and Marg Juhasz are planning to attend the International Convention at New Orleans in August.

by Marg Juhasz

Lake Michigan Chapter

Eight members flew to the North Central Sectional at Pheasant Run, Illinois. Jeanne Vandersloote flew a Piper Warrior with passengers Joan McCombs, Ruth Gardner and Dianne Lindsay. Mary Creason brought Lois Stevenson, Betty Bytwerk and Natalie

CHAPTER NEWS, ETC.

were Charlene Falkenberg, Chairman Carol Zander, Sue Mohnssen, Betty Parrish, Barb Gross, Terri Buettner, Ellen Herring, T.J. Shaum, Chris Murdock, Pat Magon, Betty Cleary, Diana Austin and Shirley Russo. Sue Mohnssen's husband, Ray, joined us for the weekend, as did Marshall Zander, Carol's husband.

Some of our members are keeping busy traveling. Muriel Majneri is off again to Europe, visiting Austria with her husband. Pat Magon and husband, John and son, Gary, flew to Syracuse, New York over Mother's Day weekend for the graduation of daughter, Kate, from Syracuse University. Kate, a Dunes 99, is a professional actress and now has her bachelor of fine arts degree in theater. She hopes to do some flying when she gets back to the Chicago area. Another member, Mary Morris, flies professionally for US Air.

by Patricia Magon

Lake Erie Chapter

Lake Erie members attended a joint meeting with the All-Ohio Chapter at Ashland Airport in May. Vice Chairman Pat Stark presented part of the program on "Aviation Weather."

Members will be working at the Akron Air Show, June 3-5.

Members reviewed minutes from the section meeting held in Chicago, April 30-May 1.

Lake Erie's Bernice Barris, Meigs Adams and Trish Davenport listen to Pat Stark's program on aviation weather at the Ashland meeting.



Kreeger in her Twin Comanche.

A chapter meeting was held Friday evening. On Saturday, we attended meetings 8-10 a.m., followed by a lavish brunch for all participating chapters. A general meeting was held from noon until 2 p.m. with a banquet taking place in the evening. We had a wonderful time and took advantage of the section meeting to meet friends and keep in touch with other chapters.

With the 1983 Air Race Classic terminating this year in Grand Rapids, our chapter will be taking an active part in the organization of the terminus events. Chapter Chairman Joan McCombs and member Mary Creason will be flying in the race, giving us added inspiration to do our best.

Maisie Stears, Mary Creason, Joan McCombs, Betty Bytwerk, Ruth Gardner and Jeanne Vandersloote also rode as check pilots for the 1983 NIFA championship competition in Battle Creek. With good weather and sharp students to fly with, we enjoyed the event tremendously.

In May our chapter meeting will be held at the Lowell Airport during the annual open house of the Grand Rapids School of Bible and Music Aviation Department. Joan McCombs and her 49½er, Clair, instruct



At the North Central Section meeting are Lake Michigan 99s Jeanne Vandersloote, Ruth Gardner, Dianne Lindsay, Joan McCombs, Natalie Kreeger, Mary Creason, Betty Bytwerk and Lois Stevenson.

missionary pilots in the art of taildragger flying at the school. Events will include student competition in spot landings, parcel drops and missionary landings. Clair will also perform low altitude aerobatics. We always look forward to this annual event.

by Betty Bytwerk

Minnesota Chapter

The chapter proudly carried home the Attendance Trophy from the Spring Section meeting hosted by the Chicago Area Chapter at Pheasant Run. Six private airplanes brought 24 Ninety-Nines, six 49½ers and one 66 to DuPage Airport, and the commercial airlines brought three more 99s, giving the chapter the winning total of 27! The elegant silver champagne cooler has been suitably engraved, and it will be christened June 5 when new chapter officers are installed at Chairman-elect Joan Sommerfeld's home in Lakeville.



Minnesota 99s Joan Wyland and Pat Emberg operate the booth at the float plane seminar.

and is sold on judging, in spite of cold rain, high winds and tornado warnings!

Jimmie Olson hosted the May "strictly business" chapter meeting in the community room of a neighborhood savings and loan association. Following dinner, Membership Chair Joan Sommerfeld announced that the chapter has two new members—Sherry

the Indiana Chapter for donations to our chapter, and thanks also go to our own Ruth Ruggles for donations in our chapter's name to the AE Scholarship Fund and NIFA.

The May meeting was held at the Warsaw Airport with 18 members and guests present. The entire meeting was devoted to future projects, including air marking and the proficiency air rally being held in FWA on July 9 as part of the Aviation Bicentennial Day at Smith Field.

May 7 and 14 were days chosen to complete air marking of the Auburn Airport. The weather wasn't very cooperative the first day, but it was almost completed the second time around. We are planning more for the future.

The air rally will be scored 50 percent on time and 50 percent on questions answered about the route flown. It will be approximately 100 nm in length, and we invite all pilots and copilots to join us for a fun-filled day of activities. Breakfast starts at 6 a.m.

We will be having a rummage sale in June with everyone to bring items to our June meeting in Decatur at the Galley Restaurant.

Happy and safe flying!!!

by Linda Rice

CHAPTER NEWS, ETC.

While winning the award made the meeting especially exciting for us, the entire weekend was filled with the pleasure of renewing friendships, meeting new friends, learning about other chapters' activities and "how-to-do's," relaxing and socializing. And who will ever forget the Horned Medicine Woman, Clara Johansen, accompanied by her 49½er, Arnie, in full Indian chief regalia, leading the Minnesota delegation into the final evening's western theme banquet?

High winds aloft and a stiff surface crosswind didn't deter 19 Minnesota 99s in eight airplanes and on one motorcycle from attending the May FBI Day in Alexandria. Lunch was at the Viking Motel just off the taxiway.

Rita Orr was the subject of a feature article in the *Minneapolis Star and Tribune's* Sunday *Picture* magazine. A reporter and photographer accompanied Rita on two of her Red Cross Lifeguard flights and interviewed her extensively about her own flying activities and the 99s.

Pat Emberg chaired the Flying Companion program held in conjunction with a float plane seminar sponsored by the Minnesota Department of Aeronautics the weekend of May 6 at Cragun's Lodge on East Gull Lake. Over 300 people attended the seminar with 40 non-pilots, including three men, attending the Flying Companion program. Ruby St. Onge was in charge of hospitality for the seminar.

Our new booth was on display for the first time. It was purchased at the Spring Sectional by Jimmie Olson and presented to the chapter. Other Minnesota 99s participating in the weekend included Joan Wyland, Dawn Peaslee, Kris Helleloid, Clara Johansen, Mary Hudec and Janet Curry.

The same weekend Jill Newman and Hope Isaacson accompanied four members of Hope's Inver Hills Community College Flight Team to the national NIFA meet in Battle Creek, Michigan. Team member Bruce Kayser was named Top Pilot of Region V in last fall's competition, so was eligible to compete as an individual in the national meet. One additional member competed in the IFR event—Jill was a first-time judge for the event

Winters and Sandy Stavnes. Joan introduced prospective members and guests, including Lynn Anderson, Andrea Linnerooth, Doris Kitzerow, Fawn Wilderson, Sheila Griffin, Cathy Balaza and Eleanore Chodacki. The chapter voted to extend membership to Jeep Adamson, a CFI helicopter rated pilot teaching at Thunderbird Aviation, Flying Cloud Airport. Debbie Kaeder introduced the chapter's three 66s—Lu Purdy, Shirley Larson and Kay Nesse.

by Hope Isaacson

Scioto Valley Chapter

Three members of this Ohio Chapter were delegates to the recent section meeting at St. Charles, Illinois. They included Bev Giffin, chapter chairman, Marilyn Miller and Berneta Mosher, all of whom reported on the event to members present at the chapter's May meeting, hosted by Myra Jamison.

Myra's son, David, formerly a member of the 82nd Airborne, provided a fascinating program on skydiving. He brought his flying garb and all the rigging, and graphically demonstrated skydiving techniques and how the parachute functions.

by Lee Loffer

Three Rivers Chapter

Wing Ding II will be a weekend many of us will long remember, thanks to our hosts, the Chicago Area Chapter. It not only was the first section meeting attended by many, but it was a special one for us. We officially became a chapter with 16 charter members and our membership now 18 plus several 66s.

Receiving our charter, chapter pictures and being there as a brand new chapter was a very good feeling, and received a very nice welcome. Our charter was presented by Indiana's Charlene Falkenberg, International Vice President. As a special surprise, International President Marilyn Copeland presented us with our first chapter scrapbook. Air marking equipment was a gift from the Indiana Chapter, and a bottle of wine from the Indiana Dunes Chapter. We would also like to thank June Norman and Dorothy Niekamp of

NORTHWEST SECTION

Alaska Chapter

It must be spring. There sure is a lot of airplane activity up here all of a sudden. Ginny Hyatt just bought a new Warrior—N82757—now what to do with the Aerobat? Helen Haugan just made the last payment on her bird. Ruby Pappas' 49½er, George, has completed restoration of their Grumman Widgeon, and flew it in late April. Lavelle Betz, with her airplane off skis and on floats, but with the water still stiff, got desperate and also flew in late April—nothing unusual, unless you count her first wheel landing in 23 years!

At the May meeting, we were pleased to welcome Carolyn Ross, who joined the 99s at Oshkosh in 1982. A CFI by way of Dallas and Hawaii, she may be in Anchorage for a while. And we have two new members—Bonnie Willer and Pat Stewart, ready to join us. (Would you believe we had no membership forms at the meeting?)

The 49½ers' induction party at the home of Sondra Dexter and Jeanine Delgman was a huge success. John Rogers, long-time 49½er, installed Mel Haugan (Helen), Bill Sullivan (Diane), Charles Rigden (Gail), Dave Mock (Sue), Dave Rayfield (Susan), and Bud Williamson (Barbara Brown), with the traditional oath of fealty and the pink gingham apron.

We held a hangar dance, which really fattened the treasury, in April. The hangar, largest available for use in town, is at Anchorage Community College's Aviation Maintenance Technology facility. Ruth Shommer put the show together. We hired a polka band, served beer and wine under a special license, and had a good time. The "polkaers" couldn't believe the size of the dance floor! We've been told we *will* do it again—soon.

We've had a few changes. Joy Craig resigned as Convention chairman for 1984. The business which she runs with 49½er, Vern, is growing, and she could no longer spare the time the Convention was taking. Claire Drenowatz has replaced her as Convention

airman, resigning as chapter chairman and convention treasurer. Ginny Hyatt has taken over as chapter chairman, and Gail Rigden is now Convention treasurer. (Who's on first, and What's on second!)

Convention plans are well along, with all committees working hard. We're delighted with the support from the rest of the section. Columbia Cascade will sponsor the Amelia Earhart Luncheon, Idaho will sponsor the Welcome Reception, and Greater Seattle is sponsoring door prizes. As soon as the '83 Northwest Section meeting is over, North Dakota will be working on The Cache—the sales room.

by Claire Drenowatz

Columbia Cascade Chapter

We are pleased that Governor Jean Davis selected Chairman Mary Wohlgemuth as the new 66 chairman for the Northwest Section. Our May meeting with Willamette Valley was cancelled due to soggy Oregon weather. However, another get-together has been scheduled for May 25 at Albany to discuss plans for the Amelia Earhart Luncheon, which we will co-host at the Anchorage '84 International Convention.

Four members—Gayl Ratigan, Mary Wohlgemuth, Billie Dutcher and Pegge Blinco—presented three classes to students interested in aviation at Ogden Junior High School in Oregon City for their May 12 Career Day. All aspects of career aviation were covered from private to airline to aerospace. Our weather is improving, and so is our flying! We are proud of Sylvia Stinson, who received her new IFR rating on Friday the 14th (of May)!

by Pegge Blinco



Making presentations on Career Day are Billie Dutcher, Gayle Ratigan, Pegge Blinco and Mary Wohlgemuth.

Columbia Gorge Chapter

Well, nuts! We had to postpone our Hood River air marking/glider ride project due toummy weather.

Judy Newman, new chairman, and 66 Mickey Sampson were at Ephrata, Washington the week of May 23-28 at the Women's Sailplane Meet. (Lucky sailplane pilots to spend a week with these two.)

The third week in June is a sailplane camp at Pine Hollow Reservoir, where Judy's sailplane crew will take a group of teenagers from zip to sailplane rating. Some challenge! All come visit, bring extra hamburger and help cook!

A Pilot Play Day is planned for June 11 at the Dalles, complete with poker run, spot landing contests and flour bombing. The local CAP cadets will help mark and measure.

Vintage 200. Imagine it—a 200-mile proficiency race for planes 1955 and older. The racers, attired in vintage flying gear, will depart The Dalles at 0800 Labor Day and return before the start of the Rotary Air Show at noon. Planes will be parked "up front" for the air show enthusiasts, and awards will be Olympics style in front of the cheering throng... the stuffs dreams are made of.

This delightful air race follows the Hood River Flying Machine Spectacular with antiques, homebuilts, ultralights, etc. What a natural!

Jeanne Hillis is planning a pilot picnic at her home overlooking the Columbia River for 99s, 66s, 49½ers and friends... our major summer social.

by Jan Minarik

North Dakota Chapter

On May 21, 13 members of the chapter met at Dickinson. A guest present was Gwen Vasenden's mother, who had joined Gwen and Beth Lucy of Jamestown on a flying trip to Bozeman, Montana. Audrey Baird was hostess for this meeting.

Jan Kelleher, chairman, reported on the joint meeting held with Wyoming and Montana in April in preparation for the 1983 Northwest Section meeting to be held at Casper, Wyoming in September.

Further plans and duties to be assumed by the chapter at the Convention were discussed. Also discussed were committee assignments for the coming year, and plans were made for the July meeting when members will be assisting with the Carrington centennial celebration.

The June meeting will be held at Ellendale with Pat Schaffer hostessing.

by Kay Vogel

Willamette Valley

It was a beautiful day on the Oregon coast, and we all soaked up a little sun. Our April meeting was hosted by Betty Cameron and Jane Capizzi at their beach house near Newport. Our luncheon meeting was held out on the deck overlooking the beach. What a view!

At our May meeting, Kree Kree Snyder reported our pinch-hitter course was a big success. Eleven students attended the session, which was conducted by Jeff Ryder, CFII from Eugene. We had many comments from the students on what a great job he did.

After the luncheon meeting, we toured the Eugene tower and remote radar facility. The tour was conducted by our new members—Linda Tanner. Linda is an approach controller at the tower.

Marjorie Watson will chair the 4-H summer school program again this year. Classes will be held at the Corvallis Airport, June 7-10. The young teens who sign up for this class are usually very interested in aviation, so it is a fun project. They learn the very basics of an instrument panel and chart reading. Then out to the airplanes we go, where we explain preflighting, let them sit in the cockpit and try to answer their many, many questions.

On June 11, we will be air marking with the Pines Chapter at the Salem Airport. Then in September, we will air mark the Corvallis Airport. So far there are six members planning to attend the International Convention in New Orleans. Also our annual Petti-

coat Derby will take place at Albany, Oregon, July 15-17. Lots of fun and flying this summer!

by Wanda Joyner

Wyoming Chapter

On May 15, members met in Casper where a video of the previous meeting at Rapid City, South Dakota was viewed. Highlights were the arrival of the North Dakota 99s' plane trying to traverse three-foot snowbanks, a new Wyoming 99 demonstrating the proper way to exit an airplane and a handsome lineboy.

Chapter sponsored items for the goodie bag to be distributed at the Northwest Sectional were discussed. Rosemary Fielder volunteered to be coordinator of air shows being held throughout the state to ensure staffing of a 99 informational display. The meeting concluded with an exercise in interpreting weather maps and correlating computer read-outs.

by Shirley L. Everett

SOUTH CENTRAL SECTION

Colorado Chapter

May weather brought blizzards, tornadoes, floods and days in the eighties to Colorado, so it seemed appropriate to invite Bill Zinser of NCAR to speak at our May meeting. As a weather research pilot, Mr. Zinser is based in Boulder with the National Center for Atmospheric Research, and he flies specially equipped planes out of Jeffco Airport. He gave a fascinating presentation on thunderstorms to further our knowledge of this violent weather phenomenon.

The Poker Rally fly-in was postponed a week, but weather and participation were good for the event co-sponsored with the Colorado Pilots Association. Approximately 25 planes flew the round robin course, and many people enjoyed the barbecue culminating the fly-in at Aurora Airport.

June activities begin with an air marking at Weld County Airport in Greeley. The installation dinner will be held on June 17 at the Aviation Country Club. Our new officers are Chairman Barb Hobson, Vice Chairman Mary McCoy, Secretary Diana Williams and Treasurer Linda Horn. June 24-26 will be a very full weekend at the Jeffco Expo Air Show and Great Colorado Air Race. Our chapter will participate in the 5k race and hopes to have participants in the air race as well. It sounds like the USO Hangar Dance will be sold out, so that weekend already promises to be full of fun and variety.

Our July meeting will be a field trip to the Arapahoe Flight Service Station, the first operational automated FSS in the US. That will be an educational and interesting opportunity.

by Leslie Lynch

Golden Triangle Chapter

On May 7, the chapter co-sponsored a general aviation pilots' seminar with the American Institute of Aeronautics and Astronautics, the Fort Worth Chapter of 99s, Tarrant Aero Association, Civil Air Patrol and the North Texas Flight Association. Henry Newman, AOPA, gave the keynote address—

"General Aviation—A Look into its Future." Dr. C. David Campbell discussed "Stress and Flying," and Captain W.N. Melvin, Delta Airlines, discussed "Windshear—Look Out." Other topics were an ATC system update, ultralights, aircraft maintenance and CAP search and rescue. The seminar was very well received, but attendance was disappointing because area pilots did not receive the FAA notice.

The Texas weather did it again. The long-awaited spring rains came and soaked Barbara Pereira's landing strip as well as our plans for a fly-in breakfast, spot landing contest and Safety Day. We were especially disappointed as Barbara and D.J. are moving to Hawaii in July. Barbara suggests that the best way to get rain when we need it is to plan a fly-in—it works better than an Indian rain dance.

by Beverly Stephens

Heart of Texas Chapter

Good news in Texas! Let us introduce ourselves—the new chapter in Austin. We have nine members, and our officers are Chairman Virginia Mattiza (also in charge of membership), Vice Chairman Lynne Zapalac, and Secretary-Treasurer Derra Raymor. Derra is also AE Scholarship chairman. Robbie McBride is in charge of our chapter newsletter, and Lisa Calogero chairs our 66 program.

April 2, Robbie's Bonanza flew in very strong winds with 66 Wanda Elliott to College Station. Virginia flew the Mooney with Lynne. Imogene Chamberlain and Terry McCullough, our members in CLL, planned the luncheon meeting at Pacific Ocean Restaurant in Bryan with six members and six guests attending.

April 22-24, Rose Marie, Maureen Pereira and husband Al, 66 Sondra Caster and Virginia attended the South Central Sectional in San Antonio. We had our first fund-raising activity, selling little wooden airplanes. Thanks to all who purchased these "first editions" and helped get the HOT wings flying!

For the next meeting, May 6, Robbie has secured the film, "Silver Wings and Santiago Blue." Virginia will host the "theater evening" at her home, serving sandwiches, popcorn and drinks. We plan this to be our great membership drive meeting, inviting all prospective members, 66s, WASPs and friends of the 99s.

Saturday, May 7 saw HOT members air marking "33" at Lago Vista, Derra's airport, with a marking of "15" scheduled for June 4.

You've heard of lucky numbers such as 5,000, 100,000 or 1,000,000? The Heart of Texas Chapter has been notified that they have signed up the International Ninety-Nines' 6,000th member—Terry McCullough of Bryan. We're so happy to acknowledge this privilege!

We have a fly-in activity planned for May 28 to Kerrville for lunch in conjunction with an annual to be done on Virginia's 1EM at the Mooney factory.

by Robbie McBride

Houston Chapter

Our new chapter officers for 1983-84 have recently been elected, and we are very pleased to announce they are Chairman

Carol Phillips, Vice Chairman Sherry Lewis, Secretary Ann Ragsdale and Treasurer Chris Cobb.

We have 17 members at present who are planning to attend the International Convention in New Orleans in August. Our AE Scholarship applicant, Mike Alexander, has been notified that she is among the finalists, and we are all eager to be in New Orleans to support her and cheer her on.

Helen Simonette has been elected by our chapter to represent the 99s on the Board of Directors of the Houston Parks and Recreation Department's new aviation museum to be built soon on the west side of Houston.

We have two applicants this year from our local high schools competing for our Ann English Memorial Scholarship award. The scholarship is given to a young woman with a keen interest in aviation, and it pays for a portion of her flying lessons until she solos. The lucky winner will be announced in June.

by Suzanne Thweatt

Kansas Chapter

Our May meeting was a well attended combination business meeting and dessert party at the home of Lenora Heathman. It was a good meeting with a number of our new members receiving their pins and name tags. We were pleased when Lenora announced that our chapter had placed second in the membership drive for the South Central Section. We now have 83 members in the chapter.

New chapter officers are Chairman Dorothy Barker, Vice Chairman Carol Lanning, Secretary Diana Wittman and Treasurer Debbie Durden.

We are going ahead with plans for our Sunflower Rally Air Race to be held in October. Committees are reporting and keeping ahead of the work that we know can pile up at the last minute.

We are also working on committees to host the Hutchinson stop of the Air Race Classic in June.

In addition to the business meeting, we had an interesting speaker from Rollins Burdick Hunter, Inc., an aircraft insurance agency in Wichita. We hope that we all came away from the meeting at least a little wiser about insurance.

We are also a little wiser about stall-spin accidents and situations after taking a little quiz presented by Kay Brunton. A few of our chapter members had interesting experiences with this situation. Obviously, they came up with the right answers at the right time, or we would not have been able to hear their experiences first-hand.

Our generous chapter member, Katie Conkling, gave her Cessna 150 to the Wings of Hope in December. The airplane is to be used as a training plane. Wings of Hope flies missionary and medical supplies to Central America.

by Paula Bruce

Oklahoma Chapter

WX plagued the Shangri-La Grand Prix racers and put a few gray hairs in those of our chapter who were helping. Jeane Wolcott, our good buddy from the All-Ohio Chapter, was one of the judges, too. She had the bad luck of having her Bonanza's tail dinged. The good news was that Betty Jo Hammer and Robin Smith came in 16th out of the field of

some 40 planes. Not bad, but they weren't satisfied. "Wait till next year," they said.

Soggy skies shot the General Aviation Day in OKC down, so we had our meeting at Elaine Perry's. Plans are getting underway for the Okie Derby with Jan Million running it this year. Getting kinda passed around, but the same old faces keep showing up to help.

The Oklahoma Pilot's Association of OKC has a decidedly 99 look for the coming year with Lee Coates, president, Carol Sokatch, secretary, and Carolyn Grider, treasurer. (That poor ole VP is really outnumbered.) Billie Lum has applied for a life membership. She is one of the OKC area 99/WASPs as well. We get together fairly often for lunch and to work on the Oklahoma Air Space Museum's WASP exhibit.

Nema Masonhall and 49½'er, Mase, lucked out. They were at Maxie Anderson's mother's home when he flew in to stay all night. He's flying in the Gordon Bennett Hot Air Balloon Race out of Paris, June 26. Also, he is flying the Bicentennial Balloon at the Balloon Fiesta in Albuquerque this fall.

49½'er Byron Hollander is president of the Wiley Post Users Association. (Who edits their monthly newsletter? Lu, of course.) Several 99s attended the General Aviation Users' breakfast meeting. The FAA brought out some of their big guns for this meeting, like Southwest Regional and DFW wheels. Congrats to Jan Million, who has just been promoted to budget officer at the FAA Academy. Planes are being washed and waxed for the upcoming Arkansas Derby.

All our best wishes go with you, Sally Ride, have a good round trip.

Fly friendly.

by Nema Masonhall

San Antonio Chapter

After hosting the South Central Sectional in April, the San Antonio Chapter has been recovering. At the recent election of officers, an installation dinner was held at the Lackland Officers Club for incoming Chairman Geils Hegranes, Vice Chairman Margaret Cosby, Secretary Dolores Scott and Treasurer Barbara Moore.

Ruth Nichols and Geils Hegranes returned from a trip to China, Japan, Korea, etc., with four other 99s in time for the installation dinner.

After about seven of the chapter members and 49½'ers return from the International Convention in New Orleans, plans are being made to resume a busy schedule as usual.

by Mary Ann Greer

San Antonio Chapter officers include Barbara Moore, treasurer; Dolores Scott, secretary; Margaret Cosby, vice-chairman; and Geils Hegranes, chairman.





Antonians Emily Patterson, Carol Fox and Dolores enjoy installation of officers at Lakeland Air Force Base's Officers Club.

Shreveport Chapter

Seven members traveled by luxury van to San Antonio, and one more, Helen Wray short-cutting with Charlie, to attend the South Central Section meeting, and still we did not win the attendance award. We just keep coming. WX once again forced us earthward. At the Texas wildflowers were at their peak, and all the fun and hospitality of Fiesta in San Antonio made it all worthwhile. Those attending were Janet Ducote, Becky Netherland, Jere Saur, Helen Wray, Renee Sharp, Mary Phillips, Starr Stone and Mary Jo Voss. 99ers Charlie Wray and Dr. Jim "Body English" Phillips were especially impressed with the men's program—"Everything You Always Wanted to Know About Smuggling." They were given a toll-free number to call in Texas (1-800-392-3142) or from outside Texas (1-800-231-2838) to report any suspicious aircraft movements in relation to narcotics. This program was put on by the Air Support Branch of the US Customs Service of the Treasury Department. Our help is quite beneficial as we are at airports often enough to be aware. Ninety-Nines have proven to be quite valuable along these lines. Although publicity is withheld for obvious reasons, our help does not go unrecognized.

Shreveport Chapter is donating their Dan Brown Memorial Fund to the Amelia Earhart Scholarship Fund.

Bud Ports, after many, many years of flying on only minor skirmishes, has broken his fall on his motorcycle. A 93-year-old man in a auto changed lanes in front of him. Bud's only comment was, "I hope I am still driving at 93." Just stay in the same lane, Bud. He's getting along nicely with Dottie's help. Our April meeting at Amy Pilkinton's lovely Cypress Lake Pier was a huge success. The food was terrific, and Joan Carroll brought the last of our "Sectional Wine" and our thirstiest members finished it off with a toast to the 99s' Retirement Village we plan to build right there on Amy's land (Roy's permission notwithstanding).

by Mary Jo Voss

Space City Chapter

At the May meeting, Dottie Wood put on a good program about stalls and spins—a topic we all need to keep uppermost in our minds. Dottie even gave us a quiz afterwards, which a couple of the gals did very well; and for the rest of us, it was an excellent refresher.

On May 7, we had planned on going to a picnic at Madisonville's Woodwind Inn. Unfortunately, we had to cancel due to bad weather.

Bad weather again forced us to cancel our

trip to Texas A&M University to visit the Meteorology Department on May 21. This is being rescheduled for July.

We were pleased to have an interesting visitor come our way. Wally Funk, now with NTSB in Los Angeles, was in town on an accident investigation involving a Bell helicopter. Cheryl Baker, Debbie Rihn and Sandra Lapsley really enjoyed visiting with her.

Debbie Rihn, representing the 99s in air show competition, is scheduled to appear on two television shows in May.

On May 28, we're off to Wolf Airpark in Manvel. Our chapter will handle the concession stand there for the air show.



Top 'o Texas 99s join Major Jerry Ross, USAF, astronaut.

CHAPTER NEWS, ETC.

Plans are well underway for our Proficiency Air Derby on June 4 at H&R Aviation, LaPorte Airport. We're looking forward to another good year.

by Judy Covin

Top 'O Texas Chapter

Mary Vermeulen, Ann Crouch and Marsha and Bob Meredith attended the South Central Section meeting in San Antonio, April 22-24. It was a super meeting!

Ann Piggott has been traveling weekly to Borger to conduct a ground school for several students who heard from several Amarillo pilots that she is a first-rate instructor. News travels!

Chris McClain conducted this month's aerospace education class for the Amarillo CAP Squadron.

Ann Piggott, Ann Crouch and Mary Vermeulen set up the 99s display booth at the Aviation Week festivities. Pauline Rainwater and Delphine Bohn manned the booth, which was well received, at Western Plaza Mall. We spoke with so many gals who were amazed at our on-going activities and hope to gain several new members.

Major Jerry Ross, USAF, NASA mission specialist, was guest speaker at the High Plains Aviation Association banquet, culminating the various aviation activities for Amarillo's Aviation Week. Eight 99s are members of HPAA, and everyone worked for the success of this project, which was evident in that 200 guests enjoyed the amazing facts, film and presentation of Major Ross. Several 99s met with him after the dinner and had a lively discussion of "stirring up our air."

Buzz Wills, president of the Panhandle Balloon Association and FAA balloon examiner, presented an outstanding slide and narration program at our meeting. Amarillo, the "Helium Capital of the World," is fortunate to have Buzz, for gas balloonists travel hundreds of miles to check out here.

The 99s are again hosting the performers and crews, dignitaries and guests for the Amarillo Air Show, October 8-9. Last year we hosted (and fed) over 400 guests at Gene and Ima Jean Huff's home.

John Esslinger, High Plains Aviation Association president and a member of CAP, presented a condensed version of his survival program to us this month. This is so significant to our endeavors that we are offering a "Hands-On Survival Course" at our South Central Sectional in September. Reserve your seat for the trip and program and participate with us.



Ann Crouch mans the 99s booth at the Western Plaza Aviation Week.

Our new custom-designed South Central Section pins are fantastic and available for \$5 each. Look for our ordering ad in the July-August issue of *The 99 NEWS*.

We are hard at work on the meeting program and await your arrival in Amarillo in September.

by Mary Vermeulen

Tulsa Chapter

Our new folding exhibit case explaining 99s made a colorful backdrop for the coffee and donuts booth at the 42nd Harvey Young Fly-in, April 21-22. Hospitality Chair Ozelle Landrum and husband Bill had early morning duty both days. A nav chart coffee can was used for donations.

Carol Thompson volunteers many hours each month to work with the Air Scouts. As a ground instructor, she has taught many young people about flying, but she was not quite sure what to expect from the first grade at Lee Elementary School. Debbie Huffman presented a program which starts with the empenage and builds aviation vocabulary. Helicopter cookies completed the outing.

Instead of listing all 27 student pilots in the Tulsa area, we would like to introduce a few.

Holly McCollum is a junior at Hale High School and works part-time. She is 16 and hopes to get her license in December on her birthday. She soloed April 24 and flies her dad's Piper Archer.

If living on an airport is one's idea of heaven, Candace Hamlin and Donna Springer may be there already. Candace, an avionics student at Spartan, lives at Harvey Young Airport, while Donna lives at Airman Acres, a grass strip north of Tulsa. Donna took up flying in 1977, but delayed training while expecting a baby. She works at Lester's Gears and Parts, owned by her pilot husband.

Another half of a pilot team is Wendy Frisco, who started flying in February. Transplanted from Toronto, 20-year-old Wendy

works at a day care center.

Peggy Ann Howland is a secretary during the week and flight line worker on the weekends at Harvey Young Airport. She started flying in Wichita in 150s and now flies a Piper Tomahawk. She finds flying very challenging: "It expands my horizons, both literally and figuratively!"

by Janet Minnerath



Wendy Frisco tries out a Pitts. Holly McCollum



Ozelle Landrum, Charlene McCullough and Karen Greenawalt attend the Harvey Young Airport fly-in.

SOUTHEAST SECTION

Blue Ridge Chapter

Jekyll Island was all decked out in spring flowers for the Region V USPFT sponsored by the Blue Ridge Chapter. Snapdragons, pansies, tulips, petunias and myriads of other flowers were in full bloom on April 30.

Louise White (and Neal) did a masterful job coordinating the entire event. Lee Orr performed superbly as an enthusiastic taxi driver, runway painter and check pilot. Vicky Anderson kept things moving, and we really used her beau, Jim Wilkins, the entire weekend.

Contestants started pouring in Friday afternoon. Each brought guests who enjoyed the golfing, bicycle riding and sightseeing, as well as the flying! From Friday afternoon until Sunday morning, Alta Jackson Wadell and her husband, David, worked like beavers to keep all of us from ramming into each other at her charming little airport. Rosaly Sheppard was just indispensable!

There were 11 participants in the USPFT. Three were 99s—Barbara Bethea from the Florida Panhandle Chapter, Lisa Cook from the New Orleans Chapter and Heather Parrish from the Foothills Chapter. We were also honored to have two previous national winners—Carolyn Pilaar of the Foothills Chapter and Joe R. Poerschke from Miami, Florida. Carolyn helped with the spot landings, and Joe was all over the place. Louise said he helped her tremendously with the scoring!

Saturday night the entire crowd ate yummy South Carolina seafood at Gants Restaurant. Afterward, the winners were announced and

plaques presented.

One of the contestants, George Ludwig, brought a guest, Austin Boyd, who was an A&P at Hicksville Field, Long Island, New York when Charter Member Betty Gilles was flying out of there. This was about the same time that the Lindberghs and Charter Member Nancy Tier were flying out of Roosevelt Field. Mr. Boyd commented that the 99s had really left their mark on him at the USPFT. One of the contestants towed the barrier down the field, and Mr. Boyd didn't let go! He kept right on working and was the life of the party that night!

CHAPTER NEWS, ETC.

Winners of the Region V USPFT were: first place, Orestes Reina, Miami, Florida; second place, George Ludwig, Marion, South Carolina; third place, Gary Davis, Wetumpka, Alabama; fourth place, John Wright, Greenville, South Carolina; and fifth place, Heather Parrish, Foothills Chapter, Greenville, South Carolina.

It is a real fun experience to be a check pilot in a USPFT, especially if your contestant wins first place in the competition as mine did!

by Dot Penney



Blue Ridge 99s A. Lee Orr and Dot Penney work with USPFT contestants Andy Burke and Bobby Pearson.



Gulf Stream Chapter's "racingest" member, Shirley Zillig (right) added another trophy to her collection. With daughter Bonnie Quenzler of the Spaceport Chapter, she placed fifth in the Shangri-La race in May.

Florida Spaceport Chapter

Tedra Thomas and Vicki Sherman hosted a lively and animated May meeting at DeLand Airport. DeLand Aviation kindly allowed us the use of their meeting room. We welcomed new member Barbara Selwitz. Barbara, who has been a licensed pilot since July of last year, is nearing the completion of her instrument rating. Her home at nearby Spruce Creek, a fly-in community, was recently featured in two newspaper feature articles.

Bonnie Quenzler filled us in on the Shangri-La Air Race, in which she and her mother, Shirley Zillig, placed fifth.

Jeannie Ball and her 49½er, Joe, gave introductory rides to 14 CAP cadets at Vero Beach. It was so successful that they have

been asked to do a repeat performance for two other squadrons.

Bonnie Carr has been named regional resource person for the National Air and Space Museum of the Smithsonian, an appointment well deserved.

After the business meeting, CFIs Vicki Sherman and Bonnie Quenzler presented a safety seminar. They covered the importance of clear communications in the cockpit, using checklists, biennial flight reviews and tips for determining who is pilot-in-command when two pilots are flying the same plane. We exchanged safety ideas and departed for

lunch.

After lunch, members who were interested participated in a spot landing contest. The winner, Rosemary Jones, will be presented with tie-downs, chocks and anchors donated by 99 Lorraine Jadassohn at our next meeting.

by Pam Kettner

Florida Suncoast Chapter

Florida's beautiful weather did not prevail in April, when Suncoasters, 49½ers, 66s and guests air marked the controversial Albert Whitted Airport at St. Petersburg.

After lots of our federal funds have been poured into Albert Whitted, the city fathers want to close AW and build waterfront condos and sports facilities??!! The FAA has opposed this closing and members in our chapter are also very active in opposition. This air marking is one way Suncoast showed support for keeping Albert Whitted open.

Hostess for this event was Mary Fletcher, assisted by Ruth Hubert, Alma Parker and Barbara Sierchio (they also outlined it all!) We enjoyed meeting and lunching at the Sunshine Flying Club (full of aviation memorabilia). Departure made it all worthwhile, as members flew over and admired the artwork.

April was double dipping as Suncoast toured the very busy Tampa International Tower facilities. Bill Cocker, FAA tower chief, guided our members through on this Wednesday night tour. MacDill Air Force Base and its operations were of interest to all members who must fly through their areas. The radar information helped understand how the controllers "hand us off" in this congested area.

Members got one more chance in April to visit together when MacDill Air Force Base held a public pilots' open house. Although the winds gusted at 35 to 45 knots, many of our members attended the seminars and enjoyed the displays. Nothing is as much fun as climbing into the cockpit of an F-16—and wishing!

Arcadia Municipal Airport's grass strip gave Suncoasters, 49½ers, 66s and guests great fun and practice—aiming for five pounds of "flour spots."

Our member hostess, instructor and FBO, Pat Hange, was proud to award one of her student pilots first place and the first prize binoculars. That speaks well for Pat's teaching, as another of her students took third place.

Our "Red Baron" Dot Mott flew in from

stal River to spot land with a second
ce. The prize was a glider ride from
nox. Chairman Nancy Brantly spotted
th and a new T-shirt.

ultralights were the main subject, as we
oyed a close-up look and explanation by
ultralight instructor.

usiness was important as we elected new
cers: Chairman Roni Johnson, Vice
irman Mary Fletcher, Secretary Grace
tecar, and returning Treasurer Skip Fer-
dez. We voted in new member Barbara
of Brandon (found while we were
king airplanes at Sun 'n Fun). A 99 from
Ohio attended, along with three new
pective members. International Conven-
plans, cookbook sales, safety informa-
future meetings, and much more made
May Saturday "fly by"—literally!

uth Hubert has been promoted to major of
CAP Pinellas Senior Squadron. Pat
ges placed eighth in the Shangri-La Air
e. And Betty Skelton Frankman was
ored during the official opening and
ication of the International Automotive
of Fame in Talladega, Alabama. She is
only woman included in this Hall of Fame.

Connie S. Chancey and Barbara Sierchio



asters roll it out in 25 kt winds at the Albert Whitted
arking—quick dry was the word!



a Burlette and Carolyn Goings flew to the South-
Section meeting in Gloria's 1950 Cessna 170A.



Orleans Chapter members wash and repaint the
pass rose at Lakefront Airport.

New Orleans Chapter

the May meeting was held May 7 at

Dauphin Island, Alabama. Once again we
enjoyed fair weather and a gorgeous day for
our trip; and once again Evie and Frank
Hopkins were the most gracious hosts, as we
joined the Mississippi and Florida Panhandle
Chapters at their condominium.

The chapter also repainted the compass
rose located below the terminal tower at
Lakefront Airport in New Orleans. It was
washed on the day prior to painting—Friday,
the 13th! All went well.

by Lisa M. Cook

SOUTHWEST SECTION

Alameda County Chapter

This year our chapter had two participants
in the Hayward-Bakersfield-North Las Vegas
Proficiency Air Race. Chairperson Willie
Harrison raced in a Cessna 172, and Bette
Davis in a Mooney M20C, both competing
along with five other 99 pilots for the "Best 99
Pilot" trophy. However, Alameda County did
not bring it home this year. Helen Bamber of
Santa Rosa Chapter took "Best 99 Pilot"
honors for 18th place with 478 points. Our
own Jean Stroobant and co-chairman for the
race, awarded the trophy to Helen. Bette tied
for 21st place with 515 points, and Willie
placed 39th in a field of 56 aircraft, with 1,044
points. Better luck next year when the race
will be held May 18-20, 1984 for anyone
planning to enter and claim this beautiful
trophy next year.

Besides air racing, April 10 the chapter had
a fly-in to South County Airport for lunch at
the Flying Lady Restaurant. Fran Powell,
Ruth Magill, Willie Harrison, Bette Davis and
Billie Sposeto were among the 99s present,
along with 49½ers, Dan Powell and Joe
Magill. This was about the only good flying
day we have had in months.

April 29-May 1 was the time for the South-
west Section meeting in San Carlos. The
weather wasn't as cooperative; however,
Willie Harrison, Billie Sposeto, Bette Davis,
Fran Powell and Ruth Magill went to rep-
resent Alameda County. We all got wet at
Marriott's Great America.

We are planning to be air marking the
Hayward Air Terminal just as soon as it quits
raining and we get the paint.

Secretary Jean Stroobant has recently
nailed down a job at the Hayward Air Ter-
minal for California Airways. She is working
so hard, we miss her in our activities.

by Bette Davis

Arizona Sundance Chapter

Connie Arnold, who recently graduated
from Arizona State University with a science
degree in aviation technology, has moved
farther along in her aviation career and is now
flying copilot in a King Air for the Circle K
Corporation.

We have a prospective 49½er in our midst!
Carrie E. Smith was married April 2 to Barry S.
Herndon. Barry is an optometrist and a pri-
vate pilot.

An "experimental" program was launched
by Liz Kramer and Janna Shea in the form of a
program to orient Girl Scouts on flying. They
started last October with a plane wash to fund
their program for the next 12 months. Later,
they were treated to a picnic and swimming
party with an agenda that included a Career

Slide Show, a talk by Charter 99 Melba Beard
and a presentation by the Arizona Soaring
Association. The year was off to a good start!
In other meetings, the girls toured Sky Harbor
and International Airport, studied safety and
weather, and learned "Why It Flies!" The
scouts have returned the favor by being the
official "weigh-in" crew at the recently
Scottsdale Airlift. The year's activities will
culminate with a chance for the girls to fly in a
simulator next September. Since this was the
first year this type of program has been tried
in this area, both girls and leaders have
learned something. Next year's program will
be organized with less meetings and with
only the older Girl Scouts participating. We
commend Janna and Liz for their dedication
in furthering both scouting and aviation for
women.

With the Thayer and Larson Airstream
trailers in place, awnings were unrolled and
ice chests were pulled out for easy access.
Ground crew and pilots congregated around
the area. Then, as hoped for, the passengers
began to arrive for that special Mother's Day
Airlift plane ride.

They had a wide range of choices. Allen
Steffey's Cessna 120 and Curtis Clark's
Cessna 140 started the pattern with Burl
Teague, Bryce Kempton or Marge Thayer in
the pilot's seat. As the day wore on, Ron
Thayer and Bill Larson flew as relief pilots for
Marge, who was also chairman of the event.
Pat Moreland was there, giving rides in her
Cessna 172, as was Jeanne Hissem in her
Bonanza.

The most worked aircraft in the Airlift were
Tom Brundrett's AT6 and Dennis Avery's
Enstrom helicopter. Sundance Chapter
members were almost their own best cus-
tomers when it came to riding in these two
machines. Marilyn Brafford was heard to say,
"A ride in the helicopter was my Mother's Day
present to myself. It was really thrilling!"

A good ground crew supported it all. Mar-
got Myers, Gordon Helm, Jeanne Hissem,
Carrie Herndon (the aforementioned bride),
Eileen Wehr (visiting from Michigan), Pat and
Smokey Stover, Rosemary and Ron Vance,
Bonnie Krentler, Janice Kienitz and Marilyn
Brafford enjoyed the shade of those Air-
stream awnings, the contents of those ice
chests and excellent company as they aided
the excited passengers in receiving their
prized rides.

Ken Qualls, who was unable to fly his
Citabria as promised, made a sizable dona-
tion to the chapter. We heartily thank him and
wish him well on his new job in Kuwait.

by Daphene Downs

Bay Cities Chapter

Our chapter has been active this past year
in many areas. We have participated in air
races, in DRF, contributed to NIFA and the AE
Scholarship. Ruth Rueckert and Rose Sharp
are on the Western Aerospace Museum
Executive Board. Several members have
attended safety seminars. And 17 of us toured
the NASA Ames facility at Moffett Air Force
Base in January.

A Right Seat Safety Seminar was presented
in February. We took in a new pilot as a direct
result of her attendance at a previous seminar
BC had presented. Patricia Bersch is the
enthusiastic young lady. We have added four
other new members—Barbara Amore, Linda
Bohuslav, Ellen Vick and Patricia Tormey.

The latter is 17 years old and aspires to be an airline pilot.

In honor of our chapter's 51st anniversary, we attended a lunch at the Presidio of San Francisco and heard 99 and former WASP Dottie Davis relate the persistent efforts made to gain veteran's status for the WASPs. We also visited the Museum of the Presidio where the exhibit, "American Women at War," has been on display. At this function, Joyce Hibbard was awarded Pilot of the Year honors.

In March, Chairman Christine Koplos-Stroh sent a proclamation to President Reagan from our chapter to show our support for the 1983 Air and Space Bicentennial.

During the week of May 16-21, members of our chapter participated in several activities celebrating Amelia Earhart's first transatlantic flight at the Amelia Earhart School in Alameda, California, a few miles from Oakland Airport where AE's flight originated. There was a tour of Hangar Five where many old "warbirds" were viewed by the children.

Members spoke to the children about careers in aviation and helped judge a paper airplane contest. Films on flying were shown, and the big event of the week was a balloon release with message to anyone finding one to let the school know about it. We were told that one year a neighbor of Muriel Morrissey found such a balloon in New Jersey and brought it to her to answer.

May 22, BC members and a few 49½ers air marked Oakland Airport, under the expert direction of Helen Kelton and Miriam Brugh.

by Vonne Anne Heninger



Bay Cities 99s celebrate their 51st anniversary at the Presidio of San Francisco

Coachella Valley Chapter

Chapter members enjoyed an exciting and productive month in April. In addition to the regular monthly meeting, now held the third Thursday evening of each month, members called a special meeting to prepare final details for the poker run to be held on April 16. Aileen Knudsen, 66, and her husband Lyle, who is an interesting and active wheelchair pilot, generously donated the hangar portion of their home facing on the runway at Bermuda Dunes Airport.

Following completion of the poker run, which included Palm Springs, 29 Palms, Borrego Springs, Thermal and final stop at Bermuda Dunes, fun and food was the order of the day. The Coachella Valley Pilots Association served the tastiest lunch we've had in a long time; and, best of all, some of the proceeds from that were donated to our Air Race Classic entrants, Pat Farmer and Colette Dobkowski.

Prizes donated by local merchants and other individuals were distributed, and everyone present was both surprised and thrilled to see the largest airplane in the poker run—a TBM Avenger Warbird belonging to Bob and Josie Pond—taxi up with its wings folded. Bob is a Confederate Air Force pilot and owns several vintage warbirds plus a Beech Baron and a Sabreliner. He is a great pilot, and Bob and Josie are new-found friends to all of us. Stan Stokes, aviation artist, was along in the TBM and is doing some artwork commissioned by the Ponds.

Bern Schwenn, flight activities chairman for the chapter, was in charge of the poker run. With the help of a lot of industrious member/supporters, Jane Barbier, Myrna Holub, Pat Farmer, Janice Crawford, Eleanor Wagner, Jan Teasley, Merle Martins and Colette Dobkowski, she did a great job. From other chapters came Mary Beth Robinson,



Gathered in front of Bob Pond's TBM at the April Poker Run are (standing) Gerry Mickelsen, Margaret Gerhardt, Jane Barbier, Merle Martins, Colette Dobkowski, Bern Schwenn, Jan Teasley and Bette Manley. Kneeling are Janice Crawford, Chapter Chairman Eleanor Wagner, Pat Farmer and Myrna Holub

Fullerton; Gerry Mickelsen, Sacramento; and Margaret Gerhardt, Bay Cities. The Coachella Valley Pilots Association is composed largely of men, and it makes an ideal supportive group for the 99s.

Bringing a gift from the Girls' Club of Coachella Valley was Ginny Martin, executive director, and her assistant. Our chapter will be working closely with the Girls' Club in a Wing Scout type program to be launched this summer in preparation for lots of fall aviation education and activities.

On April 23, a real swinging barbecue fundraiser was held in Palm Springs at the Tropics Hotel for race entrants, Pat Farmer and Colette Dobkowski. It was a great success with live music and many friends and boosters attending. Myrna Holub was M.C. and drew laughs galore from the audience, especially when she presented Eleanor Wagner with a helmet and goggles (swim cap and diving goggles) and a long white scarf... a sort of "roast," we think.

Among those present was Dorothy Hester Stenzel from Portland, Oregon. Dorothy spends winters in the desert and was once with the old Tex Rankin group in Portland and holds world records for the outside loop and a few other aviation "firsts" for both men and women.

Jean Patane was there and is recovering nicely from a stroke she suffered nearly two years ago.

by Eleanor Wagner

El Cajon Valley

First on the April calendar was the Soaring Day at Otay. The day was organized by Pat Fry, chairman of the San Diego Chapter. Participants were from the El Cajon, San Diego and Mission Bay Chapters. Those who took part, some lending moral support and others who went soaring, included Lynn Briggs, Polly Brown, Lynn Coulthard, Marian Delano, Pat Fry, Dottie McCauley, Le Liersch and Debbie Ross. Family and friends also attended. The day was cool and windy, perfect for great lift conditions and long rides.

The GADO seminar April 12 was next on our list of activities. Debbie Ross, one of the presenters on the "Women in Flying" program, did a tremendous job. Chapter members attending included Dottie Campbell, Frankie Clemens, Connie Davis, Claire Flo, Pam Jackson (visiting from Minnesota), Doris Ritchey and Eleanor Richardson.

Our April 15-16 Flying Companion Seminar was a good experience for all involved. The success of the event was enhanced by the support of El Cajon Flying Service. They provided a place for us to meet, loaned books, radios and an airplane for the pre-flight. Golden State Flying Club provided an updated handout on radio frequencies in the area for our students.

Bill Matson, FAA, opened the Friday evening session. Gus Schwartz followed with a discussion of weather and flying, and Andrew Lind presented "Medical Aspects of Flying." Others who added their share to the seminar included Judy Ross Bachofer, a plane preflight; Polly Brown, tools a pilot uses; Lynn Coulthard and Doris Ritchey, flight planning and the sectional; Marian Delano, weight and balance; Lynn Greer and Marian Delano, radio; Doris Ritchey, instruments; and Debbie Ross, the flight computer. Jo Laird contributed a great deal to the seminar as refreshments chairman.

April 17 was the Silver Wings meeting at Miramar. We were represented by Lynn Coulthard, Cay Hatch, Eleanor Richardson and Doris Ritchey. Those pilots who have been involved in air racing greatly enjoyed the skit presented by San Diego Chapter members Marian Banks and Betty Wharton.

Finally, there is another long list of those who supported the Palomar Chapter and the Air Race Classic by attending the Fallbrook Strawberry Festival. Those who attended enjoying the Lion's Club Pancake Breakfast and those enormous strawberries (complete with chocolate fondue provided by Frankie Clemens), included Polly Brown, Dottie Campbell, Vi Chambers, Frankie Clemens, Lynn Coulthard, Marian Delano, Lynn Greer, Dottie McCauley, Jean Pitts Key, Eleanor Richardson, Doris Ritchey and Dottie Sanders.

by Dottie Campbell

Golden West Chapter

The theme for the education program at the Southwest Sectional revolved around computers as they relate to aviation. Happy Flyer (a ham radio flying group) brought their own computers and manned the machines for two days of the meeting.

Among other programs demonstrated was a personalized flight log for the journey home. 99s were asked to submit, ahead of time, information about their aircraft, route

nt, etc.

In addition, Romar the Robot greeted arriving 99s at the airport. Romar is a five-foot tall robot who talks to everyone via a person in the background with a hidden transmitter. Friday night's activities revolved around a "A*S*H" theme. With even the waiters dressed in M*A*S*H costumes, the evening was a hit with everyone.

by Janie Postlethwaite



Accompanying Romar the Robot are Eldris Shogren, Penny Miller, Thon Griffith, Loretta Bohunicky, Janie Postlethwaite and Nancy Stock.



Background music in the hospitality room was provided by Eldon Bennet, Jethro of the Homer and Jethro. Visiting are Pat Rockwell and Ellen Smith.



Using the computers at the Southwest Section meeting are Vic Borgnix and Kathy Bates.

Hi-Desert Chapter

Our chapter is very proud of three of our members who were recently sworn in as reserve deputy sheriffs of the San Bernardino County Sheriff's Aero Squadron. Donna Lee, Evelyn Lumbert and Lorene Coon are the women of the 60 members composing the volunteer group serving the largest chapter in the country. The Aero Squadron supports the Sheriff's Aviation Division in maintaining law and order; performing search, rescue and evacuation missions; assisting in emergency civil defense activities; and providing public services. Each person attended 40 hours of law enforcement training to qualify as a reserve deputy sheriff.

A tour of the San Bernardino County Sheriff's Aviation Department was arranged for our chapter by Donna Lee in April. This was quite a treat for us. Mike Cordua, Aero Squadron coordinator, guided us through the control room and hangar, which contained helicopters and fixed-wing aircraft. The maneuverability of the helicopter was shown to us by two sheriffs prior to their leaving for a mission. Walt Hinton and Earl Pritchard, EMTs with the Aero Squadron, explained to us their roles in providing emergency medical services while on a mission. Throughout our tour, we were impressed with the warmth and caring shown by these individuals.

Our May meeting was held at Mojave Airport in Jo Ann Painter's hangar. Mojave is quite an airport with Quickies and LongEzes displaying their aerobatic skills any time of the day—friendly folks willing to show off their projects at a place where aviation history is sometimes made.

by Elaine Levesque



Marcia Lewis (second from left) enjoys fruits of her past labors at a reception held at Truckee Airport prior to her departure for Hawaii.

arrest for credit card theft. We would never have guessed! It turns out that when Bonnie's husband, Milt, lost his credit card, Bonnie retained her duplicate for identification, which she used when she registered for the sectional. Soon after, a uniformed security

CHAPTER NEWS, ETC.

Imperial So-Lo Chapter

Our chapter presented the book, "Letters from Amelia" to the El Centro, California, library. As a result of the newspaper publicity, William Gleason of KICO Radio informed the chapter that he had interviewed Amelia Earhart in San Francisco after one of her flights.

Mr. Gleason will be the principal speaker at the So-Lo Chapter installation of officers, June 18 at the Rutherford Museum in Brawley. He will speak about his interview with Amelia. A tape will be made of the speech to be presented to the Ninety-Nines' Resource Center at Headquarters.

by Mari Hurley



Presenting the book "Letters from Amelia" to Joan Williams, librarian, are Sarah Talbot, chairman, and Faith Douthitt, secretary, of Imperial So-Lo Chapter.

Lake Tahoe Chapter

We gathered one evening recently to send our very active and important member, Marcia Lewis, off to Hawaii where she will be taking a well-deserved sabbatical from her many activities here at Lake Tahoe. Hopefully, she'll be back with us soon after resting up and enjoying the life of leisure for a few months.

Bonnie Seymour, our respected and distinguished chairwoman, filled us in at the last meeting on the information she received at the last sectional hosted by the Golden West Chapter. Normally a very sedate school teacher, we came to learn of Bonnie's near

guard followed Bonnie up to her room and the whole story was unveiled. Good thing she was innocent... our coffers are not plentiful enough for bail money.

We were happy and excited to hear of the recent appointment of Kim Northrup to the Air Force Academy. Kim is the daughter of our secretary and local Airport Board member, Barbara Northrup. This is a special distinction for a woman, but truly a deserved one. The Northrups have been totally dedicated to aviation for many years, and they are always willing to give so much of their expertise back to the community. We thank them all and offer a collective pat on the back.

by Kim Necessary

Las Vegas Valley Chapter

We now have five new members—Shauna Zobel, Judy Trent, Alice Halkyard, Nita Klaholz and renewal Laurie Cameron from Colorado. Shauna and hubby Keith have been very active in all of our flying events, managing the spot landings and many other jobs, always ready to chip in. Judy is our camera bug and is also a very enthusiastic, helpful new member. Nita and Alice are so new that they haven't had a chance to participate yet. Laurie is an "old" 99 flight instructor pilot with a very pleasant personality.

Our May meeting was a "Fun-Friendship Meeting" in getting to know each other better and getting to know the 66s. We had a potluck barbecue and swim party meeting at Stacey Ferguson's home. Two prospective members, ATP Mary Moran and school teacher Jane Smith, were there. Mary had just competed in the Hayward-Las Vegas Air Race and came in 11th. Our own Kathleen Snaper, Bonnie Rannald and Bonnie James came in some places after that.

49½-year Ben DePue competed in the Jim Hicklin Memorial Air Rallye at Bullhead City, Arizona, May 21. That is a well-run men's air race put on by the San Fernando Valley 99s. Chapter Chairman Carole DePue was there to cheer him on, as well as member Barbara MacDonald.

Congratulations go to Marie McMillan, who has just set eight new records—four national

and four International—flying her F-33 Bonanza on prescribed routes in Mexico. Marie now holds 40 world speed records. She will soon hold more than any other woman in the world.

by Carole B. DePue

Mt. Shasta Chapter

The Mt. Shasta 99s continue to be alive and well. We just completed our Red Bluff Round-up Air Show. It was a huge success, and our Pepsi concession was an excellent money-maker (thanks to the hot weather). The weather has allowed us to look forward to several summer activities. While there is nothing better than flying, we offer lakes, sail boating, fishing and spelunking. We are also 45 minutes from the Eureka-Arcata seafood centers. Please come and visit us—we would like to get to know you.

CHAPTER NEWS, ETC.

We are planning future concessions, and, yes, we are still painting landing strips. By the way, while doing air shows, one might recommend an oxygen concession.

by June Torrey

San Fernando Valley Chapter

On April 15-17, we held our Flight Instructor Revalidation Clinic in conjunction with Accelerated Ground Training Inc. Jeanne Kirhofer chaired this most successful event, which was attended by 94 flight instructors. Audrey Schutte gave a most enlightening presentation regarding the National Transportation Safety Board, of which she is an employee.

On May 21, the 10th Annual Jim Hicklin Memorial Air Rallye (which is sponsored by the chapter) took place at Bullhead City, Arizona. This year, the course was 405 statute miles long, with Bullhead City Airport being used as the start, a fly-by, fuel stop and finish! And the winners are: Lou Adams and Robb Vreeland, first place; Don Crawford and John Parker, second place; Don Hensley and C.R. Rennelson, third place; Bill Fenimore and Jack Gagby, fourth place; and Robert Stromquist and Ronald Wangerin, fifth place.

by Sylvia Sanderson

Santa Barbara Chapter

Although the chapter hasn't been in *The 99 NEWS* recently, our members are busy enjoying many flying activities. Each month a fly-in is planned to places like Catalina, California City and El Mirage. And when weather changes our plans, we have breakfast together in beautiful downtown Goleta.

We had a good turnout for a fly-in in Santa Ynez. Shy Smith instructed us on how to construct a banner—"99s Are Women Pilots"—and demonstrated how to snag it on a fly-by.

Jenny Wright and Joan Steinberger, our two racing enthusiasts, have been participating in various races in the past few months. The latest was the Valley Air Derby in which Jenny flew her Piper Dakota, and they came home with the "Best Women's Team" award.

We have great monthly meetings, and we have had some most interesting speakers—a mechanic from Mercury FBO, the pilots from

the Air Tanker Base and an FAA tower operator. Shirley Sendrak presents very interesting and enlightening films almost every meeting.

Rachel Cowin Watkins has brought a new 49 $\frac{1}{2}$ er into our group. She and Bob Watkins, an active Santa Barbara pilot, flew to Las Vegas in April to be married. Karen Kahn Clark, our Continental Airlines pilot, was married to John Clark on November 6. Karen is president of the Women Airline Pilots Association, and was featured on Dan Rather's CBS evening program's "Furloughed Women Airline Pilots." (Karen is still working for Continental.)

Joan Steinberger, ably assisted by Tarry Nelson and Jenny Wright, continues to be extremely active in greeting 99s from other chapters who bring supplies for the Direct Relief Foundation.

Don't forget your rosters when you come to

Santa Barbara so you can call one of our members. We like to hear from you.

by Erma Christian

Santa Clara Valley

In May, Pat Roberts, with Vera Arnold as assistant, worked as landing judges at the NIFA meet in Battle Creek, Michigan. In June, Verna West and Kathy Groves and her 49 $\frac{1}{2}$ er, Pat, worked at the USPFT Nationals in Carbondale, Illinois. Verna is on the USPFT National Committee, and the Groves donated time and a computer for the scoring.

At a recent monthly meeting, Jeanne McElhatton and her producer, Marguerite Comstock (now a student pilot!), shared a video-tape of Jeanne's video ground school for television—"An Invitation to Fly." The College of San Mateo gives this private pilot ground school tele-course for credit. Jeanne reports that throughout the country flight schools and colleges are now offering the course.

Thanks go to Marilyn Orloff, chapter chairman, our furloughed (temporarily, we hope) United Air Lines pilot, who arranged with Captain Bill Fry for a tour of a UAL 747. The plane had just landed (from Hawaii) and still had a few orchids aboard! Thirty-three 99s and friends enjoyed a top-to-bottom inspection of the plane, which is nearly as long as a football field. We even got the chance to sit in the cockpit and "pretend."

Our Friday the 13th Casino Night in May at Nancy Rodgers' home was a social and financial success. We raised funds enough to make a nice donation to USPFT.

Our air education group has been active. Verna West took a troop of Brownies on a San Jose Airport tour. She, Stella Leis and Mayetta Behringer visited local schools to talk about aviation. At Morgan Hill School, Betty Berkstresser attended a session on non-traditional careers for girls. She told the students about projects she works on at NASA and what it's like to be an engineer.

Jeane Leete is working hard to become our chapter's first Whirly-Girl; she's soloed in the helicopter at Oakland where she is taking her training. Jeane hopes to become a helicopter instructor.

Thirty-two SCV 99s and 49 $\frac{1}{2}$ ers enjoyed

flying to Booneville, in Mendocino County for lunch at the New Booneville Inn on recent Saturday. Julie Kays even gave graduation ceremonies at San Francisco State to join the crowd. Julie has just earned her bachelor's degree in economics.

For our June fly-in, we plan to fly to Zontas to lunch at Calaveras.

by Kathy Pe

Santa Rosa Chapter

The earthquake-stricken town of Coalinga located in the central valley of California received "We Care" packages from La Fies Elementary School in Healdsburg and from concerned families in Sonoma County. Four planes loaded with supplies, piloted by the Santa Rosa 99s, flew out of the Sonoma County Airport and Knoss Airport to Coalinga. They were warmly greeted and given a tour of the town. Much help is still needed in this town. Many thanks go to Carol Valet who coordinated the trip, and 99s, Barbara Benson, Tina Buell, Heide Cronquist, Cheryl Brown, Heather Cissna, Betty La Guire, Helen Scofield and Peggy Williams (and her 49 $\frac{1}{2}$ er), who volunteered their services.

Hialeah Reilich and Helen Bamber entered the Hayward-Las Vegas Proficiency Air Race and brought home to our chapter a 30-inch trophy for "Best Score by a 99 Pilot." This is a perpetual trophy, and they are determined to enter next year and win it again for our chapter. They are now preparing for the Palms to Pines race, July 22-24. What enthusiasm! Also preparing for this race are Kathy Albright and Betty La Guire. Heather Cissna and Heide Cronquist are on the edge of going for it. We are becoming a chapter of racers!

Congratulations to Bea Ramu, who was promoted to captain in the C-402 for West A

by Betty La Gu

Sierra Buttes Chapter

Five of our 13 members attended the Southwest Section meeting at Marriott, Fran Weir, Gina Manley, Kathy Frank, Vicki Kalman and Vicki Lewis all had a wonderful three days and came back with super ideas and suggestions. The rest of us are ready to pack at a moment's notice for next time.

May flying weather was good. Several members have tried the skies, and several potential new members have renewed their currency in order to qualify for membership. Our membership campaign is well on its way with new pilots moving into the area and many potential 66s ready to join in the future. Our congratulations go to Kathy Frank for receiving her commercial ticket. Next will be her instructor's.

June will be a busy month with a new slot of officers taking the reins and a special 4th of July float to prepare. 49 $\frac{1}{2}$ er Leo Lake has allowed us to enter his Der Jaeger, a 3W replica biplane, in the parade (towed on a trailer, of course). The theme of the parade is "Golden Olden Days," so we feel it will be very appropriate. We are excited about our costumes and the logistics of getting it to a place from the parade site. The drawing for the stained-glass window will be held at that time and several other interesting fund-raisers are in the planning stages.

Our meetings will be held at the airport picnic area through the summer. Hope you stop by and visit!

by Helen La

Reporting Instructions for *The 99 NEWS*

The success of *The 99 NEWS* has been the result of the interest and efforts of chapter news reporters and other contributors—thanks a bunch!

Your interest has brought us to a new level of participation in the "Chapter News" segment of the magazine. With a high of 76 chapter reports appearing in the January-February issue, we are averaging 53.4 reports per issue.

We'd love to have every chapter submit a write-up! But short! Remember, if you ramble on, we must edit to conserve space. With that in mind, please utilize the following guidelines for the submission of copy to the magazine.

Deadlines:

Material for the magazine must reach 99 Headquarters by the following dates:

- May 31—material for July-August combined issue (magazine is mailed July 1)
- June 30—no magazine deadline
- July 31—material for September issue
- August 31—material for October issue
- September 30—material for November issue
- October 31—material for December issue
- November 30—no magazine deadline
- December 31—material for January-February combined issue (magazine is mailed February 1)
- January 31—material for March issue
- February 28—material for April issue
- March 31—material for May issue
- April 30—material for June issue

Guidelines for submission of material:

All material must be typed, double spaced. We suggest you set your typewriters on 10 and 70, restricting paragraphs to four to five lines. Please do *not* type in ALL CAPS. It is hard to read and has to be retyped before it can be used in the magazine.

Try to limit chapter reports to ONE typewritten page. Include news about chapter projects, activities, meetings, outstanding achievements or items of note about individual members which are timely and appropriate. Please write about events which have already happened. You are also encouraged to submit longer feature articles about significant or unusual activities or experiences of individual members that would be of interest to other chapters and members. These will be published as space permits. Note: Your chapter newsletter is not considered a report and will not be published as one.

Pictures are heartily welcomed, with black and white glossy prints preferred. Color photographs can be used if they have good contrast; dark color pictures simply become darker when reproduced in the magazine. Please include a stamped, self-addressed envelope if you wish photographs to be returned. Otherwise, they will be placed in the Archives at Headquarters.

New Ratings should be submitted on a separate sheet of paper and include the individual's name, chapter and ratings earned.

For "New Horizons," submit a short biographical sketch of the deceased member, along with a recent photograph, if available.

Calendar items should be submitted on a separate sheet of paper at least three months prior to the event mentioned. Include events, dates, locale and name to contact for additional information.

If contributions arrive after deadline or should the "Chapter News" section ever need to be cut or shortened due to space requirements, material will be held over for the next issue.

Reporting/writing tips:

The organization's correct name as it is used in the magazine is "The Ninety-Nines, Inc." We also use "99s," "the 99s" or "the Ninety-Nines." We do not use "99's" or "99ers." It is

correct to use "49½'er," not "49½'er" or "49½."

- b. If a person's title precedes the name, it should be capitalized ("Chairman Mary Jones"); titles which fall after the name should be in lower case ("Mary Jones, chairman").
- c. Chapter/section titles should appear as follows: "San Fernando Valley Chapter/North Central Section." Or, in a sentence... "members of the section..."
- d. Other examples of terms which merit capitalization include: "Flying Companion Seminar," "Pinch-hitter Course," "Fear of Flying Clinic," "Phase II Wings."
- e. When using alphabetical abbreviations, do not use periods between the letters. Examples: FAA, FSS, WASPs, AOPA, EAA, NIFA, AE Scholarship (not "A.E. Scholarship"). Use "USPFT," not "U.S.P.F.T." (United States Proficiency Flight Team).
- f. Spell out the names of the states and countries when they appear in the body of an article. Example: "July's convention will be in St. Louis, Missouri." If the name is part of a listed address, such as calendar information, abbreviations should be used. Example: "For more information, write to P.O. Box 2022, Atlanta GA."
- g. Spell out the days of the week and the months of the year. Also, unless the year differs from the present one, there is no need to include it. That you are referring to 1983 is understood.
- h. Spell out numbers nine and below, except for dates, scores, addresses, ages, time and money; figures should be used for 10 and above unless the number is the first word of a sentence. Avoid placing two figures together. Example: "10 Ninety-Nines," not "10 99s."
- i. In chapter reports, avoid overuse of the chapter name. Each chapter is listed under its name, so repeating it just takes up unnecessary space.
- j. For easy readability, paragraphs should be indented and generally contain no more than 35 to 55 words.
- k. Avoid overuse of personal comments, such as "Good luck, Mary!" or "A good time was had by all."
- l. For good journalistic style, always place quotation marks after commas or periods.
- m. For consistency, please write complete sentences rather than in phrase style.
- n. Avoid using "on" before a date or "held" in connection with a meeting. Example: "Chapter meeting was June 15," not "Chapter meeting was held on June 15."

HELP!

It would certainly help the financial needs of *The 99 NEWS* if you gals could canvas your area for anyone interested in running an ad in our magazine. If they show any interest at all, just let me know their name, address and product, and I will gladly take it from there. You can tell them ads run from \$25 up. I'll do the leg work, correspondence, telephoning or whatever is necessary from then on.

Norma Vandergriff
The 99 NEWS Advertising Director

30 PERCENT DISCOUNT OFF DELTA

DAY COACH FARES TO NEW ORLEANS
August 10-14, 1983



Are you ready for New Orleans? Let Delta help you with your travel plans. In cooperation with The Ninety Nines, Delta is pleased to offer you a 30% discount on Delta day coach fares. Or, if applicable, we'll confirm your reservation at an even lower promotional fare. Either way, we guarantee the lowest fare available from your city. And if Delta doesn't serve your city, we'll still make reservations for you on an airline that does — and at the best possible fare.

We have a special toll-free number for you or your travel agent to call:

1-800-241-6760 (Continental U.S.)

1-800-282-8536 (Georgia only)

Be sure to mention the The Ninety Nines so we can better serve you. And remember, some fares have restrictions and seats may be limited — so call early for reservations.



DELTA — The airline run by professionals!

1983 Hayward-Las Vegas Proficiency Air Race

by Bette Davis

It does every year, the 19th Annual Hayward-Las Vegas Proficiency Air Race came off without a hitch, attracting 56 teams. The race is scored on accurate navigation, correct estimation of time en route, and precise predictions of fuel consumption. Every 10th of a gallon fuel error is deducted at 10 points and every one second off estimate is one point penalty. Top finisher this year was Robert King with copilot Gerald Myers, both from Woodland in a Bonanza V-35B, for the \$500 first prize, with a total of 87 points. Second place was awarded to James Fogelstrom and John Gehring of Daly City in a Cessna 172 and third place was awarded to Edward Schuck and Charles Schuck of Hayward in a Bonanza A36.

This year brought out 10 Ninety-Nines teams in the event, with seven acting as observers and competing for the beautiful perpetual trophy awarded to the top finishing team for the third year. As the trophy is

perpetual, a plaque with silver 99 wings mounted in the center, is also awarded for the pilot to keep.

The 99 trophy for 1983 was awarded to Helen Bamber and copilot Hialeah Reilich, both of Santa Rosa Chapter. They placed 18th in the race in a Piper PA-28-181 with a total of 478 points.

Bette Davis of Alameda County Chapter tied for 21st in a Mooney M20C. Pamela Pesenti of Santa Barbara Chapter, racing in a Piper Saratoga, placed 24th. Bonnie Rannald of Las Vegas Chapter raced as copilot in a Piper Archer II with pilot Paul Reese and placed 28th. Twenty-ninth place went to Kathleen Snaper of Las Vegas Valley Chapter in a Cessna 172. The next team was a 99 pilot-copilot team from Golden West Chapter — Donna Vasko and Geri Weicks in a Cessna 182, placing 33rd. Bonnie James, manager of North Las Vegas Air Terminal and a Las Vegas Valley 99, placed 37th in a Cessna 172RG. Thirty-ninth

position went to Willie Harrison, chairman for Alameda County Chapter, in a C 172.

Again the end of a wonderful racing experience. Why not join us for next year's race for the special 20th annual, May 18-20, 1984. Plan on taking home the prestige of winning the "Best 99 Pilot" trophy. See you in Las Vegas in 1984.

Nutmeg Air Rally



49er Tom Phelps, along with 99s Sue Benua and Laurie Reeves, directs rally engine starts at Bridgeport, Connecticut.

Winners of the Nutmeg Air Rally were pilot George Morin and copilot Vale from New Hampshire in a Cessna 172, with a score of 99.51 out of a possible 100. Close behind were Long Island Chapter member Pat Bizzoso and 49er Pete in their Grumman Tiger. Third, fourth and fifth places were awarded to the Connecticut teams of David Varni and Charles Scribner in a Cessna 172, Lisa Palmer and Mark Duncan in a Beech Sierra, and Jack Muscolino and Ken Tasch in a Piper Archer.



Patricia Bizzoso of the Long Island Chapter checks fuel topping procedures during the Nutmeg Air Rally.

Arkansans Host Air Race

by Jan Million

Showing your airplane's performance and understanding the National Race Pilots America's handicapping formula were the main factors in the Arkansas Aero Club's Annual Proficiency Derby. Twenty-six teams competed in the event held July 12 at Hot Springs, Arkansas. The 324-mile course took contestants (at those who stayed on course, that is) to DeWitt and Batesville on the round trip flight.

Over the weekend for all, the race is also a valuable opportunity for participants to refresh their basic skills in navigating by map, and using both sides of the old map.

The Oklahoma Chapter of the 99s sent a delegation of four planes across the state for the competition, and managed to win home all the trophies won by women. Charlene Davis and Dana Gibson, in a Piper Dakota, won a beautiful trophy for "Best 99 Team." Phyllis Howard, with

husband Bob, flew a Cessna Skyhawk to fourth place finish. Jan Million and Lu Hollander, in Skylane N99NJ, hit their time estimate on the button and have a lovely trophy to prove it. Charlene Davis, with a total of 350 hours in her log book, also won the trophy for the fewest hours PIC.

First place winners were Oran and Shanelle Ham, and Betty Jo Hammer, veteran competitor in NRP proficiency contests, was rewarded for her outstanding performances in 1982. This year, for the third time, she received the "Best NRP Woman Pilot of the Year" trophy.

Along with the race itself, there was warm hospitality provided by the race committee, a weekend packed with hangar flying, and plenty of late night frolicking at the night spots in Hot Springs.

The Oklahoma delegation left a challenge to the Arkansas pilots to come and retrieve their share of the trophies at the Okie Derby at Norman, Oklahoma, July 16.

Winners of the Shangri-La Grand Prix Air Race are Fred DeBeaubien and Jean Speckman, first place; Maybelle and Fletcher, second place; Patricia J. and Kenneth Keefer, fourth place; Shirley Zillig and Bonnie Quenzler, fifth place; and Margaret Ringenberg and Diane Kelly, sixth place. Pilots are seated and copilots are standing.



Deadline entry for the Indiana Chapter's F.A.I.R. is August 1. Send request for kits to: Minerva Mahoney, Box 321, Noblesville IN 46060.

Indicate category desired—standard or classic. Rally dates are September 16-18 at Mt. Comfort Airport in Indianapolis.

Southwest Airlines salutes The Ninety-Nines, Inc. We're the one airline that offers you low fares and more flights to most of our cities than any other airline in America.



We're the one airline that serves you with genuine Southwest hospitality. So think of us when making your reservations to the International Convention in New Orleans. You're gonna love our Southwest Spirit! ♥ Call Southwest Airlines or your travel agent for reservations.



SOUTHWEST AIRLINES
"Love that Spirit!"