

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 10

OCTOBER 1983

NUMBER 8



Competing Internationally

A Personal View of Collegiate Aviation

In a recent issue of *The 99 NEWS*, Hazel Jones wrote an article concerning NIFA and this year's National SAFECON in Michigan. As a collegiate pilot, I would like to share my own involvement with collegiate aviation and the National Intercollegiate Flying Association.

I became a private pilot at age 17. From the moment I began flying, I knew aviation would become my vocation. Because of two very special people, my parents, I was able to come to Oklahoma State University (OSU) in August 1980 to pursue my aviation goals. By October 1982, I was a commercial pilot with instrument rating.

The most wonderful aspect about learning to fly at a university is the people — those who instruct you, and peers and classmates who share aviation adventures. There is a unique comradeship among collegiate pilots — be it when we are at the airport, in class or "hangar flying."

While at OSU, I have also had the chance to be a part of NIFA. It was wonderful to find the unity I feel at OSU,



abounding at universities all over our country. Even with National SAFECON 1982 falling during OSU's finals week, the competition and sharing aviation with

other young women and men made it worthwhile.

In January 1983, I achieved a goal I had aspired to since I began flying — I earned my CFI. I was more prepared, more confident and more determined during that check ride than any other. I attribute it all to my training, my personal desire, and the support I received from my peers.

I have been a CFI at OSU for nine months. Any sacrifices I made (parties I missed to make team practice at 0600; dates I canceled to fly a night flight; tests I crammed for) all paid off. Recently I was walking across campus and saw one of my students. We waved and he called, "See ya at the airport!" I just know he turned to his companion and said, "That's my flight instructor." Wow! What a feeling! It was a good feeling for both of us because, like all student pilots, he wants everyone to know he is learning to fly. And I knew that he, too, feels the comradeship of collegiate aviation!

by Lori E. Hawk
Oklahoma Ninety-Nine

Sally Ride Narrates "Home Movies"

More than 500 people, including a good representation of 99s, crowded Oklahoma City's Air Space Museum August 26 to hear Dr. Sally Ride narrate her "home movies," as she called the spectacular film of her recent space flight.

The petite astronaut, guest of honor at the Governor's Reception to kick off the state's Great Oklahoma Balloon Race & Air Show, captivated the audience with her charm, wit and intelligence. The August 27-28 show in Norman, Oklahoma was planned to mark the 200th anniversary of man's first flight.

Dr. Ride, who was introduced by Lt. General Thomas P. Stafford, veteran pilot with an illustrious career as an astronaut, managed to intersperse humorous anecdotes with her scholarly description of her Challenger space shuttle flight.

She said that her initial feeling after the launch was overwhelming exhilaration, and she expressed enthusiasm about future NASA plans.

General Stafford mentioned that twice as many Oklahomans have participated in the space program as have astronauts from any other state.



Oklahoma 99 Rita Eaves, Dr. Sally Ride and International President Marilyn Copeland pose for pictures during the recent Governor's Reception.

Following Dr. Ride's presentation, a question and answer session was held. Again, the South Central Section 99 fielded questions with grace and expertise.

by Liz Burdette

NOTAM

To all members: Please send any noteworthy articles on individuals, chapters and sections to International Scrapbook Chairman Nanette Gaylord, 1939 S. Xanadu Way, Aurora CO 80014.

Be sure all articles are labeled as to date, publication and individuals involved. Black and white or color photos are fine. Xerox (or brand X) copies are fine. Please send everything in duplicate. Thanks so much for your help!

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CONTENTS

A Personal View of Collegiate Aviation	2
Sally Ride Narrates "Home Movies"	2
New Ratings	4
Calendar	4
Book Review: "Severe Weather Flying"	4
Gifts to International Headquarters	4
The President's Message	5
Legislation Information: "The More Things Change" or "Same Place Next Summer"	6
Aviation Activities	6
Seek & Keep	6
NIFA Report	6
Safety Education "Fickle Fuel Gauges"	7
Aircraft Insurance	7
Oshkosh /83 EAA	7
The 1983-84 Aerospace Education Program	8
AE Scholarship Application Form	9
AE Scholarship Eligibility Form	10
AE Scholarship Fact Sheet	11
American Flyers/ATE Career Awards Fact Sheet	12
American Flyers/ATE Awards Application Form	13
USPFT Goes to Norway	14
Personality Profiles	16
Exploring America's Two Largest National Parks	20
1984-86 International Officers to be Elected	21
World Aerospace Education Congress	22
International Board of Directors Report	22
Chapter News	23
Grants Available	34
Air Racing Results	35

ADVERTISERS

Schellinger Aero Supply	4
Small World Travel	5
Long Island Chapter 99 Ring	6
Bob's Bar-B-Q of Ada	8
C&M Publications	15
Photo Air	19
GAMA Fuel Decals	34
Classifieds	34



ON THE COVER: International flight teams prepare for a practice session in Norway. See page 14 for article

New Ratings

WESTERN CANADA SECTION

Rita Kurylo, Alberta —
Night Endorsement

NEW ENGLAND SECTION

Nina Whittemore, Connecticut
— ATP

NEW YORK-NEW JERSEY SECTION

Loretta Cangemi, Long
Island — Seaplane

Joan Malden, Long
Island — IFR

NORTH CENTRAL SECTION

Sandy Gordley, All-Ohio — CFI

Connie McConnell, All-Ohio —
CFI

Mary Hudec, Minnesota —
ASES

NORTHWEST SECTION

Karen Werner, North Dakota —
CFI

SOUTHEAST SECTION

Barbara Bethea, Florida
Panhandle — IFR

SOUTHWEST SECTION

Lois Weatherwax Luehring,
Aloha — COMM

Silvia Rickett, Los Angeles —
COMM

Carole Lee Clarkson,
Mt. Shasta — COMM, IFR

Lois Jean Delay, Palomar —
IFR

Jeanne Leete, Santa Clara Valley
— CFI Helicopter

Donna Pinley, Santa Clara
Valley — AMEL

Book Review

Newton, Dennis W. **Severe Weather Flying**. New York, McGraw-Hill, c1983. xix, 149 p., ill., maps. \$19.95. (AOPA/McGraw-Hill series in general aviation) ISBN 0-07-046402-2

In straightforward, nontechnical terms, this book tells how to anticipate hazardous weather conditions, how to avoid these conditions in flight and how to get out of hazardous weather conditions when encountered in flight.

Newton starts by explaining the four fundamentals of severe weather: water, temperature, lifting and stability, which when mixed in the proper amounts will give us severe weather.

Pilots need to build their understanding of weather on foundations which will remain in place, ready to be used when needed. Newton's book helps to dispel the mysteries of weather. The author talks in plain language, as a pilot to a pilot.

Any pilot who applies the lessons learned from this book will be able to perform preflight planning more quickly and efficiently. More importantly, a pilot will know how to avoid dangerous weather conditions, and if these cannot be avoided, what the safest course of action will be.

by Dorothy Niekamp
99 Librarian

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Calendar

OCTOBER

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

Oct. 7-9: Kachina Doll Air Rally, proficiency event sponsored by Phoenix Chapter at Deer Valley Airport. Entries accepted through Sep. 30. Kits, \$3, from Donna Reaser, 11624 S. Jokake, Phoenix AZ 85044.

Oct. 15: Gulf Stream Chapter Flying Poker Run. 0900-1500. Start at any of the airports: Ft. Lauderdale Executive (Hydro Pac), Lantana Palm Beach County Park (Florida Airmotive), Clewiston (Keep 'Em Flying Air Service), La Belle (La Belle Aviation), North Perry (Terminal Building). Finish at Executive Airport (Hydro Pac). Rain date, Oct. 16. Contact Ginny Orosz, 311 N. 70th Ave., Hollywood FL 33024.

Oct. 15: Pacific Air Race. Gillespie Field to McCarran Field, Las Vegas, with fly-bys at Gila Bend and Prescott, Arizona. Sponsored by San Diego, El Cajon Valley and Las Vegas Chapters. Race kits, \$3, from Vi Chambers, 9255 Magnolia, Sp. 299, Santee CA 92071, (619) 448-1759.

Oct. 15: Ohio SMALL Race. Don Scott Field, Columbus, Ohio. Choose your speed and fly it, no fuel est. Race kit, \$3, from Tom Happer, 2866 Zollinger Rd., Columbus OH 43221, (614) 457-1310.

Oct. 15: Long Island Chapter Poker Run, rain date, Oct. 16. Contact Jill Hopfenmuller, 17 Scott Dr., Melville NY 11747, (516) 549-4090.

Oct. 17: Fly Without Fear Clinic, Phoenix Sky Harbor Airport. Sponsored by Phoenix Chapter. Contact Stacy Hamm, 5710 E. Camelback Rd., Phoenix AZ 85018, (602) 994-8741.

Oct. 22: Sunflower Air Rally, proficiency air race open to all licensed pilots, sponsored by Kansas Chapter. Race starts in Hutchinson, Kansas. Contact Carol Lanning, 338 Rainbow Lakes, Wichita KS 67235, (316) 722-4492. Copilot need not be licensed, but over age 16. Round robin course 300-plus miles. \$30 entry fee.

Oct. 22: Steel Valleys Poker Run, at an airport in the Pittsburgh, Pennsylvania area. Contact Debi Pfisterer, (412) 243-6420, or Sue Simler, (412) 372-1262; or write Steel Valleys 99s, Box 504, Monroeville PA 15146.

Oct. 23: Survival Clinic, sponsored by Southern Cascade 99s, Medford, Oregon. Eight-hour seminar by Skip Stoffel, author of "Survival Sense for Pilots and Passengers." Contact Molly Hufford, (503) 899-7951.

Oct. 28-30: 8th Annual His 'n Hers Great Pumpkin Classic Air Race, co-sponsored by the 99s and the Salinas Owners and Pilots Association. Approximately 250 miles. Entries accepted Aug. 1-Oct. 15. Entry kits, \$3, from Carol Hill, Box 5494, Salinas CA 93905, (408) 722-7969.

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

NOVEMBER

Nov. 4: 50th Anniversary of the Washington, D.C. Chapter. Celebration at Andrew's AFB Officers Club. All 99s welcome, especially former chapter members.

Nov. 9: Orlando's WASP Reunion on NBC's "Real People."

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

Nov. 30: No deadline for The 99 NEWS.

Gifts to International Headquarters

Resource Center

Maxie Anderson . . . by Nema Masonhall, Oklahoma Chapter

Headquarters

Ruth Rueckert
Bay Cities Chapter

Archives

Hylda Burton
Memorabilia

THE PRESIDENT'S MESSAGE

by International President Marilyn Copeland



What a delightful surprise! Thanks to Loretta Gragg and the Headquarters staff's speed proofreading, a fast printing job and the fine performance contract prepared by Sylvia Paoli, we have the Membership Directory delivered earlier than ever in recent history.

Since the International Convention was in mid-August, it is quite a feat to deliver the directory within a month to the members, who will profit by using it for the most up-to-date information. Don't forget to check the articles for sale and, of course, the bylaws, which will be undergoing some changes this year, particularly Article X on elections. Be sure to participate early in the year with suggestions for revision by writing Bylaws Committee Chairman Sally Plumley.

Plotting our course for this year was one of the subjects in my last message. We still have a lot of work to do on a large variety of service projects. Choose the most pertinent ones for your chapter, depending upon the size of membership and geographic considerations. An organization as great as ours cannot and must not stand still. They say that if you are coasting you are going downhill — it is my deepest desire that we all keep flying as much as possible.

Ideas for promoting the theme for 1983-84 — MAPS — may be requested from the International Committees:

M ...Membership (Seek & Keep Committee) — Char Falkenberg, B.J. Schermerhorn, Virginia Mattiza and Carol Zander

...Medical Flying (charitable) — Clara Johansen

A ...Aerospace Education — Bonnie Carr

...Aviation Activities — Clara Johansen

...Air Marking — Joy Harvey

...Aviation weather (cable, events publicity) — Marie Christensen

P ...Proficiency Flying

USPFT: Lois Feigenbaum, Janet Green, Hazel Jones and Verna West

NIFA: Hazel Jones and Pat Roberts

WPFT: B.J. Schermerhorn

Races: Clara Johansen

...Public Relations (new press kits and exhibits) — Marie Christensen

S ...Safety Education — Marilyn Miller

...Scholarships — Thon Griffith

International 99s are pleased to announce our first member in Chile. Marie Eliana Christen, Paul Claudel #1044, Dept. 31, Citacura-Santiago, Chile, hopes to organize a Chile Section.

Nancy Tier, active Charter Member in Connecticut, recently located another Charter Member, Marion Clark, whose address has been listed as unknown for many years. She understood that when she stopped flying she could no longer be a member. Not so, Marion, according to present bylaws. Welcome back to the 99s, Marion (Mrs. George Clendaniel), Box 366, Sorrento ME 04677.

Much of my recent flying has been in a newly acquired Rockwell 114, Grand Turismo. The full Collins radios, RNAV and Ryan Stormscope make it a beauty to fly. One of my most recent flights was to Oklahoma City for an exciting event at the Oklahoma Air Space Museum. The governor of Oklahoma sponsored a spectacular reception prior to an excellent presentation by 99 Dr. Sally K. Ride on her STS-7 flight. Several of us were fortunate to be able to meet her and have pictures made.

Early the following day, we were off to the Salina, Kansas air show. The Kansas and Northeast Kansas Chapters had a joint 99 information exhibit, using the professional display that Kansas sells. Thanks to the Port-A-Port Hangar Company, we were sheltered from the blazing sun.

During the World Aerospace Education Congress in Washington, D.C. this summer, 99s comprised 10 percent of the participants. The Congress is an international organization to promote research and development in the professional, technical and general areas of aerospace education. 99s had an exhibit, as well as having Hope Isaacson, Minnesota Chapter, as one of the presenters. The Congress was attended by world representatives from government, education and industry. Chanda Budhabhatti and I were selected to serve two-year terms on its Board of Directors.

The Friendship Tent at the EAA Convention in Oshkosh was well organized by Mary Panczyszyn and Norma Frier. The Chicago Area Chapter and other interested 99s were excellent hostesses throughout the week.

Char Falkenberg and B.J. Schermerhorn spoke on Flying Companion Seminars as a part of the EAA educational programs. EAA honored 99s by asking me to attend the formal dedication of the new EAA Aviation Center. This beautiful facility is worth a special trip to Oshkosh. I was fortunate to meet both Paul and Tom Poberezny, thanks to Central Illinois 99 Jayne Schiek, EAA Board member.

In early September, the Kansas 99s organized an information briefing with US Senator Nancy Kassebaum at the Wichita Flight Service Station. Subjects discussed were the relocation of flight service stations, automated services and cutback on flight service personnel and hours. Others attending included area pilots, flight service personnel and members of the senator's staff. The conclusion seemed to be that the aviation public is not clear on all of the subjects under discussion, and that an educational program needs to be available to explain them more fully.

Flying in the fall is always extra special to me. It was in the fall, 21 years ago, that I learned to fly. This year, I am planning to attend several section meetings, as well as the AOPA meeting in Albuquerque and the GENAVAC meeting in Washington, D.C.

CRUISE INNER PASSAGE

Post-Convention

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For information contact:

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by Joan Kerwin

"The difference between AOPA's proposed 8.5-cent tax and the Administration's 12-cent tax on aviation gasoline is \$67 per year. Despite an objective review, we at FAA can find no logic as to why an AOPA member would desire to exclude himself from all the potential benefits of the NAS (National Airspace System Plan) for \$67 per year. It is the Administration's position that users of specific services provided by the government should be the sources of funding for these

services." (FAA Administrator Helms in a letter to AOPA President John Baker. Quoted in this column, September 1982.)

Well, they got their 12-cent per gallon tax (14 cents on GA jet fuel) and then pressured Congress into reneging on its commitment for full funding of FAA's 1984 budget.

Now comes the Congressional Budget Office (CBO) report, which states that general aviation "makes very little contribution to its 30 percent

share of total traffic control system capital and operating costs" after applying its user fee payments to airport development. They further state that "the current 12 cents per gallon of gasoline tax [could be increased] to about \$1.20 per gallon or an equivalent amount raised through other taxes on general aviation... [This tenfold increase] would cause a measureable reduction in the amount of GA activity [which] would diminish airport congestion, delay and capital requirements." The reduction could be "by as much as 40 percent."

This increase of taxes and reduction of GA activity is suggested by the CBO to buy time for implementation of FAA's National Airspace System Plan, which Administrator Helms only last year said was going to cost the "average" pilot only an extra \$67 per year for "participation."

As I recall, the 12 cents per gallon tax was supposed to be our "fair share" of these costs.

Is it possible that Congress would buy this exorbitant increase? I doubt it — but look for another increase next summer when the FAA fiscal 1985 budget comes up for review. Unless you WRITE ON. (Airport and Airway Trust Fund, June 30, 1983, \$5.1 billion.)

AVIATION ACTIVITIES

by Clara Johansen

New and old ideas for chapter activities were shared and discussed at the round table in New Orleans. The "how-to" file will have additions and updating. Having Charter Member Irene Greene sit at our table was a delight to everyone. She was so impressed with all we are doing, but she should know that it was we who were impressed to hear first-hand a few details of flying in 1929! What a challenge to be a female pilot then!

There was considerable interest in how to start Red Cross blood ferrying flights. This service was first initiated when a Red Cross official heard Minnesota 99 Linda Haedge give a talk about the 99s over nine years ago. Any chapter desiring to get involved in this service project should contact the Regional Blood Services Center nearest to their majority of members. When the center and the members and the airport are in close proximity, the condition is ideal; however, draws are often conducted in a wide area and with careful organization, and 99s can be recruited to fly the blood to the center when the draw is in their area. There are often obstacles, but 99s are known for rising to challenges. One possibility of this activity is having several chapters share the flying if the center covers an area too broad for a single chapter. Do consider this activity. It does keep your members flying! I will furnish more information and SOPs upon request.

Seek & Keep

by Charlene Falkenberg

We really did "let the good times roll" in New Orleans, but time was taken to hold an interesting Seek & Keep meeting with more than 100 attending. Judy Covin, SCS membership committee chairman, gave an excellent presentation, followed by questions, answers and suggestions, such as adding "Motivate" to "Seek & Keep."

We learned that everything we do as a chapter — activity or business — affects our membership. Maybe excessively long business meetings keep members away. Do we have interesting, worthwhile programs?

Why not instigate the BAM (Bring A Member) program this fall? Encourage everyone to bring another member to meetings.

Encourage members to read *The 99 NEWS* carefully each issue. You'll be amazed at the many activities in which 99s participate. Then use your newsletter to let members know of your chapter's plans. Some chapters appoint follow-up chairmen to contact members who have not attended recently. Make it personal by letter or phone.

Make sure new members are made welcome and informed. The Chicago Area Chapter has a membership packet, which is given to each new member. It contains an International welcome, chapter welcome, history of the 99s, biography of AE, "What is a Ninety-Nine," organization chart of the 99s, International and section officers and committee chairmen, conventions, sectionals, chapter history and officers, listing and explanation of committees and chairmen, achievement awards points, aerospace education, hostess list and responsibilities, directory of chapter members, member listing by date of membership, member survey form and bylaws.

Let's Seek & Keep — Motivate & Share.

NOTAM

Press kits are in the mail! If you have any questions or additions, please contact the International Public Relations chairman.

NIFA Report

SAFECON (Safety and Flight Evaluation Conference) is a powerful education! Collegiate aviation competition begins at the Regional SAFECONS.

Region 5: Oct. 7-8, St. Cloud University, St. Cloud, Minnesota

Region 8: Oct. 14-15, Indiana State University, Terre Haute

Region 6: Oct. 28-29, Southeast Oklahoma State University, Durant

Region 7: Oct. 28-29, Delaware Tech.

Community College and Wilmington College, Georgetown

Region 1: Nov. 4-5, Montana State University, Bozeman

Region 9: Nov. 18-19, Auburn University, Auburn, Alabama

Region 4: (date to be announced), University of Texas, Arlington

Regions 2 and 3: (to be announced)

Regional winners will be invited to participate at the National SAFECON next spring at the Air Force Academy, Colorado Springs.

Congratulations and thanks to all of you who made last year's NIFA fund-raising effort our best on record! Eighty-nine chapters, four sections, 35 associate members and our 99s Board of Directors gave strong support to the SAFECON program. This year we ask for your support again. Chapters that have not donated before, please consider a NIFA donation this year. Mail your donation early to: Pauline Gikison, 131 Walker Ave., Clarendon Hills IL 60514.

by Pauline Gikison

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Perhaps the most consistently maligned parts of airplanes are the fuel quantity gauges. It appears that in any group of pilots discussing the aircraft they fly, the one thing they agree on is that the aircraft fuel gauges are never very accurate, and that some have "never been known to tell the truth."

The construction of a very accurate fuel quantity gauge for light aircraft would test the efforts of an engineering genius.

There will be a very small amount of travel in the gauging unit to show a relatively large change in the fuel quantity in the tank. Also, because these tanks have rather large dimensions laterally and fore and aft, only a small change in the aircraft attitude will be required to show an appreciable change in the fuel quantity.

A line crewman fueling such aircraft must be certain the aircraft is standing on a level surface during fueling in a near level attitude, or the tank may fill up into the filler neck while considerable empty space actually remains in the tank.

Many aircraft fuel tanks are made of rubber. Some must be fastened to the inside of the wing structure to help them hold their desired

shape. If some of the snaps come loose, the partially collapsed tank can cause the gauge to show "full" when the tank contains nowhere near its actual capacity.

Safety education

FICKLE FUEL GAUGES?

by Marilyn Miller
International Safety Education Chairman

Some fuel tanks are odd shaped, especially on their top side, because if they are metal they must be shaped to fit exactly inside the curved wing upper surface. Again, in some few aircraft, portions of the wing itself are sealed and used as a fuel tank.

When an airman wants his tanks filled full, he should really stay on the scene to see that it really happens.

Airmen should keep accurate track of the time in flight, for to the airman who knows the fuel consumption of his aircraft, this will produce his most accurate "fuel-remaining" information.

Give this matter some careful thought. Then be sure to plan flights so there is always a considerable safety margin in the fuel supply.

(Editor's note: "Fickle Fuel Gauges?" is adapted from an article by the Illinois DOT.)

TIPS TO CHAPTER AND SECTION SAFETY EDUCATION CHAIRMEN

We are now going into a new year of record-keeping for the Safety Education Achievement Award. We had a fantastic response this year and hopefully we will do better next year. Start keeping tabs on your chapter members each month to keep from having to search memories trying to remember what they have done. Section chairmen, keep in touch with your chapter counterparts, reminding them to keep records of all events — names, dates, etc. Make it easy on yourselves later.



Excitement of airplanes, rediscovery of old friends, making new friends, frying heat and cooling breeze under an airplane wing, roaring snarl of Eagles, seeing the SIAI-Marchetti SF-260s perform (they crossed the Atlantic from Italy for this aerobatic display), Bob Hoover in his beautiful yellow P-51, chatting at booths with Duane Cole, George Day,

Pappy Boyington, the flea market, exhibits and most of all the EAA Museum. This is a must to visit! Not just a museum, it is an aviation center, a salute to personal flight. All this is Oshkosh! This and much more was enjoyed by hundreds of 99s who visited the Friendship Tent during the week that the world's greatest aviation convention was held. Chairmen Norma Freier and Mary Panczysyn deserve the accolades received for the many hours they spent making this a meeting place filled with friendship, fellowship, fun and food. We hope if you were there you made sure to drop in and sign your name. If you missed us, don't do it next year. Also visiting the tent were many women pilots who are offered the opportunity to become 99s as well as many student pilots who are anxious to become 66s.

All will be contacted by Betty Jane Schermerhorn with the hope they soon accept our invitation to join. President Marilyn Copeland and son, David, spent several days at the convention. Betty Jane Schermerhorn co-chaired the Women's Forums with Joyce Donner, and she joined Charlene Falkenberg to present two sessions of the Flying Companion Seminar. Charlene also presented a seminar on IFR charts for VFR pilots, and the two chaired a women pilots meeting.

by Charlene Falkenberg

Aircraft Insurance

by Gene Nora Jessen

Just a year ago the Ninety-Nines provided a new membership benefit — individual insurance policies on owned airplanes at group rates. Your Board of Directors is proud to have acquired these benefits for our members who own airplanes. For those who might have "missed the clearance," we'll "say again" here.

New pilots learn quickly that Flying Farmers, the Bonanza Society, Cherokee Pilots and other organized groups have banded together to offer an insurance company large numbers of similar insureds and to receive lowered insurance rates. The Ninety-Nines is now such a group with an excellent policy and competitive rates available to us from American Aviation Underwriters, the aviation arm of Cravens, Dargen Gulf Coast in Houston, Texas.

The policy which they write for us on the Republic Insurance Company is available to any United States domiciled 99 (excepting several New England states) for business and pleasure use. A partnership with a non-99, family airplane, etc. are all eligible so long as the 99 has a financial interest in the airplane. You will find the premiums quite competitive, coverages broad

and territory unusual. As many of us look longingly toward flying up the Alaskan highway to Convention next August, we're becoming aware of how few insurance policies include Alaska in their territory. The Republic policy is one of a handful which will get us to Alaska, so long as we stay south of the Arctic Circle.

As your insurance comes up for renewal this year, you would be smart to take a look at the Ninety-Nines' policy. Any independent insurance agent can get a quote for you, and there will be advertisements in *The 99 NEWS* giving your agent a phone number if he/she is not already familiar with the company. There are several 99s

across the US who are aviation insurance agents and can write this policy for you. There's even a Houston 99, Debbie Schmitz, employed by American Aviation Underwriters, who keeps an alert eye on our group of policies.

Lest anyone misunderstand your Directors' intent in putting together a group insurance plan, the law does not allow any sharing of profits from insurance policies. The Ninety-Nines, Inc. derives no financial reward; however, our members do, through lower premiums on their individual policies. Ninety-Nines' aircraft insurance is another benefit you can mention to prospective members.

NOTAM

Thanks go to the New Orleans Chapter and the Southeast Section for a wonderful International Convention.

The winner of the set of china in the Houston Chapter raffle was Dolores Simerson of the Carolinas Chapter.

The 1983-84 Aerospace Education Program

by Bonnie Carr

In this special year of 1983, we are celebrating many events, including the 200th anniversary of the Montgolfier brothers' manned hot air balloon flight, the 80th anniversary of the Wrights' accomplishment at Kitty Hawk, the 25th anniversary of NASA and, of course, the first flight of a US woman in space. All these feats changed our world and challenged others to go another step beyond. And basically, that's what aerospace education is all about — challenging others with new information and experiences to allow them to make new choices and widen their horizons.

As the newly appointed International Aerospace Education chairman, I would like to present you with the challenge of participating in the 1983-84 Aerospace Education program. Only five years ago, with no technical background and no understanding of aerospace education, I accepted the aerospace education challenge — a challenge that has changed my focus on many things. From being totally unaware of the benefits of aerospace education, I now, five years later, spend most of my free time involved in aerospace education activities. Participation in such activities serves our field of interest, the young people of our nations, and the 99s as an organization. However, the greatest reward is the personal satisfaction that comes from sharing a little of yourself and your accomplishments with others.

The year 1983 is already a much celebrated year, and the 99s have an opportunity to make it even more significant by expanding our exchange of ideas and activities and by expanding our participation in aerospace education events. In order to accomplish this, we must first understand that aerospace is a term used to bridge the gap between aviation and space. As aerospace educators, we must now extend our knowledge to cover space and the space program, for the aviators of the future must be prepared for a wider horizon.

Secondly, we must understand the difference between aerospace education and air safety education. While there will always be a gray area between the two, basically, aerospace education activities are those which share information, whether it be technical or historical, about aviation and space with those who have little or no knowledge about such things. Such activities as FAA safety meetings, maintenance seminars and recurrent ground school would be considered safety education because they deal with a group that is already involved in the aviation field. Whether you are instructing Girl Scouts about the four forces of flight, taking an Explorer for an introductory flight, helping to send off hot air balloons or rockets with an elementary school class, or just talking positively about air travel with those who know nothing about flight, you are involved in aerospace education. It's wide; it's vast; and most of all, it's challenging.

In order to open this challenging exchange of ideas, each chapter aerospace education chairman has received or will receive an aerospace education packet, which includes information from

NASA, FAA and Cessna. (The packets were distributed during International Convention in New Orleans, so if your chapter has not already received a packet, one will be on its way shortly.) Of particular note is the questionnaire that each chapter aerospace education chairman is encouraged to answer and return to me. It will be the key for the exchange of ideas and enthusiasm this year.

While the packets may contain some helpful materials, each chapter will have to come up with ideas on how to utilize them in ways that will suit individual needs. The National Congress on Aerospace Education, which is held in the US each year, may provide a means to help gain more ideas and interest in this area. Increasing costs these days make it impossible to offer a special 99 aerospace education workshop as we had several years ago in Lincoln, Nebraska. The National Congress, sponsored by CAP, FAA, NASA and the National Air Space Museum, is our perfect answer. We can utilize it as our own aerospace education workshop and have the extra benefits that obviously stem from it being supported by such large and prestigious organizations.

Two years ago the 99s were honored by receiving the Crown Circle Award for demonstrating the zenith of leadership in aerospace education. This is a very meaningful and important honor of which we can all be proud because each of us played our own part in bringing such recognition to our organization. However, now we must continue our efforts to achieve excellence. The National Congress provides such an opportunity. Each chapter should make it a goal to send at least one member to next year's April 5-7 Congress in Houston, Texas. By joining CAP as an educator, you will be eligible for a possible free airlift to this event. More details will follow as they are available, but let's plan now to make Houston our aerospace education meeting place for 99s' 1984 workshop.

Starting this year, there will be a new **Aerospace Education Award presented on both sectional and International levels**. Each chapter should keep a record of all the aerospace education activities conducted by the chapter as a whole or by individual members, including participation at the National Congress. There should be a section award given at each spring section meeting, and the top three chapters from each section will be eligible for the International award with the winners named next year in Alaska.

As you plan chapter activities this coming year, remember to include aerospace education. It is something that can challenge us to learn more and share more, and it can challenge others to explore a world that is very important to our future. As women learning to fly in a male-dominated field, we are accustomed to challenges. However, women in the air and now in space are an inevitable and irreversible reality. It's time to widen our focus to teaching the world's greatest natural resource — our youth — about aerospace ... flying in any atmosphere. That is the only way to permanently sustain Amelia's dream of an International Women Pilots Organization.

Don't forget these important features of the 1983-84 Aerospace Education Program: understanding and sharing knowledge about aviation and space, utilizing the Amelia Earhart learning packets and activity books, utilizing NASA and the FAA for additional information, answering the questionnaire promptly, and attending the April 5-7 National Congress on Aerospace Education in Houston, Texas.

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NOTAM

Help! Anyone who has information about placing a 99s display case in a major airport facility, please contact Carol Phillips, Houston Chapter, 12207 Clearfork, Houston TX 77077, as soon as possible.

The Houston gals would like to do this, and are having difficulty persuading airport managers that it is a good idea.

FACT SHEET

Pertaining to the Applications for

Amelia Earhart Career Scholarship and Research Scholar Grant

The Amelia Earhart Career Scholarship Application Form is made a part of *The 99 NEWS*. Any Ninety-Nine wishing to apply for the scholarship is invited to read it thoroughly. Ninety-Nines may apply for either the Amelia Earhart Memorial Career Scholarship OR the American Flyers/ATE \$1,000 Certificate of Award, but not both. The criteria for an applicant includes the following:

- Have been a member of The Ninety-Nines, Inc. for 24 consecutive months immediately prior to December 15 of this year and agree to remain a member for 24 calendar months after receiving the scholarship award.
- Hold a current medical certificate.
- Have a current BFR (Biennial Flight Review) for USA only.
- Have a minimum of 150 hours Total Pilot Time (except the minimum number of hours does not apply to Research Scholar applicants).
- Have need of the award financially.
- Have a letter of recommendation signed by chapter AE chairman OR chapter chairman.
- Must agree to complete the course and/or training within two years of August 31 of the year of receiving the award.

THE APPLICATION CONSISTS OF:

- Application Form with Experience Record.
- Eligibility Form.
- Letter of Recommendation from the chapter AE chairman OR chapter chairman.
- Six copies of Application Form — sets must be submitted with only the original set notarized in the place provided.
- Without exception, the head-and-shoulders, clear glossy photo of the applicant taken within the past two years (size 2¼" x 2¼") must be attached to each copy of application.
- Original and five copies (six total) of all additional material furnished must be submitted to chapter AE chairman by DECEMBER 15.

EACH CHAPTER is allowed one applicant for every thirty (30) members or major portion thereof. Regardless of size, each chapter is allowed at least one applicant. The AE chairman may select a committee to assist her in screening applicants. This will be composed of two or three 99s or other members of the local aviation community who would have a non-biased interest in furthering aviation. Chapter chairmen may serve as AE chairmen.

THE CHAPTER AE CHAIRMAN (with her committee if one is needed) will screen the applicants using the following criteria:

- How realistic is her goal?
- What has the applicant already accomplished?
- Does she need the award financially?
- Is the requested amount of funding appropriate?
- Is she an active participating 99?
- How well will she use the award?
- Are the forms complete in every respect with original plus five copies?

Chapter AE chairman mails her chapter quota (or less) of the applications to the section AE chairman to be postmarked no later than JANUARY 15. Section AE chairmen are listed in the Membership Directory.

A SECTION MEMBER (not affiliated with a chapter) may request a letter of recommendation from the section governor and submit her application as directed above to the section AE chairman no later than JANUARY 15.

THE SECTION AE CHAIRMAN will select a committee (similar to that described for the local chapter) and screen the applications submitted by the chapters, using the criteria listed above. Each section may submit one application for each 200 members of the section or a major fraction thereof to the vice-chairman of the AEMSF Board of Trustees to be postmarked no later than FEBRUARY 15. The section AE chairman will notify all chapter AE chairmen of the status of their applicants by FEBRUARY 28.

All sections, regardless of size, may submit at least one application.

RESEARCH SCHOLAR GRANT APPLICATIONS shall be submitted to the AEMSF Trustees without screening. There is no limit on the number of applicants for the Research Scholar Grant either at the chapter or section level.

FACT SHEET

American Flyers/ATE Career Awards

for Ninety-Nines

administered by the Amelia Earhart Memorial Scholarship Fund

Once again the Board of Directors of The Ninety-Nines, Inc. has accepted the offer made by American Flyers/Aviation Training Enterprises for five awards to be administered by the Amelia Earhart Memorial Scholarship Fund Trustees.

- Each award is issued as a Certificate of Credit for \$1,000.
- To be used at any one of the five American Flyers/ATE Training Centers located in the city areas of:

Chicago (Du Page)
Dallas/Ft. Worth
Ft. Lauderdale, Florida
New York City, New York
Santa Monica, California

- The credit may be applied toward ground and/or flight training, which must be completed in accordance with the normal academic standards of American Flyers/ATE.
- Training is not linked to any specific course, nor will signing for any specific course be required.
- The certificate will expire August 31, 1985 and training must be completed by that date.
- Any unused balance will not be refunded in cash, nor can it be transferred to any other person or group.
- The award does NOT include transportation, housing or related expenses.
- A waiver of any responsibility to The Ninety-Nines, Inc. related to the awards will be signed by the winner.
- Winners of the awards will be announced at the annual convention of The Ninety-Nines, Inc.
- Ninety-Nines may apply for either the Amelia Earhart Career Scholarship OR the American Flyers/ATE Scholarship, but not both.
- Each chapter may send one application for every thirty (30) members or major fraction thereof; regardless of size, each chapter is allowed at least one applicant. Each section may forward one application for every 200 members of the section or a major fraction thereof to the AEMSF Board of Trustees to be postmarked no later than FEBRUARY 15; all sections, regardless of size, may submit at least one application.

TIMETABLE

The same administrative procedures, the same method of evaluating applications, and the same timetable as set up for the Amelia Earhart Career Scholarships should be used for American Flyers/ATE applications.

ELIGIBILITY

- An applicant must be a member of The Ninety-Nines, Inc. with a current medical certificate and a current Biennial Flight Review (for those outside the USA proof of similar compliance with that country's regulations).
- No specific number of pilot hours are required beyond the private pilot certificate.
- Application and accompanying material will be submitted to the chapter AE chairman (or section chairman if member does not belong to a chapter). Copies will be prepared to be sent to the section AE chairman.
- Ninety-Nines may apply for either the American Flyers \$1,000 Certificate of Award OR the Amelia Earhart Memorial Career Scholarship, but not both.
- Preliminary selection will be made by the Amelia Earhart Memorial Scholarship Trustees.
- Final selections will be made by officers or directors of American Flyers/ATE.
- Winner agrees to communicate at least quarterly with AEMSF secretary regarding her training progress.

Information regarding instruction available and costs may be obtained by calling American Flyers/ATE at their toll-free number, (800) 323-0808, or by writing to American Flyers/ATE, Du Page Airport, West Chicago IL 60185.



Team members, above, and their baggage await the train to Skien. Landing practice, below, is executed in a Piper Tomahawk.



Around the table, above, Marvin Ellis, Carolyn Pilaar, Janet Green, Roy Heyde, Hazel Jones, Jody McCarrell, Mary and Tom Young, Jerry Kuck and Lois Feigenbaum enjoy a picnic. Team members and support staff, below, sport matching blue blazers.



WE CAN FLY

Stories of Katherine Stinson
and Other Gutsy Texas Women

by Mary Beth Rogers, Sherry A. Smith and Janelle D. Scott

"I hope WE CAN FLY will be in every library – yours and certainly in every schools'. With three chapters on women in aviation, it is a marvelous, inspirational gift for all our young women. I was one of the first to buy it for my daughter, Gina, and myself!"

– Virginia Mattiza, Heart of Texas 99s

WE CAN FLY tells the stories of Katherine Stinson who flew the loop-the-loop in San Antonio in 1914; of the brave Women's Air Service Pilots of WWII (WASPs) stationed in Sweetwater, Texas; of today's women astronauts in training at the Johnson Space Center in Houston.

WE CAN FLY also celebrates the lives of other women with that "can do" attitude: Babe Didrikson Zaharias, Margo Jones, Clara Driscoll, Dr. Sofie Herzog, Jovita Idar, Leonor Villegas de Magnon, Bette Graham, Jane Y. McCallum, Christia Adair, Molly Goodnight and Cornelia Adair.

WE CAN FLY is a beautiful book for all ages with 182 pages, 25 original drawings, 117 photographs. (ISBN 0-936650-03-6 pbk., ISBN 0-936650-02-8 hbk.)

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"My mother never warned me not to do this or that for fear of being hurt. Of course I got hurt, but I was never afraid."

– Katherine Stinson



Corporate Flying

by Jeane M. Wolcott

At the age of 31, All-Ohio 99 Judith Congreve has the world by the tail. Infatuated with aviation early in life, by 14 Judith was washing planes and changing tires at Chicago's Midway Airport in exchange for flight time. At 17 she had her private pilot certificate, before she had her driver's license. At age 18 Judith was a flight instructor and, at that time, the youngest commercially licensed pilot in the nation.

In 1968, Congreve attended Southeastern State College in Oklahoma, where her flying experience counted toward a degree in aeronautical engineering. But she never completed school. Instead, she took a job as a flight attendant with American Flyers Airline, a charter firm flying DC-8s and 727s internationally. This company went out of business, and in the meantime, Judith acquired her instrument and CFII.

A customer service job with Xerox in Harrisburg during the 1970s also found Congreve giving flight instruction to nearly 70 students plus time to fly traffic watch for a local radio station and haul some late night freight charter flights.

The big break came in 1973. Pegasus Travel Club, which operated a DC-8, was looking for a copilot, and Judith's name was suggested. She was hired, and the company agreed to send her to United's DC-8 training school. What was it like for a 23-year-old female at the training school? "...If a woman really wants to go ahead and pursue an occupation in a man's world, she can do it if she proves herself. For instance, once I proved I could do as well as anyone else in the class at United, I was accepted like anyone else."

In the *FAA Eastern Intercom*, September 3, 1974, there is an article proclaiming: "The first woman to meet airline qualifications standards as a four-engine turbojet pilot... Judith Congreve... also passed with flying colors the DC-8 first officer qualification check."

After two years of flying the DC-8 all over the world, Judith began looking for other job opportunities. By chance, she was at Atlantic Aviation, Wilmington, Delaware, when she ran across Bernie Redlawsk, chief pilot for Harsco. The company was short a copilot for the delivery of their Hawker Siddley 125.400 to Harrisburg upon completion of the maintenance. Judith volunteered. She spent a half-day learning the cockpit layout and drills. So impressed were they with her flying abilities, a few months later Redlawsk offered Congreve a part-time job with them.

Judith took the engine course at her own expense and when offered a full-time job she agreed, provided Harsco would promise equal pay with men and a captain's rating within a year. As she advanced through the ranks, Judith, at 29, was named second-in-command with the title assistant chief pilot.

Since then, Northwest Orient and IBM have offered flying jobs, but Judith has chosen to remain at Harsco.



Judith A. Congreve, PIC of a Hawker Siddley 125.

Harsco specializes in metal manufacturing and deals in fabricated metals, reclaims steel, builds truck bodies and seamless pressure cylinders. In North America the company has 13 divisions, each a company in its own right, with overseas divisions in Wales, Iran, Australia and India.

Harsco requires its six pilots to perform routine maintenance tasks on the aircraft, something that Judith has taken seriously — and enjoys. She has attended HS-125 maintenance training in England as well as Garrett 731 engine school, and hopes to acquire her A&P in 1983.

And when Judith has completed her 100 hours a month flying, what does she do with the rest of her time? She still instructs fixed, rotary and multi-instrument and is ground instructor for private, commercial and instrument students at Central Penn Business School (CPBS), adjunct instructor at CPBS for flight attendant concepts and recently was named to the Board of Directors of that school. She serves as a volunteer American Red Cross instructor for CPR and advanced first aid, ski instructor at Lewisberry, Pennsylvania, and teaches Survival Clinics for GAITs Teaching Seminars and CFI Revalidation Clinics. Add to that proficiency on the flute, piccolo, bassoon, sax and performing with local civic orchestras.

Assistant Chief Pilot Judith Congreve at 31 is deeply involved in aviation and life. Being a female on the flight line has both advantages and disadvantages. "Women are now given more opportunities in aviation," she says, "but still aren't recognized as authorities."

With women like Judith Congreve in positions of command, that perception may change very quickly.



Alabama 99 Ruby Dickerson lines up for final approach.

The Lady Loves to Fly

by Carolyn Gibson

Ruby Dickerson has a hard time keeping her feet on the ground, and she's apt to fly off at the slightest whim. It's not because she's a dreamer or a quick-tempered sort. The lady just loves to fly.

"Flying makes me feel free. I leave all my cares behind as soon as I get off the ground," said the staff specialist of buildings. "Once you fall in love with flying, you've got the bug forever."

Dickerson started flying 11 years ago when

her husband, John, was taking flying lessons. He lost interest after awhile, but she kept up the lessons and got her pilot's license. Eventually, John went back to complete his training.

Now they often fly together in their single engine, four-seater, red and white Cessna 172 Skyhawk. Trips have taken them as far away as the Bahamas and Las Vegas. She frequently makes the three-hour trip to Natchez, Mississippi to visit family.

"I fly every weekend for at least an hour or two, and my favorite time to fly is early in the morning or right after sunset," said Dickerson. "It's pretty then. Everything looks so neat and clean. I never dreamed there were so many ponds and streams!"

Dickerson's flying is mostly for fun. But she is a certified flight instructor and gives private flying lessons on weekends and summer evenings.

"Right now I'm learning to fly a glider. By spring I hope to have qualified for my glider rating," said Dickerson, who already has earned single engine, commercial pilot, instrument, ground instructor, multi-engine land and certified flight instructor ratings.

"Flying a glider is a totally different sensation from flying a plane. It's quieter because

there's no engine. The craft is lighter in weight. And it's a challenge to find the air currents, which you use to keep the craft aloft.

"Flying is an exciting hobby, but I don't want to get bored doing the same things. So I keep studying to learn more and become a better pilot."

When she's not flying or teaching others how to fly, Dickerson devotes her time to four flying clubs. She's also a volunteer at Birmingham's Southern Museum of Flight, where she sorts magazines and pictures for the museum's library.

In 1981 she won the Outstanding Alabama 99 Award from the Alabama Chapter. And last October she became only the second person

ever to receive the Birmingham Aero Club's Jay Ginder Memorial Spirit of Flight Award, which goes to the club member who best shows a genuine love of flying and the true "spirit of flight."

Dickerson is also active in the Telephone Pioneers. She was chairperson of the Birmingham Central Council's drive last year to dress dolls for the Salvation Army to give to children.

"There's no telling what my next goal will be after I get my glider rating in the spring. Maybe I'll try for a seaplane rating this summer. Flying is a part of my life and I love it.... You know, flying beats driving a car, hands down," she said. "From up there, you can't see the beer cans by the roadside."

Reprinted with permission from *Central*, the magazine of South Central Bell, 1983, No. 1.

Copter Sales Career Soars

by Stephen Hughes

Sheryl Jones is a new twist in the helicopter business. Few people sell as many helicopters as she does.

The Coral Springs resident is Bell Helicopter's only saleswoman and a rarity in the male-dominated world of copters.

"There was a group of skeptics when I first arrived at Bell," Jones recalled. "Some of them let me know it, some of them didn't. I've since proved myself and silenced any criticism."

Jones, 36, sells copters all over Florida, except the panhandle. If Coral Springs decides to permit helicopters to land in the city again, she may be selling copters closer to home.

She has sold five copters already this year. Her boss thinks she may soon be Bell's best sales person — although he had his doubts when she started two years ago.

"I was afraid customers wouldn't take her seriously," said Ralph Helmericks, Bell's southern division manager. "But I was completely wrong. I get calls from people saying, 'Send me that helicopter lady — and it'll be somebody from another state.'"

Jones' enthusiasm helps make her successful. She loves her job, and it shows.

"Aviation, as a whole, is very romantic," she said. "Have you

ever noticed the number of people standing at an airport just watching the planes take off and land? I remember watching as a child, too — but I finally did it myself."

Jones took a winding route to Florida. Although she yearned to soar, 30 years flew by before she got into aviation.

She earned her college degree in biology and spent six years in hospital laboratories before she began selling medical lab equipment and chemicals in 1976.

She also took up a new hobby. "I always wanted to fly," she said. "In sales I had enough money to do it — and it changed my life. Flying is one of the greatest confidence-builders."

Jones began taking flying more seriously when an instructor urged her to enter a women's air race in Galveston, Texas. She had flown less than 60 hours by then but won the race.

She convinced an aviation instrument company to hire her in advertising and sales promotion. A year later, she jumped to another instrument company, flying a Piper over seven western states in search of sales. Her experience and sales reputation won her a job with Bell, bringing the new challenges of flying helicopters and selling machines that cost from \$350,000 to \$4 million.



Florida Gulf Stream 99 Sheryl Jones, Bell Helicopter's only saleswoman, is selling copters all over Florida. Photo by Alan Freund, Miami Herald Staff

Reprinted with permission from page 3 of the Neighbors Section of the April 28, 1983 issue of the *Miami Herald*.

continued from page 17



Nikki Caplan floats "high in the sky" in her "City of St. Louis" balloon.



Nikki Caplan Earns Montgolfier Diploma

by Liz Burdette

The ultimate in awards for accomplishments in gas balloons was presented Nikki Caplan, Greater St. Louis 99, by the Federation Aeronautique Internationale (FAI) in Los Angeles at the Civic Center September 25.

Chosen by the Balloon Federation of America as the USA nominee, Nikki was selected for the FAI award, the Montgolfier Diploma, in international competition for major achievements which cover almost 15 years.

A pioneer in modern hot air ballooning, she was appointed Missouri's Official State Balloonist by the governor in 1978, official pilot for the Illinois State Fair Balloon Race (1977-80), and she holds the lighter-than-air free balloon rating.

In 1982, she set a new World Feminine Distance Record for AA-6 through AA-15 Class Gas Balloons in a flight from Albuquerque, New Mexico, to Duncombe, Iowa. Her record flight of 1357.6 Km doubled the old record of 585.8 Km established in 1961.

After flying in almost all parts of this country as well as in Europe and Asia, she won her first major competition in the 1973 National Hot Air Balloon Championships in Indianola, Iowa, where she was the only woman to qualify for the finals.

Since then, she has chalked up honors which merit a permanent place in the history of ballooning. She has consistently participated in the Kentucky Derby Festival Race, Indiana, Illinois, and Albuquerque Air Races, and in 1980, flew her balloon, "Unicorn," for Opening Day ceremonies of the Winter Olympics at Lake Placid, New York.

She owns a new 35,000-cubic-foot gas balloon, "City of St. Louis," which she flew in

Munster, Germany, among other places, before competing in the 1981-82 National Championship Series.

In addition to flying, Nikki has been instrumental in organizing and promoting balloon races and other related activities.

She organized the first McDonnell Douglas Aero Classic Gas Balloon Race, which has become one of the premier events in the world. An FAA examiner designee for both flight and written tests, she teaches a ground school course for ballooning at Meramec Community College in St. Louis.

Since her election to the Board of Directors of the Balloon Federation of America in 1976, she has held major positions in the national organizations. She has received the President's Award from the Balloon Federation of America twice, in addition to the 1979-80 Achievement Award of Greater St. Louis Chapter of the 99s.

Other significant activities involve her teaching skills. She is president and chief flight instructor of Balloon Port of St. Louis, a sales and service agency for The Balloon Works, manufacturers of Barnes Sport balloons. As the chief flight instructor for the Balloon Solo program for cadets at the summer flight encampment, she is a captain in the Illinois Wing of the Civil Air Patrol.

Her impressive credentials also include a strong academic background. She attended the University of Missouri, received a BA in chemistry from Washington University and attended graduate school at Georgetown University. She was formerly an analytical drug chemist with the FDA and an instructor in chemistry at the St. Louis College of Pharmacy.

Ties with Aviation Are Binding

by Mary Lou Brown

"Aviation spoken here, is the claim of one aircraft supplier. Nothing short of the real thing intrigues a pilot more than hangar flying — those wonderful sessions of yarn-swapping in pilot-ese. The ability to converse in aviation won for two Phoenix 99s the opportunity to meet and share adventures with a lady whose exciting past includes learning to fly in the early 1920s.

Anne Marie Rambo, now almost 86 years old, confided in a neighbor that she was hungry to talk with someone who could speak her language — the language of flying. Anne's neighbor, being a friend of Mary Lou Brown, arranged for a meeting of Anne, Mary Lou and Ruby Sheldon. The three let loose with a barrage of aviation talk that consumed all of a Sunday afternoon.

Anne started flying in the 1920s, but put it aside to pursue advanced degrees and to join the faculty of Glendale College, Glendale, California. She took up flying again before World War II, and became an early director of the Civilian Pilot Training (CPT) program for US Navy cadets, based at Prescott, Arizona. She served in the Women's Air Corp (WAC) as assistant to the ground school director at Stuart Field, West Point, New York.

In 1947, as commander of the Amelia Earhart Post of the American Legion, Anne coordinated the dedication of the Amelia Earhart exhibit at the Smithsonian Institution. She is donating photographs and phonograph recordings of the dedication ceremony to the San Diego Aerospace Museum. Pictured with Anne in the photos are Amy Otis Earhart, Amelia's mother, and Paul Garber, then the director of the Smithsonian Institution. Her donation also includes a scrapbook of newspaper clippings of Amelia Earhart's exploits, from her first flight

Anne Marie Rambo wears the typical flight suit of the early '30s.



As a 99, Anne served as 1951-52 governor of the Southwest Section. In those same years, she was trailblazer for the Powder Puff Derby. You will find her biography and photo on page 454 of the 99s *History Book*, and another photo on page 82 with the write-up of the 1952 AWTAR.

Impressive as are her flying credentials, aviation was not her only vocation. In 1934, she went to Japan and China as a professor of history for Glendale College. She saw Japan readying for war. Says Anne, "I never thought of myself as being a spy, but I guess that's what I was." She was fascinated by China, and says that is the only place of all her travels that she really would like to see again — she wants to see if it has been cleaned up! On her living room floor is a gorgeous, like-new, Oriental rug that she purchased in China 50 years ago.

After World War II, Anne joined the Lockheed Missiles and Space Division at Sunnyvale, California. There she handled the touchy public relations chores for the top secret research and development

program. She saw some of the early missile firings at Cape Canaveral, Florida. She says of the missile launchings, "They didn't all go up."

In the 1960s, she spent 10 months in Africa lecturing on the progress of the space program for the US Department of State. She spoke and made recordings for schools at every college then existing in Africa, including the American University in Beirut, Lebanon. She was enthralled at the intelligent curiosity evinced by the African audiences.

Anne recently moved to a retirement apartment complex in Mesa, Arizona from her home on the coast of Oregon in order to recuperate from two major operations. She has accepted the invitation of the Phoenix Chapter to become a member by reinstatement — she lost her membership some years ago when she could no longer meet requirements for a medical. Then she can share tales of adventures with others who speak her language.

Aviation spoken here? You bet.

It's Never Too Late!

by Carol Hart

Proving that life can begin at 60, the fairy tale romance of Margaret and Everett Syverson has enchanted and delighted the family and friends of the Tacoma, Washington couple.

After a chance encounter revealed their mutual interest in flying, their unique courtship was spent in study sessions for ground school and FAA written examinations.

It all began when Margaret found herself alone in her mid-50s, a widow with her children grown and gone from home.

Her son, Bill, who as a teenager had been a ham radio operator, had often mentioned Everett, an older man who had helped him learn more about his hobby. When Bill came home to visit his mother, he always tried to find time to drop by to see his friend, Everett, who had moved to a nearby neighborhood.

Recalling that his mother and Everett had both expressed interest in flying in the past, Bill managed to introduce the two people, who were obviously not ready to view life from a rocking chair.

To Bill's pleasant surprise, Margaret and Everett quickly shared their life-long dreams for flying and agreed their ages (59 and 69, respectively) would be no deterrent to reaching their goal — private pilot's licenses.

Both blessed with keen senses of humor, Everett delighted in showing Margaret his cap, goggles and boots from his first flight lessons in 1929, and they were off to a good start! They wasted no time enrolling in flight training.

There were some discouraging moments for Margaret, as her flight instructor became frustrated by such episodes as her brushing the tree tops in her first attempts at flying.

"I was panicked," she said, "by the fear that

once we were on the ground, he would no longer be willing to teach me."

Once when she told her instructor she was crazy about flying, he replied, "Lady, I know you're crazy, but I'm not too sure about the flying."

But Everett, who soloed quickly, kept her spirits up, and they laughed a lot about her experiences.

"I had a funny story to tell Everett," she said, "after every lesson."

Finally her big day arrived.

"My instructor asked me if I wanted to try it alone. When I said, 'okay,' he jumped from the plane and headed for the bushes."

When she landed, his "beautiful grin" told her she had done well in her first solo flight.

She wanted to surprise Everett, but he said he knew right away by the "light in her eyes" that she had passed.

Some of their solo time was flown in trips together — Margaret in a Cessna 150 and Everett in a Cessna 172. They became a familiar sight in the area to pilots and friends who cheered their progress.

They took their final check rides the same day and celebrated getting their private pilots' licenses by announcing their engagement.

Shortly after, with children and grandchildren in attendance, they were married. Two tiny, silver biplanes appropriately topped their wedding cake.

But this was not the end of their storybook love affair. Their romance with aviation also continued to blossom and grow.

With their Cessna 172 based at a small airport, Shady Acres, they travel to Osnkosh to work in the Western Flyer booth, visit every airport, air show and aviation function possible. They have also toured the Space Centers at Houston and Cape Canaveral.

Margaret still enjoys teasing Everett.

Recently, while visiting an airport, she was invited to ride in a biplane to another airport on their route. This meant that Everett had to drive their car to meet her, but he understood she never turned down a chance to fly.

She claims she can spot a pilot five miles away, and anything with an aviation air has her pointed in that direction.

An active member of the Mt. Tahoma 99s, EAA and IFNA, she met with 99s in Australia and New Zealand when she and Everett traveled there last spring.

This vibrant, charming couple has been an inspiration to all the people in aviation they have met.

"To watch the two of them," said one of Margaret's 99 friends, "is to glimpse a real dream come true."

AMELIA EARHART CHRISTMAS ORNAMENT

SERIES 1 — EARLY FLIGHT



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3 1/4" Glass ornament - dated - artist Warren Green's rendition of this historic plane - \$4.95 plus .95¢ postage per item. Send for free color catalog.

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Collect the whole set. Kitty Hawk 1981, spirit of St. Louis 1982. We also feature Amelia Earhart Xmas cards with same scene.



Margaret and Everett Syverson with their Cessna 172.

Exploring America's Two Largest National Parks

by Sallye L. Werner

Once you reach Alaska via the *Wien Passport* described last issue or another means of transportation, there are sights galore to be seen. This month we will head north to Denali National Park and Preserve, and then swing around to the southwest toward Katmai National Park and Preserve, as well as Lake Iliamna and Dillingham (home of some great fishing!). Denali and Katmai are one and two in terms of size in the great national park system.

North of Anchorage about 250 miles lies the highest peak in North America — Mt. McKinley — towering at 20,320 feet. Native Alaskans have always called it *Denali*, meaning "the great one," and it's easy to see why once you get a glimpse of it. It's a lovely sight whether seen from Anchorage, Fairbanks or along the way. It was in the late 1800s that an American gold-seeker stumbled off a boat and called it McKinley after the man who had just been elected President. From that time until last year, it was officially known as Mt. McKinley. Now it is called by its real Alaskan name — Denali.

In addition to a chance to see the mountain up close, a trip to Denali can open vistas of fantastically beautiful scenery and opportunities to see a variety of wildlife. Eagles, hawks and long-tailed jaegers are just some of the many birds that soar the skies; fox, arctic hare, ptarmigan and ground squirrel are the small animals in abundance. But caribou, moose, grizzly bear and an occasional wolf or lynx are the most sought-after animals by photographers and tourists alike. A trip to Denali is well worth the time.

In the opposite direction from Anchorage, you will find some of the greatest fishing areas in the state. Both commercial and

sport fishing are very popular in many parts of southwestern Alaska and the Alaska Peninsula. Lake Iliamna, the largest lake in Alaska, and Lake Clark are peppered with lodges used for fishing or wilderness vacationing. Some of the world's finest rainbow trout are available in the area as well as grayling, Dolly Varden, pike and lake trout. From mid-July through August, several species of salmon are also found in local rivers and streams. There are many air taxi operators around Lake Hood in Anchorage who can fly you in, or contact the National Park Service for information if you want to fly in yourself.

Just south of Iliamna lies Katmai National Park and Preserve, an area with a remarkable past. In June 1912, a violent volcanic eruption occurred, leaving ash deposits of up to 700 feet on the surrounding area. Over 40 square miles were left with no vegetation and no living things. Scientists have estimated that its force was probably 10 times greater than the Mt. St. Helen's eruption; but because it occurred in a sparsely populated area and was preceded by several days of earthquakes, there was no loss of human life. The valley down which the majority of ash was blown became a wasteland with thousands of fumaroles (fissures in the earth's surface through which steam and heat escape) along its length. It was quite a sight, and for years people came to view "The Valley of Ten Thousand Smokes." Today, though it still sports the name, the "Smokes" have faded and only some large holes in the ground remain to testify to its rich past. The valley is still void of vegetation; this is the place they brought the astronauts to practice before the first trip to



Salmon fishing, left, is popular in Alaska. Curious Dall sheep, right, keep their distance from photographers in Denali National Park and Preserve, where moose, below, seen all over Alaska, are especially populous.



the moon. It is still a very interesting place to see, and many visitors enjoy a few days of backpacking around the valley.

The northern portion of the Preserve is in stark contrast to the Valley of Ten Thousand Smokes. Here you will find lush green forests, beautiful clear lakes, fabulous fishing and wildlife galore. Brooks Camp, on Naknek Lake, is headquarters for all excursions into the park. There are camping and lodge facilities right here, and salmon running in nearby Brooks River are said to provide some fine fishing opportunities. Bear and moose abound in the surrounding area, and wolf are spotted on occasion by campers who get off the beaten path. Transportation to and from Katmai is by floatplane or amphibian — no road or landing strip available. You can fly via *Wien* to King Salmon and pick up the 20-minute amphibian (Goose or Widgeon) flight.

Be aware that good rain gear is essential equipment any time you travel in Alaska and especially when you spend any extended length of time outdoors. Weather is very unpredictable! Predicting exactly where and when the salmon fishing will be good is also difficult, depending as it does on the instincts of the fish. We will have up-to-date information available at Convention, and some will be included in the registration packet in the March issue of *The 99 NEWS*.

In the next issue, we will take you on a leisurely tour of southeastern Alaska via the Alaska Ferry System with stops at Ketchikan, Juneau, Skagway and Glacier Bay.



The Lethe River, above, has cut a path through volcanic ash in Katmai National Park and Preserve. The resulting view down the "Valley of Ten Thousand Smokes," right, is most impressive.



1984-86 International Officers to be Elected

Our International officers have just begun to serve the second year of their term, but already it is time to prepare to elect new officers for the 1984-86 term. During the spring of 1984, we will elect by mail ballot a new President, Vice President, Secretary and Treasurer, as well as a five-member International Nominating Committee and positions on the AE Scholarship Trust Board.

Two new members for the International Board of Directors will be elected by ballot during the 1984 Convention.

The Intent to Seek Election form will serve as our only means of discovering those who wish to be considered for any of these elective offices. The qualifications for each of these offices are printed in your current roster under Article X, Section 1. Check them carefully before submitting your Intent form. Deadline for mailing your form to the Nominating Committee chairman is **December 30, 1983**. (Envelopes must be postmarked by that date.)

To be considered for an elective office, follow these steps:

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

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

NOTE: Each candidate is to compile her own background, *not to exceed 100 words*, as she wishes it to appear in *The 99 NEWS*. Send one copy to the Nominating Committee chairman (address below) along with the Form #N-83-2. Also, please note that endorsement verification by the candidate's own chapter chairman or two other chapter chairmen in the candidate's own section is required on Form #N-82-3; if no chapter exists, endorsement of section governor is acceptable.

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

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

Intent To Seek Election

Office Sought: _____

Name _____ Phone _____

Address _____

Chapter _____ Section _____

99 Member Since _____ Classification _____

Date and Class of Last Medical _____

Date of Last Biennial Flight Review _____

Ratings _____

Total Hours _____ Last Two Years _____

Service to Ninety-Nines, Chapter Level:

Committees:

Offices:

_____	_____
_____	_____
_____	_____
_____	_____

Service to Ninety-Nines, Section Level:

Committees:

Offices:

_____	_____
_____	_____
_____	_____
_____	_____

Service to Ninety-Nines, International Level:

Committees:

Offices:

_____	_____
_____	_____
_____	_____
_____	_____

No. of International Conventions Attended _____ Sectionals _____

Special Aviation-Related Awards: _____

Membership in Aviation-Oriented Organizations and Offices Held: _____

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

Occupation: _____

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

Chairman's Signature: _____

Chairman's Signature: _____

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

Date _____ Candidate's Signature: _____

Send Original Plus Four Copies to:
Val Johnson, International Nominating Committee, 525 S. Main, St. Clair MO 63077
Attach 100-word resume to all copies.

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

Form #N-83-2

DEADLINE: December 30, 1983

The theme of the 1983 World Aerospace Education Congress held July 10-15 in Washington, D.C. was "Aviation and Space Education in Service to Mankind." The 99s were there in force, comprising 15 of the 140 registrants at the Congress.

The World Aerospace Education Organization (WAEO) is "an international organization to promote research and development in the professional, technical and general areas of space education." Its objectives include the international exchange of experience between organizations, firms and individuals interested in aerospace education; to aid developing countries in aerospace education; and to increase the understanding of the world's masses to the importance of aerospace to life today.

The 1983 Congress was officially opened by WAEO President Kamal Naguib of Egypt at a gala reception in the National Air and Space Museum.

Formal sessions were held in the morning, and afternoon activities included tours of the National Air and Space Museum, Goddard Space Flight Center, the Smithsonian Museums and Garber Restoration Facility.

Topics discussed by 30 speakers from 13 countries covered a wide spectrum of aerospace education, ranging from "Ancient Lessons in Aerospace Technology" by Dr. Gene Phillips, founder of the Ancient Astronaut Society to an account and pictures of the flight of STS-7 by astronaut Donald E. Williams.

Two 99s received special awards for promoting the advancement of women in aerospace. Chanda Budhabhatti received one for her work with the Indian Women Pilots Association and the India Section of 99s, and T. Akasheh was honored for being the first woman pilot to fly with a commercial airline in Jordan. She flies for ALIA.

Dr. Hope Isaacson, Minnesota Chapter, spoke about the 99s' work with aerospace education, while Chanda Budhabhatti discussed the difficulty of women becoming pilots in India and the progress women pilots have made in overcoming social stigmas.

For coverage of Hope and Chanda's addresses, as well as those of other speakers such as J. Lynn Helms, watch future issues of *The 99 NEWS*.

by Betty Jane Schermerhorn



Ninety-Nines attending the World Aerospace Education Congress

International Board of Directors Report

The International Board of Directors met on Tuesday, August 9 in New Orleans. President Marilyn Copeland presided. Present were Vice President Charlene Falkenberg, Secretary Barbara Goetz, Treasurer Betty Jane Schermerhorn and Directors Judy Hall and Ruth Dobrescu. Also in attendance were Sylvia Paoli, legal counsel, and Loretta Gragg, executive director. Absent due to attending the International USPFT Competition in Skien, Norway were Past President Janet Green and Director Hazel Jones.

A World Proficiency Flight Team Council was established to encourage participation in the Proficiency Flight Competitions by other countries represented by the 99s. Betty Jane Schermerhorn will act as International Board liaison to the committee.

The Grant Proposals have been presented to various foundations.

A display to be used at national functions has been purchased and was presented to the Board. Ruth Dobrescu was in charge of obtaining the display, and with the help of Ronald and Doris Abbate and Marion Andrews, did a tremendous job. The 8' x 10' display has a permanent silk-screen portion with other portions interchangeable.

A motion was passed that all items for sale using the official logo of the 99s, which is registered with the US Patent Office, must be sold through a 99 chapter with a portion of the profit going to the chapter.

Another short Board meeting was held August 17 to welcome newly elected Directors Marie Christensen and Pat Roberts, and to thank outgoing Directors Ruth Dobrescu and Judy Hall for their dedicated service and hard work.

The fall Board meeting will be held November 18-20 at Headquarters in Oklahoma City. All items for the agenda should be sent to President Marilyn Copeland.

by Charlene Falkenberg

NOTAM

Identifying Mission Specialist and Pilot Astronaut Candidates

The selection will consist of approximately 12 new astronaut candidates; six pilots and six mission specialists. One of the minimum qualifications for either position is to have a bachelor's degree from an accredited institution in engineering, biological or physical science or mathematics. Historically, a large number of candidates for these positions have held higher degrees in these fields.

Inquiries from potential applicants should be directed to NASA Johnson Space Center, Mail Code AHX, Houston TX. Application materials are currently available, and completed applications will be accepted from October 1, 1983. Selections will be made by May 1984, and successful candidates will report to duty in July 1984.

Minimum Qualifications for Pilot Astronauts

- A bachelor's degree from an accredited institution in engineering, biological or physical science or mathematics.
- At least 1,000 hours time as pilot-in-command of high-performance jet aircraft (flight experience is highly desirable).
- Ability to pass a NASA Class I space flight physical examination which is similar to military and civilian flight physicals.
- Height between 64 and 76 inches

Minimum Qualifications for Mission Specialists

- A bachelor's degree from an accredited institution in engineering, biological or physical science or mathematics.
- Degree must be supplemented by at least three years of related professional experience; an advanced degree is desirable and may be substituted for the experience.
- Ability to pass a NASA Class II space flight physical examination which is similar to military and civilian flight physicals.
- Height between 60 and 76 inches

NASA has an affirmative action goal of including qualified minorities and women among the newly selected candidates.

The number of candidates to be recruited in subsequent selection periods will vary, depending upon mission requirements and the rate of attrition in the existing astronaut corps.

(Editor's note: 99 Sue Norman, who works at NASA, sent the above information to Kathy Pelta, who in turn forwarded it to *The 99 NEWS*. Our thanks to both for thinking of us.)

chapter

News, Activities and Projects



Canadians Betty Jane Schermerhorn, Margo McCutcheon and Heather Sifton present a Canadian flag to the Forest of Friendship's Fay Gillis Wells, who is at the podium.

EAST CANADA SECTION

Eastern Ontario Chapter

Chapter members have been busy this summer. Margaret Taylor has used her C-172 on floats for several Skywatch flights. Her observer-photographers have included Suzanne Frogley, Gerda Ruckerbauer and Lorraine de Blicquy.

Betty Jane Schermerhorn attended the ceremonies at the Forest of Friendship. She reports the Canadian maple tree is flourishing.

The Canadians present were asked to sing our national anthem. Mildred Beamish, Saskatchewan Chapter, played the piano while Margo McCutcheon and Heather Sifton, First Canadian Chapter, and B.J. sang.

Felicity McKendry and B.J. visited the EAA Convention in Oshkosh where B.J. represented the International 99s at the Theatre-in-the-Woods presentation of "Women in Aviation."

Chapter Chairman Isabel Pepler represented us at the International Convention in New Orleans.

We are now busily preparing for our poker run, which will take place this year rain or shine. We'll fly to five of the eight airports to pick up cards or drive if the weather is poor.

by Betty Jane Schermerhorn

NOTAM

To Chapter News Reporters:

Please do not type names in all caps in your copy. We do NOT set them that way, and correcting the typing is a time-consuming problem for the staff. Thank you.



Beryl Scudellari reflects the First Canadian Chapter's delight as Chairman Donna Deaken presents the chapter's \$1,500 sponsorship to Hella Comat for the Canadian Aerobatic Competitions.

First Canadian Chapter

We have been so busy in the past few months that we just haven't had time to write about it. July was spectacular.

July 26 saw the return of Margo McCutcheon and Heather Sifton from the celebrations at the International Forest of Friendship in Atchison. They carried to Kansas with them a Canadian flag and returned with a U.S. flag and Commemorative Covers and trees for the Canadian Provinces of Ontario, Quebec, Nova Scotia and New Brunswick. A large crowd of 99s, our aviation friends, members of the media and dignitaries were at Toronto-Buttonville Airport to greet them. The tree planting received national television, radio and newspaper coverage [see p. 15 of the September issue for photo].

The "Drawing Party" took place July 15 at Beryl and Norm Scudellari's home on the shores of Lake Ontario. The "draw" was for the winner of a hot air balloon ride and a magnum of champagne raffled by our chapter to raise money to sponsor one of our members, Hella Comat, in the Canadian Aerobatic Competitions. We presented Hella with a check for \$1,500. A local recreational pilot won the balloon ride. It was most grati-

fying and exciting to realize such success in the support of one of our members. We are very proud of Hella, who is the current Canadian Intermediate Aerobatic Champion, and we wish her every success in learning and excelling in the new maneuvers and conquering the Advanced Class Championship.

We had a good turnout of 99s, Skywatch pilots, Ministry of the Environment personnel and a very interested delegation from the media for our July 12 Operation Skywatch Press Conference. George Mierzynski, Central Region director, introduced the Skywatch Program; Don Jeffs, director of Water Resources, explained our involvement in the documentation of water pollution; Carol Papas, 99s Skywatch coordinator, talked about the 99s and invited the media to "come fly with us" on a mock mission. Alysia Pascaris, Adele Fogle and Wendy Traviss flew the reporters and their cameramen, while 99s and Ministry personnel talked to others on the ground about the program. This was also the introduction of the vertically mounted camera in a 172 and our first opportunity to see it. The vertical camera will provide a greater ease of comparison of photos over the years and a more accurate means of measuring distances.

In June, nine aircraft and 28 Ninety-Nines and 49½ers journeyed to North Bay, Ontario to tour the NORAD installation. The weather couldn't have been better, the arrangements were flawless — thanks to Helen Hems — and the hospitality beyond our every expectation. We had a very pleasant cruise around Lake Nipissing to enjoy the natural beauty of Ontario's northland from "ground" level. The NORAD tour was absolutely fascinating and truly a learning experience.

August will see at least two of our members and their 49½ers at the Convention. For the rest of us, who are unable to journey that great a distance, there'll be a shorter hop to Collingwood Airport for a picnic for 99s, their families and aviation friends.



Instructions on water surveillance from John Sweet and Captain John Barnes of Environment Ontario prepare 99 pilots Carol Papas and Sarah Wochemart for an Operation Skywatch mission.



Diane Stefanski, Wendy Baskin, Mary Oswald and Lorraine Sawatzky, above, roll the paint at Ponoka, shown below from the air.



WESTERN CANADA SECTION

Alberta Chapter

Our Forest of Friendship seedling tree arrived from Helena, Montana compliments of Eleanor Bailey, Carol Tucker and Linda Whiteside. Henry Woo, MLA, accepted the tree on behalf of the government of Alberta. Six 99s (Jo Harris, Mary Oswald, Eva Bellwood, Helen Lavender, Rosella Bjornson and Karen Rutledge) were present at the planting ceremony in the Edmonton Convention Centre.

Our first air marking this year was held at Ponoka. Eight members, along with seven others (husbands, brothers or interested pilots) painted the name in 30-foot letters. The airport manager and chairman of the Airport Commission hosted a barbecue for all the workers.

Our third air marking project this summer was completed August 13 at the new Killam-Sedgewick Airport. Six members and over a dozen helpers completed the 20'x4' letters by noon. Iron Creek Flying Club then held a barbecue for us.

Jo Harris, Helen Lavender, Ruby Hamilton and Susan deBeurs were able to attend International Convention. Congratulations to section member Shirley Render on receiving an AE Research Scholarship.

Several members are planning on flying in the Edmonton Air Rally August 27. Other 99s have been instrumental in organizing this proficiency rally.

Everyone is looking forward to hosting the September 23-25 Western Canada Sectional in Edmonton.

by K. Rutledge

British Columbia Chapter

Once again the chapter is having an extremely busy summer. May Primeau, Carole Chandler and Alison Jeffery and her husband, Jim, attended a June 12 fly-in at Duncan on Vancouver Island. The flying club put on a great show and our members enjoyed themselves watching the flying activities, which included flour bombing and spot landings.

The 4th Annual Poker Run was a grand success even though the weather did everything to produce the opposite results. The poker run is becoming a west coast tradition. This year prizes included a trip for two anywhere in Pacific Western Airlines world and a cruise on the sailing yacht, *Edelweisse*, along with many other prizes.

CHAPTER NEWS, ETC.

The chapter participated, for the second year in a row, in the Vancouver Sea Festival Fly-by. The weather was somewhat better this year, and we managed to get in one practice and one fly-by. Nine planes flew, and they included a Varga, a Cherokee, a Tomahawk and six 172s.

Pilots Alison Jeffery and Joan Lynum, along with Myra McClure, Kate Merry and May Primeau, flew to Olympia, Washington in late July to pick up two First Day Covers and a young tree from the Forest of Friendship. The covers were flown to Victoria, where they were cancelled. The tree didn't make it, however. New customs regulations do not allow wood, alive or dead, to be taken across the border. One cover was returned to the Forest of Friendship and the other will be presented to the lieutenant governor of B.C. in August.

Saskatchewan Chapter

For us "northerners" activities are maximum during the summer months. Weather prevented attendance at several fly-ins during May and June. July has been hot and humid, but at least flyable.

July 26 was a big day in the life of our chapter. That was the day Mildred Beamish arrived from Atchison, Kansas with the Tree of Friendship and First Day Covers. She was met by Minister of Tourism Jack Klein and Canadian Postal official Ann Rivney. Also on hand were Zonta member Lena Gilbertson, Transport Canadian Liaison Officer Don Campbell, Dave Byas with Canada Post, Saskatchewan Historian Ray Crone and COPA Director Tony Cooper. The Post Office presented the chapter with an album of Canadian stamps and pictures of early-day Canadian aircraft.

Mildred delivered trees and First Day Covers to Pierre, South Dakota and Bismark, North Dakota on her way, and brought the tree and cover for the Greater Winnipeg Chapter. Those were picked up the following Saturday by Linda Stoesz and Beth Candlish. Mildred was met in both Pierre and Bismark with cameras and people, and particularly enjoyed visiting with Fay Gillis Wells.

by Nadine Cooper



Jack Klein greets Mildred Beamish at the airport.

MIDDLE EAST SECTION

Central Pennsylvania Chapter

Members of three chapters met at Capitol City Airport, Harrisburg, July 25 to receive and relay seedlings from the Forest of Friendship in Atchison, Kansas. All-Ohio member

Margaret Bryant and her 49 $\frac{1}{2}$ er transported the seedlings from Ohio. Dr. Helen Zubrow and Anne Shields, Eastern Pennsylvania Chapter members, relayed the seedlings to Philadelphia for a planting ceremony.

The August meeting was held at the summer home of Martie and Champe Pool at Kampel Airport at Dillsburg.

An aircraft display at State College Air Depot is to be held in August with members of the Canadian Warplane Heritage bringing in their planes for a static display. Members Hazel and Debby Bartolet and Joyce Williamson are to sell hot dogs and soft drinks.

Due to unforecast fog and minimal visibility, a small turnout resulted at the August Lunch with the Bunch held at Kampel Airport.

Marcia Johnson and Connie Ginder went to Oshkosh for the EAA display. Connie is rebuilding a Gypsy Tiger Moth.

Martie Pool and Margaret Wellington flew to Chester, Maryland for Lunch with the Bunch, and also flew to Ocean City for a swim and RON with friends.

by Margaret Wellington



Delivering seedlings to Capital City Airport are Margaret Wellington, Margaret Bryant (background), Dr. Helen Zubrow and Anne Shields.

Potomac Chapter

Weather for our July fly-in meeting at Crisfield, Maryland couldn't have been better. Twelve chapter members and one 49 $\frac{1}{2}$ er flew in to the tiny airport, piled into the cab (not all at once, of course), and had a luncheon meeting at the Captain's Galley, renowned (and justifiably) for its crab cakes.

Despite temperature, humidity and gusty winds, seven chapter members, one 66 and one 49 $\frac{1}{2}$ er enjoyed a brief meeting, picnic and air show at the Flying Circus in Bealeton, Virginia in August. The winds were too strong for the 35 balloons assembled for the annual balloon festival, but Marty Goppert, whose husband Tex flies with the Circus, arranged for a talk about balloons and ballooning by Carol Peabody. Marty also arranged for Ted Whitcomb, one of the charter members of the Circus, to talk to us about the history of the Circus and the aircraft flown. Michele McMurty was the lucky winner of a flight with Tex Goppert after the show.

Babs Shankman is our new chapter "her-storyan."

Vera Rollo was active in August. She spoke at Oshkosh August 2 on "Aviation Law of Pilots Flying for Fun." She also participated in Search and Rescue exercises with the Civil Air Patrol (SARCAP) at Hagerstown, Maryland, August 21-22.

by Ellen Hahn



Arlene Feldman, Clarice Bellino and Betty Pifer with First Day Covers.

flew together to Providence, Rhode Island to deliver covers and seedlings to Margaret Rock, who would have them cancelled in Rhode Island. Others were given to Alice Crist, who flew them to Concord, New Hampshire and Augusta, Maine. The trees will be nurtured by 99s until large enough to be planted safely in a park or place of importance in each state.

A fly-in to Joyce Malkmes' home in Westville was truly a fun trip. Jill Hopfenmuller and son, Alex, drove up while Mae and Bob Smith and Red Guernsey, GNY, flew up Friday night planning on staying until Sunday. Pat and Ronnie Rockwell flew up for the day.

Pat Rockwell and college son Kenneth have teamed up for aerial photo work this year. Starting with only speculative photography, they have gotten several orders for more work. Pictures have been used by the *Fireman's News*, University of Stony Brook newspaper, *The Statesman*, and a junior high school yearbook as the title page.

Eight members attended the International Convention. Pat Bizzoso flying a Beech Sierra, with Sue Mirabel and Joyce Malkmes, encountered 9 hours, 29 minutes of IFR flying over a period of three days to reach New Orleans. Her trip was well worth it as she accepted an AE Scholarship. Pat wants to fly commercially with her multiengine rating, which she will now be able to obtain.

Ninety-Nines made up more than half the women members at the annual picnic of the Aerocat's Flying Club at Brookhaven Airport in August. Many just back from the New Orleans Convention and the Fly-Away at Kansas had lots of tales to tell and pictures to show. Champagne was poured in honor of Pat Bizzoso's AE Scholarship and also in honor of the three ribbons that her 49½er, Pete, won in Maine for his First Premium honey — best in the northeast United States. He won the same week Pat was receiving her scholarship medal.

by Pat Rockwell

NORTH CENTRAL SECTION

All-Ohio Chapter

Congratulations to Ann McCracken who was awarded an American Flyers ATE Scholarship at International Convention. Three members from our chapter, Marcia Greenham, Elinor Kline and Jean Hixson, attended the Convention.

Our August meeting was hosted by Mimi Reiheld at Blatter Field in Orville, preceded by a poker run just for fun. Our speaker was from the US Aeronautical Museum, discussing "Aerobatics Made (to look) Simple."



Working the Lost and Found Booth at the Dayton Air Show are All-Ohio 99s Salley Berryhill, Martha Valesky, Joan Mace, Sharon Haucke, Betty Werts, Joanne Anderson, Vi Blowers (chairman), Lois Taylor, Mary Seslar and Sandy Gordley.

NY-NJ SECTION

Garden State Chapter

Members scarcely had time to breathe after the Garden State 300 when a group of us attended an FAA Safety Seminar aboard the aircraft carrier, *Intrepid*, docked at a pier on the Hudson River. The displays and video presentations aboard the ship were extremely interesting, as was the trip to the flight deck to view the aircraft on static display there.

A few of us braved the hot summer sun to air mark R.J. Miller Airpark and Kupper Airport.

Governor Clarice Bellino flew to Mercer County Airport near Trenton on July 24 for ceremonies commemorating the 20th anniversary of the AE Commemorative Fly-away. She presented the airport supervisor with a small seedling tree from the International Forest of Friendship to be planted on the airport grounds. A plaque was also presented to be placed near the tree. The ceremony was attended by several local dignitaries and members of the press.

We flew up the Hudson River in August to watch the air show at Old Rhinebeck Airport. Those who made the trip reported even though they cooked in the sun for a while it was worth every minute.

We were represented at the International Convention in New Orleans by Doris Miller and Alice Hammond.

by Mary Hellrick



At Providence, Rhode Island, 99s Alice Crist, Nancy Hopkins Tier, Margaret Rock and Pat Rockwell distribute seedlings from the Forest of Friendship to state capitals in the area.

Long Island Chapter

Nancy Hopkins Tier, 99 Charter Member from Connecticut, carried First Day Covers and seedlings on the first leg of the 1983 Fly-Away from Kansas to the Northeast on Sunday, July 24. Monday she flew her C-170 to Hartford, Connecticut, where Marion Pearson drove the covers to the post office and had them cancelled. Pat Rockwell flew from Long Island, met Nancy at Hartford, and they

Connecticut Chapter

Members have been quite active in summer flying activities, including trips to Convention in New Orleans and the Experimental Aircraft Association's fly-in at Oshkosh. Among those making it to Oshkosh were Sharon Simmons, who was there with her company, *Aviation* magazine, and Sandy Gardner with 49½er Perry and son Greg. Nancy Tier was also out west, participating in the flights of AE First Day Covers to the Hartford/New England area.

We are preparing to host the Fall New England Section meeting in the Hartford area.

by Leila Baroody

Eastern New England Chapter

By now all of us are back in the swing. Summertime is great, but how much can we stand of la dolce vita? (Sorry I asked.)

Summer for ENE was relatively quiet with several members attending the New Orleans Convention. For those of us who stayed home, the beautiful New England weather was most awfully CAVU. A few did roam the earth, however. Judy Stezowski very proudly flew her new baby bird across the US. Also, our intrepid Leslie Willingham flew to Iceland via Canada and Greenland in a C-210. Some fine accomplishment, I'd say.

Our newly elected secretary and resident balloonist, Nancy Keith, flew in a Hare and Hound Race and finished first by landing 30 feet away from the Hare Balloon. She competed with one female and 11 males. With tongue in cheek, we say, "Let's hear it for the weaker sex!"

Autumn in New England will include a tour of the radar facilities in Nashua, New Hampshire, an air marking on old Cape Cod and a meeting with three of our WASP 99s. We'll keep you posted.

by Jean Doherty



Balloonist Nancy Keith won first place in the Hare and Hound race.

Linda Alexander taught a week-long class — the Sunshine Connection — at Ashland Vocational School for students interested in aviation as a career. The program is for gifted and talented students.

by Jayne Herman

Chicago Area Chapter

We hosted the 99 Friendship Tent at the 31st annual EAA Convention in Oshkosh. Co-chairmen Norma Freier and Mary Panczysyn were there greeting over 500 pilots and potential pilots. Twenty-three women pilots were signed up as new 99s.

As soon as the EAA Convention was over, 18 members re-packed their suitcases for the 99 International Convention. Rita Adams, Karen Acker, Rose Bonomo, Diane Cozzi, Linda Dickerson, Nita Fineman, Ilene Ferch, Ruth Frantz, Norma Freier, Bev Greenhill, Joan Kerwin, Gail LaPook, Karen Mansfield, Mary Panczysyn, Ethel Scott, Marion Servos, Bea Siemon and Marge Sundmacher came home with glowing reports of a wonderful time in New Orleans with a group of remarkable women.

Our August meeting was held at Eva White's home on Naper Aero Airport. Eva and Dorothy White were our hostesses. The spot landing contest was won by Gail LaPook. Sheila Sopwnik, Nancy Rippy and Nancy Francis, 66s, attended, and we welcomed Debbie Greenslade as a new 99.

New officers were installed, and we finished our meeting with fried chicken lunches and swimming in Eva's pool. With temperatures in the 90s, this was a real treat.

by Mary Story



At the Friendship Tent in Oshkosh, Co-chairmen Norma Freier and Mary Panczysyn await visitors and prospective 99s.

Greater St. Louis Chapter

Summer has been hot in St. Louis, but we haven't let the heat get us down. A new member, Rose Mary Parker, was pinned.

July was busy, starting with the VP Fair Race around the 4th. Vivian Waters was the co-organizer for this hot air balloon race. Val Johnson, Nelda Lee and Irene Rawlings flew to Reelfoot Lake to attend the Cape Girardeau meeting.

The Forest of Friendship was well attended. Adele Scharr was honored by our chapter with an engraved plaque placed in the winding walkway of Memory Lane. Others there were Nikki Caplan with her balloon, Joy Harvey and Val Johnson (taking the First Day Cover and seedling), Tex Wickenhauser, Amy Laws and Martha Norman. The same weekend found Barbara Wilper, JoAnne Sabo, Ruby Fudoli and Mary Kinnaw at Civic Memorial Airport in Alton, Illinois with a mini-flying Companion Seminar.

August found our members spanning the midwest from north to south. Oshkosh saw Shirley Deitz and Joy Harvey. On the 4th,

members met with Governor Bond in Jefferson City to present the AE Commemorative First Day Cover and the seedling as a bond of friendship. Attending from St. Louis were Val Johnson, Amy Laws, Joy Harvey, Helen Hall and Kathy Hakala; from Central Missouri, Janet Caldwell; and from the Show Me Chapter, Peggy Quigg. Represented were Zontas, Air National Guard, QBs, State Forestry Service, US Postal Service, Director of Tourism and the Director of Aviation.

The International Convention in New Orleans did "Let the Good Times Roll." Amy Laws, Dorothy Haupt, Val Johnson, Audry Casper, Helen Hall, Tex Wickenhauser, Martha Norman and Joy Harvey enjoyed all the festivities. Joy was named International Air Marking chairman.

The installation luncheon was held August 27 for Chairman Martha Norman, Vice Chairman Rosemary Zander, Secretary Mary Kinnaw and Treasurer Ruby Fudoli being installed. New board members are Jan Pocock and Dorothy Haupt.

by Helen Hall

Indiana Chapter

Our August meeting was at the home of Lillie Normington and 49½er Bruce. Student pilot Jodi Watkins, Fortville, and new pilot Mary B. Nicholson, Bedford, were guests. Mary had more than one reason to celebrate the 4th of July — it was on that date that she received her pilot's license. Chairman Betty DeBaun and others who had attended International, reported a simply fantastic Convention.

The 99s were invited to Purdue University for a special "Women With Wings" exhibit where AE memorabilia would be on display. Dates for the exhibit were August 25-September 15, with August 29 being 99s Day.

Anne Black reported that she and 49½er Emmett had just returned from a 3,800-mile flying vacation. Itinerary included Missouri, Kansas, Nebraska, South Dakota, Montana, North Dakota and Iowa. They spent several days in Glacier National Park and were completely enthralled with its scenic beauty. They also stopped in Atchison, Kansas and visited Amelia Earhart's birthplace and the Forest of Friendship. Though both are instrument rated, they were VFR all the way.

Lillie and Bruce Normington flew to Houston July 16. However, because of thunderstorms, Bruce had to fly commercial on the return trip in order to be at work on Monday. Lillie flew their plane back and arrived in Indianapolis only a few hours before the storm struck here.

We just learned that on August 3 Luciene Moore received her private license. She is the second daughter of our corresponding secretary, Martha Moore, and 49½er Leroy to achieve this.

After adjournment of the business meeting, 49½ers, including John Holst and son Dick, joined us for a short memorial to Martha "Cullie" Holst. Anne Black presented a beautiful, impressive tribute to our late chairman, Cullie.

Lunch, brought by members, had all sorts of delightful delicacies, flavorful but fattening, with added attractions by our hostess. Another added attraction was music provided by Lillie, a concert pianist, on her brand new grand.

By the time this goes to press, our 1983 F.A.I.R. will be history. We hope many of you enjoyed it with us.

by Rae Cawdell



FAA Safety Inspector Margaret Statzell speaks at the Aviation Clinic in South Bend.

Indiana Dunes Chapter

The annual chapter picnic was held at the home of Sue Mohnssen in August. Highlight of the meeting was the installation of officers for the next two years. They are Sue Mohnssen, chairman; Diana Austin, vice chairman; Mary Ann Bellafiore, treasurer; and Phyllis Petcoff, secretary. Carol Zander, outgoing chairman, presented lovely gifts to her outgoing officers. Barbara Gross, past chapter chairman, installed the incoming officers.

Winners of the Indiana Dunes Air Rally held in Elkhart in July were Ellen and Chuck Herring, first place; and Charlene and Walter Falkenberg, second place.

Reports on the fantastic Convention held in New Orleans were given by delegates Sue Mohnssen, Carol Zander and Char Falkenberg. New member Joy Black was pinned by Membership Chairman Sue Mohnssen. Joy has no hesitation relating the discouragements she encountered in earning her private license, and gives all the credit to the fact that she was a 66, which kept her from throwing in the towel.

by Charlene Falkenberg



Working at the Air Race Classic stop are Jim and Maisie Stears, Ed Bytwerk, Mary Gardenier and Lois Stevenson.

Lake Michigan Chapter

Exciting times were had in June when our chapter took part in the terminus activities of the Air Race Classic in Grand Rapids. Maisie Stears was in charge of Impound and did her usual good work at a very hard job.

Also in June we sold hot dogs at the Muskegon Dawn Patrol, netting a neat profit for our treasury. It was a hot and busy day, but with the help of several of our 49½ers plus some strangers who wandered in to give us a hand, we finished the day tired but triumphant.

Thea Fleming has the honor of being the first of our members to try an ultralight. Early one morning she winged aloft in a two-seater, and when the instructor told her to take the controls she discovered the "real sport of flying!" Now she is an avid enthusiast dedicated to converting the rest of us.

Jeanne Vandersloote has won a \$1,000 scholarship from American Flyers/ATE. She will use the money to obtain her multiengine rating.

Lois Stevenson is now working on her instrument rating after successfully earning her private license in June. Lois is official-in-charge at the National Weather Service in Muskegon.

by Betty Bytwerk

Holst. We knew her well as a number of our members were Indiana members before the new chapter was chartered.

by Linda Rice

Wisconsin Chapter

August and airplanes seem to go well together for the chapter. Each summer we look forward to the EAA Convention and our Tuesday night dinner. The weatherman was on our side this year, and the brats and beer were great. A special thanks is extended to all who helped and to all who came to enjoy our dinner and evening of fun and relaxation.

Lois Truchinski and Jane Kriha attended International Convention in New Orleans.



Columbia Cascade 99s Pegge Blinco, Sylvia Stinson and Mary Wohlegemuth flew to Olympia, Washington to deliver seedlings and First Day Covers to Mt. St. Helen's Chapter Chairman Carolyn Savage.

CHAPTER NEWS, ETC.

Minnesota Chapter

Two private aircraft, several airlines and one car brought 12 Minnesota 99s, one 49½er and four guests to New Orleans for the International Convention. Program participants from Minnesota included Clara Johansen, who chaired the Scrapbook Round Table, and Hope Isaacson, who presented the speech she gave at the World Congress on Aerospace Education in July.

While uncooperative weather prevented the August FBI meeting from being a flying event, 12 Ninety-Nines, 49½er and guests drove to the restaurant in the Rochester Terminal for dinner. Intrepid Jill Newman and a friend arrived in a Tomahawk after the weather settled down. Liz Groth, hospitalized in Rochester for additional surgery, was released for the evening to attend the meeting with 49½er Lew.

The chapter was represented, for the first time in many years, at the annual Confederate Air Force Show in August at the St. Paul Airport. Despite soaring temperatures and humidity, the chapter's new booth held up — as did the enthusiasm of several 99s on hand to answer questions.

The August 21 dedication of John Rice Field in Willmar was a significant event. The field is named in honor of the 49½er of long-time member Mary Jane Rice. Members present included LaJean Firminhac and 49½er John, who were en route from New Mexico to their home in Beaver Bay; Caroline Lyngen and 49½er Bob from Hackensack; and Clara Johansen and 49½er Arnie from Minneapolis.

by Hope Isaacson

Three Rivers Chapter

August found Ruth Ruggles, Judy Graham, Dee Ditton and Linda Rice going to New Orleans for International in Dee's Cherokee 180. The New Orleans gals were excellent hostesses, and the Creole and Cajun cooking, the tours and many sites to see along with our streetcar ride will long be remembered.

Ruth Ruggles and Marsha Nellons attended the EAA fly-in in Oshkosh.

In September we met at the Indiana Air National Guard at Baer Field, FWA.

We have also gained a prospective 99 with the birth of a daughter to 99 Ellen and 49½er Dick Warford.

We were very sorry to hear of the death of Indiana Chapter Chairman Martha "Cullie"

Peggy Mayo, a former member of the chapter, and husband, Bob, now living in Columbus, Mississippi, spent a few days visiting Carolyn and Al Arnold and Cindy and Robert Schofield, and then on to attend the EAA Convention in Oshkosh.

by Carolyn Arnold

NORTHWEST SECTION

Columbia Cascade Chapter

To help promote the National Red Cross Donor Week, July 24-30, members Dorothy Mercer and Pegge Blinco flew two Portland Red Cross personnel — Jennifer Marriage, public relations, and Donor Services Director Thelma Golden — to Salem, Oregon to present a proclamation to Governor Victor Atiyeh for his signature.

July 26 members Sylvia Stinson, Mary Wohlegemuth and Pegge Blinco escaped the morning clouds at Portland and flew to The Dalles, Oregon to collect seedlings and First Day Covers from Pat Jenkins, Idaho Chapter, who flew them from Boise to The Dalles for the Third International Fly-Away. They flew them to Salem to be met by Oregon Pines Chapter Chairman Betty Wittmer and four

other members who presented the items to Governor Atiyeh and the postmaster; while we flew on to Olympia, Washington to meet Carolyn Savage, chairman for the Mt. St. Helen's Chapter, who took charge of the presentation to Governor Spellman and made the necessary arrangements to get the remaining seedlings to Alaska and Canada.

Florence Lee, Mary Wohlegemuth and Pegge Blinco enjoyed meeting more of our International members during the New Orleans Convention, and they enjoyed the wonderful hospitality and warmth of the South.

We are busy once again planning our annual pancake breakfast, which was cancelled last year due to the Portland sectional. We have reports that our faithful customers have missed us, and we are looking forward to serving them again.

At last count, 14 of our members are planning to join other section members in Casper, Wyoming for the fall section meeting.

by Pegge Blinco

Columbia Gorge Chapter

This must be the shortest summer on record. Already it's Labor Day and we are donning our matching scarves to sell pop, watermelon and ice cream at the Hood River Flying Machine Spectacular on Sunday.



Presenting a proclamation to Governor Atiyeh are Jennifer Marriage, Red Cross public relations; Pegge Blinco and Dorothy Mercer, Columbia Cascade 99s; and Thelma Golden, director of Blood Donor Services.

Monday we'll sell raffle tickets at The Dalles Rotary Air Show, following the Vintage 200 Proficiency Air Race.

September 12 has been rescheduled as air marking/glider rides with Columbia Cascade 99s re-invited.

Jeanne Hillis and husband, Joe, hosted a lovely summer social at their home overlooking the Columbia River and the airport. We welcomed new pilot Judy Cochran and husband, Terry (and slipped her a 99 application).

Jan Mlnarik entered her 1946 Aeronca Champ in two antique air shows this summer — flying to them was half the fun! She also attended her first International 99 Convention, and, of course, had a great time and met lots of new friends. Enough scarves were sold there to necessitate ordering another batch — so keep those orders coming!

by Jan Mlnarik



Barbara Sall and Mary Christofferson, above, put the finishing touches on the Idaho logo for the carousel, below, where 99s sold iced tea and tacos.



Idaho Chapter

We have accomplished an incredible feat. We built a carousel from plans recently purchased from the Monterey Bay 99s. It was fun and frustrating. You've heard the saying, "blood, sweat and tears..." Well, we did — blood from splinters, sweat as we toiled in the heat, and tears... never, only because we didn't have time. We had a deadline to meet and we made it! We proudly erected our carousel at the Ontario (Oregon) Air Fair where we sold tacos and iced tea. It was a complete success. A special "hats off" and thank you to our 49½ers. Without them we would still be building a carousel. Thanks also go to Monterey Bay — what a challenge you presented!

Onward to our Second Annual Flying Seminar, October 7-9, when we will be featuring such marvelous talent as Rick LaValla and Skip Stoffel, co-authors of *Survival Sense for Pilot and Passengers*. Also speaking will be Sparky Imeson, author of *Mountain Flying*.

by Mary Curtis Christofferson

Montana Chapter

The chapter hosted an exciting ceremony to plant the seedling that arrived from



Taking part in the tree planting ceremony at the Aeronautics Division office were, standing, Bob Taylor, manager, Helena FSDO; Mike Ferguson; Jim Squyres, Helena Post Office; Gary Brown, state forester; Bud Kelleher, Helena Airport manager; Will Mavis, FAA; John Wall, Aeronautics Board; Gary Buchanan, director, Department of Commerce; and, front row, Pauline Bayers; Lt. Governor George Turman; Patty Mitchell; Linda Marshall; Tracy Mongeon; Eleanor Bailey; Elsie Childs; Lynn Kitto; Carol Tucker; Helen Dunlop; and Linda Whiteside.

Atchison, Kansas. The ceremony was especially important to our chapter since we have such a large state with so few members. We felt it was a great boost to our membership drive and good publicity for the 99s.

The seedling was picked up in Boise, Idaho, from the Idaho Chapter and flown back to Helena by Patty Mitchell, Tracy Mongeon and Lynn Kitto. The following day, the Alberta Chapter, represented by Eleanor Bailey, Carol Tucker and Linda Whiteside, came to Helena for lunch and the ceremony. Our lieutenant governor, George Turman, presented them with the seedling and the envelopes for delivery to Canada.

It was a beautiful day in Montana when the seedling was planted at the Montana Aeronautics Division at the Helena Airport. Present for the planting was Lt. Governor Turman; Gary Brown, state forester; Gary Buchanan, director of the Department of Commerce; Michael D. Ferguson, administrator of the Montana Aeronautics Division; James Squyres of the U.S. Post Office; Bud Kelleher, manager of the Helena Airport; Bob Taylor, manager of the Flight Standards Office; and Will Mavis, tower chief.

We are proud of the 99s and so happy that people in Montana know who we are and what we represent. Thanks to the publicity received from newspapers and radio, people in Montana will no longer say, "What is a 99?"

by Patty Mitchell



During the 1973 Fly-Away, Montana's tree was planted by Bud Kelleher, Postmaster Jack McNamara, Liz Nunn, Helen Dunlop and Elsie Childs

North Dakota Chapter

Six members turned out for the June 18 air marking at the Ellendale Airport. The day before, Pat Schaffer worked under a hot sun marking off the giant numbers, but Saturday dawned IFR, which accounts for the small turnout. A mini-meeting was held at a cafe in Ellendale.

Five members got together at Jamestown in July with Beth Lucy as our gracious hostess. On Sunday, we drove to Carrington, where seven more members were waiting. Linda Butts, who was overall chairman of the Foster County Centennial, put us to work helping with admissions and crowd control at the air show. Our help was much appreciated by the air show committee, and a lot of people now know more about the 99s.

Mildred Beamish flew in with our seedling for the July 25 AE Commemorative Fly-Away ceremony at Bismarck. We had a good turnout of dignitaries, including Lt. Governor Sands, the mayors of Bismarck and Mandan, the postmasters of both cities, the State Aeronautics Commission director, the state forester, North Dakota Wing Commander of CAP, the Bismarck tower chief and a dozen 99s. One of the local TV stations filmed for the 6 and 10 p.m. news programs.

Ten members met for an August 20 work session and meeting at Lorraine Boehler's home in Bismarck. We prepared items which will be in the goodie bags at the fall Northwest Sectional in Casper.

by Lorraine Boehler



Participating in the Fly-Away ceremony at Bismarck, North Dakota are Mildred Beamish, the state forester (with shovel), Lt. Governor Ernest Sands and North Dakota Chapter Chairman Jan Kelleher.

Oregon Pines Chapter

Our August meeting was a chicken dinner potluck, with 49½ers and 66s, in Betty

Griffith's hangar at Independence. Procedure: everyone brings several pieces of chicken and one other dish. Result: scrumptious eating. (Busy people start at the Colonel's; vacationers invent their own fowl-fixin' process, and the variety pleases everyone.)

In this lumber-dependent area, extremely hard-hit by the recession and by a rainy winter followed by a cool, rainy summer, our chapter is keeping smiling through interesting and varied activities. At Patty Viall's house one night, we viewed CFI Joey Miller's slides of her 7,000-mile flight around the USA with Jina Richardson, one of her student pilots. The women camped under a wing of Joey's Cessna at little airports, and met fascinating aviation personalities everywhere. Needless to say, Joey is writing a book about their experiences.

To emphasize good aviation, Lisa, Ann, Patty and Betty have given talks to other groups this year. Jane Roach flew many passengers in Salem Airport Day '83. Proceeds from the low-cost flights (with aircrafts and fuel donated by the pilots) went to the YWCA. Other members helped load the planes and reassure first-time passengers.

by Betty Wittmer

petitions were held. Activities for the 99s included an aerial photo contest and a timed exercise in identifying discrepancies planted on a Cessna 310, such as bird nests in the cowl, rags in gear housing, chains, etc. New officers assumed their respective offices, and Erma Kaufmann, new member from Gillette, was welcomed.

by Shirley L. Everett

SOUTH CENTRAL SECTION

El Paso Chapter

We are very proud of our scholarship winners — Candi Chamberlain, recently transferred to El Paso from California, and Michelle Miller, past chairman. Both returned from New Orleans with AE Scholarships, and both plan to obtain instrument instructor ratings. A third winner, Susan Murray, was awarded an American Flyers/ATE scholarship.

Several members went to the South Central Sectional in Amarillo in September to extend an invitation for the May 1984 El Paso spring section meeting. Those planning to attend indicate a desire to visit Juarez, and El Paso members welcome any other suggestions.

The Amigo Airshow featured the Thunderbirds at the third annual event in September. Many 99s attended the Hangar Party sponsored by the El Paso Aviation Association.

Another fly-in breakfast to West Texas Airport was sponsored by the chapter in September (a busy month). Members traveling internationally are Louise Austin (to France), Edna Lavezzaria (to Italy) and Evelyn Underwood (to Scotland). Estelle Kirkpatrick has been busy flying for Aero Freight and Martinaire, while Didi Shaffer also flies for Aero Freight.

by Lynn N. Stover

Golden Triangle Chapter

Blue and white balloons and streamers floated above us at C.A.'s Restaurant in Hurst, Texas as Chairman Dottie Hughes welcomed us with showers of trinkets which she obtained at International in New Orleans. We were gathered for our August meeting and officer installation dinner.

Brenda Strickler, past governor of the South Central Section, recognized each officer with an inspirational plaque and a gift "appropriate" to the office. Dottie Hughes was elected to a second term as chairman, and Pat Chester to a second term as secretary. Jacque Boyd is vice chairman, and Beverly Sims is treasurer.

by Beverly Stephens

CHAPTER NEWS, ETC.

Wyoming Chapter

On July 24, members joined in the nationwide celebration of Amelia Earhart's birthday. Upon arrival of the Forest of Friendship seedling and First Day Covers ferried by the Utah Chapter 99s, the Covers were hand-cancelled at the National First Day Cover Museum in Cheyenne.

The August 28 meeting was held in Gillette in conjunction with the Second Annual EAA Fly-In. Those flying in were treated to a complimentary breakfast. Home-builts and ultralights were on display. Spot landing contests and flour bombing accuracy com-



El Paso Chairman Didi Shaffer presents a trophy to Estelle Kirkpatrick for placing in the takeoff distance contest.

Robbie McBride and Virginia Mattiza lend a hand in the Friendship Tent at Oshkosh.



Heart of Texas Chapter

A big welcome to new members De Ann Ambrosion, a critical care nurse, and Emily Mednick, a former teacher and gift shop manager. De Ann is excited, having just inherited a beautiful C-172, and she will be going to Iowa soon to fly her plane back home to Austin.

Teri McCullough, our 6,000th International member, is busily on the way amassing what seems like 6,000 hours with much flying and instructing each day.

Pillars of our chapter, Rosa Marie and Wally Burkett, have moved to their 40-acre horse ranch in Mantee, Mississippi, and will be sorely missed. Maybe we can fly in to Mantee to visit our wonderful friends!

Virginia Mattiza represented our chapter at International and gave a short talk on membership and the American flag flown aboard Challenger 7. As soon as Sally Ride and the other astronauts autograph this, Virginia will forward it to our Resource Center in Oklahoma City for permanent display.

Maureen Pereira hosted the August 16 meeting and husband, Al, led the program with an interesting, educational update on Lockheed's new aviation reconnaissance projects, the RPVs and PLSSs.



Wyoming First Lady Casey Herschler accepts the Forest of Friendship seedling from Wyoming 99 Shirley Everett left. Looking on are Bryce Lundell, Wyoming assistant state forester, Hazel Gilligan, Cheyenne Zonta president, Colonel Harriet Hall, Wyoming 99; Ray Craft, Wyoming Aeronautics Commission; and Evelyn Cowing, Wyoming 99.

Our 66s, Chris Lutes, Judy Carpenter and Sidney Wilder, are busy with ground school, flying lessons and participating in chapter activities.

by Robbie McBride

Oklahoma Chapter

Rita and Leonard Eaves made their annual pilgrimage to the EAA doings in Oshkosh. Susie Sewell toured Germany, and the Hammers, Betty Jo and Ray, did Greece. Arlene Walkup and Broneta Evans attended the International Flying Farmers Convention in Dayton, Ohio. Broneta was honored as the IFF Woman of the Year, a well deserved award for this long-time 99.

Charlene Davis, Dana Gibson, Lu Hollander, Linda Hooker, Susie Sewell and Norma Vandergriff represented us in New Orleans. They reported fun and coolish wx in the Crescent City.

Jody McCarrell accompanied the USPFT to Norway. This should be some story at a later date.

the 99 static display. All reported it was quite a two-day affair.

The OKC area 99/WASPs are now on exhibit — in the Oklahoma Air Space Museum, that is. The formal dedication is November 5.

So long — I leave this reporting in the capable hands of Nancy Smith. Fly friendly, always!

by Nema Masonhall

Space City Chapter

Our regular meeting was held August 2 with good attendance. Elaine Bartlett was the only one from our chapter who was able to go to the wind tunnel and the Meteorology Department at A&M. We were again faced with bad weather. Elaine gave a good report on her experience.

The spot landing contest on July 30 was a success and everyone really enjoyed it. In fact, several thought we ought to have one every month. The winners were: Della Lynch, first, Mary Adcock, second, Jay McFarland, third, and Mike Foale, fourth, for power-on;

and Mike Foale, first, Cheryl Baker, second, Linda Godwin, third, and Mary Adcock, fourth, for power-off.

This reporter is writing this report in the dark due to lack of power as we are still trying to recover from Hurricane Alicia. We had to postpone the Las Vegas Party until October 1 because of the storm.

We will be working the concession stand September 3-4 at Wolfe Airpark in Manvel, where the International Aerobatics Club Chapter #25 will be holding their aerobatics contest.

Attending International Convention in New Orleans this year were Mary Byers, Cheryl Baker, Judy Covin, Maybelle Fletcher, Della Lynch, Bernadine Roop and Dee Reinhart. Patty Mitchell, Montana, and Linda Peterson, Lubbock, Texas, also attended. They used to be in our chapter, and we were delighted to be together again.



Virginia, Ann C. and Mary at International Convention.

Top O' Texas Chapter

Judy, Mary and Jan devoted long hours on our CAP SAREVAL, which was given an excellent rating by USAF.

Mary flew an emergency blood run with CAP, delivered one hour and 10 minutes from call to Blood Bank to airport to Canadian, Texas. CAP Emergency Services is on call with immediate response.

Virginia, Ann and Mary attended International Convention.

Our chapter conducted a Flying Companion Seminar for the FAA and Chamber of Commerce with Ima Jean and Ann coordinating.

by Mary Vermeulen



Judy Allen shows potential member Sallie Coltharp a copy of *The 99 NEWS*.

Tulsa Chapter

New members Floretta Young and Linda Lee Katzer were inducted at the August chapter meeting. Floretta works at Sky Flite, Tulsa International. She is currently working on her multiengine rating. Linda is a private pilot working on her instrument rating.

Temperatures of 103 degrees helped make a profit at the lemonade booth at the Downtown Airpark EAA Annual Fly-in. The airpark is owned by Tulsa County Vo-Tech School District. They have recently transformed the site into a modern campus to accommodate their aviation maintenance educational programs, as well as to improve and modernize the facilities for continuing use as a general aviation airport. Karen Greenawalt helped organize the booth. She is looking forward to next year when the water in the new hangar is hooked up to outside sources.

Judy Allen, librarian at Tulsa City-County Public Library, is in training for the Tulsa Run, averaging six miles a day. In addition to flying, her latest hobby is wind surfing.

An Amarillo FSS transfer to our area is student pilot Kathleen Purser. We hope to meet some of Kathleen's friends at the section meeting in Amarillo. Many members are planning to attend — some for the survival; others hope to learn to survive a section meeting, which we are planning for October 1984.

Tiana Pickle and Karen Greenawalt presented the August program with recollections of the Okie Derby. They hope to organize training sessions to prepare more members for future races. Present for the first

CHAPTER NEWS, ETC.

Mary Kelly made arrangements for our August meeting at Altus AFB. After a delicious luncheon, we were off to a briefing, then a tour of a KC-135, then to the giant C-5A (some B-1-G airplane). The C-5A and 141 simulators were great. Some of the results were not what the pilots had in mind, but everyone had fun with a go at them.

Jan Million spent a week in Lawton on FAA business, and Nancy Smith is now on an insurance adjusting trip to the Galveston-Houston area.

We had a good turnout for the Dr. Sally Ride reception at the OKC Air Space Museum — a great lady and the 99s are proud she is one of us. Her reception kicked off the Great Oklahoma Balloon Race & Air Show held August 27-28 at Norman. Our 66s helped with



Oklahoma 99s, 49ers and 66s gather to board a C-5A cargo plane during a recent tour of Altus AFB. Members also flew C-141 and C-5A simulators.



Static display at the Great Oklahoma Balloon Race & Air Show included several Oklahoma 99s' airplanes, along with a table filled with information on the 99s.

time in a long time were Lee Brown and Earline Biles. Both had raced before and had fond memories of past derbies. Earline keeps busy instructing at Riverside Airport. Lee is teaching nursing at Rogers State College while earning her Baccalaureate in nursing at Langston University.

by Janet Minnerath

Wildflower Chapter

The July meeting doubled our chapter membership and initiated new members and 66s to air marking at the same time. Members and guests air marked the west runway numbers at Grayson County Airport, Denison, Texas.

New members are Kristina Cambell, Mary Jean La Foy, Margaret Chesser and Nancy Jane Elmore. New 66s are Sue Cousin, Claudia Thomas and Jo Bush. A few 49½ers were present at the air marketing meeting, but they managed to sneak away when the work began. No matter! With all our new members we had plenty of help, and friends from Sam Turner's Flying Service were kind enough to brave the heat and keep us supplied with ice water and tea.

The fall promises many projects, including a flour bombing/spot landing contest at Cox Field, Paris, Texas.

Friends from other chapters are welcome to attend our functions with husbands/boy-friends, kids and dogs in tow.

by B.J. Hollenbeck

SOUTHEAST SECTION

Florida Panhandle Chapter

Our chapter members have been busy completing name tags for the Convention. In addition to working on these at home, we held several extra workshop meetings in Fran Biele's basement to dip and sand them. After all the work we did on the name tags, five of us very proudly wore them at Convention in New Orleans.

In July we held a workshop meeting with a spot landing contest. Unfortunately, the visibility was so poor only three pilots competed. Barbara Bethea was able to win the hand-carved plaque for the third time, making it hers to keep!

by Barbara Bethea

Florida Suncoast Chapter

The good times did roll for the 12 members attending the International Convention in New Orleans. Our delegates were Nancy Brantly, outgoing chairman; Roni Johnson, incoming chairman; and Nancy Wright, membership chairman. Others attending were Alice Cutrona, Mary Fletcher, Nina Hetmanenko, Carol Hogan, Sophia Payton and Barbara Sierchio. Our group also included a prospective member and two 49½ers.

Betty Reeves and Dottie Birdsong attended the International Flying Farmers Convention in Dayton, Ohio.

We've had a good year and acquired new members. We are looking forward to the installation of officers in September and a full calendar of exciting events.

by Barbara Sierchio



Kay Brick, Barbara Evans, Jean Pearson, Congresswoman Lindy Boggs and Lisa Cook visit at the President's Open House during Convention.

New Orleans Chapter

"Nu Awlins - International Convention '83... where the good times rolled, marched, paraded and cruised!"

The New Orleans Chapter, along with the Southeast Section, hosted this year's International Convention at the Marriott Hotel.

Frances Bozeman, in charge of transportation, along with New Orleans Aviation at Lakefront Airport, did a fantastic job moving people. Glorice Wills set up a jazz band along with refreshments for the incoming 99s and guests at the airport.

Once in town, the girls were spread all over the Marriott Hotel in various meetings ranging from the International Board meeting and AE Scholarship Committee meeting to the 1988-89 Convention Planning Meeting. Alaska put on a seminar for all flying to next year's Convention.

Thursday morning there was an exercise class for the early birds followed by "Breakfast at Brennan's" for those who wished to attend. The North Georgia Chapter did a fantastic job with programs and decorations for the AE Luncheon. It was enjoyable going from meeting to meeting, getting to know various lady pilots from all over the globe, hearing their flying experiences.

Thursday night was superb! All those who were not there did indeed miss a unique experience. We all gathered at the hotel with carnival beads to throw, a jazz band and, of course, our umbrellas and plenty of "happy feets" getting ready for the parade where we "let the good times roll" down the streets of the French Quarter to the Natchez on the mighty Mississippi, where we all enjoyed an excellent gourmet meal with refreshing drinks. For lagniappe, there was a spectacular sunset. Later on everyone danced some more all through the paddlewheel boat.

There was definitely a quorum for Friday morning's 0800 business meeting. All went very smoothly, right on schedule. Afternoon activities included a 49½er tour and luncheon, a tour of the city, and even a seminar on

Transportation Chairman Frances Bozeman and Convention Co-chairman Pat Besselman relax after the wine and cheese party.



"How to Find Naked City with your ADF" by Kevin Murphy, Louisiana Office of Aviation. Later activities included round table discussions, and then that evening the French Quarter "Dine Around" where goers enjoyed Brennan's, Arnoud's, Antoine's and Maison Pierre — what gourmet!

Saturday morning it was exercise class again. Later some went on a plantation tour. Marilyn Copeland had an open house in the President's Suite, where local Congresswoman Lindy Boggs came to greet 99s. There was a cocktail party before the Mardi Gras Ball/Banquet. Florida Spaceport's decorations were stunning! Maxwell and His Orchestra provided the dinner and dance music, while the Krewe of Venus, the oldest ladies' parading organization of New Orleans, organized in 1941, presented a re-enactment of their Tableau and Ball of 1983. James E. Fitzmorris, Jr. served as master of ceremonies.

All went smoothly Sunday at the breakfast and weather briefing at Lakefront Airport.

Special thanks go to members of the New Orleans Chapter, especially Pat Besselman and Judy Maggiore, co-chairmen. We must take our hats off to Treasurer Amelia Shepherd; without her, there would have been decimals all over. Personally, I liked the Baked Alaska Flambe' Parade. I do believe the "walrus-like" waiter was cheating a bit on his diet, though.

New Orleans - a city that care forgot.

New Orleans - where the good times rolled from touchdown until takeoff... and then some.

by Lisa M. Cook

SOUTHWEST SECTION

Aloha Chapter

Members combined with EAA local Chapter #184 to support their first annual pancake breakfast at Dillingham Field on Oahu's north shore, and to fly gliders. Lois Weatherwax Luehring and 49½er Davidson shared towing in their L-19, while Mike Hance instructed in the Luehring's Schweizer 2-33a.

As part of a series of aviation safety seminars, a July 7-9 Stall/Spin Clinic was sponsored by the chapter, approved by the FAA and chaired by Mimi Tompkins-Beltrano. Two evenings of seminars and discussions were held, conducted by 49½er Davidson Luehring. The first was on recognizing the onset of stalls and ways to recover from various configurations, and the second on



Scheduling at the Stall/Spin Clinic are Mimi Tompkins-Beltrano, Lois Russell and a prospective 99.



Nelwyn Choy presents AE First Day Cover to Hawaii Governor George Ariyoshi.

the spins that can result from an accidental stall or improper recovery. Over 150 pilots attended the seminars. An optional flight instruction class was offered July 9 at Dillingham Field, and 99s scheduled all flights and participated in the flying with other local pilots. Additionally, members sold cookies at the seminars and sodas at Dillingham. Convention 1986 to be held in Hawaii is drawing nearer.

Hawaii was part of the Fly-Away from the Forest of Friendship when the First Day Covers and the seedling arrived July 24 via United Airlines. They were presented to Governor George Ariyoshi and Libert Landgraf, Hawaii state forester. Mr. Landgraf anticipates planting the seedling in an appropriate spot on the slopes of Mauna Kea on the big island of Hawaii.

by Eleanor Sharpe

El Cajon Valley Chapter

One of our chapter's "teachers," Doris Ritchey, has had a very busy summer. She was invited to teach four classes of 11 to 15-year-olds at our Community College. The Av-Basics program — "College for Kids" — was presented to 107 students with a field trip to Gillespie Field, El Cajon. Members Eleanor Richardson, Lynn Coulthard, Cay Hatch and Frankie Clemens assisted Doris in leading the students (and families) around the displays. The Sheriff's Aero Helio Squadron, local FBOs and the field tower all assisted with demos, planes open for "hands-on" experience and visiting the tower to see the controllers at work. Doris also participated in San Diego State University's extension course, "Aerospace for Teachers." She presented a 1½-hour presentation on the making of parachutes and paper planes.

Debbie Ross, our Pilot of the Year, was deserving of the title. She had to wait until her 23rd birthday to take her ATP check ride. Judy Ross Bochafer's (Debbie's mom) new address is Saudi Arabia. Maybe Judy will report on flying and 99 activities there when she gets home.

Lynn Coulthard proudly wears a T-shirt that reads, "I Climbed the Great Wall of China." She and Jan Gammell, former chapter member, spent 17 days in China.

Our chapter welcomes Dottie Campbell as our chairman for the coming year.

by Frankie Clemens

Inland California Chapter

Maurine Wilson has been honored by our chapter with a granite plaque placed at the International Forest of Friendship in Atchison, Kansas. The Forest recognizes persons who have contributed to all facets of the advancement of aviation.

Maurine learned to fly in the late '30s in San Bernardino, California. On weekends she sold chances, and the winners got to take an airplane ride with her. She used this to build time.

During 1942-43, she was an aircraft dispatcher at what is now Norton AFB in San Bernardino. She entered the WASPs in 1943 and became a member of the 5th Ferrying Group stationed at Love Field in Texas. She flew a variety of planes, including the T-6, C-47 and copilot in a B-17. Recalled to duty in 1946, she was assigned to March AFB in Riverside as an administrative assistant to the Chief of Staff in the 15th Air Force.

Maurine is a life member of the 99s. Today she and her husband, Glen, operate a boat business in Riverside, but she is still an active member of the Inland California Chapter.

CHAPTER NEWS, ETC.

The chapter is also proud of its air racers. Tookie Hensley and Janice Hoffman placed fourth in the recent Air Race Classic. This team always does well in their many races. Our newest team of Rhonda Thomas and Judy Maely (in their first race) received the Best Shirts Team in the Fullerton Shirts & Skirts and (in their second race) received a trophy for best spot landing in June's Palms to Pines Race. At least three teams from the chapter are entered in October's Pacific Air Race.

by Janet Landfried

Los Angeles Chapter

Our very active member, Rachel Bonson, has been appointed to the Santa Monica Airport Commission. She will be one of the few airport supporters on the Commission. Yes, you read this right. The City of Santa Monica feels the Airport Commission should be balanced against the airport. Rachel has taken on a very large job, and we will support her as much as we can.

Our immediate past chairman, Silvia Rickett, is an AE Scholarship recipient. She will use it to obtain her multiengine rating. She's been pretty busy, having earned her commercial rating only last July.

The chapter was ably represented at International Convention with Virginia Showers, Eugenia Rohrburg, Norma Futterman, Ilene Pickering, Georgia Lambert and Silvia Rickett attending.

Our next project is the Back to Basics Air Race. The race must be flown with minimum instruments; i.e., airspeed, altimeter and magnetic compass. Com radio will also have to be used. All other instruments will be covered. It is a round robin less than 300 miles, starting from Santa Monica.

by Sally La Forge

Palms Chapter

Following this year's Palms to Pines Air Race, members of the race committee went

scouting for a different terminus for next year's race, and found a beautiful one which will allow all participants to be together in a centralized location at the end of the event.

Bend, Oregon will be welcoming us in 1984, with the River House Hotel as the focal point for celebrations. Bend has a paved runway, and a portable tower will be available to provide air traffic control during the race. Airport officials also expressed their willingness to close the airport to other traffic during the finish of the race.

Preparations are underway to have a western-style cookout on Saturday night, with the Awards Breakfast on Sunday morning.

New procedures for displaying and checking times on arrival in Bend are being set up.

All in all, we hope to make next year's race better and more enjoyable for everyone. For those of you who like to mark your calendars well in advance, 1984 dates are September 7-8. (Later scheduling is due to another small event taking place in L.A. next summer — the Olympics.)

by Claire Gould

Palomar Chapter

Our 17th anniversary Founder's Day Luncheon was August 13 at the home of Nena Hewette in Rancho Santa Fe. Members and their 49½ers and 66 guests enjoyed delicious potluck salads, swimming and tennis after the general meeting.

Life memberships were awarded to two very active and much loved founders — Mary Pearson and Pam Vander Linden. Both are avid competitors and have participated in many of the Air Race Classics.

Certificates of Achievement were awarded to other charter members present at the meeting.

by Vi Pfeiler

Phoenix Chapter

Early August in Phoenix, when the monsoons are trying their darndest but haven't quite made it, can only be described as "dog days." But, for one August Saturday each year, 99s retreat to the home of Lois Ward in the beautiful mountain community of Prescott to beat the heat and eat roast buffalo meat. This year the lucky day was August 5, and a bumper crop of 19 chapter members and friends joined 10 Arizona Sundance 99s and friends to flock to the airway and highway for the 100-mile trek to join Lois, Heart of Arizona 99s and other friends for an afternoon and evening of western hospitality.

July 25 was tree planting day at Wesley Bolin Memorial Garden of the Arizona State Capitol. Secretary of State Rose Mofford, Phoenix Postmaster LeRoy Brewer and US Postal Service Public Relations Officer Jerry Wilson joined with Stacy Hamm, Ann Newcombe and Shirley Rogers, Phoenix Chapter; Melba Beard, Marilyn Brafford and Daphne Downs, Arizona Sundance Chapter; and Louise Croxell, London Bridge Chapter, at the ceremony commemorating the 20th anniversary of the issuance of the Amelia Earhart airmail stamp. The seedling and two First Day Covers were brought to Phoenix by

Charter Member Melba Beard. In a brief speech, Secretary Mofford paid tribute to Amelia Earhart as a pioneer aviator and humanitarian, saying that the Friendship Flyaway was a grand tribute to the advancement of aviation and the perpetuation of friendship. Postmaster Brewer cancelled the two First Day Covers; one was presented to Secretary Mofford, and the other was returned to the archives at 99 Headquarters in Oklahoma City.

by Mary Lou Brown



representing the First Day Cover and seedling to Mark Dispagel, chief of the Division of Aeronautics, and George McLaughlin, director of airports, are Mary Benn McClave, chairman, Sacramento Valley Chapter, and Barbara Goetz, International Secretary and chapter member.

Sacramento Valley Chapter

Chapter members Barbara Goetz and June Devine flew to Carson City, Nevada to pick up the Forest of Friendship seedling and First Day Covers, which had been flown there by Reno Area Chapter 99 Irene Smith. The tree and Cover were later presented to state officials in a capitol ceremony covered by the local TV station.

The chapter also joined a group of 99s from Grass Valley to air mark their mountain airport.

by Sharon Ormosen

San Fernando Valley Chapter

The annual Installation Banquet was held at the 94th Aero Squadron June 18. Those installed were Chairman Ceci Stratford, Vice Chairman Jeanne Fenimore, Recording Secretary Jan Amos, Corresponding Secretary Doris Totans and Treasurer Mary Rawlings. The outgoing Board of Directors presented Monie Pease, outgoing chairman, with a beautifully etched mirror surrounding a picture of herself.

Two scholarships were awarded on this evening. One for \$1,000 was given to John Gilboy, who will work toward his instrument and commercial ratings. John's goal is to be a commercial pilot. He is presently attending Cal State University at Northridge. The second \$1,000 scholarship was given to Lou Duplessis, who will work toward his B.S. degree in engineering technology. He is currently attending the airframe and powerplant program at Northrop University in Inglewood.

Scholarship Committee Chairman Carol Riley congratulates winners John P. Gilboy, left, and Lou Duplessis.



recently attending the airframe and powerplant program at Northrop University in Inglewood.

As an interesting sidelight, part of this year's scholarship money was the direct result of donations made to the fund in memory of Eric Shaw. After the scholarships were determined, but before they were presented (one for \$1,000 and one for \$750), Eric's father, John Shaw (who is an owner of Airstar Aviation at Van Nuys Airport) made an additional donation of \$250 to bring the second scholarship up to \$1,000. Then he pledged \$1,000 for a scholarship for next year. Mr. Shaw went even further in showing his support for the chapter by stating that he would continue to donate to our scholarship fund a percentage of the money spent by all 99s and their associates who fly from Airstar Aviation.

by Sylvia Sanderson

Santa Barbara Chapter

Even though August is always a busy vacation month, our chapter had a large turnout for a delicious potluck birthday party at Rachel Watkins' home. 49½er Bob Watkins baked Rachel a beautifully decorated cake in the shape of a hot air balloon. Jenny Wright, our chairman, couldn't attend because she was visiting relatives and touring in the East; and Marion Fickett wasn't there because she had taken off for Germany again. But we enjoyed hearing about Helen Tabor's flight to Salt Lake City, Connie Howerton's river raft trip down the Merced River, and Pam Pesenti's anticipated vacation to Vancouver, British Columbia, as well as Lydia Meissner's trip to Scotland.

Our August 17 Accident Prevention Program, cosponsored with the FAA General Aviation Aircraft Accident Prevention Program and Mercury Air Center, attracted 187 people. The program, "An Educational and Humorous Approach to the Aviator's Most Common Problems," lived up to its title. Rod Machado, international lecturer with the AOPA Air Safety Foundation, showed us how learning can be fun and easily assimilated.

by Erma Christian

Santa Clara Valley

Pat Blouin, long active as a 66 in our chapter before she became a private pilot, now heads our SCV 66 program. We plan to send our newsletter to 66 members, give them pins and provide each with a Big Sister to encourage the potential pilot during the various stages of her training.

Back from New Orleans with glowing reports on the Convention are Vera Arnold, Pat Cain, Pat Roberts, Peg Ewert, Dottie Theurer, Sue Schiff, Stella Leis and Mayetta Behringer.

At our August meeting, Janice Brown, Bakersfield Chapter, spoke on her experiences with solar-powered aircraft. With slides and a video presentation, Janice introduced us to fascinating features of her flight test career working with the Gossamer Penguin and the Solar Challenger.

One of the prizes at our recent Casino Night fund-raiser was a chance to accompany KGO radio reporter Lynn Durling on a flight watch assignment. Winner was Jeanine Ceccio, who shared her prize with Lois Letzring. The two report that from the KGO Mooney they witnessed considerably more than the usual slow traffic and stalled cars.

Highway hazards that day included a paint spill and two large brush fires.

APT Chairman Dottie Theurer sponsored a combination APT ride and hangar party to encourage members to "keep APT."

by Kathy Pelta

Sierra Buttes Chapter

In July we nominated 49½er Leo Lake for the 1983 General Aviation Maintenance Technician of the Year. We are proud to announce that he was selected as the regional winner. He is now being considered with eight other regional winners for the national award in Washington, D.C.

In August we completed our first air marking at Alta Sierra Airport with the generous help of the Sacramento Valley Chapter. Even with the heat and having to stretch the paint, everyone had a good time.

Grass Valley Aviation has donated permanent space for our clubhouse. We invite you all to come visit us there every first Wednesday.

We are co-hosting the September 11 Sixth Annual Avionics Swapmeet, Luncheon and fly-in with the Golden Empire Flying Club. We are proud to have such support from area pilots and businesses.

by Helen Lake



Sierra Buttes received the first place float trophy. Crowd response was overwhelming.

Utah Chapter

We needed a fund-raiser. Someone suggested a plane wash. Since I prefer eating to scrubbing, I suggested a pancake breakfast. Next thing I knew, I was chairman of the event. The Utah Pilot's Association was sponsoring a fly-in at SLC #2 Airport on July 15, and was happy to have us serve breakfast prior to the flying activities. About 300 people ate pancakes — some even came back for seconds. Sure beats washing airplanes!

The day started warm and by 1500 reached the 100-degree mark. Perfect conditions to demonstrate the effects of density altitude! This clinic is sponsored annually by the chapter with the assistance of the FAA. Safety presentations precede flying events. Each pilot, using the owner's manual for the airplane, estimates distance to takeoff and climb over a 50-foot obstacle. They then climb in the plane and see how close their actual performances are to the estimates. A dip in the pool and social hour at Stateline Casino, Wendover, Nevada, were a welcome relief from the heat of the concrete ramp. Winners received some nice prizes and for those who didn't do so well... how about a big thermometer!

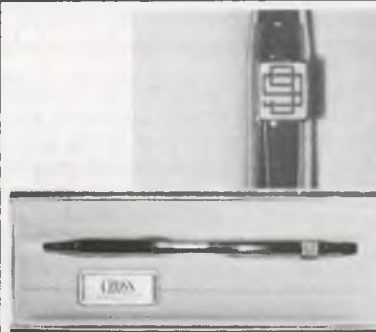
by Carol Clarke

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Grants totaling \$5,000 for graduate study
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Earhart Fellowship Awards memorialize
Zonta International's famous member and
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Qualifications for the fellowship are a
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Since the establishment of the awards in
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Application forms for the fellowship are
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Moving? Please notify International Head-
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Continuing Aviation Education

Remember graduation day? "Well, now,"
we thought, "I'm glad *that's* over. Now that my
education is complete, I'll get on with the
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Education never stops, as long as the de-
sire for learning remains. Sometimes, how-
ever, we become so immersed in the business
of living that years slip by, until one day the
brain stirs, yawns, stretches and craves a little
exercise.

Want to stretch the intellect and make the
spirits soar? Learn to fly.

We acquire new vision, viewpoints and a
vast new vocabulary. Speaking in initials
becomes second nature as VORs, ADFs,
FARs and TCAs enter our lives.

We learn to tackle new projects one step at
a time, without becoming intimidated by the
immensity of the whole. All those dials on the
panel *do* make sense, viewed individually;
and understanding the controllers on the
radio is easy, provided you already know
what they are going to say.

We appreciate the importance of abiding
by the laws of nature, which never betray
those who use them to their advantage. The
CFI teaches us to apply those rules: "Maintain
airspeed, right rudder for torque, check den-
sity altitude, weight and balance, stay clear of
TWX, don't land downwind."

Women pilots derive special joy from learn-
ing. We know that the process is perpetual,
and hangar flying can be much more enlight-
ening than swapping recipes, and much less
fattening.

Air racing is the ultimate distillation of
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competitors use every flying skill ever learned
and pick up a few new ones. We have a fine
time striving for that perfect cross-country
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The 1983 Air Race Classic saw 70 women
pilots in hot competition, but willingly impart-
ing their knowledge to others who share this
unique common denominator.

We learned a lot. We learned to utilize a
sectional chart to the utmost and to fully
assimilate a weather briefing. We learned that
rookie teams can and do beat the socks off
veteran teams. We learned to rejoice in
others' good fortune, and to ache with still
others when things went sour. I, for one,
learned that Louisville, Kentucky has two
airports, both with Runway 19s. Most impor-
tant, we re-learned what all women pilots
know already: "I can do anything I set out to
do. My potential knows no limits."

And that's why we race the Classic. Why
don't you join us in '84? Test your potential
from Pasco, Washington to Gainesville,
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the most enjoyable way possible.

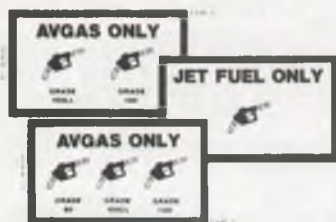
by *Merry Robertson*

Betty Pifer and Mary Helfrick receive the Alice Ham-
mond Perpetual Trophy from Alice herself.



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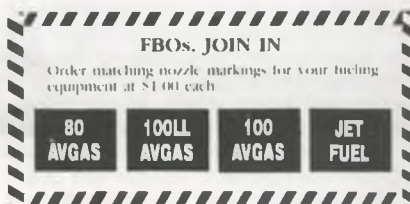
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Two teams earning 100% speed scores (a first for the Garden State 300) are, above, Sue Simler and Debi Pfisterer, and, below, Racquel and Joe McNeil.



Apuepuelele Proficiency

Sue Hillmann and Beverly Haid were the winning team in the 14th Annual Apuepuelele (contest in the sky) Proficiency flying contest August 20. They gained possession of the club trophy for one year as well as permanent individual trophies. This is the third time Hillman and Haid have won the proficiency contest; in 1978, 1981 and this year they flew their Piper Tripacer.

Eight planes were entered in the race that began and ended at Honolulu Airport with a touch-and-go at Lihue, Kauai (our longest distance over water), and fly-bys at Dillingham Field and Wheeler Field on Oahu.

Mimi Tompkins-Beltrano and Andrea Rice placed second in the contest, which was followed by an awards clambake at the airport.

by Eleanor Sharpe



Last year's winners of the Apuepuelele Proficiency, Coral Hansen, left, and Vivian Fagan, right, present trophies to this year's winners, Sue Hillman and Beverly Haid.

Air Racing Results

11th Annual Garden State 300

The 11th Annual Garden State 300 was held at Trenton-Robbinsville Airport June 11 with 25 airplanes participating. After a weather briefing we were off in hazy skies to such places as Lebanon Valley, Pennsylvania, Sullivan County, New York, Trinca (a small secluded grass strip in northern New Jersey), and back to Trenton.

One by one the planes returned to their parking spaces with talk about the route they just flew, and with ease or difficulty they located Trinca, which was neatly tucked away at the bottom of a ridge behind a line of trees. As the planes were refueled, the excitement mounted, and we all realized the scores would be very high.

That evening at the Sheraton Inn at Bordentown, New Jersey, site of the awards banquet, excitement had reached fever pitch, and we could all scarcely wait for Doris Miller and Diana Delange, co-chairmen of the event, to begin the awards ceremony. Arlene Feldman, New Jersey aeronautics director, spoke to us briefly, announcing that Governor Kean had proclaimed this the first official event in the Bicentennial Year of Air and Space.

Trophies were then presented to the crews placing fourth through 10th. In third place with a score of 99.46 were John Kunish and Joel Spivak. They each received a trophy and a cash prize of \$50. With a score of 99.76 in second place were Betty Pifer and Mary Helfrick, who received trophies and a cash award of \$100. They also received the award for the highest score on the short route, and the Alice Hammond Perpetual Award for the

highest scoring 99s. In first place with a score of 99.87 were John and Sandy Duma. They received trophies, a cash award of \$200, the Marlboro Airport Award and the Robert Abbott Memorial Award for the highest scoring team from Marlboro.

We had a first this year at the 300 of which we are very proud. We had not one but two teams with perfect speed scores. They were Racquel and Joe McNeil, who also won the Garden State 300 Committee Award for the highest scoring team with a non-rated copilot, and Debi Pfisterer and Sue Simler, who traveled all the way from western Pennsylvania to fly in the contest.

Garden State 99s were extremely pleased to see so many women participating this year with 10 of them placing in the top 10 spots.

by Mary Helfrick



First place winners of the Palms to Pines Air Race are Delores Pynes and Dorothy Walker.

Palms to Pines Air Race

Fifty-nine planes flew this year's course from Santa Monica to Oregon's Sunriver Resort, with private airport facilities. A fly-by was scheduled at Modesto, and Red Bluff welcomed racers overnight with their traditional "barbecue by the river." Participants in the annual event, hosted by the Palms Chapter, came from as far away as Washington and Texas to help make this an exciting event. Official starter was actress Susan Oliver.

by Claire Gould

PALMS TO PINES WINNERS

PLACE	PILOT/COPILOT	AIRCRAFT	HDC	SCORE
1	Pynes/Walker	1960 Cessna 172	121	21.9574
2	Thom/Johnston	1979 Piper PA-28-181	133	19.8507
3	Bovee/Robertson	1973 Cessna 177B	130	19.8046
4	Shiffman/Sybilrud	1974 Cessna 182P	144	19.7173
5	Wright/Steinberger	1979 Piper PA-28-236	152	19.6509
FIRST LEG WINNERS:				
	Motola/McDonald	1974 PA-28R200 Piper	149	18.1033
SECOND LEG WINNERS:				
	Fuller/Man/Pickering	1976 A36 Bonanza	183	28.3019
THIRD LEG WINNERS:				
	Kohler/Collins	1971 PA-200 Piper	149	17.4591
BEST MOTHER-DAUGHTER TEAM:				
	Thom/Johnston	1979 Piper PA-28-181	133	19.8507
BEST FIRST-TIME RACERS:				
	Kennedy/Sprague	1980 Piper PA 28-161	127	16.9060
BEST UNDER 500 HOURS TEAM:				
	Bazar/Pease	1978 Cessna 172N	121	18.6748

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