

# ***the 99news***

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 10

NOVEMBER 1983

NUMBER 9



# Letters to the Editor

Dear Editor:

In a recent issue of *The 99 NEWS*, you listed "Women Airline Pilots" in a survey by Virginia Thompson. Attached is a listing of the exact number of women airline pilots worldwide. I hope that you will be able to include this in the magazine.

As president of the European Women Pilots Association, I have to note that we now have 41 airline pilots here. I think that is a great victory. Often the victory is even greater in other countries where life is more difficult and the work harder.

I am one of the first six women airline pilots, in 1967, along with Jacqueline Convey of France, Elizabeth Overbury of England and Traude Wideroe of Norway.

I began flying for Aeralpi in a Twin Otter, and later became copilot in a DC-8 with Aeral. Presently I am in Yak 40s, flying football teams to their various games.

Sincerely,

Fiorenza de Bernardi

European Women Pilots Association  
President

## Federation des Pilotes Europeennes Aviation Civile / Transport

PAYS	Nombre de pilotes	Nombre de compagnies employant des femmes	Date de la premiere embauche
Argentina	1	1	1971
Australia	4	3	1954
Belgium	4	2	1973
Bangladesh	2	1	1982
Canada	22	13	1973
Colombia	1	1	1973
Spain	1	1	1980
France	20	10	1967
Great Britain	12	6	1967
India	2	2	1981
Italy	1	1	1967
Jamaica	1	1	1979
Libya	1	1	1980
Mexico	5	2	1975
Norway	1	1	1967
New Zealand	3	1	1980
Pakistan	1	1	1979
Pays Bas	1	1	1978
Romania	1	1	1970
USA	134	29	1973

From a letter written to  
Charlene Falkenberg:

In June I decided that I would like to learn to ride a horse. I have always been rather nervous of horses, but this one I have come to know quite well. The first two rides went quite well, but the third ride was a disaster.

The horse fell over his own big feet and down I went and met the road in rather a hurry. The first few seconds were a bit blurry, but I finally realised that my chin was bleeding and I could hardly breathe. After gathering my wits and dignity together, my teacher having fetched the horse, I duly climbed back on and we went back to the house. For the next week, I thought that the pain would never stop but, after seeing the doctor and being x-rayed and discovering that none of my bones were broken and resting for two more weeks, I duly started mending and feeling like my own cheeky self.

In July, we went on a canoeing safari on the Zambezi River. We paddled from Chirundu down to Kanyemba. it is 200 km (120 miles). Every 400 yards there are hippos. At night we camped under the stars on the river bank. You could hear hippos grunting, hyenas barking and lions roaring. The first night we were awakened by elephant trumpeting and running down to the water. We did get a surprise, but so did they because they were just below the bank that we were on and when they realised we were there they took off in great haste. Later on they sneaked back very quietly. Paddling down river you can sneak up on all sorts of animals and they don't hear you coming because the wind is blowing away from them. We saw lots of buck, monkeys, elephant, lots of bird life, very few crocodiles.

One afternoon we came around a corner and we saw an enormous white river bank, hippos in the water and some of them out of the water, one croc that dived into the water, six elephant grazing and one on his own digging in the sand for water. They do that near a river because they get minerals from that water rather than the river. We parked our canoes, got out and crept along the bank. Their eyesight is not too good, so he did not worry about us. Then another young bull came out of the trees and joined the herd. We were no more than about 300 yards from them. It was absolutely fabulous.

Every day we bathed in very shallow places in the river so that the crocs could not sneak up on us.

We spent six nights and seven days on the river — an experience never to be forgotten.

The next thing that we would like to try is the white water canoeing from Kazungula to

Victoria Falls. Quite when, I am not too sure. The new tobacco season has already started and so hopefully we shall have better rains this coming season. This last year was quite a drought.

I have enclosed some travel pamphlets for your perusal, You and your husband might like to think about a trip to *darkest Africa*. You would be most welcome and any 99s and 49½ers who you might show the pamphlets to. Please think about it. Anyone who decides to venture out here I promise would be well looked after.

Margaret Beniston

Muurwi, Zimbabwe, Africa



NANCY BIRD WALTON

Dear Editor:

There seems to have been so little news from Australia in the magazine that I am writing this myself just in case our newsletter editress has not done so.

In April I was asked to be the guest of the Canberra Aero Club to celebrate their Golden Jubilee. I seem to be the only pilot survivor of 1933 and their first Air Pageant. I was presented with an inscribed crystal vase by the governor-general, and interviews by the press. Some 6,000 people attended the club's open day.

In May I was guest at the 50th anniversary of Bert Hinkler's funeral in Bunderberg, Queensland, with the chief of the Air Staff, Air Marshall David Evans, who gave the first Memorial Hinkler Lecture. Bert Hinkler was the first man to fly solo from England to Australia in 1928, and crashed in the Italian Alps on a second attempt in 1933. He was 11 years old when Wilbur Wright made his 12-second flight, but at 14 had built his own glider. He was a test pilot with Sopwith Aviation Company and A.V. Roe, England.

continued on page 8

# the 99 news

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VOLUME 10

NOVEMBER 1983

NUMBER 9

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**ON  
THE  
COVER**

British Section Governor Gwen Bellew takes "London Pride" off at Nottingham. Her son, Giles, is inflating his balloon, "Prometheus," in the foreground.

# Calendar

## NOVEMBER

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

**Nov. 4-5: Regional NIFA competition.** Montana State University, Bozeman.

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

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

**Nov. 18-19: Fall International Board of Directors meeting.** Shangri-La Resort.

**Nov. 30: No deadline** for *The 99 NEWS*.

## DECEMBER

**Dec. 15: Deadline** for AE and ATE/America Flyers Scholarship applications.

**Dec. 30: Deadline** for Intent to Seek Election forms.

**Dec. 30: *The 99 NEWS*** deadline for January-February issue.

## JANUARY

**Jan. 30: *The 99 NEWS*** deadline for March issue.

## FEBRUARY

**Feb. 29: *The 99 NEWS*** deadline for April issue.

## MARCH

**Mar. 17: First Annual Sundance Shamrock Air Derby,** round robin speed race approximately 400 statute miles, Stellar Air Park, Chandler, Arizona. Entry kits, \$3.50, from Shirley Cochrane, 1500 N. Markdale, #70, Mesa AZ 85201, (602) 834-0250 or 982-0890.

**Mar. 31: *The 99 NEWS*** deadline for May issue.

# New Ratings

## WESTERN CANADA SECTION

**Beth Candlish,** Greater Winnipeg — COMM  
**Lynda Gregg,** Greater Winnipeg — Instructor IV  
**Grace Duke,** Saskatchewan — AMEL

## NEW ENGLAND SECTION

**Marilyn Pearson,** Connecticut — CFI

## NEW YORK-NEW JERSEY SECTION

**Lola Shriver,** Western New York — AGI

## NORTH CENTRAL SECTION

**Betty Mahan,** Kentucky Blue Grass — IFR  
**June L. Beers,** Michigan — CFII  
**Lynn DeForest,** Michigan — CFI  
**Rene Holmes,** Minnesota — COMM, IFR  
**Andrea Linnerooth,** Minnesota — IFR

## NORTHWEST SECTION

**Harriett Hall,** Wyoming — IFR

## SOUTH CENTRAL SECTION

**Angela Armstrong,** Golden Triangle — IFR  
**Diane Bartels,** Nebraska — BGI  
**Pud Patterson,** Texas Dogwood — CFII, AMEL, AGI  
**Floretta Young,** Tulsa — AMEL

## SOUTHEAST SECTION

**Lisa M. Cook,** New Orleans — CFII, AMELS

## SOUTHWEST SECTION

**Lisa Schilling,** Reno Area — COMM, IFR, COMM Glider  
**Misti Vreeland,** San Fernando Valley — CFI  
**JoNeel Kocisko,** Santa Paula — IFR

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# THE PRESIDENT'S MESSAGE

by International President Marilyn Copeland



Most of us are familiar with the history of the 99s. To state our progress, we might say it has been fantastic. Now is the time to define our goals for the future. What is our heading? Where are we going? What are we going to be? Since we are a large organization, there is always lead-time involved. We must begin planning for the future of the 99s so that we can make things happen to meet the needs of all of our membership through the '80s and on toward the year 2000.

Following up on the future planning meeting held in New Orleans, the fall Board of Directors meeting will devote considerable time toward long-range planning and direction that the 99s might move toward in the next three years, the next five years, and 10 years ahead. Great achievements become reality only by planning and setting goals.

Perhaps this does not concern every member. However, I would sincerely like each of you to consider any ideas you may have for future planning — to maintain and improve our great organization and improve our services to help other people.

The 99s are always getting better and climbing higher. The higher we climb, the further our vision. So, from this high vantage point, let us plan new objectives, ones that we can look forward to, and carefully choose how to continue our climb. In addition to future planning, we will be considering suggestions for the complete revision of Article X of the International Bylaws. Please send your suggestions before November 1 (see page 8).

September and section meetings seem synonymous. The South Central Sectional led the way in Amarillo, Texas with their beautiful Palo Duro Canyon activities. Highlights of the weekend were an actual survival course, down in the canyon, with CAP planes identifying the downed party; a mountain flying course; cowboy breakfast; barbecue and Indian dancers. Departure day we toured a C-5A and even sat in the pilot's seat — what a view!

The following weekend in Casper, Wyoming was equally enjoyable with Northwest Section members. An aviation scavenger hunt involving the entire community was not only fun but educational. Other educational presentations included a program on medications in relation to piloting aircraft, aircraft icing, planetarium tour, archeology and geology, and overcoming various anxieties about flying. Thanks to much advance planning, we were fortunate to have astronaut Dr. Mary Cleave as our banquet speaker. Artist Jan Kellerher, North Dakota 99, presented Mary with a pastel portrait of herself. It was especially exciting to have Mary join the 99s at this meeting.

After a brief stop in Wichita, I was off to the Southeast Sectional in Coral Gables, Florida. This group had some excellent reports on safety education and aerospace projects. The "PM Magazine" television crew covered one of their events. Emphasis on membership seems to be one of their major goals for the coming year. An Amelia Earhart Scholarship winner, Mary Lou Westmoreland, related her career advancement as a result of her additional ratings. During this meeting I announced two liaison persons for special projects — Judy Hall will coordinate our efforts to match US chapters or sections with those outside the US in order to facilitate more efficient first class mailings, etc. B.J. Schermerhorn will be the liaison for the World Proficiency Flight Teams outside the US, looking forward to the 1985 World Championships in Florida.

First a "Wing Ding" and then "Sophisticated Ladies" — the North Central Sectional in Kansas City, Missouri, near the world famous Country Club Plaza, was another great one. They upstaged the stage play, "Sophisticated Ladies," by three days — and did they

ever do it! They had sophisticated everything — a reception which included "TWA Clipped Wings" fashion show of apparel worn by flight attendants through the years, outstanding speakers on secrets to health and happiness (of course, flying was a part of this), A Dusty Rhodes ultralight in the hotel, a severe weather forecast center presentation on tornado spotting, TWA tour for 49½ers, and the banquet speakers, Ruth and Sheldon Stafford (99 and 49½er), who had just returned from a trip to Europe in their 1949 Bonanza. A TV interview was arranged for me on the mid-day news, and the same anchorwoman was MC at the banquet.

Did you know??? Another 99 has been named Flight Instructor of the Year — none other than Joan Reindl, Greater Kansas City Chapter. We are very proud of you, Joan.

Several months ago, I suggested that you send me poetry, prayers, prose, music, etc., to be compiled for use by our members at aviation events. In New Orleans, I distributed the first edition of this collection. We will have another edition for distribution in Anchorage. 99s are talented women — let us share our favorite aviation literature.

In the US and Canada, this may very well be the golden era of aviation... now is the time... now is our chance... airplanes can still be purchased at reasonable prices. They are safe and easy to fly — and we still have this freedom. Let's use it.

## Amelia Earhart Scholarship Update

As of this October, five AE Scholarship winners have completed work on advanced ratings:

1981	Teresa Donner	multiengine rating
1981	June Perry (Australia)	instrument rating
1982	Melissa Vreeland	flight instructor
1983	Marcy Glaesemann	multiengine rating
1983	Lisa Marie Cook	ATP/multiengine rating

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With the holiday season approaching, have you considered sharing your aviation abilities with someone or as a group doing a special kindness that will brighten someone's day and, in turn, they will remember

the 99s kindly?

For example, the Greater St. Louis Chapter greets airport arrivals with holly cor-sages; another chapter brings cookies to tower personnel; and another flies gifts to a

state hospital.

There must be many such activities among our 6,000-plus members. Do share what you are doing so that others may do likewise. And may your holidays be happy.

## NOTAM

On page 141 of the membership roster, under the listing "Comfortable Cardigans," the price for acrylic is \$55, not \$48.  
On page 142, under "Ski Sweater," the price for acrylic is \$55, not \$48.

## Public Relations Press Kits

The Public Relations Press Kits are completed and have been distributed to all the sections. If you have not received the one for your chapter, contact your chapter chairman or section governor. Please make copies of anything and everything in it and use the information as often as possible.

Marg Juhasz, North Central Section, has submitted the following 14 PR suggestions:

1. **Keep a file of all chapter members' local newspapers with addresses;** when they are involved in something newsworthy (even as hostesses for chapter meetings), you can send an article to local papers.
2. **Have a file of local TV and radio outlets** with the names of public affairs directors to contact about upcoming events.
3. **Take pictures (black and white preferred) of new members and send to local newspapers.** (Women who fly are still a novelty considered newsworthy by most local newspapers.) Always include an informational article about the 99s.
4. **Place notices in newspapers in the area of your meeting place.** Invite interested women pilots to attend.
5. **Let everyone know what you're doing.** Send releases to newspapers when a member speaks to a group or class.
6. **Invite the governor of your state to proclaim Aviation Week or Aviation Month** when you have something special occurring.
7. **Plug your local races** and play up the fact that races contribute to aviation safety by making pilots more proficient.
8. **How about a 4th of July float in a local parade?**
9. **Work with your aerospace education chairman to get more news about 99s and general aviation into schools.**
10. **How about an aviation display** in your local schools and public libraries?
11. **Contact Boy and Girl Scouts** about the chapter helping with work toward earning aviation badges.
12. **Take elderly and/or handicapped** for an airport tour and perhaps airplane rides.
13. **Collect toys and food** for distribution to local needy at Christmas and/or contribute to local funds for needy.
14. **Learn to type better.** DOUBLE-SPACE articles for papers; set up your typing page so your sentence or paragraph doesn't run over on the next page.

by Marie Christensen

## NOTAM

The weather channel on cable television will publicize many of our outdoor events on the "Event Weather" portion of their programs. Send information about your events (poker runs, races, USPFT meets, parades, etc.) to Marie Christensen two weeks in advance.



May 1982, Amelia Earhart Airport, Atchison, Kansas: 99s Hazel Jones, Marie Christensen, Elizabeth Jordan and Janet Green.

## Air Marking News

Air marking is fun (even under adverse conditions), but it is also work! The cost is low for such a worthwhile contribution to aviation safety. Air markers act as a backup system for radio navigation and provide assurance to uncertain pilots that they are on course. They pinpoint your location and point the way to the nearest airport.

In order to be effective, air markers need to be visible and large enough to read at 3,000 feet. They should be on large prominent roofs, water towers or barns, as well as on hangars, runways, taxiways and ramps.

Wire marking and airport beautification are also good projects. Does your airport need signs identifying taxiways, telephones, restrooms, etc.? How about a trash container for that paper blowing around? Any project that makes flying easier, more pleasurable and safer is a good one.

Does your chapter have an air marking chairman? What are you doing to set up your air marking schedule for 1984? Air marking is a good way to get new and potential members involved. Invite a non-marking chapter to "fly-in" and join you so they won't miss out on the fun. Get the 49½ers involved outlining letters and pouring paint.

Wouldn't it be great if every chapter would paint a compass rose this year? It's an excellent public relations project. Many pilots, non-pilots and airport personnel have learned more about the 99s by asking the question, "What is that big blue and white thing on the ramp and what does it say in the center?" It is a marvelous way to let everyone know about the 99s.

Remember — our goal again this year is one air marking for every chapter.

by Joy Harvey

Night flying is much like instrument flying. The big difference lies in the number of visual clues available when you're on the gauges. It's assumed you can't see outside at all, and are completely dependent on the instruments to tell you where you are and where you're going. But with night VFR conditions, there will be some outside references which provide a measure of visual orientation. Some nights you'll find a wealth of clues, as over a heavily populated area; but on other nights there's nothing out there but a few stars and barnyard lights.

Just having a bunch of lights on the ground doesn't always solve the problem either, because your brain is capable of switching those visual inputs until what you think you see can be dangerously far from what you actually see. Some training in interpretation is needed.

Excessive altitude at night without oxygen is detrimental to night vision and interpretation. You should be aware that you have some limitations at night.

Following are a number of tips and techniques relative to flying safely at night; they've all got to do with your eyes and how to make them work more effectively for you.

To begin with, you have a hole in your eye. At the center of the field of vision, there's a spot which contains no "cones," the receptors that distinguish colors, and which do their best work in bright light. Since they are almost completely insensitive to the lowered illumination of a night situation, the cones create a blind spot. When you look directly at an object in the dark, it seems to disappear. You won't see an airplane coming at you from dead ahead as long as you try to find it by looking at it. The secret of the night vision game, then, is to look past something you want to see.

A watch face that glows in the dark can be used to demonstrate this phenome-

non, and also to train yourself to look to the side of dimly lighted objects. In the dark, fix your gaze on one of the numbers and observe the sweep second hand as it goes around the dial. It will disappear as it passes the number and reappear shortly thereafter. From this, you can get some idea of the size of your personal nighttime visual limitation. Remember that the watch face is only inches away from your eye. As you look for things farther and farther away, the effective size of the hole in your eye grows remarkably, and could hide a pretty big airplane or TV tower.

## Safety education

### NIGHT FLYING

by Marilynn Miller  
International Safety Education Chairman

On a really dark night, your eyes are super-sensitive, but you've got to provide some optical assistance in the form of a methodical scan of the visual field. The rods (that part of the retina most sensitive to low light levels) are concentrated around the periphery of the eye, and unless you shift the focus occasionally and hold it for at least a few seconds, you may never see objects which are hiding in the blind spot.

There's an added danger in the light source which blends into the pattern of ground lights or stars, and which may never be identified as the lights of another airplane or obstacle. With even more discipline than your daytime scan, train yourself to look outside the airplane frequent-

ly, fix your gaze on an object or an area of the sky and hold it there for a few seconds; you'll likely see things jump out of your blind spot or appear as potential hazards because they're moving. Think for a moment on this — when you're on a collision course with another object, it will appear to stand still in your field of vision; if that lack of motion buries the intruder in the ground lights or hoodwinks you into thinking it's a star... disaster is approaching!

Know where you are and where hazardous towers and buildings are located, and listen to what's going on in the airspace around you. When someone checks in with the tower and gives his location, take a look. When you're cleared to land and the final approach lies over city lights, there's nothing wrong with lining up a bit to one side and scanning carefully as you fly the approach. Anyone else in there with you will appear to move, and relative motion is one of the secrets of effective night vision. If you suspect that you have company anywhere in the pattern, make him "move" by changing your heading, or altitude, or speed, or all three. There aren't many street lights or billboards that change position — a moving light is probably fastened to another airplane. Almost as dangerous as the lights that are moving but don't appear to be, are the lights that aren't moving but seem to be. Confusing? Yes, until you realize that your night vision will play tricks with your perceptions of a stationary light source and cause it to wander all over the sky. A truly spooky phenomenon, it's called autokinetic movement — the appearance of movement by a fixed light source in an otherwise dark field of vision. ("Night Flying" is comprised of information from "Fair Weather Flying" by Richard L. Taylor. Watch for more on night flying in the next issue.)

## Book Review

Holmes, Donald B. **Air Mail: An Illustrated History, 1793-1981**. 1st ed. New York, Clarkson N. Potter; distributed by Crown Publishers, c1981. 226 p., ill. \$27.95. ISBN 0-517-54146-7

Here is the story of the achievements of air mail entrepreneurs and aviators, from the first airborne letter carried by balloon and written by George Washington to the network of airmail services of today.

The purpose of the book was to blend aviation and air post histories in order to demonstrate the effect they had on each other, particularly the vital role the air mail "subsidy" played in the development of commercial aviation. The second purpose was to demonstrate the challenges, rewards and contributions of a form of stamp collecting that is becoming more popular — aerophilately.

Along with being a fascinating history of air mail service, the book provides a reference service for stamp collectors. The book includes a glossary of philatelic terms and many color reproductions of early air mail stamps from around the world. Also included is a bibliography, a philatelic reference guide to stamps and an index.

by Dorothy Niekamp  
99 Librarian



Jacket design for AIR MAIL by Donald B. Holmes, published by Clarkson N. Potter, Inc.

# Letters to the Editor

continued from page 2

I continue to fly back to the towns I landed in 49 years ago and speak, when invited, to their charity organisations. I am hearing a few tales about myself, too.

Our ladies continue to make progress in the aviation field. Mary O'Brian is a copilot on a jet cargo aircraft, and won the trophy for the "greatest contribution to aviation by a woman in Australasia" this year. Aminita Hennessy is the only captain we have of a regular passenger service, but many are employed as instructors, charter pilots, etc.

There is talk of a TV documentary on Mrs. Keith Miller, the founding member of the Australian 99s, who flew in America and beat Laura Ingall's record across the States twice.

Nancy-Bird Walton  
Australia 99

Dear Editor:

I would like to thank the members of the 99s and the members of the Amelia Earhart Scholarship Committee for awarding me the American Flyers/ATE Scholarship last August.

On September 26 I achieved my goal. I passed my check ride for my instrument instructor rating.

With the excellent training I received at the American Flyers school in Santa Monica, there was never any doubt!

Thank you for making such a difference in my aviation career.

Lori Brand  
Sacramento, California

Dear Editor:

I don't know if you recall this or not, but at the Saturday evening banquet in Atchison I spoke briefly with you about a non-pilot (my very own self) subscribing to *The 99 NEWS* and you kindly said, "Sure!" Well, since my return, everything seems to have taken more time that it had a right to and delayed my tending to the subscription. But enclosed is the \$17.50 to keep me posted for a year on what everyone is up to. (Wouldn't you think I'd be careful not to end a sentence with a preposition when writing an editor!)

May I add a personal note? I ventured to Atchison with some misgivings as to just how I might be received, having no pilot's license or professional involvement — only a healthy interest and Fay Wells' kind invitation to justify my being there. I must say it's been a long while since I can recall such an immediately warm and friendly welcome by any group in which I found myself a complete stranger. The feeling of being "a

complete stranger" was dispelled with amazing speed by all the gals I met. I soon realized that whether one came in a Cessna or a Chevette, the love of flight was there as the invisible bond. And as I told Fay, the graciousness and warmth of the 99s' first President is still very evident in the present membership!

Bev Stolp  
St. Paul, Minnesota

## "49.5 Club" Inaugurated

1933: PARIS — A league for the protection of the husbands of women aviators was described by George Palmer Putnam, husband of the transatlantic flier, Miss Amelia Earhart.

"Now that the number of women transatlantic fliers is slowly increasing, the time has come for the husbands of these ladies to get together for mutual support," said Mr. Putnam. "Just to show how serious I am, I inaugurated before leaving New York the 49.5 Club." The newly inaugurated club was inspired by the famous "99 Club," to which several hundred American women pilots belong. "The derivation is easily comprehended — 49.5 is just half of 99, and the husbands are the less distinguished halves of their more celebrated wives."

(September 2, 1983 issue of the *International Herald Tribune*)

From a letter written to  
Ruth S. Dobrescu:

Our women's aeronautic association was founded in July 1969 and we have at present 1,830 members.

We are selecting members from university students, who are receiving education about aviation once every month.

Members selected by our organization make it a rule to visit and study at the Air Force Academy and Aviation College twice a year. Then they will obtain sufficient aviation knowledge for three years so that, through such a course, they are able to keep their home effectively and will contribute to have home education scientifically for children, as well as increase in number the aviation population by expanding aviation knowledge.

All our members are from university, and they are now actively developing as the only women's organization of domestic aviation science.

We have four women pilots in Korea. One of them, Mrs. Kwang Ran Han, who graduated from Aviation College in 1971, trained in the Piper Colt and obtained her license. The other three women are helicopter pilots in the army.

I now have sole charge of education of the Korea Women's Aeronautic Association, and am working as an executive vice presi-

dent of the Korea Aeronautic Association, director of the Korea National Council of Women, vice president of the Zonta Club, committeeman of peace unification in Korea, and Olympic committeeman to host the Olympics in Seoul in 1988.

In the meantime, I am writing a description about aviation for newspapers and magazines once in a while; and busy lecturing at meetings of college, high school and social organizations.

99 Kyung O. Kim  
Seoul, Korea

Dear Editor:

I think you will be disappointed I cannot help you very much for your International issue. For several years I have been inactive. Flying here (private) got so expensive I could no longer afford it. In Holland, it has always been a very expensive hobby, thanks to very severe regulations. Very few women could afford it.

When I was still active, there were only about 10 to 15 women pilots, though there were many more female glider pilots. Sorry to say, but since I do not fly any more, I've lost touch. I stayed with the 99s because I loved them and have several good friends.

I have been a 99 since 1961, have been flying for about 20 years, and was 43 years old when I got my licence. It did take some time to get it. Partly because of my work, I had little time for lessons, and weather conditions were also bad. I had to start over again in the spring of the year. The weather here very often is a spoil sport, and it changes very suddenly for the worse.

I know younger girls get a better chance nowadays, from headlines in the papers; for example, when the Navy allowed women in their ranks. A few months ago, headlines appeared about the first woman to get her helicopter licence in the Army Air Force. Privately, that is impossible. The Air Force was closed to women until a few years ago.

I remember that, though at our airport there were many women glider pilots, I as an engine pilot was an exception. (I had to do everything better than the men.)

Lucie Wymans  
The Netherlands

## NOTAM

**Bylaws Revision Due  
March 1, 1983**

Now is the time to submit bylaws revisions for consideration by the Bylaws Committee.

Please send suggestions to  
Sally Ross Plumley, 2101 N.W.  
9th St., Corvallis OR 97330.

# Planning an Aerospace Education Program

Stimulating interest in aerospace education can easily be accomplished by having a special aerospace education program for a chapter meeting. It will be a great way to commemorate aviation events, acquaint members with more aspects of aerospace education and provide much enjoyment. Your intent in planning a program of this nature will be, of course, to introduce the members to some new facts and at the same time provide practice for possible programs for community groups or classroom presentations.

Picking a theme is a good first step in planning a program. The celebration of NASA's 25th birthday this year provides an extra reason to emphasize the space theme. While we are celebrating the first flight of a US woman in space, we are also looking ahead to an expanding space program which will mean more of our members will be astronauts — and becoming one will be a realistic goal for many of our children. Selecting one or two of the NASA films to show and perhaps requesting some NASA information on the shuttle would provide an interesting and stimulating program.

The celebration of the Montgolfier brothers' first manned balloon flight 200 years ago is a theme that truly defies imagination. Why not send for the film, "To Fly," ask an aeronaut to come to the meeting and share knowledge of ballooning, plan a balloon adventure for the entire chapter, or build paper tissue balloons at the meeting and have a contest to see which reaches the highest altitude. (If that works out, you will have another terrific activity to use with school groups.) A bit of French pastry as a snack in honor of the first manned hot air balloon flight, made possible by two French paper makers, the Montgolfiers, would give an added touch to the celebration.

In December, it will be time to celebrate the 80th anniversary of the Wright brothers' flight. Why not combine this theme with holiday celebrations? Again, there are films available from numerous sources which would be suitable. In addition, a paper airplane contest or a Delta Dart contest would be enjoyable. If you have to build your own plane out of paper, balsa or styrofoam, you will probably have a better appreciation of what the Wrights had to go through!

By letting your imagination soar and by taking advantage of all the materials available to borrow or use, you can make a creative and productive aerospace education program. If you are in need of a projector, slide or 16 mm, you may be able to borrow one from a school or the public library. Remember — it always helps to preview the films and know how to use the projector before you start. Most importantly, while all this will be providing fun and information for the chapter, it ultimately will be practical for use with a school group, young people's organization, or community group. Learn more to share more.

The following films would fit into the themes of the above mentioned programs and are available from Modern Talking Picture Service, 5000 Park St. North, St. Petersburg FL 33709: "To Fly" (31496), "Kites to Capsules" (11136) and "Kite" (3376). The following films are available from NASA: "Flying Machines," "A Man's Reach Should Exceed His Grasp," "Space for Women," "Where Dreams Come True," "Space Shuttle — Mission to the Future" and many more. Try them for a new learning experience.

## NOTAM

If your chapter is sponsoring an Aviation Explorer Post, please send Bonnie Carr the name of the Explorer Post, a list of the activities the post has done or plans to do, and several black and white photographs or slides.

A feature article on sponsoring Explorer Posts is planned for a future issue of *The 99 NEWS* and this material is needed.

In addition, slides can be used for a slide show being planned on aerospace education.

Some special dates to commemorate in the months ahead in this special year include:

**November 21, 1783**, in Paris, Pilatre de Rozier and the Marquis d'Arlandes made man's first flight in the Montgolfier hot air balloon;

**December 1, 1783**, in Paris, Jacques Charles made the first flight in a hydrogen balloon;

**December 17, 1903**, Wilbur and Orville Wright made the first powered controlled flight at Kitty Hawk, North Carolina;

**January 1, 1914**, the St. Petersburg-Tampa Airboat Line, the Benoist, became the world's first scheduled airline service; and

**December 7-19, 1972**, Apollo 17, the last Apollo flight, landed on the moon.

Have fun planning your educational event!

by Bonnie Carr

## Seek & Keep

by Charlene Falkenberg

"WE GAIN MEMBERS — WE LOSE MEMBERS." Is this a familiar refrain? Chapters gaining members are reporting excellent success. Most successful has been the membership meeting. Using "For The Fun Of It" has been a great asset. Keeping in touch with local FBOs and ground schools provides names of new students.

Let's work on keeping members. Do your members realize they can remain 99s even if they no longer fly? They are important to us. We respect the work and participation they have given in the past. Possibly some members have had to devote more time to a new job or career. We don't want them to feel unimportant or forgotten, so keep in touch with them.

Did you start the BAM (Bring a Member) program? It often takes only a personal contact to re-create lost interest. Think and plan your monthly meetings as a "monthly activity." Make them so interesting that no one will miss a single month. Then share your ideas and results for the "Seek & Keep" column.

Take time to inform your new members. Explain our purpose. Given them a history of your chapter. Explain the purpose of the various committees and projects.

Marilyn Copeland has shown us how we will chart our course in the 99s with "MAPS." Let's apply that to membership:

**M** More Members

**A** Ask All to Join

**P** Persuade Them with Your Pride in Being a 99

**S** Stick with Them

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# Additions made to AE Memorabilia

Through San Fernando Valley 99 Mary Lou Colbert Neale's efforts, the 99s have received nine photographs of Amelia Earhart or her aircraft from Thomas E. Mason.

Mason retired in 1974 from Lockheed after having gone to work for them in 1936 in the Wing Department of the Electra. he worked on AE's Electra both before and after the famous crack-up in Hawaii.

We want to thank Mr. Mason for his efforts in our behalf, and appreciate his interest in our first President.



Amelia pauses, above, on the wing of the Electra, which carried extra fuel tanks. *left*. In another interior shot, below, Amelia sits on the main spar for the wing of the Electra while checking maps.



A side view of AE's Vega, above left, shows the Lockheed hangar in the background. Burbank Airport was then called Union Air Terminal. Lockheed took over an old factory of chinaware at a location now about a mile south of the present site. Accomplishments in the "Record Breaker" Vega include:

**November 22, 1929** — AE establishes new speed record for women at 184.17 mph.

**June 25, 1930** — AE establishes world's speed record for women of 174.9 over a 64-mile course at Grosse Ile Airport in Michigan.

**July 6, 1930** — AE sets speed record for women over three-kilometer course of 181.57 mph at Detroit.

**May 20-21, 1932** — AE makes first solo flight across the Atlantic by a woman in 15 hours and 20 minutes.

**July 13, 1932** — AE exceeds women's transcontinental flight from Los Angeles to Newark in 17 hours, 59 minutes and 40 seconds.

**August 24-25, 1932** — AE completes first non-stop transcontinental flight by a woman and sets new long-distance record for women of 2,477,728 miles in 19 hours and five minutes.

**May 8, 1933** — AE sets international inter-city record between Mexico City and New York City in 14 hours and 19 minutes.

**July 8, 1933** — AE breaks her own east-bound transcontinental record by flying from Los Angeles to Newark in 17 hours and seven minutes.

**April 19-20, 1935** — AE sets international women's record from Los Angeles to Mexico City in 13 hours and 33 minutes.

Other speed records painted on the vertical fin are: "NY-Los Angeles," 14 hours; "Honolulu-Oakland," 18 hours; "Los Angeles-Mexico City," 12 hours; "Mexico City-New York," 14 hours.

# Record-Setting Flight

Pat Dennehy, a Palisades Chapter 99, completed a special celebration of her 30th birthday at the Morristown, New Jersey airport on September 22 by setting five world class flying records. She set the five speed-over-distance records by averaging more than 150 mph in her 30-year-old Cessna 170.

Her journey began in Wichita, where the plane was built, with TV and newspaper coverage and a send-off by International President Marilyn Copeland at the early hour of 0445. During the course of her flight she made stops at Des Moines, Iowa, Lafayette, Indiana and Wheeling, West Virginia before landing in Morristown.

In Des Moines, she was met by 99 Barbara Brotherton and the local press. In Lafayette, Indiana (Purdue University), she was met by more 99s, including Betty DeBaun, who received a red rose from Pat. TV coverage was present even though Pat was 45 minutes ahead of schedule. In Wheeling, West Virginia, Lois Fida arranged for the mayor of their city to meet Pat as well as providing local press coverage.

Upon her arrival in Morristown, Pat was met by many 99s from her own chapter, sponsors, the press and one of the few surviving World War I flying aces, Ray Brooks, age 87.

Pat extends her thanks to all the 99s who helped make her flight a success. She says she could not possibly have made the good turnaround times without them. She is also appreciative of the excellent news coverage provided by the 99s.

If any other 99s are planning events such as this one, let our International Public Relations Chairman know and we will all help to make your event a special one.

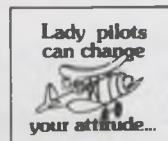
Pat Dennehy boards her 30-year-old Cessna 170 in which she established five world class records on her 30th birthday.

## favorites with lady 99's!

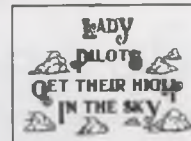
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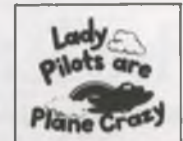
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#3690 RED design on BONE or PINK shirt



#3752 BLUE & WHITE design on LT. BLUE shirt



#3686 BLUE, RED & WHITE design on BONE shirt



#3568 DARK BLUE design on BONE or LT. BLUE shirt



#3689 BLACK & SILVER design on PINK shirt



#3586 BLACK & RED design on BONE shirt



#3636 BLUE design on LT. BLUE shirt



#3733 NAVY, RED & WHITE design on LT. BLUE shirt



#3732 DARK BLUE design on YELLOW shirt



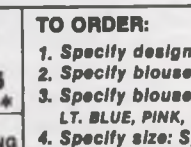
#3584 RED design on BONE or PINK shirt



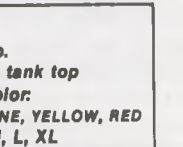
#3772 WHITE design on RED shirt



#3733 NAVY, RED & WHITE design on LT. BLUE shirt



#3732 DARK BLUE design on YELLOW shirt



#3584 RED design on BONE or PINK shirt



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#3734 BLACK & WHITE design on BONE shirt

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At a winter balloon meet in 1982, Gwen takes off in the Famous Grouse

# The Lady and the Grouse — with a touch of London Pride

by Gwen Haynes

There are close to 300 members of the British Women Pilots Association; however, due to the high cost of belonging to two organizations only six B.W.P.A. members are listed in the current membership directory of 99s under the British Section — The Lady Gwendoline Bellew (current governor), Barbara Cannon (past governor) Constance Fricker, Suzanne Brooks, Yvonne Trueman and Melanie Whitehouse.

This issue, I would like to spotlight the most current governor of the 99s in Britain — the recently "titled" Lady Bellew, better known to her friends as Gwen Bellew.

Gwen's method of getting up into the wild blue yonder is by balloon. She began ballooning in 1966 and, since one must have a private pilot's license to become a balloonist, she got that in 1967.

Her first balloon was built in California by Don Picard of the famous ballooning family of Picards. It was called "London Pride" and was the third hot air balloon in the U.K. When Britain had its first hot air balloon race, sponsored by the *Observer* newspaper, Gwen won it in the "London Pride" — one of her most cherished achievements.

Now there is some sort of ballooning event every week in Britain. However, due to the tremendous expense, and there being very few balloonists, they do their ballooning with the help of a "sponsor."

Currently, Gwen's balloon is an 84,000-cubic-foot one (for those of you "in the know"), and she is sponsored by Famous Grouse Whiskey of Scotland. The balloon has a Grouse bird 32 feet high on each side of the envelope. Being sponsored by Famous Grouse also has some "fringe" benefits. (Now if there was a *bourbon* company offering fringe benefits, I might get

the courage to take up ballooning.)

Gwen has entered ballooning events in England, Scotland, Eire (S. Ireland), France, Germany, Belgium and the USA (Albuquerque, New Mexico), the latter being her favorite due to the perfect weather for ballooning and numerous unobstructed places to land.

She also enjoys gliding, which she took up because her husband is a glider pilot. She used to have her own business, that of fashion advisor, and still dabbles in it occasionally.

Gwen and husband James have, between them, a total of five children and six grandchildren. (As of this writing, her son was flying the Famous Grouse on the Continent.) They have recently inherited the titles of "Lord and Lady Bellew," a title from Eire, and have now moved to Gloucestershire. Gwen says she is still not quite used to being called "Lady Bellew."

# Be a High Flier

by Graeme Bowd

(Editor's note: Although this article reprinted from a British newspaper is about a man, we felt the information in it was worthwhile. Thanks to 99 Gwen Haynes for sharing this with us.)

It certainly was a conversation stopper. "I've bought an airplane," I told my friends. "You've done *what*?" It was as if I'd just announced the acquisition of the Ritz or next year's Derby favourite.

Then came the questions. The men wanted to know what sort of a plane, but looked none the wiser when I said it was a Jodel Ambassador. Women simply inquired what colour, and whether it would fly to Paris.

Everyone seemed to think I must be much more wealthy than I appeared. I wish they were right, but the truth is that, although private aviation is not exactly cheap, you don't have to be a millionaire to enjoy the thrill of aircraft ownership.

Bitten by the flying bug two years ago, the prospect of having my very own plane had become a dream to be fulfilled as soon as funds allowed.

Now the little Jodel stands on a grass airfield in Hertfordshire, just waiting for me to jump in and climb above the clouds. With a tailwind, Paris is barely two hours away — and I can get there and back with three passengers for about £40 in fuel.

An early morning takeoff could put me in Nice by mid-afternoon. And closer to home, I can cruise 2,000 feet above the traffic jams on the A23 to land in a friendly farmer's field near Brighton, just 25 minutes after crossing the Thames. Magic.

It all began with a chance meeting. An RAF engineer had flown his plane from Cardiff to London to visit his girlfriend. Before his return, he gave me a taste of flying high and free.

On the way back to the airfield, I gingerly waved the control stick and was amazed to find that the plane responded to the slightest touch. From that moment there was no turning back.

After ringing round for prices, I joined the Air Touring Club at Biggin Hill and began training for the private pilot's licence. To get it took 45 flying hours and four months.

Most British fliers are up there purely for the fun of it.

And few of those I met were rich. Sure, there was the odd Rolls in the club car park, but there were far more Cortinas and Volkswagens.

Another popular misconception is that flying requires ice-cool judgment and reactions like lightning.

That may be true if your plane is a Harrier, but Mike Weekes, the patient chief flying instructor who endured my first clumsy landings without a murmur as the plane careened down the runway like a drunken

kangaroo, maintains that anyone who can drive a car could fly a light aircraft.

He says, "I've never had a student who had to give up through lack of coordination.

"Of course, some people learn faster than others. But a woman in her sixties got a licence here and loved every minute of it."

To get your PPL at the Air Touring Club would cost about £1,700 — quite a lot of money. But the cost and the flying could be spread over two years or more. A trial lesson costs just £15.

It is possible to learn more cheaply in America where some intensive courses are offered for as little as \$2,000, including accommodations and a return airline ticket. But many instructors believe that three weeks in the cloudless skies of Texas leave the newly qualified pilot ill-equipped to fly in Britain's less generous weather.

And what comes next? You could take your family or friends for Sunday lunch in Deauville in a hired plane — or as I did, buy your own.

A new touring aircraft would cost about £25,000, but there is no need to pay anything like as much as that. Buying a second-hand plane is far less risky than buying a car since the law requires all planes to be maintained to a very high standard.

My 20-year-old Jodel cost just £3,000. Not much to pay for your very own piece of the sky — and a guarantee that every non-flier you meet will think you're a millionaire.



Gwen Bellew and Sue Hazlet were copilots for the cross-channel ballooning event in 1981.

Though I met Gwen at a women pilots function several years ago in London, this interview was done 6,000 miles away by telephone. My thanks to a delightful, friendly and very animated lady, who has obviously done a great deal in the world of ballooning, for her time and the use of her photos. May I offer a toast (with a famous old bird, of course) — "Long life and many tranquil flights, Lady Bellew."



The Ed Mack Miller Memorial Airplane ready to be dispatched on a medical mercy mission into the rugged interior of Papua New Guinea from the operations office, Vanimo, of Dovair, a "missionary airline" that serves humanitarian needs of the people on the north coast of PNG, near the Indonesia border.

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# News from Rome

by Fiorenza de Bernardi

As you already know, I have been a 99 for many years. I founded the Associazione Pilote Italiane, and am currently president of the Federation des Pilotes Europeennes.

I began to fly with my father, and also trained with Robert Goemans, a very good pilot and representative for Piper in Europe and Africa. I had the opportunity to complete my IFR training at a military airport, and after several years of flying for tourism and air competitions, I became the first woman airline pilot in Italy.

At present I am flying the Russian-built Yak 40, taking football teams to their various matches. A three-engine jet, this plane holds 27 passengers and lands in a very short distance. I've flown this aircraft all over the world — a most rewarding experience.

I also flew DC-8 charters and cargo, taking all my training in the Alitalia training school. I was the first private pilot to obtain such a course from the airline, since their doors were not yet open to female crews.

Some of you have written to me wanting to know about job possibilities in aviation here in Italy. I am afraid that I have to be rather pessimistic as the possibilities are very limited. There are no civil training schools, only aero clubs, which are now very expensive. Private companies cannot live here more than a few years, and then we have to begin over again.

Recently I had the pleasure, along with the chief of the Italian Air Force, General Bartolucci, to welcome the famous Brazilian pilot, Mrs. Anesia Pinheiro Machado. She came to Italy to present some aeronautical/historical gifts to the Aeronautical Museum of Vigna di Valle.

A 99, Mrs. Machado is well-remembered for her flight over the Andes in a single engine plane, and the flight from New York to Rio de Janeiro.

A pioneer of Brazilian aviation, instructor at Panair do Brasil and the Brazilian Air Force, she has received many honors from all over the world. Here in Italy, she was presented one of the highest Italian honors, the military golden eagle.

## ... from a recent letter from Fiorenza de Bernardi ...

... The European Women Pilots meeting went well, and we decided to hold the next one in Baden Baden, Germany. 99 Ruth Stafford and her husband attended, and we also saw them later on in Rome.

I am glad to tell you that we have placed a tree in the "Memory Forest" in San Pelagio with the names of American women pilots.

San Pelagio is a beautiful castle which contains an aviation museum. We took the idea from Atchison, and began to prepare a little forest of our own. Enclosed is a piece of ribbon which was around the Lagestrocenia tree planted for the American women pilots. This tree has beautiful pink flowers.

My father will have a Cedar of Lebanon, while the European women pilots will have the yellow Olimose.



Fiorenza de Bernardi and Anne Giroud at the Forest of Friendship entrance.

## Memories of the Forest of Friendship Activities

by Fiorenza de Bernardi

At last we are flying to America where we — Anne Giroud and I — will participate as secretary-general and president, respectively, of the European Women Pilots Association, in Forest of Friendship activities.

On arrival in Chicago, our hostess was Joan Kerwin. We visited in her home, and the next day, flew to Atchison in her Cessna for the festivities. (Flying for tourism in the USA is very interesting. Ladies who seem really to be housewives fly their own planes with ease. Also, monoengines are equipped with IFR-DME-autopilots.)

In a friendly atmosphere, we were guests at Benedictine College, and met old friends like Betty Gillies, who was in Italy 20 years ago in her twin engine plane.

Fay Gillis Wells is the perfect organizer. The meeting was upon a green hill where the woods refresh the temperature of the sun (103°). I had the satisfaction of seeing the granite stone with my father's name — Mario de Bernardi — among the many famous names in Memory Lane.

After all the activities, we left Atchison with Lu Hollander, editor of *The 99 NEWS*, in her beautiful airplane to fly to Oklahoma City. This is a land of farms, cowboys and cattle, so green and full of rivers and lakes.

We went to see the world's largest western store (Shepler's) and 99 Headquarters at Will Rogers World Airport.

Because of my mother's illness, we hurriedly returned to Rome via Kansas City and Chicago, spending the night inside a roll of glass wool and aluminum paper (sound-proof) in an airport office under construction. Inside this, we didn't suffer the cold of air conditioning, avoided the stinging costs of a hotel room and inquiring looks!

Because of my mother's illness and subsequent death, it was a sad homecoming. But our memories of America and our good friends there have convinced us to plan another trip of longer duration!



Visiting at the award presentation for Mrs. Machado are an Italian official, Fiorenza de Bernardi, General Bartolucci and Mrs. Machado.

Yours sincerely,  
Fiorenza de Bernardi

# Women Pilots in India

Editor's note: Our thanks go to Vice Governor Mohini Shroff for submitting the following information on some of the newest women pilots in India.



## UNASSUMING VENI

Engineer-in-charge, Assam Flying Club, Gauhati, Saguna Veni, affectionately known as Veni, is the first lady aircraft maintenance engineer of India. She is licenced to work as an A.M.E. on Pushpak aircrafts — two-seater single engine planes manufactured in India and widely used in the Indian Flying Clubs as trainers. Pushpaks are fitted with a Continental C-90-8F engine.

Veni hails from a small village in Andhra Pradesh and got a "Best Teacher" award for scientific experiment — simple and practical model of hydraulic lift.

Her obsession for practical science finally led her to Madras as an A.M.E. student. Her entry in the field of aeronautics was by chance when she came across an advertisement by an institute in Madras. "An act of fate," as she terms it, converted a science teacher to an A.M.E.

The climb in her career, like other pioneering women, has not been an easy one in this male-dominated world. Having obtained her license as an A.M.E., she was unemployed for three years for reasons — she was a woman, but this did not deter her from pursuing the course charted. She is now happily employed in Gauhati though far away from home, but has a sense of satisfaction when issuing certificates of air worthiness.

Veni aspires to work on advance studies in aeronautics — an ever-expanding field, and we all wish the best for her.

## NIRMAL MAYER

Nirmal, right, holds a private pilot licence and was awarded the best aeromodeling trophy from the National Cadet Corps while in college. She is a very enterprising young woman.

## ADVENTUROUS ANILA

This 23-year-old adventurous lady flight instructor from the Karnal Flying Club won a prize for getting her solo within a record nine hours for minimum dual instructions in the year 1978.

In 1980 she bagged the first prize in spot landing competition from Karnal Flying Club.

In 1982, the Golden Jubilee Year Celebrations of the Indian Air Force, she was the only lady pilot participating in the air race amongst the 22 participants from all over India. Anila was awarded a special cash prize of Rs. 2,000.

This new 99 member recalls her early days when she fervently desired to take up a challenging and adventurous career. Her inspirer was her father! (Wish we had many more fathers like Anila's — I am sure there would be no dearth of women pilots in India.) Ironically the mother initially did not share the father's enthusiasm, but it was the undaunted support of her father and brother — later a fighter pilot — which helped her get the wings. Anila is the sixth lady of the country to hold an Indian commercial licence and the second Indian lady imparting flying instructions in the country since 1981. She is an A.P.I. with Karnal Flying Club and has an



endorsement on Maule M5, Cessna 140 and a Piper Cherokee.

She has logged a total of 613.30 hours, out of which 315.45 are instructional hours.

She dreams and aspires to be an airline pilot in the near future. That does not mean she is unhappy in her present job. As a matter of fact, she is proud of the obedience and respect she commands from her students, who look "up" on her professional standards and admire her with awe.

We hope Anila has all the fair weather to climb steeply to further success.



## MAGNIFICENT NIVEDITA

Right at the age of three, she started identifying "A" for an aeroplane and today at 21 this chubby chuckling baby is #7 in the order of Indian women commercial pilot licence holders.

A childhood dream come true, her ratings are her most prized possessions, and now that she has her wings she can hardly keep her feet on the ground.

In her 10th grade, irresistibly she tried her hands at aeromodeling and meticulously built a chuck glider. This gave her a firm foundation in aviation and she was airborne in a glider at age 17.

Not content with her efforts, she would occasionally sneak in to see an airline pilot — a neighbour — to talk aviation and discuss the subject of being a pilot. Deserving encouragement from her understanding parents gave her a breakthrough and she soloed at the Delhi Flying Club in an Indian-built Pushpak — a taildragger.

Nivedita's perseverance qualified her for the Bihar State Scholarship for C.P.L. ratings. Resigning from the comforts of home, she stoically proceeded to work on her C.P.L. at the Bihar Flying Club. Came the historic day of her life, February 27, 1983, when she logged nine hours, including joy rides, cross-country and some night flying.

"Magnificent Nivedita" — that's what I can express about this bubbly, budding pilot who sincerely aspires to be an airline pilot one day.

# Flying in Kenya

by Jane Frieden  
Hampton Roads Chapter

Following the decision to go on a photographic safari to Kenya, East Africa, I wrote to Denise Marchand-Holz, section governor. She answered in late April following my letter in March, giving me much information about flying in Kenya.

We arrived in Nairobi late Friday, June 18. Saturday morning, I telephoned Denise at home and we made arrangements to meet later that day because of my early departure on safari Sunday morning. She came to the Nairobi Hilton about 1600 hours, and I recognized her from her photo in the directory. We had a drink, and I told her of a missionary friend who was stationed in Kenya, and she knew him. She then suggested that we go to Wilson Airport in an attempt to look him up.

Wilson Airport is named for Mrs. Florrie Wilson, who founded what later became Kenyan Airways. Wilson Airport is the busiest in Africa. All charter lines, Police Air Wing, missionary societies and the Flying Doctor Service are based there.

Denise organized the 99 chapter, and later the 99 Flying Club, after the Safari Air Service cancelled their flying school. We found someone who knew my missionary friend, and were advised that he was flying to Norfolk that evening.

Denise and I parted, with a plan for me to fly with her on my return to Nairobi on June 30.

On Tuesday evening, June 29, I put in a radio telephone call to Denise from the Mountain Lodge near Mt. Kenya. What an experience! It was a first for both of us. She sounded like the astronauts from outer space, and she later told me that I sounded the same.

Thank heaven for the Nairobi telephone operator. We set up for me to telephone her at the airport on my return to Nairobi at 1300 hours. I had to get my log book out of my bag at the Hilton, and there was a delay in getting the baggage to my room. Finally, all was set. I spoke to Aggie Robinson, vice chairwoman of the 99s and a partner of Denise's. She told me that Denise was flying. I took a taxi out to the field, and since Denise was about to take off again, I ran out to the plane to be assured that she could take me back to the hotel. Taxi accommodations at the field are practically non-existent.

I spent approximately one and a half hours in the 99 Club Room studying runway lengths, altitudes, and then visited the tower with a former Kenyan Air Force pilot who is now qualifying for a private pilot's license. The equipment in the tower is early World War II. Denise warned me that transmission was practically unintelligible to the uninitiated. They speak "British English" with Swahili undertones. One controller is a flight instructor in his off time. Weather facilities, such as they are, are located in the tower itself. There is no ILS and no radar approach. That's over at Kenyatta International, which is nearby. The windsocks all over Kenya are gray with white stripes.

There are 170 members of the 99 Flying Club from all over the country, male as well as female. Simon, the former Air Force pilot and a club member, and I compared log books, which are totally different — as are the examination requirements and the designation of airplanes. All of Kenya is 5Y, followed by letters only — no numbers. They have a listing of all of the planes registered in the country. There is just one frequency for the tower — no ground control or ATIS, although Denise thought that they needed it badly.

Finally we went to the ramp for me to preflight. What a surprise to see the letters "RR" on the engine cowling. It was a Cessna Aerobat 150, with a Rolls Royce engine, designated 5YBBD. The 172 was on charter. The plane has long-range tanks which are only half filled, since, if filled, we would be way over gross with two on board. It cost \$4 per gallon for avgas 100 LL.

Since there was no dipstick, we had to use an empty tube with a finger over the top to check the amount of fuel in each tank. We



Jane Frieden, left, with Denise Marchand-Holz.

waited for the fuel truck to come over and put 30 liters of gas in each wing tank. We both strapped in with a Rube Goldberg type belt and aerobat harnesses. No transponders — Denise has told me that they have practically no nav aids. They use dead reckoning for 250 airports in Kenya.

There was an instrument that I had never seen before. It shows the G's plus or minus used in aerobatics. Denise started our checklist. Instruments are checked before the engine is on, and after, as well. Finally, I began to taxi to the assigned runway, had to stop for traffic and a cover over a runoff ditch. About one-half mixture is used because of the altitude, which is 5,525 feet ASL. I took off and climbed to 6,500 feet, right turnout due to Kenyatta approach.

We immediately flew over the National Park where I gave the controls back to Denise so that I could photograph a large gathering of giraffes, a Masai village and a mountain range. We immediately had to climb again, and I had a clear view of the Rift Valley. The visibility must have been 30 miles. Wow!

We looked for rhinos, but didn't spot any. I took the controls again while Denise got out the chart to show me the location of the lake we were flying over. We turned to Nairobi so that I could photograph it from the air. I was able to spot our hotel and Kenyatta's long runway. Reluctantly, we set up for our return to base.

After landing, we parked the plane — no tie down, just chocks. Two of their "melting pot" membership, Swiss nationals, were waiting to take off. There are any number of nationalities represented in the 99 Club, which gives it a genuine United Nations flavor. Denise, who is married to an American pilot who flies corporate jets, is probably the only American member.

Denise drove me back to town, and I got dressed to go out to dinner. It was all so different, so thrilling and exhilarating, that it took longer than usual to get back to earth. I'll never forget the experience. I recommend Denise and Aggie if you plan to go to Kenya. It's great!

# Tips on Flying in the Bahamas

*The following tips on flying in the Bahamas were supplied by Eugena Clarke, Freeport, Bahamas.*

Dear Yvonne and Henderson,

Max and I have just returned from a fabulous vacation tour of the Bahamas and, as promised, I wanted to give you a few tips for your upcoming trip with Leona and Tyrone. Additional information can be obtained by calling the Bahamas Pilot Briefing Center, 1-800-8252, located at 255 Alhambra Circle, Coral Gables FL 33134.

Departing from the US was a simple process and need not be from an airport with US Customs facilities. However, an International Flight Plan (VFR, IFR or DVFR for aircraft cruising at or above 180 kts TAS) is required.

Required aircraft equipment on board the aircraft or in your possession includes a valid pilot's license and current medical certificate; one US Coast Guard approved life vest for each soul on board; proper I.D., such as a passport, birth certificate, voter's registration card (a Social Security card is not proof of citizenship); and prior approval and documentation for pets.

It is also suggested that the following equipment be carried: aircraft insurance policy valid for the Bahamas, or with a Bahamas rider; life raft to accommodate all on board; emergency survival kit; general declaration/cruising permits and carbon paper; control locks and tiedown kit, including ropes and stakes; extra cans of engine oil, with opener/pourer; fuel credit cards, but cash and traveler's checks everywhere else but Nassau; and a pilot's Bahamas Aviation Guide, a publication in its fifth edition that covers the 63 existing airstrips (with aerial photographs of fields) in the Bahamas.

I don't mean to make you apprehensive about the second list of suggested items, but the amount of time we flew over water, and the facilities and conditions we encountered while in the Bahamas, make this list a sensible addition. Max and I saw Helen and Hortense in the Exumas trying to find rocks to use as wheel stops — either the rocks they found were too small, or they were so large the two of them couldn't carry them.

We made our first landing less than an hour after our stateside departure, at an Airport of Entry, which is required by Bahamian law. As we had prepared our papers in flight, we spent less time than others in Customs and Immigration. We were advised that we need only have our Cruising Permit in possession for intra and inter-island flights; however, upon departure from the Bahamas, we must do so from an Airport of Entry.

Each day we visited another location, usually on another island, departing early in the morning ("early morning in the Bahamas Customs Offices means around 0900 local

time; the Bahamas operate on EST (Zulu-4) and EDT (Zulu-5). Quitting time for Customs is often at sunset, which reminds me of a most important difference between the US and Bahamian flight rules. *There is no VFR flying in Bahamian airspace after sunset.* Allow plenty of time between airports to comply with this rule if you depart in the late afternoon.

Another difference we encountered in Bahamian VFR minimums — for VFR flight within controlled airspace, a 1,500-foot ceiling and five-mile visibility is required; outside controlled airspace, a 1,000-foot ceiling, one-mile visibility, clear of clouds and in sight of land or water at VFR altitudes. Flights closer than 500 feet to person, vessel or structure are not approved.

While inter-island flight plans are not required, with the exception of Freeport and Nassau, which must be made on the ground before departure, it is highly recommended that flight plans be filed with Nassau Radio (124.2 or 128.0), either "closure" or "non-closure." "Closure" requires cancellation with Nassau Radio, lest Bahamas Air Sea Rescue (BASRA) is dispatched to look for you, usually 15 to 30 minutes past your ETA. Only in Freeport are flight plans activated on rotation and cancelled upon touchdown; all others must go through Nassau Radio or be relayed to them. If in doubt, call Nassau on telephone

lines to cancel.

It was like "old home week" on Unicom 122.8, the most-used frequency in uncontrolled airspace. Daily we chatted en route to new destinations with others....

We certainly honed our dead reckoning capabilities as pilotage dominated a good portion of our flying. High altitudes allowed us to see from island to island on a clear day, but over-island flying was done to the right side of the island, as is customary with island VFR pilots. As radar is presently not available, we occasionally used VOR navigation on some of the longer segments; cross-checks were made with Bimini, Freeport, Nassau, Eleuthera or Treasure Cay. NDBs were also helpful at times, with the strongest signals received from the commercial broadcasting stations at Freeport (810) and Nassau (1540).

I almost forgot the most (or second-most) important item in your gear — your camera. The blue skies and the emerald green clear waters are breathtaking, to say the least. And you wouldn't want to miss capturing some of this beauty to share with your friends. The water sports are unparalleled to any in the world — fishing, snorkeling, diving, swimming, beaching, picnicking... the list is endless. And being able to fly it is the whipped topping.

Best regards,  
Sandy and Max

## Flying in South West Africa

*Reprinted from the January issue of the Africa South Section Newsletter, edited by Lindsay Glaum.*

Flying in South West Africa has its own special challenges. You soon learn to map read extremely well and recognise the slightest change in geography since there are a number of squares in the 1:1,000,000 which are featureless except for their consistent yellow colour, and your destination can easily be in one of these squares. However, the deserts of S.W.A. from aloft are magnificent. There is the Kalahari Desert with its row upon row of grassy sand ridges, and Namib Desert, which abounds with ostrich, gemsbok and springbok.

The Skeleton Coast was called this way after a number of whales were washed up on the beaches some hundred years or so ago and are now left as skeletons. There is a landing strip at Sossusvlei, which is a phenomenal water hole between megadunes 200 feet high. Pick a clear day and fly down the coast between Walvis Bay and Luderitz along the diamond restricted area past desert bays and rocky crags made famous in Jeffrey Jenkins novels, then further south to see the Bogenfels Arch.

Etosha Park is open from mid-March to mid-October. Fishing is excellent at Terrace Bay and Henties Bay — in fact, all along the coast. Swakopmund boasts possibly the best hotel in S.W.A. — the Hansa — and for a rendezvous, the Cafe Anton's cream pattiseries make you decide to stay for another day in Swakop. The sun shines almost without fail from the end of April through the next February, except on the coast, which is usually covered in early morning fog or low clouds. Water is scarce, and, as the saying goes here, if you haven't got room for the emergency water, you may as well not go flying!

Owing to the size of South West Africa, it is a country that can magnificently be seen from the air. Many of the best things to see are inaccessible by road and, at best, a four-wheel drive is necessary.

Reservations in all the Nature Conservation Parks, which include the coastal parks, can be made at Nature Conservation telephone 061.29251. And, of course, all the hotels in the towns are in the S.W.A. telephone directory.

# Down Under — A Great Visit

by Don and Julia Downie

Our writing about aviation in magazines and books involves all kinds of travel, both domestic and international. Over the past five years, we've ferried a new aircraft to Santiago, Chile, and traveled extensively throughout the North American continent with resultant books on air travel to Alaska, Mexico and Oshkosh. When the opportunity presented itself to visit both Australia and New Zealand in 1983-84, we promptly lined up a series of magazine assignments — on aviation, of course.

A working vacation like this differs considerably from a self-conducted or package tour. Schedule, you bet, because of editorial commitments; but still flexible enough to meet pilots, hangar fly and compare notes. To assure some of the latter, we corresponded ahead of time both with 99s in the Southern Hemisphere and with Cessna 170 Club members. At that time, we owned a 1952 Cessna 170.

Pilots and their airplanes are much the same the world over. Differences surface quickly, however, in flight regulations. We had an assignment on TransAustralian Airlines and traveled on three of their route segments after a day's visit with the management people in Melbourne. The TAA headquarters building was impressive and the staff hard working. A number of years of economic downturn was hurting TAA and promotional efforts to build up vacation travel by Australians within Australia were most evident. Places like Dunk Island and Bedarra Island, advertised in brochures with colorful bikinis, were popular.

We found the government's two-airline policy unique — particularly after the first bloom of deregulation. In Australia, TAA with government sponsorship and Ansett are required by law to compete on an equal basis, with equal tariffs and essentially equal equipment and scheduling. To a visitor, this type of government restriction looks like an expensive duplication of effort. We sampled TAA's comfortable 727s, the efficient Airbus utilized on high-density runs, and even their older, short-cabined DC-9s. Fresh from the US, we found the lack of consistent security checks on these local flights surprising. However, with the standard range under which these aircraft are operated, a skyjacking would be a complex effort, and the Australians appear to have their unruly element in fairly close check. Screening on international flights is as complete as in the United States.

Another of our assignments was to explore a promotional package wherein a travel agency, Koala Tours, was establishing a travel tour with Air New Zealand which would provide the necessary ground and

flight instruction to enable a visiting US pilot to rent an Australian general aviation aircraft and take off on pre-arranged fly-yourself tours. Headquarters for this activity was in Adelaide on the south coast of Australia, 90 minutes by TAA 727 from Melbourne.



TransAustralian Airlines' first DC-3 is on display at Melbourne International Airport.

Adelaide is a clean, modern city of just under a million population. Air traffic is not heavy, but the primary reason for the tour package to base at Adelaide is that it is the home of Dev Connelly, managing director of Koala Tours, local businessman and Cessna 310 owner. He introduced us to Des O'Driscoll, a senior flight instructor who spends much of his time teaching flying in outlying areas. These areas can be so far "outlying" that Des is required to literally move in with the student for the duration of the instruction. Des and a small staff of pilots provide both ground school and flight instruction for an Australian temporary flight endorsement on the US private pilot's license. They are employed by Southern Aircraft, which is based at Parafield, the general aviation airport for Adelaide.

A firm prerequisite for this permit is your logbook, pilot's license, radio operator's permit and current medical. If your current logbook has only a few pages filled out, bring the preceding book. The Australian DoT wants to see just what kind of flying you have experienced. They appear particularly interested in cross-country pilotage in areas out of range of nav/aids. The written is relatively short, but not all that simple because Australian FARs differ from those in the US just enough to make the 15-

question multiple choice exam confusing. Des O'Driscoll's patient counseling was essential.

One question wanted to know how much fuel reserve is required in an aircraft that burns 16 gph on a 240-minute flight, with the last 15 minutes to be flown within a primary



Training Piper Cherokee is refueled at Adelaide International Airport. Instructor Des O'Driscoll is in the background.

control zone and with the legal alternate 30 minutes distant. What the visitor would not know is that the 15 minutes within the control zone can be counted as fuel/time to an alternate on the theory that you'll know you must divert at the time you make your initial tower call before entering the primary control zone. Thus, you figure fuel at four gallons per 15 minutes, or 64 gallons for the initial leg; minus four gallons in the control

zone; plus eight gallons to your alternate; plus the required 45-minute reserve of 12 gallons. Somewhere in the four multiple-choice possibilities is the correct response of 80 gallons. Of course, there's also an 84-gallon selection (which was our choice).

Then there's an in-person visit to the DoT office. Each state capital city has one. It was our feeling that the DoT crews required a meeting with the visiting pilots to ascertain if they had a good grasp of the language, were mature and reasonably stable. They also scanned our logbooks rather thoroughly and asked enough questions to verify authenticity. The DoT has the option to require dual instruction in addition to the written exam before granting an endorsement on your license.

Just for the record, Don's 10,000-plus hours (including his military flight record) was sufficient to waive any dual instruction. Julia's 1,000-plus hours that included tail-dragger experience in Mexico, Canada and Alaska, was not acceptable to the Adelaide inspector. He advised that a checkout with a flight instructor, which was estimated to take seven hours of flight time, was necessary.

We did fly with Des in the Adelaide area enough to get the feel of the operation. His Cherokee was more than adequate despite the sweltering 43°C (103°F) temperature. We felt that the Australian regulations were so demanding by US standards that it was almost more trouble than it was worth to get off the ground. Preflight weather briefing, even for a 100-mile round robin, was extensive. At Parafield's flight service station, there was a real live weatherman on duty and, in addition, there were two persons to

felt completely safe. Operating on a VFR flight plan, we felt it was difficult for a pilot to find time to look out of the cockpit. However, part of the protective system held us in a circling pattern five miles from the Adelaide Airport while a 727 landed; there were no other aircraft in sight.

Surprisingly, the local pilots with whom we talked felt that the very restrictive regulations were no real problem. They grew up with them and have known no alternative. When we explained that in the United States we could legally take off from a non-towered airport on the west coast and plan a route of flight under 12,500 feet whereby we could travel all the way to the east coast without filing a flight plan and, in addition, not be required to communicate with anyone on the radio, the Australians found it hard to conceive or believe.

Later in our trip we visited with Bill and Helene Adams, who keep their nearly-new Cessna 172 on their cattle ranch near Curlewis, about two hours flying time north and west from Sydney. Bill was formerly president of AOPA Australia and is a very knowledgeable general aviation pilot. On a flight from the dirt strip on his ranch into Sydney, we were able to observe first hand just what cross-country flight is really like.

Long cross-country trips that parallel major highways and the use of non-towered small airports in VFR weather without a flight plan are just not usually in the experience of Australian general aviation pilots. Bill spent the greater part of his time and effort with his computer, updating ETAs over his checkpoints. When he called in one minute and 50 seconds late over an airway intersection checkpoint, ATC want-

ed to know if he had a problem. Then they advised that he should call in again in five minutes to let them know that everything was proceeding properly.

As we approached Sydney on flight plan, we were issued instructions to circle outside the control zone of the International Airport for priority traffic. This consumed about 15 minutes, and our traffic turned out to be just one Mooney on a dual instruction flight. It seems that instructional flights have a higher priority than straight cross-country general aviation transportation.

In Australia, we found the ultralights (microlights) operating under requirements drawn up when the first ultralight was registered. We were told that the owner had a large ranch and requested permission to fly within the confines of his property. Thus, the Australian regulations prohibit ultralights from flight above 300 feet and from crossing a bituminous road. Efforts are being made to come up with something more realistic.

Soaring in Australia is self-regulated and historically has been given a relatively free hand.

We toured the magnificent Sydney Harbor and nearby waterways with Vic Walton in his Beaver on floats. Walton, who did most of his Australian test flying on acceptance of Cessna and Piper products, was trying to establish a float plane airline up the coastline. He is well known for his flying on two showcase books, "Pelican's Progress" and "The Greatest Island," which were produced in excellent color. Since Vic flies charters daily out of Barrenjoey Boat-

*continued on page 20*



Vic Walton, Sydney, with Beaver on floats. Julia Downey, back to camera, is to his right.



Colorful Sydney Harbor as seen from Vic Walton's Beaver on floats. Opera House is in the foreground.

check your detailed flight plan and record it. We found that it was every bit as difficult to launch a VFR daylight local flight in Australia as it is to prepare for a cross-country IFR trip in the US. The Australian VFR flight plan even calls for reporting times along the route with a two-minute leeway on your ETA (or amended ETA).

Our instructor, Des, commented that he preferred the Australian controls in that he

## Down Under

*continued from page 19*

house just north of Sydney, he experiences a minimum of ATC delays.

Walton's operation is called Aquatic Air, based at Governor Phillip Park, Palm Beach, NSW 2108. He was attempting a daily schedule to Port Stephens as well as scenic flights and popular restaurant flights to isolated specialty eateries reachable only by boat or float plane.

While in Sydney, we called 99 Senja Robey. She and her husband Keith drove into the Kings Cross area of Sydney to our hotel for a Saturday afternoon of hangar flying and continued discussions on the differences in VFR flying regulations.

Throughout Australia, we were told about the loss of a four-place airplane with four German visitors aboard. The aircraft crashed in bad weather several months before our visit and was not recovered for weeks, during which time a considerable search effort was expended. Over and over again, this accident was cited as the reason for retention of the rigid traffic control. The DoT in Australia is going to great lengths to assure that another accident doesn't happen.

However, you can qualify for an endorsement and can rent an Australian aircraft. We feel the basic requirement for a FAR written and a local flight checkout are well justified because of the singular detailed differences in procedure and nomenclature. We both found some difficulty in understanding Australian controllers because of rapid delivery, an accent and our unfamiliarity with the expected verbal delivery and response.

We journeyed across the Tasman Sea to Auckland, New Zealand, the headquarters of the Air New Zealand fleet. This airline's service was outstanding on every leg of our international flight. While in Auckland, we visited the interesting aviation exhibits at the Museum of Transport and Technology. One of these is a replica of Richard Pearse's aeroplane which he flew in 1902 and 1903.

Historians are not united, but there is a strong belief in New Zealand that Pearse did sustain powered flight prior to the Wright Brothers.

We checked in at the Auckland office of the Department of Transport and asked about pilot certification. It appears that some 30 to 40 pilots per year request permission to fly themselves around New Zealand. The DoT representative said that all that was required was a simple written exam on air regulations. "Nobody ever fails that written," said the DoT man. "Then you get your own checkout with an Aero Club or FBO and you're okay to go fly." We also were advised that the Aero Clubs are national and each club recognizes the checkouts obtained at another club.

Our next destination was Hamilton and another reporting assignment. Perhaps the most important single aviation activity in New Zealand is top dressing — the application of fertilizer concentrates in hilly country to foster sheep grazing. There are some three million people and 80 million sheep in New Zealand, an area roughly the size of California.

The most popular top dressing airplane in the country is the Fletcher FU-24, designed a quarter of a century ago in California by John Thorp. At that time, Don was doing test flying for Fletcher Aviation and his acquaintance with some of these New Zealand top dressing business people dates back to that time. Thus we visited two of the operators and flew in two of the 250-odd Fletcher aircraft. If you've never ridden in the helper's cabin aft of the hopper in the FU-24, you have an experience coming. There's one tiny window to look out aft of the wing and no intercom with the two front seats. Each of us took turns in the cockpit and had the opportunity to shoot some spectacular takeoffs and landings on the steep grassy hillside strips in the paddocks. A slope of 1:5 is not considered steep.

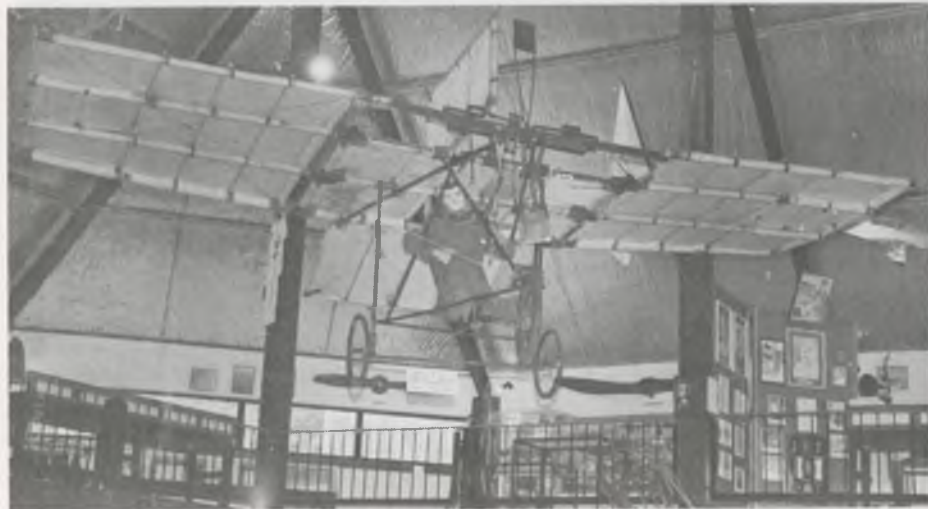
Then it was on to Rotorua, the hot springs resort area of the North Island, where Ena Monk, currently governor of the New Zealand 99s, picked us up at the airport and

gave us a whirlwind tour. More hangar flying was had at her home that evening, along with an introduction to her husband, Graham, and a room full of CB equipment.

Two additional assignments awaited us on the South Island with the Mount Cook Lines, New Zealand's domestic airline and bus company with several tourist resorts literally under their wing. We boarded one of the Mount Cook Hawker Siddeley 748 turboprops for a windy 2½-hour flight to Christchurch on the South Island. Here we had a fine tour of the area from aerobatic pilot Pamela Collings and her husband, Cecil (Ces, for short). Discussions with them indicated that the various flight planning and ATC procedures in New Zealand are only slightly more complex than in the US. And Pam should know because she is a full-time flight instructor for the Christchurch Aero Club.

Either Piper has had an aggressive sales campaign in New Zealand or local pilots feel that the low-wingers handle better in the high surface winds of the country. A vast majority of trainers that we saw in New Zealand were Pipers.

We visited the unpretentious headquarters of the Mount Cook Lines and received an excellent briefing from their veteran public relations man, Ted Beckett. Then it was off to Mount Cook proper for an interview with Merv Falconer, who heads the mountain flying ski plane operations. Both of us took the grand scenic tour in the



Replica of Richard Pearse 1902 powered airplane.

right front seat of the red and orange Turbo Porter and the smaller Cessna 185. The way these pilots handle glacier landings is something to behold, both reaching for the surface in a white-out and working the turbulent ridge winds on both the climb and letdown. This is a 30 to 45-minute flight that any pilot would really enjoy.

We decided to play tourist for the next few days at Queenstown, a spick-and-span tourist delight, small enough not to require taxis and different enough to make us stay over two extra days. We toured the colorful area in jet boats, helicopters, tour buses and mountain cable cars. Our only regret, and one we hope to rectify, was missing out on the famed Milford Sound flight. Weather did not permit this trip during our visit. However, we did have the unexpected pleasure



Peter McKay flies his Quicksilver MX to herd sheep on the 1,400-acre family ranch at Eketahua on the North Island of New Zealand.

Below: Sheep shearing on the McKay ranch. Shearers are paid by the sheep shorn.



Left center: Southern "Alps" in the Mt. Cook area as seen from a turbo Porter; and, left, a Hawker Siddeley 748 and Cessna 185 with skis at Mt. Cook, New Zealand

Far left: Fletcher FU-24 spreading top dressing chemical fertilizer near Hamilton, New Zealand. Note hilly terrain.

of meeting retired Mount Cook captain, adventurer and home builder, Parker Mudge. We inspected his recently completed Scamp, took notes and photos and have since made a report in one of the aviation magazines.

Starting the beginning of our homeward journey, we traveled by air, bus and ferry, respectively, from Queenstown to Wellington, New Zealand's capital. There we were met by Bruce McKay, who is very active in the voice of general aviation in New Zealand. He put us aboard his Cessna 172 and flew us to Eketahuna for a two-day stay at his sheep ranch. Lo and behold, in one of his barns, we spotted an ultralight. Bruce and his sons had imported a Quicksilver and assembled it mainly for recreational flying. It was sheep shearing season, and we have

slides that could have come from "The Thornbirds."

Again we were transported by Cessna 172. This time to Palmerston North, where we met up with Arthur and Natalie Reville, members of the International Cessna 170 Association, who had graciously invited us to spend Christmas with their family.

And, of course, in Palmerston North, Don found a small wooded haven for homebuilts called Foxpine Field. (Arthur led him to it!) On a windy, cloudy Sunday, members of the local air show circuit practiced their flip-flops in the Pitts, a scaled-down SE-5 and a single-place Turbulent that was not equipped with brakes. Mighty sharp piloting here.

Sooner or later, you run out of time and money. It was time to climb aboard the local

train and head for Auckland once more. There we climbed aboard Air New Zealand's punctual 747 for the run back to the US with a short layover in Fiji. This final layover was during the last of the holiday season and all but scheduled air service was taking a couple of days off just like everyone else. We have no information on the flying in Fiji, but we did get a tan.

For any US pilot planning a change-of-pace business or vacation trip with a look at new airports, some new aircraft and some not-so-new regulations, we can recommend completely a visit to both Australia and New Zealand. Where else can you almost speak the same language, enjoy good (though bland to us) food, clean water, a remarkably friendly population and a monetary exchange in dollars and cents?

# Ninety-Nines Are Adventurous!

by Betty W. McNabb

When Jon McMinis of Panama Aviation, Panama City, Florida, sent out mailings for his seventh Caribbean Fly-in, he had no special plans for attracting 99s as such. But of the 31 people — in 11 airplanes — five were 99s!

Susan Strahl, who runs a contracting business for her Illinois-based father, and flies a Lance for him, was one. Julia Konger flew with her 49½er, Al. They, too, hail from Illinois, and Julia belongs to the Chicago Area Chapter. A brand new 99, Debby South, was a passenger in the Vern Lemmon Aerostar, based in Atlanta. Doing most of the flying on this trip was Kathleen Chapman with her 49½er in their Cessna 182 — and Kay was happily celebrating election as an Iowa congresswoman. "It was to celebrate if I won, and a consolation prize if I didn't." She's an attorney, and her pilot husband, Alan, is a car salesman. Betty McNabb, who completed the quintet of 99s, belongs to the Panhandle Chapter and flies a Tiger.

The group rendezvoused at the really exciting resort-cum-gourmet restaurant, Chalet Suzanne, near Lake Wales in central Florida, then went to Marathon to take off for Grand Cayman the next day. A stubborn front sat and sat, preventing our departure.

We departed for Cancun, Mexico, the first over-water flight of that length for many of us. Everybody arrived safely and happily, to spend two pleasant days in the tourist-oriented city which was built for that purpose only about 15 years ago — good snorkeling, luxurious hotels, excellent food and a beautiful airport. Cancun is very close to some spectacular ruins, too.

Next port of call: La Ceiba, Honduras. Horrid weather getting there, but again we all made it, to be greeted by the Chamber of Commerce, the mayor, two Honduran beauty queens, sundry other folks and a delightful reception hosted at our hotel by the La Ceiba Aero Club.

We spent a couple of rainy days enjoying pineapple plantations, sightseeing, excellent food and, for five of us, a flight to the island of Roatan, landing in a semi-swamp and taking off later in a semi-lake as the rains continued.

The island is beautiful, even while we were slipping and sliding over almost impassable roads across the spine of the mountains to the "other side" of the island, where the snorkeling is best and the treehouse restaurant very enjoyable. Going back, we got stuck in the mud, which provided an excellent conversational gambit later.

Then on to Belize, with the Aerostar opting to stop for lunch in Puerto Barrios, Guatemala, and two hours plus \$200 later, departing with no regrets. Accompanied by an armed guard, paid landing fees, head tax, customs and tips, we weren't well impressed by Guatemalan hospitality.

At Belize City we went through customs and flew just a few miles to San Pedro Island — perhaps our favorite stop. A fun airport which you make with short-field technique or find yourself looking in the schoolhouse windows. ) Good diving and snorkeling on the famous guardian reef compared to those of Australia.

Back to Mexico and Chichen Itza. Your mind will boggle at the immensity of the task it must have been to erect those huge, carved, temple pyramids using only human power, thousands of people and many years — and a centuries-old memorial to an artistic, and at the same time, heartless empire whose leaders regularly, it is said, sacrificed young girls to the rain gods. The young and frisky toiled up to the top of the great pyramid; while others marveled from ground level both the awesome pyramids and the energy of the young fries.

Since we had already cleared customs re-entering Mexico, we then overflew Cancun to a little island not far away — Isla Mujeres or Isle of Women.

Here we rode mopeds to a French restaurant, and enjoyed more snorkeling, sunning, lazing, diving, eating, walking and enjoying.

Then it was time to head home to the USA.



99s at La Ceiba, Honduras are, seated, Betty McNabb and Kay Chapman, and, standing, Julia Konger and Susan Strahl.

## Touring the Orient

by Betty W. McNabb

Six 99s embarked, with 23 other people, on a tour of the Orient this spring. 99s included Ruth Nichols, Mary Pinkney, Geils Hegrans, Juanita Waddell, Helen Wetherill and Betty McNabb.

We had a most interesting and rewarding time, part of it due to being able to talk to five other people about our favorite subject — flying — and party because we were pilots, who, being resourceful, always make good things happen.

There were two of these special "good things" — Mary Pinkney suggested that we write a note to our beloved Korean member, Kim, and we did. It was delivered about 25 days later to Kim, who as always, moved her part of the world into action and set up a marvelous luncheon for 40 people on the day we were to spend in Korea.

Alas! We didn't make it. KAL cancelled the flight for that day, and we arrived on the following day! But Kim had the luncheon anyway, and then met us in the terminal (we were confined to the transient lounge as we did not have Korean visas). She got us out of it, arranged a wonderful briefing with films on Korea and its airlines, introduced us all to Dr. Il-Kyuong Yoon, chairman and president of the Korea International Airports Authority, and took us to dinner!

The other fun thing was not so important, but delightful. Bets wrote a note to a Cathay Airlines pilot between Bangkok and Singapore, telling him there six US women pilots aboard — and he invited us all to the cockpit!

Otherwise the trip was a standard one which we thoroughly enjoyed — Tokyo and Nikko, Japan; Beijing (the Great Wall), Shanghai, Xi-An, site of the wonderful recent archaeological findings which alone were worth the trip, and Canton, China; Singapore, Hong Kong, Bangkok and the Philippines.

We also enjoyed the many different airlines which fell to our lot — a good many of the "7s" (747, 737, 727, 707), Tri-Star, Airbus, 1011 a couple of Aleutians (Russian-built aircraft), and one elderly but turbo-charged four-engine prop job. We departed to our American homes and 99 chapters feeling much closer to five other 99s, who will remain in our memories as fine friends and good traveling companions.



Van Dennis, Sue Burdekin, Bob Tail (owner of the Decathlon) and Dr. Rhea Seddon, above) are about to embark on a scenic flight of the internationally known Gold Coast of Queensland in the Decathlon behind them.

99 Rhea Seddon, US astronaut, right, makes friends with Australian wildlife.



# Australians Hold General Meeting

by Sue Burdekin

In April this year the Australian Section of the 99s held their Annual General Meeting at the Whitsunday Passage on the Great Barrier Reef. The meeting coincided with the Annual Convention of the Australian Women Pilot's Association, with over 100 members from throughout Australia, New Guinea, Canada and England attending.

Special guest this year was astronaut Dr. Rhea Seddon, Houston, Texas, who was flown out to be with us by the hostess branch, Queensland. Rhea spoke to us and narrated a film about NASA, the astronaut training program and the recent space shuttle flights. She made many Australian friends during her short visit and proved to be a marvelous ambassador for NASA and the United States. We were all charmed by this little lady (in stature only), who volunteered to become our representative in space.

Rhea, who is a 99, spoke on "From Cessna 150s to T-38 Jets" — quite a transition! We wish her all the best in her future shuttle mission and look forward to hearing, first-hand, of her space experience.

During the action-packed week of activities, which included a day sailing on two previous America's Cup challengers, *Solo* and *Gretel*, flights to the Reef and tropical island cruises, we held our prestigious Navigational Trial, flying over a tropical paradise. First place winners of this event were 99s Australian Governor Audrey Williams and Secretary June Perry.

The Queensland state premier, the Rt. Hon. Johannes Bjelke-Petersen, officiated at the Presentation Dinner, and Dr. Seddon presented him with his very own "space shuttle."

Although the weather had been very good to us during the convention, conditions worsened as members made their way home by light aircraft, resulting in many tales of lady pilots being stranded in country

centres for up to 10 days.

Undaunted by the expensive and frustrating delays, we will all be planning to meet again next year for our Annual National

Gathering at Mt. Buffalo in Victoria. This time we're aiming for something completely different — maybe even snow! (Now, where can I get a ski plane endorsement?)



Some of the members of the Australian Women Pilot's Association and 99s, above, rose early enough to be photographed during the annual convention. Dr. Rhea Seddon, left, presents a space shuttle model to the Rt. Hon. Johannes Bjelke-Petersen, premier of Queensland.

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# New Horizons



**Zee Witham**  
Chairman, Flame Lily Chapter

It is with a great sadness that we report the sudden death of Zee Witham of the Flame Lily Chapter. A deranged gunman, hiding in her shrubbery, shot her as she left her home. A very lively, warm-hearted person, unknown to the killer, she just happened to be in the wrong place early that morning.

Her husband, Vic, went to her rescue, but sustained two bullet wounds himself and was hospitalized for some weeks. He is now recuperating at home under the care of daughter Cheryl.

All who knew Zee were aware of her tremendous zest for life. This was particularly evident in the enthusiasm with which she tackled any 99 activity.

She achieved her private license in 1972, and was the first new member to join the 99s when Ingrid Heinz approached the Rhodesian gals to join the South Central Africa Section in 1973. Ingrid nominated Zee as the first chairman of the Flame Lily Chapter, and this was a very good choice indeed. We were all fledgling 99s, and there was much new ground to be broken.

We were soon involved in visits to Air Force bases, D.C.A., A.T.C., Met., airline simulators and all the exciting "firsts" that are possible to a group but not to an individual.

When the first "Aviation Africa" took place in 1975, it was Zee who suggested that the 99s should charter an aircraft to take all interested people down to Lanseria, S.A. for the event. The charter was a great success.

Two years later, amongst great doubts, a Boeing was chartered for the Air Show. Zee pushed ahead with the idea, and with Carol Hartnett making the plans, again it was a resounding success.

The 99s came to be accepted in this country during this period, and Zee clocked up the hours, flying into bush strips, often in the operational areas. (The Civil War, then in progress in this country, meant that flying was always hazardous. Membership grew as farmers' wives flew because of, not in spite of, the war.)

The war ended, and the country became Zimbabwe in 1980. Zee had flown many types of planes, and with Vic's encouragement, she attained her twin rating — and was happy to fly the Aztec to 99 meetings. She became governor of the Africa South Section. When she passed her 1,000-hour mark, she threw a party and the 99s helped her celebrate.

A well-known pilot who loved her flying, we will always remember the way she was — bright and alert, enjoying a laugh and ready to give a helping hand to a friend.

by Betty Ambrose

**Erika von Griesham-Folk**  
Past Governor, German Section



Juneau, Alaska, *left*, in winter. Southeast Alaskan, *above*, near Ketchikan.

(Alascom photo by Sean Reid)



An Alaska Marine Highway ferry, *above*, and a cabin, *below*, along the Inside Passage. (Alascom photo)



Black bear. (Alascom photo)



# ALASKA — Is Calling You!

by Liz Gilbert

It's not that bragging is in our nature, but rather love of a land that cannot be adequately described. "Once you've gone to Alaska, you never come all the way back," wrote Caskie Stinnett, president of the Society of American Travel Writers. I don't know, Mr. Stinnett. I came to Alaska nine years ago and never tried to leave.

Traveling by car to Seattle, my family, car and possessions boarded the *M.V. Columbia*, star ship of the Alaska Marine Highway, for an adventure to last a lifetime. I wasn't prepared for the beauty and luxury of the *Columbia*. My only previous experience on a ferry was crossing to Galveston Island on what was more correctly described as a tug boat. On board we were delighted to find ample decks to explore, a stateroom with private bath, food that rivaled the best restaurants in the "lower 48" states and friendly, adventuresome folks not unlike ourselves.

For three days, we glided through the "Inside Passage" of British Columbia and Alaska. The scenery was spectacular as the icy waters reflected the fjords as we passed by. Mountains, forests, glaciers, small colorful seaside towns delighted and enchanted us as each hour passed. Most stops along the way are long enough to allow a brief walk into town or the area surrounding the dock. From Seattle, our schedule provided brief visits in Prince Rupert, British Columbia, Ketchikan, Wrangell, Petersburg, Sitka, Juneau, Skagway and Haines. Our trip through southeastern Alaska ended at Haines, where we drove off the ferry and continued for two days to Anchorage.

Was it this introduction to Alaska that forever enticed us to remain? Or was it learning to fly in the Great Land which has bound me forever to the land?

The 1984 Convention in Alaska is August 6-10. If you can give yourself a week to travel through southeastern Alaska, you

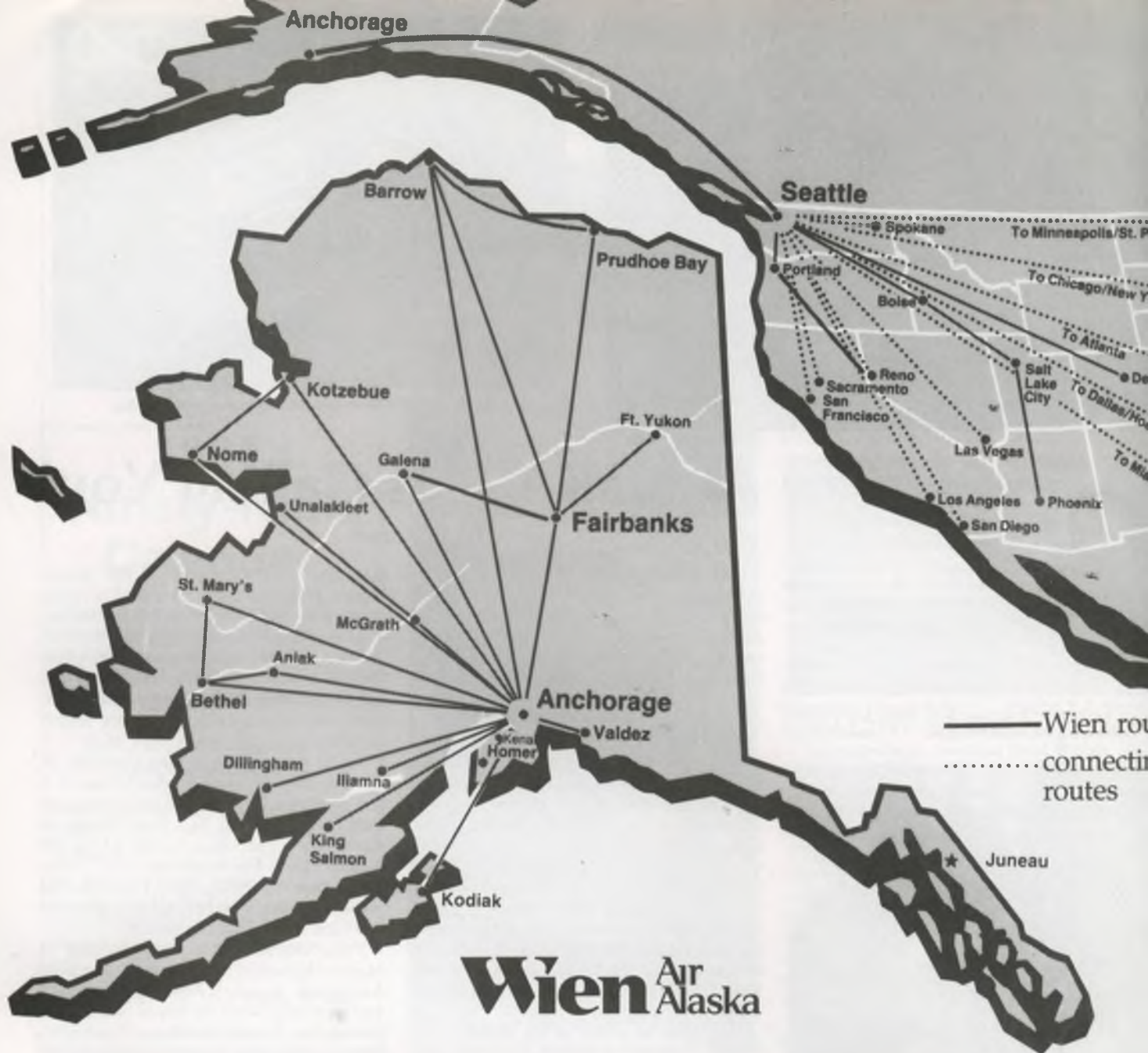
may also want to travel via the Alaska Marine Highway from Seattle. For schedules and complete information packet, write to: Alaska Marine Highway, Pouch R, Juneau AK 99811; or telephone (907) 465-3941 in Juneau, (907) 272-7116 in Anchorage or (206) 623-1970 in Seattle. Passenger, berth and vehicle reservations are always required.

If you drive, plan to stay overnight at Haines, then continue to Anchorage in a two-day drive. Or, if you are not driving, you may travel via tour bus from Haines to Anchorage. The route is served by the Alaska-Yukon Motorcoaches, 327 "F" St., Anchorage AK 99501, (907) 276-1305. The three-day tour includes accommodations and runs about \$300 per person.

If you have fewer days, you may take the Marine Highway ferry to Juneau, then fly to Anchorage. Juneau is Alaska's state capital and you may want to spend some time seeing the Capitol Building, Governor's Mansion and other historic locations as well as beautiful Mendenhall Glacier. Juneau is currently served by Alaska Airlines and Western Airlines with several direct flights to Anchorage daily. Please contact your travel agent for flight schedules and information on rates on these flights as well as other tour cruises which sail the Inside Passage.

A must for your trip to Alaska is an 84-page book entitled "Alaska Including Canada's Yukon — Travel Planner." An entire section is devoted to detailing southeastern Alaska and is filled with photographs of the area as well as all parts of Alaska. For your copy, write the Alaska State Division of Tourism, Pouch E-28, Juneau AK 99811. The next issue of *The 99 NEWS* will include more information about the Great Land.

Come to Alaska and you'll never really leave again....

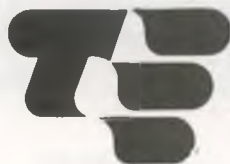


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# News, Activities and Projects

## chapter

### AFRICA SOUTH SECTION

#### **FLAME LILY CHAPTER**

We have not been very active over the past year, but here are a few of the interesting highlights.

In June 1982 the Zimbabwe Sun Air Rally saw the 99s well represented (see page 43). Jane Souchon and navigator Brian Meikle won this for the second year running in a Reims Rocket — an outstanding achievement. There were a total of 42 aircraft entered. Val Barbour and Peter Thorne in a Baron were in seventh place; Jill Adair and navigator John Barnes in a Cherokee 235 were in 11th place; Zee Witham in an Aztec placed 24th; Caroline Puzey and 49½er Clive in a Cessna 182 placed 28th; and Sally Sandeman and 49½er Ian in a Cherokee were 33rd.

Avril Maughn and Val Barbour organised a "swap" for us with the Gliding Club. A very good turnout of 99s and 49½ers had the memorable experience of gliding — most of us for the first time. The next day we took the glider pilots power flying, which they thoroughly enjoyed. A most successful weekend.

The Christmas get-together was at Val Barbour's, with 49½er David helping to entertain us. With swimming and tennis keeping us busy, we did manage to find time for quite a lot of eating and drinking — to the detriment of all waistslines.

Dr. Gerry Pichanik, an instructor, gave a most informative talk on aviation medicine at the Mashonaland Flying Club.

At our A.G.M. on May 25, Chairman/Membership Chairman Zee Witham, Vice Chairman Sally Sandeman, Secretary Gail Rouse, Treasurer Val Barbour and News Reporter Jill Adair were elected.

Tragedy struck days later when Zee Witham and her husband, Vic, were shot in the garden of their home (see page 24). Zee died almost instantly. Vic is still recovering from his arm and shoulder wounds with the very supportive help of daughter Cheryl. Vic has always been a great 49½er and given a lot of support to the 99s. We all wish him a speedy recovery. Zee will be greatly missed by all of us. The Flame Lily Chapter will annually award the floating Zee Witham Memorial Trophy to the member who has made the greatest contribution to aviation.

At a special meeting held July 31, the following officer changes were made. Chairman/news reporter is Jill Adair and vice chairman/membership chairman is Sally Sandeman.

September 18 we had a fly-away lunch to the Baguta farm home of Gail and Donovan Rouse. It was an enjoyable day despite having to fly in severe haze. Very heartening was the sight of a membership form for Annie Van Wyk and a reinstatement for Liz Nicolle.

October 6-10 is the Lanseria Air Show just outside Johannesburg. The Transvaal Chapter has asked us to share a stand with them for the promotion of the 99s and sale of goodies. We are hoping to have a good number of us there, particularly as the South Africa Section will be having the annual sectional on the Saturday.

November 5-6 the 99s, in conjunction with the Mashonaland Flying Club, will be holding an Advanced P.P.L. (A.P.P.L.) Course. This should make us all much safer pilots. The response already has been very good.

Debbie Gwilt has recently earned her assistant instructor's rating. Congratulations! Debbie is a prospective new member and is doing very well for all her 18 years!

As you can see, the Flame Lily Chapter seems to be on the move. There are several new and enthusiastic lady pilots, so our numbers should be increasing — we might hit 20 yet!

Lindsay Glaum from Swaziland, with her monthly newsletter, has been a great inspiration. In the future you will be hearing from us regularly.

*by Jill Adair*

### AUSTRALIAN SECTION

Our members hold their annual meeting during the annual gathering of the Australian Women Pilots' Association.

This year it was held at Prosperine which is situated on the north coast of Queensland amidst sugar cane fields not far from the Whitsunday Passage and Great Barrier Reef.

In between the eating, sleeping, sailing, hangar talk and the business side of the gathering, there were some aerial activities which were somewhat competitive and in which quite a few 99s were successful (see page 41).

Among the aviation awards made were the Nancy-Bird Walton Award presented to a woman pilot of Australasia who has made an outstanding contribution to aviation. The 1983 winner was Mary O'Brien. The Lady Casey Memorial Scholarship to assist an AWP member to gain Class 1 instrument rating or instructor rating was awarded to Lyn Butler for an instructor rating which she has successfully completed. And to top it all off, Nancy-Bird Walton agreed to be the patron of the Australian Women Pilots' Association.

So, all in all, our members did themselves proud this year.

*by June Perry*

### CARIBBEAN SECTION

With the cooperation of Fay Gillis Wells, Irene Wirtshafter, Jeannie Ball, Esme Williams and Yvonne Smith, the Amelia Earhart



Completing their part of the Third Annual Forest of Friendship Fly-Away activities are Caribbean Section member Esme Williams, Spaceport 99 Jeannie Ball and Maple Leaf 99 Hilda Devereux.

First Day Covers and seedling from the Forest of Friendship, Atchison, Kansas Fly-Away arrived safely in the Bahamas.

Irene delivered them to Jeannie at Merritt Island, Florida, and Jeannie delivered them to Esme at Palm Beach International, Florida, where her 49½er took lots of pictures. We had tremendous TV coverage, at least 15 minutes on the 6 p.m. news. Also on hand was Esme's Palm Beach house guest, Hilda Devereux from the Maple Leaf Chapter.

In the Bahamas the presentation was made in the postmaster's office where they gave us front page news coverage.

Two days later Hilda and I went to the Grasshopper's Meeting near Melbourne, Florida, hosted by the Florida Spaceport Chapter, accompanied by Joyce Kimberley, Florida Gulf Stream Chapter.

Our fall section meeting, hosted by Esme at Palm Beach International Airport, will be October 1 at 10 a.m., where we shall be holding a Preventive Maintenance Session.

*by Esme Williams*

### INDIA SECTION



Chanda Sawant Budhabhatti poses with the Award of Merit she received from the World Aerospace Education Congress. The award was presented in recognition of her work in support of aviation and aerospace education in India.

## WESTERN CANADA SECTION

### Alberta Chapter

Fifteen members were present for the installation of the new chapter executive September 10 in Lacombe. New chairman is Debbie McClain; vice-chairman, Lorraine Sawatzky; treasurer, Wendy Baskin; and secretary, Carol Tucker.

Twenty-seven of our chapter's 39 members attended the Western Canada Sectional in Edmonton, Alberta. This section meeting was the largest ever, with 49 of 116 section members present.

New section officers, installed at the business meeting are Governor Jo Harris (Alberta Chapter), Vice Governor Roberta Taylor (Canadian Rockies), Secretary Audrey Webster (Canadian Rockies) and Treasurer Nancy Rand (Alberta Chapter). A highlight of the weekend was the tour of the 767 flight simulator.

### Greater Winnipeg Chapter

First, our big news! Congratulations to Shirley Render for winning the Amelia Earhart Research Grant. Shirley traveled with Helga Valousek to the International Convention in New Orleans, where she accepted the award at the AE Luncheon. Shirley is the first Canadian 99 to receive this award, and we are all very proud of her.

Lynda Gregg and Beth Candlish are both receiving congratulations for their accomplishments. Lynda completed her Instructor IV rating, and Beth is the holder of a commercial license.

Members were pleased to take part in the AE Stamp Fly-Away this summer. Beth Candlish and Linda Stoesz flew to Regina to pick up the First Day Covers and the seedling from Saskatchewan. Per Holting, corporate communications editor for the *Western Region Canada Post*, personally gave the covers the Winnipeg stamp. One copy was immediately sent to Headquarters, and the other was

tion public about our organization.

I attended the September 16 ceremony to mark the start of construction on the air terminal building at Regina Airport. The \$16 million contract is expected to take two years to complete.

by Nadine Cooper



Saskatchewan Chapter Chairman June Mills attends a local fly-in.

## MIDDLE EAST SECTION

### Central Pennsylvania Chapter

Our September meeting was held at the Williamsport Air Show, Montoursville, September 10. Attending were Virginia Johnston, Sue Godar, Alice Fuchs, Mine Edwards, Nancy Abt, Martie Pool, Marcia Johnson, Flo Shirey, Lake Erie Chapter member Beverly Demko, and 49½ers Bill Fuchs and Alan Abt.

Joyce Williamson, Debby and Hazel Bartolet sold hot dogs and soft drinks at the Static Display of War Planes at the State College Air Depot in State College. A total of \$77.50 was netted for the chapter.

Sue Godar, with husband and daughter, took two planes to Long Beach — a Warrior from Lock Haven — and then picked up another plane in Kansas City. They also flew to the Atlantic shore a couple of times.

Alice Fuchs has been working with the Upward Bound Program and Lock Haven Aerospace Program. Mine Edwards flew to air shows at Mt. Pocono, Farmers Pride and Williamsport. Martie Pool has been flying their Cessna 180 a lot since its repair; their oldest son got his glider license. Helen Sheffer had a booth at the Williamsport Air Show to sell aviation memorabilia.

Margaret Wellington had the pleasure of taking Orla York for a ride in her Cherokee. Orla first soloed in Illinois in 1924! She said that America had no airports at that time — just flying out of cow pastures. With her keen blue eyes, she read the windsock, advised changing direction of our runway, and was a thoroughly delightful passenger!

by Margaret Wellington

### Maryland Chapter

The chapter has begun a busy fall schedule. September 10 we all gathered to air mark Baltimore Air Park. The 99s were also joined by 49½ers, 66s and friends at the airport. Following the air marking, we were joined by a representative from Washington Flight Service, as well as one of the tower operators at Dulles Airport. They brought us up to date on all procedures and answered many questions from members and guests.

September 18 we manned a 99 booth at the Carroll County Air Show, and on September 25 we manned a 99 booth for Airport Awareness Day at Frederick Municipal Airport.

## CHAPTER NEWS, ETC.

The chapter has agreed to host the Amelia Earhart luncheon at the 1987 International Convention in Vancouver. We are trying to choose an overall theme and logo.

by Karen Rutledge

### Canadian Rockies Chapter

Eighty-five percent of the chapter was APT as of August 31, indicating that most of the members in southern British Columbia are current mountain fliers. The APT (Annual Proficiency Training) program in the Western Canada Section is responsible for a large percentage of its members keeping their flying skills current.

New chapter executive for the Canadian Rockies Chapter is Chairman Jeannine Sprague, with Betty Alsager, vice chairman; Angie Keeley, secretary-treasurer; Pat Fraser, APT and safety education; Terry Taft, AE Scholarship; Edith Skirzek, membership.

Four members of the chapter flew in their own aircraft to the Vanderhoof International Air Show in central northern B.C., where they met Alberta Chapter member Eleanor Bailey and her husband, Bill, flying a Mustang with the Western Warbirds show. Chapter members attending were Audrey Webster, Sonja Wilford, Ann Dale and Roberta Taylor.

Member Ann Dale, of 100 Mile House, B.C., has been specializing in the ferrying of tail-draggers and antique airplanes to points in B.C. and Alberta through some of North America's most formidable mountainous terrain. Her latest ferry flight was to Edmonton, Alberta, site of the Western Canada Fall Sectional. Ann completed her commercial licence in September.

Member Roberta Taylor, deputy regional air chief for the Provincial Emergency Program Air Search and Rescue group, coordinated a combined military-civilian air search and rescue training exercise at Cranbrook, B.C., October 1-2, with aircraft and crews participating from all over southeastern B.C. Roberta also directed three actual searches for missing aircraft and hikers during the summer season.

presented to Premier Howard Pawley. The premier was not immediately available, so the official presentation took place September 19 in the premier's office at the Legislative Buildings. Premier Pawley then turned over both the cover and the tree to the directors of the Western Canada Aviation Museum. A plaque will be ordered to be placed by the tree so museum visitors will know its history.

We spent a beautiful July evening at the Winnipeg Gliding Club at Pigeon Lake. Fourteen 99s and friends were treated to the delights of a sense of soaring and the silence of a glider flight. While some of our approaches and landings left a little to be desired, everyone left the field with a big grin of pleasure and delight. Our hosts gave us an invitation to return any time (maybe not all at once) for another flight.

Weather forced the cancellation of our Annual Poker Derby, both on the original and rain dates. This is the first time a cancellation was necessary; however, see you next year.

by Edna Fowke

### Saskatchewan Chapter

Activities were at a standstill following our very busy spring and summer. Everyone had a much needed rest. No one even attended International, which from all reports was great.

Noreen Proudlove and husband Dal bought a C-172 Skyhawk, but have not been flying yet, still waiting for their new engine.

Grace Duke has her multiengine endorsement, and Nancy Barker married Greg Griffith on September 17. Mary Pyne has gone to nurse up in the boondocks — Sandy Bay, to be exact.

Anyone interested in a group trip to Las Vegas on November 18? The Regina Flying Club is organizing the event, and two club instructors will be along to give assistance with navigation and weather briefing. Please contact Nadine Cooper for further details.

The annual meeting of the Experimental Aircraft Association will be October 15 in Regina at the Flying Club — just another opportunity to promote and inform the avia-

An extensive drive is on to contact as many student pilots as possible for our 66 program. A great effort is being made to include these gals in our 99 activities.

by Joan M. Kosek

### Potomac Chapter

Braving 100° temperatures, 99s worked at the annual College Park Airport Open House under the direction of Edna Dragoo and Elizabeth Matarese. College Park is the oldest continually operating airport in the US and remains open due to the continuing efforts of organizations such as the 99s. It's just a hop from Baltimore-Washington International and a nice side trip during the 1985 Convention. The airport was the eastern terminus for early airmail. Charles Lindbergh frequently flew out of College Park.

The following weekend we had a booth at the EAA Eastcoast Fly-In at Glen L. Martin Airport north of Baltimore. Pat Webb, daughter of Charter Member Louise Thaden, stopped to chat with chapter members.

Elizabeth Matarese has been named to an FAA task force, "Return to Excellence in Education." She chairs the Communications Committee.

September's meeting was held at Chairman Pat Garner's house. Afterward, 49½er Edward showed the film, "High Road to China." We liked the Stampe biplanes even better than the guy with the moustache.

by Marilyn Don Carlos

### Washington, D.C. Chapter

Several members participated in the Third Annual Fly-Away from Atchison, Kansas on July 24, coordinated by our Fay Gillis Wells. The little ambassadors from the Forest of Friendship were flown to Washington, D.C., Baltimore and Delaware by Hedy Jaffe, Bea Wilder, Velta Benn, Polly Carlico and Rosemary Doud.

The 1983 International Convention in "N'Awlins" was attended by Gerda Ruhnke, Adelaide Tinker, Barbara Rohde and Lin Clayberg. The entire experience was fabulous! It was also expensive, but we still left the City of Jazz wishing every 99 could be so lucky.

We toured the city and environs, cruised and dined on the Natchez one lovely evening, learned how to fly the Alcan Highway to the 1984 Convention — and got all excited about that! We were very impressed with several career women pioneers in aviation, moved by the dignity and beauty of the AE Luncheon and dazzled by the lavish, magnificent Mardi Gras Banquet and entertainment.

We poked into every shop and famous restaurant on or near Bourbon Street in the French Quarter, talked about the races that were and those to be with old friends in the hospitality lounge, bought souvenirs in the 99 store, and made good friends with the quartet at the Welcome Party.

by Lin Clayberg

## NEW ENGLAND SECTION

### Connecticut Chapter

Officers were installed September 7 at a meeting in the beautiful beachfront home of Jean Howell. Officers for the 1983-84 year are

Chairman Sharon Simmons, Vice Chairman Dee Tesla, Secretary Sue Hughes and Treasurer Catherine Feher.

At the same meeting, Charter Member Nancy Tier reported on her role in the 1983 Fly-Away from the International Forest of Friendship. July 24 Nancy brought commemorative covers to Connecticut, celebrating the 20th anniversary of the original Fly-Away from Atchison, Kansas. Long Island 99 Pat Rockwell and Nancy flew to Providence, Rhode Island on the 25th and met Margaret Rock, who was later instrumental in having Governor Joseph Garrahy proclaim August 14 as "Ninety-Nines Aviation Day." Among others flying covers to major New England cities were Alice Gilchrist (ENE) and Jane Batchelder (NNE).

Connecticut 99s continue to make professional advances in aviation. Joining Nina Whittemore, a captain with Vermont Air, is Sandy Wilson. Prior to joining Vermont Air, Sandy was a flight instructor in Connecticut, among other activities.

The chapter hosted the fall sectional held in New Britain, Connecticut September 24. Excellent fall weather greeted participants who flew into Robertson Airport in Plainville. Dee Tesla did a tremendous job handling the hotel and meeting arrangements, as well as organizing a fine program on soaring.

by Leila Baroody



ENE 99 Alice Gilchrist presents a Forest of Friendship seedling to Maggie Cox for the governor of Maine, and the First Day Cover to Augusta's postmaster, Patrick Faucher.

### Eastern New England Chapter

In autumn New England is the most beautiful spot on earth, and ENE is off to a great start!

Those of us who were unable to attend Convention in New Orleans are happy that it was so successful. ENE sold many lovely sweaters. Next year in Alaska will be better and brighter than ever. We plan to unveil two

new beauties, hot off the loom, so come, see, enjoy and buy.

We have had and are planning many successful air markings, and we have several new members.

We are booked through 1983! Cookie Bookie and the Christmas party will culminate a most successful year, having been filled with safety seminars, plane washes, poker runs, spot landing contests, introduction to aviation seminars, career seminars, Girl Scouts and more.

by Jean Doherty

## NY-NJ SECTION

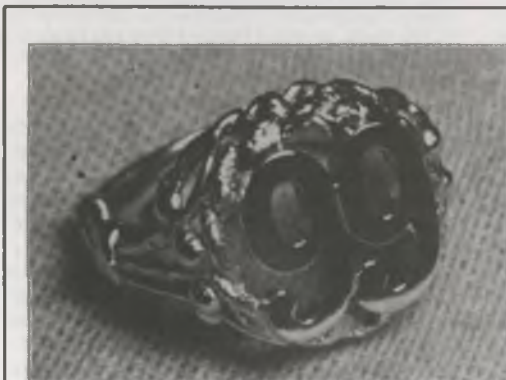
### Finger Lakes Chapter

Greetings! The Finger Lakes Chapter is alive and well. Actually, we have been all along. We just didn't have a 99 NEWS reporter. However, I gave Rosemary Gibson, chapter chairman, a deal she couldn't refuse. If she could find someone else to sell jackets, I would volunteer to write a column. Now I don't pretend that writing is easier than selling, but when you have a brand new word processor to help you along, it actually becomes fun. Mary Hunkeler is now handling the jackets.

Finger Lakes was 10 years old in June. We held a birthday party at the Big Tree Inn in Geneseo, and had a terrific turnout. Four charter members were there. Yours truly, Marcia Gitelman and Julie Googins are still active. Governor Clarice Bellino also made it to the dinner. Unfortunately, she had to come in on the big bird as thunderstorms threatened her route of flight. In addition, 12 other members with guests in tow enjoyed the festivities.

Our members have been flying far and wide this summer. Janet Joffett and George Ann Garms braved the Canadian wilds and flew to Hudson Bay. Connie Nelson successfully recovered from surgery and joined her 49½er on a trip to Chicago. Rosemary Gibson has been winging her way on the fly-in breakfast circuit. Julie Googins and 49½er Frank have tried to make it to Florida, but tropical storm Barry interfered with their route. They had to settle for Ocean City, Maryland. Marcia Gitelman and 49½er Dave visited Oshkosh, while Carol Mohandiss and 49½er Mike opted for a little summer skiing in Argentina.

Marcia Gitelman and 49½er Dave, after two years of trying, have finally succeeded in establishing a US Coast Guard Auxiliary Air Operations program. The territory covered is



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Participating in the Finger Lakes Chapter's 10th birthday celebration are charter members Sherry Lovel, Phyllis Blanchard, Marcia Gitelman and Julia Googins. Seated are Section Governor Clarice Bellino and Chairman Rosemary Gibson.

PHOTO BY HUTCH FREDERICK

between Niagara Falls and Watertown. We are looking for aircraft owners (at least 25 percent) and observers for the 1984 boating season. Interested 99s and 49½ers may contact Marcia.

Betty Drilling and 49½er Dick have become the FBO at Genesee County Airport, Batavia, New York, half-way between Buffalo and Rochester. I highly recommend it as a refueling and rest stop. They have a 4,400-foot paved runway with an ILS approach. A restaurant is on the premises. There is no landing fee for small aircraft and best of all there is friendly and courteous service. Identify yourself as a 99. Betty will be glad to chat with you.

by Marcia Gitelman



Enjoying a fly-in to Westville Airport's grass strip are Joyce Malkmes, Mae Smith, Ron Rockwell, Bob Smith, Pat Rockwell, Jill Hopfenmuller and Alex.

PHOTO BY RED GUERNSEY

### Long Island Chapter

Long Island gals got their share of news coverage this season. Diane Fisher was seen on TV's "PM Magazine." Pat Bizzoso had a half-page spread, including photo, in the *New York Daily News* on her AE Scholarship and future career. Ida Van Smith was interviewed for a long article in the country's largest evening circulation newspaper, *Newsday*. All were interviewed in connection with flying and/or the 99s.

Ida Van Smith was invited as a guest of NASA to the Kennedy Space Center in Florida to witness the third launch of orbiter Challenger as it began the eighth space shuttle mission. In August she was presented with the 1983 Community Service Award by the Tuskegee Airmen during their 12th National Convention at the Vista International Hotel in New York's World Trade Center. Ida was honored because of her work with children in aviation.

The chapter went in all directions Septem-

ber 10. Six showed up to repaint the compass rose at Brookhaven Airport. Pat Rockwell and son Kenneth flew to Albany to compete in the first Capital Classic Air Race, and Pat Bizzoso and Joyce Malkmes flew to Washington, D.C. to compete in and win the Capitol Proficiency Rally.

J.C. Burns couldn't attend our last meeting. She was in Texas as her daughter graduated from the Air Force flight training school. After receiving her wings, she will go on to pilot instructor school.

Kathy Lusteg spoke to three groups of Suffolk County Junior High School students at the 1983 county science event held at the community college. Students were primarily interested in the requirements for licensing and "how to fly."

The chapter was privileged to have Senya Robey, a 99 from Australia, and Mary Packard, also a pilot from Australia, visit our dinner and meeting in September. They were guests of Barbara Evans. Barbara and Doris Abbate took them on a local flying tour of some of our lovely islands off the end of Long Island.

Most of the chapter turned out in August to honor Carol Richard, outgoing chairman. It was a surprise party, so everyone, including Carol, showed up in old torn paint clothes to presumably paint the taxi and ramp lines at Mid-County Flyers. After arriving and deciding it was too hot to paint, we told Carol that it was really a planned luncheon for her. (We'll paint in the spring.)

Carol Maffetone recently received her FAA Phase I Safety Wings, and Kathy Lusteg completed a BFR and APT the same day.

Anita Cafferty renewed a 99 friendship with Pat Davis Orcutt on a recent trip to Hawaii. They took a flight over Oahu and Molakai. Anita, in Hawaii with PILOTS (International Organization of Professional Women), met another 99 on a bus from Pearl Harbor. No matter where you wander, there will be a 99.

by Pat Rockwell



The Forest of Friendship tree planting ceremony at Albany County Airport is completed by Capital District 99 Peg Weiss, Governor Clarice Bellino and Henry G. Williams, commissioner of the New York State Department of Environmental Conservation.

### New York Capital District Chapter

July 27 members participated in the Forest of Friendship tree exchange ceremony at the Albany County Airport. The seedling, flown here by Governor Clarice Bellino, was the second seedling given to Albany Airport by the 99s. The first was planted 10 years ago and now stands over 10 feet tall. Peg Weiss, section chairman of the International Forest of Friendship, was present along with Department of Environmental Commissioner Henry Williams, Airport Manager John Masko and members of the chapter.

Pat Harmon, a former WAF who returned to flying after many years, recently spoke to a Catskill, New York group about flying. Her topic, "Flying Is a Challenge," revolved around her experiences in the air and included reliving many tales of wartime episodes.

The chapter's annual chicken barbecue was held this year at Betty Elliott's new, beautiful home in Glenmont. Betty recently completed her "dream house" and was willing to share her home with the group. With the sun fading on the horizon, a spectacular view of the lights of Albany's South Mall and the Hudson River was enjoyed, along with delicious food once again cooked superbly by 49½er Bob Green.

by Trish Bianchi



Participating in Darian Lake's Great American Balloon Extravaganza are Western New York 99s Lois Shriver, Tony Benbenek, Bobbie Kellner, Dorothy Hake, Diane Senneff, Darla Richter and Pat Kneiss.

### Western New York Chapter

Recently the chapter was asked to judge an ultralight competition. Using EAA specifications, 14 members acted as judges over a five-day period. Darla Richter was chief judge, and Debbie Tallman, flight operations coordinator for Darian Lake, was in charge of the balloons and ultralights.

Debbie who is also a student at Niagara University, was chosen recently to visit South Korea as a part of her tourism curriculum. As an American Express Scholar, she attended the World Congress of the American Society of Travel Agents.

In matching tuxedos, Western New Yorkers Pat Kneiss, Henry and Kathy Poloczak, Mary Sand, Doris Preischel, Dorothy Hake and Darla Richter enjoy the Mardi Gras Ball at Convention.



### NORTH CENTRAL SECTION

#### All-Ohio Chapter

Our September meeting, hosted by Pam Lightner, was held at Akron-Canton Regional

Airport. After a sandwich lunch, the chapter toured the control tower and radar facilities.

Kathy Samuelson soloed her first student since obtaining her CFI. Jeane Wolcott's J-3 Cub is finally in the air. After nine-plus years in the rebuilding, it is now in one piece.

Margaret Bryant was operations officer for Group VII CAP at the civilian Fly-In at Wright-Patterson AFB September 17. CAP was responsible for directing, parking, collecting AF forms and flight plans and loading buses to and from the terminal and museum. Some 150 aircraft arrived from all parts of the eastern and midwestern states. This was the best turnout ever!

by Jayne Herman

Barbara Simmons and Lois Hawley took a hot air balloon ride September 3. Pilot Richard Niles was voted Rookie of the Year at the 1982 Hot Air Balloon Rally in Iowa. Both Barbara and Lois said it was a most delightful and memorable experience.

by Rae Cawdell

#### Iowa Chapter

Please correct your rosters to show the following officer listing for the Iowa Chapter. (Other information is correct.)

Chairman .....	Karen Stinson-Hanus
AE Scholarship .....	Ruth Prescott
Aerospace Education .....	Mary Jo Neal
Membership .....	Barbara Brotherton and Nancy Cherkas

## CHAPTER NEWS, ETC.

#### Chicago Area Chapter

Our 34th Annual Chapter Air Meet September 10 at Lake in the Hills Airport, was another fun-filled success. Chairman Marge Sundmacher had everything beautifully organized, and the weatherman cooperated with lots of sunshine.

Winners were Norma Freier and her 66 daughter, Cassy Reinert, first place; Ruth and Bob Frantz, second place; and Yvonne Warren and Horace Noble came in third. Spot landing winner was Mary Panczyszyn.

This air meet could never have been without the efforts of Marge and her husband, Herb, and daughter Ann. Other hard-working helpers included Phyllis and Frank Desio, Rita Adams, Bob Frantz, Marlene and Bob Hamner, Julia Konger, Karen Mansfield, Betty Moore, Betty Struther, Elsie Wahrer and Gail Wenk.

Our monthly meeting was held at Rockford Airport with Judy Suit as our hostess. She planned a tour of Airmanship, Inc. for the program. Airmanship, Inc. is a one-on-one, advanced pilot training program with emphasis on the pilot's particular aircraft.

While visiting Hawaii, Dorothy White attended the Aloha Chapter meeting. Eleanor Sharpe arranged for transportation to the evening meeting atop Diamondhead at the home of Nona Meinen. En route, they visited the Amelia Earhart monument kept up by Zonta. Speaker at the meeting was Brewster Morgan, who saw Amelia off from Honolulu.

by Mary Story

#### Indiana Chapter

Our chapter meeting September 18 was at Mt. Comfort Airport, Indianapolis, where are F.A.I.R. [see page 42] had taken place the day before.

Chairman Betty DeBaun kept the business to a minimum, and most of the conversation centered around the rally.

With us was Dorothy Hop, who flew from St. Louis to help with the rally; Joyce Rockwell, Angola, private pilot and dental student; former member Barbara Chandler, who is now back in Indianapolis and renewing her 99 membership. And we have a new member — Bunny Outlaw from Terre Haute. A warm welcome was extended to all.

Dorothy Hendricks attended the Oakland High School Alumna Reunion in Kentucky. Her class was honored as the 50th anniversary class.



Lake Erie Chapter's Pilot of the Year award was shared by Pat Stark and Coralie Stamp.

#### Lake Erie Chapter

The chapter held their annual awards banquet and installation of officers September 24 at the Holiday Inn in Euclid. Last year's Pilot of the Year, Helen Keidel, was hostess and was ably assisted by former Pilots of the Year, Bev Demko and Ruth Sitler, in selecting this year's honorees. A tie occurred again this year, and the award was shared by Coralie Felger Stamp and Pat Stark.

Members attending the fall sectional in Kansas City were Pat Baron, Meigs Adams, Dodie Jewett and Marg Juhasz.

Meigs will be hostess for the chapter's next meeting at Great Lakes Airport.

Recently featured in a full-page ad in the *Cleveland Plain Dealer* was our own Rosemarie Mintz, who is the local franchisee for Ugly Duckling rental cars.

by Marg Juhasz

#### Minnesota Chapter

Ninety-Nines, 49½ers and guests attended the chapter's third annual Casino Night in September at Dorothy and Dave Bolander's new business facility near St. Paul Downtown Airport. Ellie Nelson chaired this year's event, which netted the chapter over \$1,500.

Forty 99s, all active or prospective Lifeguard pilots, participated in a September birthday celebration marking the completion of eight years of successful operation of the chapter's blood transportation services. The St. Paul Chapter of the American Red Cross hosted the recognition dinner and program. Chapter members provide volunteer air trans-

port of whole blood and blood products with the five states served by St. Paul Red Cross Regional Blood Services. The Lifeguard flight program, coordinated by Sally Woodburn, Rita Orr and Clara Johansen, completed its 1,000th flight in May.

Rene Hammerback is beginning a new career as a corporate pilot for the Minneapolis-St. Paul CBS affiliate, WCCO-TV. Rene's aircraft is a Seneca.

Sky Harbor Airport, located on a narrow strip of land jutting into Lake Superior near Duluth, was the site for the September meeting. The 20-foot clearances between runway and lake make crosswind landings especially challenging, but the day's sunny skies and calm winds brought 50 Ninety-Nines, 49½ers and guests to Sky Harbor in land planes, floatplanes and cars. Pat Emberg and Dawn Peaslee co-chaired the lunch and program with the help of Ginny Roecker, Liza Lobe and Maggie Torreano. Hope Issacson presented the slide program she gave at the World Aerospace Education Congress. Floatplane flying was the subject of the rest of the afternoon's program with 49½er Ken Lobe's film, pilot Bill Smith's ground instruction on the basics of floatplane flying and introductory flight lessons.

Lucille Surber, the chapter's oldest/young member, who began flying at 70 and received her private license at 71 last November, was featured on a local television station's "Hour Magazine" this fall. The segment about Lucille's flying career has been shown on several stations throughout the country.

by Hope Isaacson



The new Northwest Section patch was designed by Columbia Gorge Chapter member Jeanne Hillis.

### NORTHWEST SECTION

#### Columbia Cascade Chapter

What is better than an early September Sunday morning with overcast skies, soon to burn off with the morning sun shining on our annual pancake breakfast at Dietz Airport, Canby, Oregon? So many faithful friends and customers make this the highlight of our year... and as that day faded, six of our members were preparing for the sectional in Casper, Wyoming.

Dorothy Mercer, Mary Hill, Betty Prakken, Madelyn Heesacker, Mary Wohlgemuth and Pegge Binco attended a truly fun-filled meeting, which began with an invigorating sca-

venger hunt planned by Wyoming Convention Chairman Judy Logue, and continued with our own Mary Hill winning the Achievement Award, plus our members bringing home the attendance trophy. The icing on the cake was North Dakota's Jan Keheller doing an admirable job in obtaining NASA astronaut, Mary Cleve, who was the featured banquet speaker. That meeting will long be remembered.

At Casper we had the pleasure of announcing Columbia "Gorgeous" Gorge Chapter member Jeanne Hillis as the design winner in our section patch contest. Chairman Mary Wohlgemuth unveiled the new design and promptly was involved in the busy business of selling patches.

At this writing, we are actively involved in the 66 program with four gals "under our wings," and we are planning a joint meeting/fly-away with the Pines Chapter and their 66s — all before we surrender our cherished flying weather with grief!

by Pegge Blinco

dawned clear after a little early morning mist. Chapter members and some enthusiastic friends turned out to wash airplanes, a long-planned fund-raiser for the AE Scholarship Fund. It was fun, but hard work, and after giving the last plane a final polish, some of the gals took time to view the exhibits which had flown in from Canada and all the western states — everything from Stardusters to state-of-the-art jets.

by Susan Pal

### Wyoming Chapter

Wyoming 99s were pleased to co-host the September 15-17 Northwest Sectional in Casper. The Wyoming and North Dakota Chapters tied for the largest number of members in attendance but deferred to the guest chapter with the greatest attendance — Columbia Cascade.

At the culmination of the convention, the lovely handmade 99 quilt raffle was won by Judy Morrison, a resident of Lander.

by Shirley L. Everett

### Colorado Chapter

The air marking August 28 at Greeley's Weld County Airport was a big success in terms of turnout and wonderful fun for the chapter. Air marking has proven to be a very successful and rewarding activity, providing another opportunity to enjoy flying and time to just be around airplanes.

In conjunction with the Atchison, Kansas Forest of Friendship celebration, the chapter purchased a second tree for the tree planting ceremony. Thus, on September 24, Friendship Trees were planted at both Arapahoe and JeffCo Airports.

by Phyllis Kramer



Didi Shaffer and the Amigo Man (Louise Austin) invite 99s to El Paso for next spring's South Central Sectional.

### El Paso Chapter

Our new 99s display was used for the first time at the Amigo Airsho at Biggs AFB. Several members are also members of CAP, so a booth was shared.

The same September weekend as the Airsho, Didi Shaffer and Louise Austin (alias "Amigo Man") flew to Amarillo to the South Central Sectional to issue the invitation to the spring meeting in El Paso. Didi was particularly impressed with the Survival Seminar at the Amarillo meeting. 99s were left in the desert for about four hours to survive, and those who were smart enough to bring water had to pour it out. The seminar was in conjunction with a CAP practice rescue search, and the 99s were rescued!

Several meetings have been held for members to plan for the South Central Sectional.



El Paso 99s Marsha Mascorro and Edna Lavezzaria set up the chapter's newly purchased display at the Amigo Airsho.

## CHAPTER NEWS, ETC.



Museum of Flight Administrative Assistant Georgia Franklin receives a Boeing B-15 propeller blade from Peg and Stan Blinco.

Judy Morrison receives the handmade quilt presented to her by Wyoming 99 Erva North.



### SOUTH CENTRAL SECTION

#### Albuquerque Chapter

The chapter has been quiet for some time, but continues to meet and try to encourage several 66s to continue their training. Our professionals are too busy to engage in many social activities.

We acquired new member Denise Dionne, a pilot for Air Southwest.

Chairman Betty McLelland attended the sectional in Shreveport with enough other members to bring home the trophy for the best attendance from the farthest distance. We lost it, however, at the fall sectional in Amarillo, although Betty again attended.

To vary our type of meeting, 66 Betty Touloumis entertained us at her home in September with a swimming party. In October, we will go back to our regular luncheon meetings, which seem more convenient to the most members.

by Harriet Nye

#### Greater Seattle Chapter

August 27, the day of the EAA fly-in at Skagit County Airport, north of Seattle,



Working hard at the airplane wash are Ulla Hiatt and Vicky Thalaker. Oh, those summer bugs and grass stains!

The proposed site, the Granada Royale Homotel, has that "south of the border" atmosphere, and the mariachis are warming up for the occasion! El Paso 99s are checking possible tours for 1984 visitors, including shopping in Juárez, Mexico and the dog racing track. Many 99s may remember the last meeting in El Paso, and members have been "putting on their thinking caps" to make the 1984 meeting even more fun!

The annual fly-in breakfast to the MacGuire Ranch east of El Paso was well attended in October. Hostess Betty MacGuire tried to raise the gross weight of the airplanes flying out by several pounds before heading back home (with bacon, eggs, biscuits and coffee)! Members and guests had the opportunity to tour John MacGuire's flying museum.

by Lynn N. Stover



Houston North Chapter had a good turnout for the GAPA meeting clear across town. Hachael Stella, Judy Cooper, Olivia Wood, Marcia Sullivan, Susan Alford, Jeannie Mixon, Andrea Chay and Dee Kasparitis all brought cookies for the hungry pilots who attended.

leges participated in the preflight, message drop and landing events. Helen Hill, John Robertson, Mary Wheelock, Dottie and Bob Hughes, Suzanne Frias, Bill Misuk and Betty and Bill Carter acted as judges with Roys Jones overseeing the meet. Most of us reported scores for the events, but one 49½er persisted in reporting the Cowboy game score from his seat in the shade of his Cessna's wing.

Mary Wheelock has received her Phase III wings in the FAA Pilot Proficiency Program. She urges us all to "get with it" and do the same.

by Suzanne Frias

Our first large fund-raiser was a big success at the EAA Regional Fly-In at Kerrville. We started early September 16 with plans to sell lemonade and iced tea until mid-afternoon Sunday, but wind and rain forced us to close shop at 0500 Sunday. We had a hard-working, good time, and our efforts were rewarded with a nice sum.

by Robbie McBride

#### Houston North Chapter

We started off our new year in June at Susan Alford's "old-new" house (remodeled after a fire) by welcoming new officers Olivia Wood, chairman; Judy Cooper, vice chairman; Mary Trusler, secretary; and Bonnie Morello, treasurer.

We co-hosted, with the other two Houston area chapters, the August meeting of the General Aviation Pilots' Association (GAPA), with a very interesting program on mountain flying. The three Houston area chapters have been communicating very well, and we hope to do several other joint projects. (Strength in numbers, you know!)

Some of our members have been active flying lately. Bonnie Morello and Dee Kasparitis flew in the Space City air race in early June and took second place overall. They would have taken first, but changed one number at the last minute. (That says something about women's intuition, doesn't it?) They also won honors for best 99s of the race. In addition, Bonnie recently flew to Kerrville for the EAA-sponsored air show. She said it was like a mini-Oshkosh. Speaking of Oshkosh, Marcia Sullivan flew up with Wally Tuttle, president of the Conroe EAA Chapter to the event. She brought back beautiful pictures and great stories of camping "under the wing" experiences.

While with her husband on a business trip to San Diego, Marcia visited the Aerospace Museum, where she had the good fortune to meet Walt Ballard, an 86-year-young barnstormer. Walt flew American Airlines' first trip for mail and passengers combined in a Fokker F-10A trimotor! I'll bet he had some stories to tell! Marcia also had her first sailplane ride while in California.

Andrea Chay and 49½er Jim have almost made College Station their second home during the summer. They have flown up



Golden Triangle Chapter Chairman Dottie Hughes proudly displays the chapter scrapbook and the second place section award.

#### Golden Triangle Chapter

Several members braved the Amarillo winds for the September 9-11 South Central Sectional. Dottie Hughes and 49½er Bob flew a Cherokee 140 into Tradewinds Airport and were met by a KAMR-TV camera crew; Dottie was interviewed for the evening news. Beverly Stephens flew her Cardinal to Amarillo and won a David Clark headset, donated by Amarillo Aircraft, to fit in it. Mary Wheelock went Southwest Airlines, but returned with Beverly. Thanks to dedicated efforts by Scrapbook Chairman Betty Carter, Golden Triangle placed second in scrapbook judging.

September 25 our chapter assisted the Southwestern Adventist College Flying Club by judging their pre-NIFA meet at Keene, Texas. Sixteen contestants from three col-



Receiving the section trophy for most members who traveled farthest are Heart of Texas 99s Robbie McBride, Virginia Dare Mattiza and Derra Raymor.

#### Heart of Texas Chapter

We welcomed a new member, Carol Villandry, at the September 6 meeting. Carol flies a C-210 and is president of Lago Petroleum.

Three members, Derra Raymor, Virginia Mattiza and Robbie McBride, attended the Amarillo SCS meeting September 9, and captured the attendance trophy.

66 Judy Carpenter and Carlin Johnston suffered injuries when their LongEze crashed at Birmingham, Alabama, September 5. Judy is back flying and has passed her private pilot's written.

66 Chris Lutes attended the UT-Auburn game in Georgia, flying in her Mooney 231.

Rose Marie Burkett, HOT member now living in Tennessee, reports that their new home, one of five she has designed, is well underway.



Energetic 99s and their shanghaied helpers prepare for judging at the Southwestern Adventist College pre-NIFA meet in Keene, Texas.

several times and joined fellow 99 Duana Robinson and her 49½er, Don, for dinner. Don is assistant airport manager at Easterwood, so guess who gets preferential treatment when they fly in?

Marceline Todd was the gracious hostess for our September meeting when we were able to sit and chat. After our business meeting, we caught up on everything everyone had done through the summer, and shared pictures and experiences (in other words, hangar flying).

by Andrea Chay

### Kansas Chapter

Attending Forest of Friendship activities were Janet and Don Yoder, Dorothy and Bob Barker, Lee Kensett, Dorothy Dickerhoof, Marilyn and David Copeland and Paula Bruce.

Our 99s exhibit booth was set up at the Salina Air Show where information about 99s was given to many prospective members.

99s, FSS specialists and interested pilots met with Senator Kassebaum about the concerns of the aviation community on the possible closing of the Wichita facility.

Shirley Huser completed Phase I of the FAA Safe Pilot Proficiency program.

A Certificate of Appreciation was presented to our chapter for outstanding service to the aviation community and the state of Kansas for our program of marking airport runways.

by Ethel Ward and Deb Nichols



ARC Stop Chairman Angela Boren visits with pilot Pauline Glasson, timer Georgeanna McKinney, copilot Donna Golden and CFI Rosemary Stidham.

### Lubbock Chapter

Midland International Airport and Chaparral Aviation were stops for four aircraft and eight 99s of our chapter who flew away there for Saturday lunch in July.

Chairman Janie Bailey flew a Reese AFB T-38 jet with Captain John Parrett on August 15. Janie is an FAA safety counselor, and GADO officials honored her for this past



Flying away to Midland for lunch are Lubbock 99s Pat Cantrell, Brenda Cruz, Janie Bailey, guest Joan Schroeder, Nancy Vialle, Rosemary Stidham and Georgeanna McKinney.

year's service with the jet ride. Before her lunch and afternoon flight, the morning was spent in simulator flight orientation and ejection technique.

An "end of summer" family picnic and aerobatic show was hosted by Angela and Doug Boren at Biggin Hill Farms Airport, northwest of Shallowater, Texas. 49½er Doug, Major Denny Way and EAA Van White gave each 99 and any family member an aerobatic ride in a patriotic red, white and blue Decathlon on a cloud-free Saturday afternoon. Each family provided its food and cooked on Boren's grill.

Historical New Orleans and Convention was attended by Angela, and SCS at Amarillo was attended by Jane Bartos, Janie Bailey, Brenda Cruz, Betty Hampton and Angela Boren.

by Pat Cantrell

### Nebraska Chapter

September 18 was air marking day for the chapter. A group from Lincoln, headed by

## CHAPTER NEWS, ETC.

Sally VanZandt, marked the Neligh Airport with its new name — Antelope County. That same day Heloise Bresley and 49½er Dean painted the hangar roof at Evelyn Sharp Field with the name of the town — Ord. The Bresleys took a special interest in this since their plane, Cherokee 8834J, is protected from the elements by that roof. Plans are to air mark Nebraska City on October 1 and visit the apple orchards while we're there.

New officers for 1983-84 are Chairman Mildred Meyer and Vice Chairman Jan Foote, with continuing officers, Secretary Carol Magarin and Treasurer Carol Nowka.

Congratulations go to Diane Bartels for recently acquiring a basic ground instructor's rating. As part of her duties this year at Lincoln East High School, Diane will be teaching an aerospace education class for senior high school students.

If you're flying over Nebraska, you might try looking for love and sex! They're just east of Hastings and visible only from the air. The words "love" and "sex" are growing in two of the left-over corners of a center-pivot irrigated field, apparently planted by a romantic farmer. (Maybe he's advertising!) On the way home from the June 99 meeting, Jan Foote and Carol Magarin tried to locate the field and called the Hastings FBO via Unicom when they had trouble locating it. Not wanting to broadcast over the airwaves that they were looking for love and sex, they asked directions to "those words." Incidentally, the other two corners of the field each have a heart-shaped design in them.

by Heloise Bresley

### Oklahoma Chapter

Linda Hooker, Jody McCarrell, Jan Million, Diana Monday, Dana Gibson, Carolyn Grider, Charlene Davis, Joann Carpenter, Broneta Evans, Lu Hollander, Nancy Smith, Helen Holbird, Sue Halpain, Poochie Rotzinger, Nema Masonhall and 66 Helen Moulder attended the fall sectional in Amarillo. Most of us wouldn't have believed Amarillo had so



Oklahoma 99s proudly pose with the SCS Governor's Achievement Award and section Air Marking Award (held by Chairman Dana Gibson), which they received at the fall section meeting.

much to offer. The small Top of Texas Chapter did an outstanding job.

We think we may have history in the making as Nema Masonhall attended her 56th consecutive section meeting. Can anyone top this?

The chapter took home the Governor's Achievement Award and the section Air Marking Award.

"A Night in Ole Edmond" was the theme for the installation of officers party in September. Norma Vandergriff provided the beautiful setting, complete with country atmosphere, swimming pool, pinatas and Mexican musicians. About 50 members and 49½ers enjoyed the meal and entertainment.

Officers installed by Jan Million, former section vice governor, included Chairman Lu Hollander, Vice Chairman Charlene Davis, Secretary Phyl Howard and Treasurer Colleen King.

Our new member in September was Sally Hutson, Enid, who flies an A-36.

by Nancy Smith



Prospective 99 Karen Hatch and her husband join brand new pilot Mindy Denham to watch the festivities at the September installation party.

### San Antonio Chapter

Our chapter is gearing up for a poker run on October 15 (rain date October 22). Places to pick up hands are Kerrville, Castroville, Pleasanton, San Marcos and final destination at New Braunfels. Starting time is 0900. Start at any place, but be at New Braunfels by 1400 hours. Minimum prize is \$50.

We are happy to have two new members — Jan Ebelke and Enid Kaspar, a transfer from Arkansas.

We are pleased to announce that Mary Ann Greer is to be the honorary chairman of the September 30 San Antonio Zonta Club Antique Show and Sale.

Immediate plans for the chapter include a survival course, an appreciation dinner for all helpers starting with the sectional, a Christmas party and a trip to Del Rio spearheaded by Alice Foeh and Emily Patterson to try for another chapter there.

by Mary Ann Greer



At a recent San Antonio Chapter get-together, Margaret Cosby, transferee Enid Kaspar and Gloria Bank, above, join Virginia Spikes and new member Jan Ebelke, below, to enjoy a fiesta atmosphere



### Shreveport Chapter

Our biggest news ever is that Renee Sharp has been selected by Royale Airlines as a pilot and is now flying first officer. We are so very proud of her.

The Wichita Falls Chapter honored Mary Jo Voss with their prestigious annual Jimmie Kolp Award. Such honors really make a 99 feel appreciated. We celebrated with the recipient at our September business meeting with champagne and all the trimmin's.

Mary and Jim Phillips attended the sectional at Amarillo. Mary accepted Mary Jo's award from the Wichita Falls Chapter, as she could not attend. The trophy is a large one, and we understand Jim was just overwhelmed as they were traveling commercially on their way to Jamaica. It was delivered unscathed and much appreciated.



Mary Phillips presents the Jimmie Kolp Award to Shreveport 99 Mary Jo Voss.

Helen Hewitt and Mary Jo Voss attended International in New Orleans. That was a great Convention — they just keep getting better. The workshops were good and the entertainment unbelievable.

Marjorie Hardcastle, Corinne Strickland, Eileen Anderson and Mary Jo Voss participated in a CAP flight clinic in September to encourage CAP pilots to get their annual checkrides and biennials. It was very successful with interesting and different ground training materials which brought forth lots of educational discussions.

New officers installed at our August meeting, with all our best wishes and offers of support, were Chairman Sarah Munn, Vice Chairman Renee Sharp, Secretary Starr Stone and Treasurer Marie Blake.

by Mary Jo Voss

### South Louisiana Chapter

The regular September 12 meeting was attended by Eleanor Lowry, Judy McLane, Fran Taylor, Jan Phillips and Polly Baughman. We welcomed three new prospectives — Janet Foutch, Kim McGrath and Ann McMahon. Janet is a CFI with Cypress Aviation in Lafayette, Kim is a computer programming student at LSU, and Ann is vice president of publications for Interstate Communications. We hope by this publication to have them as brand new 99s.

Judy gave a report on International while we had lunch and made plans for the coming year.

by Polly Baughman

### Texas Dogwood Chapter

Chapter activities have included a desert survival test at Gladewater hosted by Cathy Massey of Cherokee Aviation. I'm pleased to report that everyone survived!

Representing our chapter at the spring sectional were Sally Coker, Kris Curran, Jan Maxwell and Linda Creecy, along with 49½ers. This was also a big weekend for Cathy Massey because she went from 66 to 99.

Later we traveled to Rusk County Airport near Henderson where Pud Patterson was our hostess. Pud had put together a slide presentation on flying with her own narrative, using some aerial shots she had taken in her aerial photography business. Some of the newer members had a chance to look through our scrapbook afterward.

In June we traveled back to Gladewater for election of officers for the next two years. Some good selections were made, adding new faces to our ranks. Afterward Cathy Massey told us all about her recent trip to Paris, France and the Paris Air Show.

In July we met at Tyler Aero, Pounds Field in Tyler. Guest speaker was Jim Cortrade, one of the air traffic controllers. Afterward we enjoyed a question and answer session. We then ended our meeting with a film titled "Dusk to Dawn."

August took us to International in New Orleans. Representing our chapter were Kathy Collum, Jan Maxwell and Kris Curran, along with 49½ers. We're looking forward to hearing about all they learned when we meet again in Longview in September.



Showing off the City of Amarillo Proclamation for 99s Week are Marsha Meredith, Ann Piggott and Mary Vermeulen.



Learning how to survive in rugged Sunday Canyon, 99s participate in the survival course during the fall SCS meeting.

### Top 'O Texas Chapter

Please correct your rosters to show the following officer listing for the Top O' Texas Chapter.

Chairman .....	Mary Vermeulen
Vice Chairman .....	Jannis O'Briant
Secretary .....	Virginia Pownell
Treasurer .....	Carolyn Chris McClain
Membership .....	Pauline Rainwater
99 NEWS Reporter .....	Mary Vermeulen
Aerospace Education .....	Carolyn C. McClain
AE Scholarship .....	Ann Piggott



A fashion show and luncheon were held in the beautiful Tropical Room at the Villa Inn for SCS attendees.



Activities at the SCS fall meeting included a tour of a C5A Galaxy, flown to Amarillo from Altus AFB.

We enjoyed one great meeting in Amarillo, September 9-11. Our chapter planned, worked and gave you diversified seminars and entertainment to make your attendance a memorable one. Each one of our 99s (with several special talents), Amarillo Convention Council, sponsors and everyone involved with us were honored to host your fall sectional.

Our FBO greetings with snacks, Marsha's efficient computerized registration, the Friday Cowboy Morning at the ranch (replete with buckboard, branding and outdoor breakfast) started the day. Then we had lunch at the Villa Inn's exotic tropical garden room, Hazel Jones with SCAN seminars, museum tour, Palo Duro Canyon barbecue, climaxed with the famed Kwahadi Dancers (and you danced with them, too!) under the stars.

Saturday began with breakfast and business meeting, then Gayle, Judy and Jan's fashion show, Jim Reynolds' Mountain Flying Seminar, John Eslinger's on-site Canyon Survival Course, assisted by Ann Crouch and Peggy Brandon and CAP's FIND of the "Survival Pack."

All of you were so beautifully attired for our Hawaiian Luau Awards Banquet Saturday evening. Guest speaker was Captain Cecil Hawkins, USN, Ret., with Governor Mary Byers so graciously presenting awards to her crews, Hazel/Norway/USPFT film, Virginia Pownell's champagne hospitality and everyone's market sales.

Sunday finished with a buffet breakfast plus the USAF C5-A Galaxy's special visit and tour for your departures.

Ima Jean, Delphine, Ann, all of our chapter members with all their expertise, "loved ya'll" — and Mel, our photographer, delighted in taking pics of you gals in action.

Marsha Meredith has been appointed FAA safety counselor and attends all the FAA safety meetings in the Texas Panhandle with her 49½er, Bob.

John Eslinger, CAP, arranged for two trips to Cannon AFB for High Plains Aviation Association members and 99s Ann Crouch, Mary Vermeulen, Virginia Pownell, Peggy Brandon and Delphine Bohn with the group.

Ann Piggott is assisting at St. Anthony Hospital's Hospice Program.

*by Mary Vermeulen*



Dressed in luau attire, Tulsa Chapter members show off the certificates and awards they won at the South Central Section fall meeting.

#### Tulsa Chapter

New member Kathy Knott owns a Cessna 172 and is working on her commercial and instrument ratings. She sells and services

water well pumps. She has her own service truck and does a lot of test pumping for government contracts.



With several Kwahadi Indian dancers are Tulsans Hazel Watson, Carol Thompson, Charlene McCullough, Karen Greenawalt, Melissa Whitehead, Cheryl Sloan and Fran Rankin.

## CHAPTER NEWS, ETC.

Twelve members attended the section meeting in Amarillo in early September. Eight were attending for the first time. Six 49½ers accompanied their wives. The survival course was very popular. The instructor for the Mountain Flying Seminar ended with a beautiful slide/tape series of mountain scenery to reassure us. The awards section of the banquet was exciting for us, as we won first place for both scrapbook and safety education competition. The Civil Air Patrol reminded us to watch our ELTs. False alarms are like labor pains — they usually begin after midnight.

The Tahlequah fly-in, sponsored by the Tulsa Chapter of the Antique Aircraft Association, is a wonderful event for seeing classic planes and selling hot dogs and plate lunches. Early risers sold coffee, and late arrivals welcomed lemonade.

The Explorer Post of the Air Scouts, sponsored by American Airlines and advisor Carol Thompson, invited us to tour the American Airlines Maintenance Center for our September meeting. A large group of 99s, scouts and friends were shown through several hangars. My personal favorite was the engine test cell.

Chapter members traveled to Bristow for a safety seminar presented by Jay Nelson, FAA safety officer. The eerie sounds of the four-part weather program followed us back to Tulsa, warning of ice days ahead.

*by Janet Minnerath*

### SOUTHEAST SECTION

#### Florida Spaceport Chapter

July was a busy month for members of the Florida Spaceport Chapter as they finished the decorations for the Convention banquet. However, they were able to take time to hostess a fly-in at Valkaria Airport. Guests were the Grasshoppers, a statewide group of Florida women pilots, most of whom are also 99s. We paid a visit to a group of French scientists based at the airport, who were engaged in research to determine the effects of lightning strikes on aircraft.

During the summer months members seemed to be going in many directions. In July, Jeannie Ball flew a leg of the Third

Annual Fly-Away from Merritt Island to West Palm Beach. In August, Polly Blaha and husband Roy took their VariEze to the EAA Convention in Oshkosh and then flew to New Orleans for Convention. Also flying their own aircrafts to the Convention were Bonnie Carr and 49½ers Wayne, and Bonnie Quenzler with more 99s as passengers. In September, Irene Wirtschafter and Rosemary Jones took Irene's airplane to Dulles to participate in the Capitol Air Race, taking in a balloon festival at Hanover, Virginia on the way.

Also in September, Bonnie Quenzler and Rosemary Jones' 49½er, Larry, spoke to sixth graders in three different elementary schools. The talks were mostly career-oriented, with instructor and air taxi operator Bonnie and Eastern Airlines Captain Larry drawing deeply on their own experiences.

*by Jeannie L. Ball*

#### Florida Suncoast Chapter

Furnished with coordinates, we found the September "Mystery Location" to be Bartow Airport.

The installation of officers was conducted by Ethel Gibson, assisted by Dottie Birdsong. Officers installed were Chairman Roni Johnson, Vice Chairman Mary Fletcher, Secretary Grace Whitecar and Treasurer Skipper Fernandez.

New members welcomed were Sue Berger, Debra Hollingsworth and Terry Parker.

Special guest and prospective member Joy Lewis, Flight Standards District Office, St. Petersburg, spoke on safety.

Thirty-two people enjoyed the "pot luck" picnic.

Dottie Birdsong and Mary Fletcher attended the Southeast Sectional in Coral Gables, Florida. Mary presented the slide show on preserving Albert Whitted Airport in St. Petersburg, Florida.

*by Barbara Sierchio*



At the Suncoast installation of officers are Nancy Brantly, outgoing chairman; Roni Johnson, new chairman; Mary Fletcher, vice chairman; Grace Whitecar, secretary, and Skipper Fernandez, treasurer.

#### New Orleans Chapter

The September meeting found us relaxing by the pool at Judy Maggiore's home. Judy prepared an excellent lunch, which was refreshing. Pat Besselman turned over her chairmanship with a skit for each of the new officers.

October 8 we are holding our annual poker run in Patterson. We will have a spaghetti lunch for everyone, followed by a spot landing contest. Later on that evening the EAA is having a fish fry party. The next day there is scheduled a flour bombing event, followed by ultralights flying in and the judging of the EAA planes.

This month we are proud to have Janet Laura Scheunemann from Baton Rouge join our chapter. Also, Carol Rome from Houma is filling out her application for New Orleans!

Also this month, Lisa Cook, our Amelia Earhart Scholarship recipient, completed her training for her multi-ATP certificate. Before beginning her ATP training, she received CFII-ASMEELS.

by Lisa M. Cook

**SOUTHWEST SECTION**

**Bay Cities Chapter**

Winning a third place trophy for air marking for the Southwest Section was a great thrill for our chapter. This took place at the fall section meeting in September, hosted by the Sacramento Valley Chapter.

We have several members who have been featured in the news media recently. Jan Dietrich's picture was on the front page of the *San Jose Mercury News*. Jan is one of our long-time members and a very talented pilot. In addition, Patty Tormey, one of our new 99s, will be on a local television program in the next few weeks.

Chapter meetings, which are held in the Board Room at the Executive Terminal of Oakland Airport, have offered some great speakers in the past few months.

In August, Beverly Rashidd of the San Francisco Peninsula YWCA gave a presentation about the YWCA work with teens in all areas, particularly exposing women to non-traditional occupations. Patty Tormey, our 17-year-old 99, suggested taking some of these "Y" teens on a tour of an airport, introducing them to a woman commercial pilot and inviting them to seminars and air shows.

In September, Marie Cuzak, an air traffic controller from Oakland Airport, spoke to us. She is one of four women controllers at the airport. When asked if she were also a pilot, she told us that she *did* learn to fly, but did not get her license due to illness and other complications. However, she did accomplish what she set out to do, and that was to see what it was like to wear the pilot's "moccasins," and she said she found out the meaning of humility.

At the Travis AFB-sponsored air show in Fairfield, we had a booth for the two-day event where 99s gave out information, brochures, helium balloons and a lot of good will.

Four new members have been added to our chapter. Brenda True and Dianne Gemeinhardt run a nifty shop at Oakland Airport full of everything aviation-oriented, appropriately called "Just Plane Stuff." Colleen Hales is a CFI for the Aeromax Flying Club at Oakland, and Susan Keller is a private pilot with her own Piper Warrior.

Several of our members attended the very popular Reno Air Races in September.

by Vonne Anne Heninger

**Fullerton Chapter**

The annual Aviation Expo '83, held at the La Habra Fashion Square, brought out many persons interested in aviation, and many inquiries at our 99 booth. Many thanks to 49½ers Dick Walworth for helping with the table set-up.

A number of members attended the Southwest Section meeting held in Sacramento, including Betty Walworth and husband Dick, Sylvia Paoli, Jan Nielecky and husband Ed, Annette Smith, Jody Farrell, Jan Morris, June Leach and Evelyn Craik, while members Fran Guerrero and Melanie Adair attended the Reno Air Races.

The chapter is busy making final preparations for the Pennies-a-Pound fund-raiser scheduled for October 23 at the Fullerton Airport. Committee members for that event are June Leach, Jan Nielecky and Lori Laushkin.

The chapter would like to welcome our newest member — Margaret Crowe — who recently obtained her private license.

by Melanie J. Adair

**Los Angeles Chapter**

In September, the chapter sponsored a Flight Instructor Revalidation Clinic, and many of us were off to Sacramento to attend the Southwest Sectional the following week.

The chapter installation banquet was held September 20. The gavel was passed to new Chairman Jane Vaughn. Many thanks to Sylvia Rickett for her work last year as chapter chairman. Sally LaForge received the chapter service award.

Our traveling member, Tracy Rice, reports she is employed as a flight engineer on 727s with Orion Air, a company that does contract work with UPS. She hopes to move to DC-8s and back to the Los Angeles basin. We are looking forward to seeing her again.

by Sally LaForge

**Monterey Bay Chapter**

Lynne Ulicki, pilot, and Jayne Overgard, copilot, placed sixth in the Air Race Classic. They donated their prize money to the sponsors, the California International Air Show Committee of Salinas.

The September chapter meeting, the first of our 99s year, was a potluck hosted by Joanne Nissen. Coming events were planned in detail, particularly the upcoming Flying Companion Seminar.

Lynne Kastel, Rose Ness, Diana Peterson and Judi Wing attended the Reno Air Races for the first time. All deemed the pylon racing thrilling and enjoyed the Canadian Snowbirds' "ballet in the air." The group admits to one frustration — trying to take off Sunday afternoon and winding up taxiing for an hour and a half. The first-timers will know better next year.

The Fall Southwest Sectional was attended by Chairman Bobbie Garin, Carolgene Dierolf, Sandy Pratt and Geneva Cranford. Highlights included an excellent presentation by Solar Challenger pilot Janice Brown at the Saturday banquet, the balloonist speaker at the Friday night gold rush party and a tour of the beautiful Capitol Building.

The chapter has strengthened its APT program by offering APT ride days or individual appointments with CFIs Cindy Bergstrom and Sandy Pratt and 49½ers Charles Drake. The APT forms are rolling in!

by Lynne Kastel

**Palomar Chapter**

Our September 10 meeting was devoted to plans for future activities and fly-ins.

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After the meeting, Chairman Lois Delay and Sheila Wing, along with Carol Emerich and her guest, flew to Warner Springs for lunch. Carol is a new member and an FAA controller at McClellan-Palomar Airport. We also were pleased to welcome another new member — Syd Dolbec — who is an aerobatic pilot.

Catalina Flyers sponsored a potluck fly-in September 18. Pam Vander Linden and her 49<sup>er</sup>, Vic, and Valerie DeFrain and Lois Delay from our chapter flew to Catalina Island, where they were joined by other 99s from the Los Angeles area.

Sheila Wing is really sharpening her flying skills. On three successive days, she flew her husband to Kern County in northern California, the next day to Santa Monica, and then to Warner Springs. On the weekend, she and Lois flew to Phoenix.

Kay Brick was inducted into the OX-5 Aviation Pioneers Hall of Fame at the OX-5 national meeting in San Diego. Only five women have been so honored and, of those five, Melba Beard of Scottsdale, Arizona was present, as well as Dorothy Stenzel, Oregon, and Edna Gardner Whyte, Texas.

by Vi Pfeiler



Enjoying dinner after the poker flight are San Fernando Valley members and 49<sup>ers</sup>.

### Phoenix Chapter

Thirty-six non-pilots learned that they can be more than passive onlookers in the cockpit of an airplane during the third Flying Companion Seminar conducted by the Phoenix Chapter in September. Lois Maust coordinated the event, assisted by Tricia Whaley as co-coordinator, Stacy Hamm, June Bonesteel, Ruby Sheldon, Sue Storm, Grace Jones, Shirley Rogers, Carol Tobey, Ann Newcombe and Ruth Olsen.

The Friday evening and all day Saturday sessions included serious instruction laced with humor, food and fun. Aerodynamics, navigation, tools of the pilot, aeronautical maps, radio operation, flight planning, weather and survival were explained by 99s, and medical considerations were discussed by a Phoenix physician. Each person participated in the preflight check of an airplane and took a hands-on flight in Beech Aero's simulator.

The seminar has become one of the most popular services provided by the Phoenix Chapter. Although men are welcome at the seminars, all of those attending this event were women. Most of them had been frequent "flying companions" for years and had come to the conclusion that it would be in their own best interest to learn more about the procedures involved in flying an airplane. Maybe some of them will decide that it is good to be a knowledgeable flying companion, but better to be a licensed pilot.

by Mary Lou Brown

### Reno Area Chapter

This year marked the 20th anniversary of our chapter's participation in the Reno National Championship Air Races.

As usual, everyone had a great time renewing friendships with race pilots and contestants. In addition to long hours of work put in both before and during the races, some of the highlights included Kathy and Wug Gray's great (as usual) Air Race Party, being in the Fair to Air Parade through Reno, working at the Victory Banquet, and having our group picture as air race officials in the

race program for the first time. Elaine Brown and I reminisced about the work our members did before and during the very first race 20 years ago, and about the changes in uniforms, tasks and membership in the ensuing years.

Two potluck meetings at the homes of Nancy Patterson and Hazel Hohn were great successes. In addition to stuffing ourselves with delicious and abundant food, we planned for the air races and the spring sectional, which we will host.

Irene Smith and Sandra Sweeney flew a First Day Cover and seedling back from Atchison, Kansas, which they presented to Governor Richard Bryan and the State of Nevada at a ceremony at the Carson City Airport on July 28. We attended in our uniforms and saw ourselves on TV that night. Later we had a meeting and barbecue at Colleen and Craig Hillman's home, enjoying their view of the desert, mountains and city.

We also air marked Van Vleck Airport near Rancho Marietta, California.

by Hazel Hohn

### San Fernando Valley Chapter

The July 16 poker flight turned out to be quite different than in previous years. Not only could playing cards be purchased at various airports to complete poker hands, but one could also participate in the usual flour bombing contest and spot landing competition (where someone was hiding in the bushes with a video camera to record this event!), but one could have fun with the latitude/longitude hunt, a treasure hunt, and a picture hunt as well. Although the weather did not cooperate (we had marginal VFR in some places and 40-knot winds in others!), 10 lucky people went home with either prizes or money for their efforts.

The annual Palms to Pines Air Race was held July 22-24. Although the route was changed somewhat (a fly-by at Modesto instead of Merced and the finish at Sun River instead of Independence), the overnight location remained at Red Bluff. (Winners were

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listed in the September issue of *The 99 NEWS*).

by Sylvia Sanderson

### Santa Clara Valley Chapter

Lois Letzring was named Pilot of the Year at our awards banquet in September. This year's service award went to Marilyn Orloff, outgoing chairman. Two of our youngest (and "flyingest") members — Colleen Anderson and Sherry Ritchey — received Certificates of Recognition for aviation progress. Colleen and Kathie Malone were introduced as this year's recipients of Marion Barnick Scholarships; also at the banquet was a winner from two years ago — Sarah Pearl. In addition, several 99s received Helping Hands Certificates of Appreciation for their contributions during the year; they were Peggy Ewert, Dottie Theurer, Sue Schiff, Pat Rowe, Pat Roberts, Vera Arnold and Stella Leis.

As in previous years, the food at the banquet was our own — a gourmet potluck.

tion Women Pilot of the Year. She is a great asset to the world of aviation, working with many other aviation groups, giving airport tours and working with scouts on aviation badges.

Three of our chapter members — Jeanie Pool, Sherry Moore and Melody Rich — attended the Southwest Sectional in Sacramento, where it was announced that we had won the Small Chapter Publicity Award for 1982.

In the early morning hours (0530) of October 8, we did our first air marking in over three years. Good old Santa Paula Airport can now be identified from the air. The old letters had been covered when the runway was resurfaced in August.

Many chapter members celebrated Martha Esponde's birthday by taking her to dinner at McDonald's, and with a surprise stop at the world famous Chippendale's in Hollywood.

We had a great group turnout at Oshkosh this summer. The lucky ones were Jan Evans, Ruth Buirge, Maggie Bird and JoNell

Rosa Air Center is completed. It was a long one.

Fall brings new officers with new ideas and more interesting events coming up. Members of other chapters are encouraged to call us when in town to participate in our fly-ins or other activities. You are more than welcome — there is almost always an empty seat.

by Betty La Guire

### Sierra Buttes Chapter

September has been a very busy month for our tiny group. We co-hosted a fly-in at Nevada County Airpark early in the month. We started at 0800 serving fresh fruit, croissants, donuts and coffee. Later we had soda pop, hot dogs and chili. The weather was perfect and the attendance was the largest turnout in our area's history. It was another good opportunity to promote community interest and goodwill.

We attended a potluck meeting with the Golden Empire Flying Club to hear a presentation by Arthur Negrette from the Flight Safety Institute. We had hopes of putting on a special all-day seminar in February, but both clubs had to table the idea due to lack of funds.

Kathy Frank, Vicki Lewis, Fran Weir and Helen Lake were able to attend the section meeting in Sacramento. We enjoyed the presentation by Hazel Jones on the USPT competition in Norway tremendously. We are still learning the ropes of the organization and found the chapter chairman and business meetings to be very informative. We also

## CHAPTER NEWS, ETC.

Verna West, USPFT national coordinator, got back from her European trip just in time for the banquet. After her work at the international flying competition in Norway, Verna toured the continent. She announced that Pat Roberts had been appointed to the USPFT Council. Pat was also elected to the International Board from our chapter.

Our first fall activity was a DRI flight to Santa Ynez Airport. Four aircraft from the chapter made the trip. Some Santa Barbara 99s met our group to pick up the supplies and then take us to lunch in Solvang. Making the trip were Debby Cunningham in a Piper Warrior with Mayetta Behringer and Debby's daughter, Kristen, age 2½; Dottie Theurer and a friend in Dottie's 172; Peg Ewert in her Rockwell Commander, with Evelyn Lundstrom and Joey Connell; and Carole Lushbaugh in a Cessna 180, with passenger Barbara Murren. Barbara is our chapter DRI chairman.

by Kathy Pelta

### Santa Paula Chapter

National Aviation Day August 21 was a big day for Oxnard Airport. 99s were everywhere — from selling hot dogs in our booth to announcing the day's activities over the PA system. We helped with airplane rides and even sold popcorn, T-shirts and raffle tickets.

Chapter Chairman Melody Rich attended International Convention in New Orleans and brought back many great ideas and souvenirs. Melody was awarded one of the 10 Amelia Earhart Memorial Scholarships for 1983 and will begin her CFI training this fall. Also at the Convention, our chapter took eighth place in the International Safety Award competition for 1982.

We are very proud of members Gail Gross and Sherry Moore. Gail will be leaving us in November for bluer skies. She is among 11 women who have been selected for flight training in the US Navy. Who knows, the way she's going, she just might end up on the moon! It was announced at the fall sectional that Sherry has become the Southwest Sec-

Kocisco. JoNell even worked in the 99s hospitality booth. Jan Evans even made it to the Reno Air Races. Ruth Buirge flew to Happy Camp, Oregon to go river rafting, which I understood was great, but checking in and out of the same motel three or four times due to the weather got to be a little old.

by Melody Rich

### Santa Rosa Chapter

They have done it again! Another APE trip that was outstanding. Peggy Williams and Eliane Bull coordinated this memorial excursion. Departing Sonoma County Airport with clues in hand, 99s flew to the Ukiah VOR, Boonville Airport and Covelo for a spot landing. Refreshments were served at Covelo by Nancy Hurt and her 49½er, Keith. The trip ended at the Flying AA Ranch in the Trinity Mountains. Egg toss, balloon race, swimming, bicycling, horseback riding and tennis were just a few of the activities in which members participated during that weekend. Jim Reinemer, 49½er, was surprised when wife Joy set a beautiful birthday cake in front of him. Jim and the other 49½ers on the trip contributed much to its success. The first place winners were Cheryl Brown and Helen Scofield, who came in with an almost perfect score; they were within 1/10th of their fuel estimation and 1/10th of their time.

We were honored to have Anna Brenner at our installation dinner to help welcome our new officers and thank the outgoing officers. Anna served on our Scholarship Committee this year and was present to congratulate the winners. She received her pilot's license in 1929, the year of our beginning. Outgoing Chairman Sherry Knight was overwhelmed by the "Flim-Flam Singing Man," who lived up to his name and image.

Medical supplies were delivered to Santa Ynez during the summer by some of our members, including a fly-in to Solvang.

The air markings of Angwin and Lampson were completed in record time with a good showing of members and 49½ers. It took three trips and lots of paint, but the Santa

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DEPT. N9

enjoyed touring Old Town Sacramento.

Our monthly social gathering for lunch found good weather, good friends and a good opportunity to share our news from the section meeting. We are now busily planning our clubhouse furnishings, which we hope to occupy by our October meeting.

by Helen Lake

#### Utah Chapter

Ogden Airport has a newly-painted compass rose, thanks to the Utah 99s. The city provided the white paint, while Ruth Kendrick and 49½er Ron donated the blue paint. Carol Clarke, Sid and T.G. Sandau and Ruth Kendrick spent Friday afternoon laying out the design. Saturday morning the troops moved in with brushes and rollers and made quick work of the painting.

Knowing that the first one is always the hardest, we are now ready to do another air marking — hopefully at Salt Lake International.

by Carol Clarke

#### NOTAM

The History of The Ninety-Nines, Inc. is no longer available.

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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



# Classified

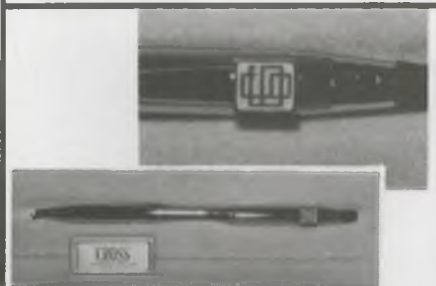


## 99s NYLON JACKETS

100% nylon taffeta with sanforized cotton flannel lining. Navy with white compass rose, \$20 plus \$3 shipping. NY residents add appropriate sales tax and list county. Sizes: SX (30-32), S (34-36), M (38-40), L (42-44). Finger Lakes Chapter, Mary S. Hunkefer, 22 Bittersweet Rd., Fairport NY 14450, (716) 223-4161.

## T-SHIRTS

"I'm a proud 99 pilot" logo, 50% cotton/50% polyester, sizes S, M, L, XL. Send \$7.50 check (all inclusive) to Oklahoma Chapter 99s, Charlene Davis, P.O. Box 408, Erick OK 73645. Phone (405) 526-3386.



## FOR CHRISTMAS GIVING

Beautifully gift boxed, chrome Cross pen with interlocking 99 emblem. Perfect for holiday gift giving. Also an excellent remembrance for that special speaker or your chapter's pilot of the year.

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## Australian Air Races

During the annual Australian Women Pilots Association meeting, at which time Australian 99s also meet, two racing events were planned.

The first event was organized by the 99s and involves proficiency in flying the last 200 miles to the site of the annual meeting. Senja Robey and Maureen Bredhauer were the successful pilot and navigator team, surviving some very close competition.

A Reliability Navigation Exercise, arranged by the local members at the venue and involving about two and a half hours of flying time, saw Audrey Williams taking home the coveted pilot trophy (affectionately known as "Gertie"); June Perry, the navigator trophy; and Maureen Bredhauer and prospective member Dale Rogers-Jones, honors for the best performance by a crew in a Piper aircraft.

by June Perry

# Air Racing News

cont'd on page 42



Long Island Chapter members Pat Bizzoso and Joyce Malkmes, left, receive first place cups with a score of 99.9800, while Florida Spaceport 99s Rosie Jones and Irene Wirtshafter, above, receive cups for traveling the longest distance to the Capitol Proficiency.

## Capitol Proficiency Race

Following a final weather update confirming a windless, cloudless blue sky and good visibility, all tanks were systematically topped off and the planes lined up for engine start, taxi and a simultaneous run-up.

Nine entrants completed the course with fly-bys over Elizabeth-Marietta, Pennsylvania, Potomac Airport in West Virginia and back to Dulles, a distance of 246 statute miles.

One hour, 53 minutes and 11 seconds later, the first place and first place winner returned, having overestimated time by only one minute and 22 seconds and fuel by a mere 0.5 gallon! At the banquet that evening at the Dulles Marriott, Pat Bizzoso, a 1983 winner of the AE Career Scholarship, and her copilot, Joyce Malkmes, both from the Long Island Chapter, received the first place cups with a score of 99.9800, based on the Proficiency Race Formula devised by Lothar Ruhnke (January/February 1983, p. 47 of *The 99 NEWS*).

Second place went to Betty Pifer and Mary Helfrick from the Garden State Chapter with a score of 99.9584; and third place went to Page Wiencek and Chip Dettra, based at Woodbridge, Virginia, with a score of 99.9560.

Irene Wirtshafter and Rosie Jones, Florida Spaceport Chapter, received cups for having traveled the farthest distance.

Small plane trophies were awarded to all

other participants and to Chairman Ruhnke and Vice Chairman Joan Stalk.

Special guest speaker, Grace McGuire, described her progress in launching Project Destiny in June 1984 and concluded with a film of Amelia Earhart.

by Lin Clayberg



Special guest speaker Grace McGuire describes her progress toward the June 1984 launching of Project Destiny.



Top five in the 1983 F.A.I.R. were Archie Moore and Curt DeBaun (pilot), first place Classic; Elva Conlin and Dorothy Arnett (pilot), fourth place; Dick Kennard, second place Classic; Dennis Friesel (pilot) and Donna Friesel, fifth place; Dorothea Hendricks and Margaret Ringenberg (pilot), first place; Diane Austin (pilot) and Ben Austin, second place; Barbara Jennings (pilot) and Harry Jennings, third place; and Susan Zurcher, winner of the rookie award.

## Air Racing News

cont'd. from page 41



Winners in the Back to Basics Air Race are Betty Faux and Jo Ann Packer (pilot), first place; Evelyn Craik and Sylvia Paoli (pilot), fifth place; Thomas (pilot) and Patricia Yendes, fourth place; Mary Jo Volk and Rita Buhl (pilot), second place; and Michael Derry, third place.

### Back to Basics Air Race

With Sally LaForge as chairman, the Los Angeles 99s initiated a new "Back to Basics" air race on September 10.

This race is a one-day, 300-mile round robin, open to all certificated aircraft, and any licensed pilot, male or female. Copilots (or navigators) need not be licensed, but must be over 16.

All navigation instruments are sealed, except those required by the FAA — altimeter, airspeed and magnetic compass. In addition, a Comm radio is necessary.

The course was secret until 30 minutes before takeoff time, enabling contestants to practice their fast piloting plotting.

Beautiful binoculars donated by Bushnell Division of Bausch & Lomb went to the first five winners.

by Sally LaForge

PLACE	PILOT/COPILOT	TYPE	SCORE
1	Jo Anne Packer/Betty Faux	C-152	+20 8391
2	Rita Buhl/Mary Jo Volk	C-152	+19 1205
3	Kosho Ono/Michael Derry	C-152	+16 1194
4	Thomas Yendes/Patricia Yendes	C-182	+13 8803
5	Sylvia Paoli/Evelyn Craik	C-172	+12 9448

## 1983 F.A.I.R.

Headquarters for our F.A.I.R. registration and hospitality at Mt. Comfort Airport was a 50-foot trailer, courtesy of June Norman and 49½er Joe. Joe soon realized that with the curtains, sofa and other feminine touches, it would no longer be suitable to take out to construction sites.

A more perfect day it could not have been — the weather just right, the pilots making all the pylons as instructed and returning to impound in a new way without a hitch. There were no problems before or after the rally.

The Standard Category, a course of 207.5 nm to Oxford, Ohio, Bedford, Indiana and back to buzz the finish line at Mt. Comfort Airport, Indianapolis, was won by 99 Margaret Ringenberg of Graybill, Indiana. Margaret had flown all the F.A.I.R.s, but had not come in first since 1964. This was her year and a first race for copilot Dorothea Hendricks, Pendleton, Indiana.

Second place went to Diane Austin, a 99 from Valparaiso, and her husband Ben. They flew the F.A.I.R. in 1972 and 1977.

Coming in third was Barbara Jennings with 49½er Harry as copilot. Barbara, who was race chairman in 1971, finished fifth last year.

Fourth in the winner's circle were Dorothy K. Arnett, Sellersburg, Indiana, and copilot Elva Conlin, Radcliff, Kentucky, both members of the Blue Grass Chapter. This was the team's fifth time to enter the F.A.I.R.

Last in this elite group, fifth place winner was Dennis Friesel and wife Donna (not a pilot) from Bloomington, Indiana, where Dennis is a nuclear physicist at Indiana University. This was the Friesels' first F.A.I.R. competition.

The rookie award went to Chicago Area 99 Susan R. Zurcher of Hampshire, Illinois, who finished just back of the Friesel team. This rotating award was donated by Ruth Ruggles and Judy Graham.

A shorter route for the Classic Category consisted of a 109-nm course from Mt. Comfort to Connersville to Franklin and return.

Placing first in the Classic Category was Curt DeBaun, Terre Haute, pilot, and Archie Moore, Indianapolis, both 49½ers. Their airplane was an Aeronca Champ, as was that of second place flown by John White and copilot 49½er Dick Kennard. The rookie award for this category went to Curt DeBaun.

by Rae Cawdell



Minerva Mahoney presents trophies to first place winners Curt DeBaun, pilot in the Classic Category; and Margaret Ringenberg, pilot, and Dorothea Hendricks in the Standard Category.



Jill Adair and John Barnes do some last minute flight planning prior to the Sun Air Rally.



Sally Sandeman (where are my keys?) and Zee Witham with the Kariba tower in the background.

## Zimbabwe Sun Air Rally

The Zimbabwe Sun Air Rally in July was well supported by 99s with five pilots taking part. There were 40 aircraft participating. Jill Adair and navigator John Barnes were 15th overall, but Jill was the first of the women pilots.

Sally and Ian Sandeman, in 17th place, won the prize for the top husband and wife team. Caroline Puzey and husband Clive, Gail and Donovan Rouse, and Thea and Doug Cochrane were the other 99/49½er teams.

by Jill Adair

(PHOTOS BY DAVID ADAIR)



Clive Puzey, Jill Adair, Caroline Puzey, Pete and Viv Mason visit about the day's route.



Now have I done that properly? Carol Johnson and Mac Fallon take care of some last minute flight planning.



Brian Meikle, Jane Souchon, Shaw Dodds-Brooks and Tommy Stihole at Hwange Airport.



Where does this map go? I thought they were all in order! Ian and Sally Sandeman.

## Having a Penny-A-Pound?

### Here are some tips...

Under the FARs, Penny-A-Pound flights conducted for charitable purposes are not considered "operation for hire," even though a charge is made. A private pilot may fly an airplane used in such charitable flights for which a charge is made, provided she receives no personal monetary benefit. The charitable organization must receive the benefit.

There are two insurance policies to be concerned with. One is the 99s insurance policy, covering your activity and protecting the chapter. That policy does not require commercially licensed pilots. However, it is recommended that you exercise a high degree of care in selecting pilots. Use only pilots with commercial qualifications, even though they may not hold a commercial pilot's certificate, or those with substantial pilot-in-command experience in the aircraft model to be flown. Many chapters require pilots flying non-owned airplanes to actually hold a commercial, even though it is not technically required.

The other insurance policy is that of the aircraft owner. Policies insuring aircraft for "pleasure and business use" exclude "operation for which a charge is made." When the pilot has her insurance company sign the "Pilot's Evidence of Insurance" form, her insurance company is recognizing and approving of operation of the aircraft for the Penny-A-Pound charitable event by stating that the coverage is "in full force and effect" for the specifically described event. Without that form, the chapter has no way of knowing whether the owner's own insurance is or is not in force. The owner's own aircraft insurance policy could be voided by participation in the event if she did not get prior approval.

Let us know when you need coverage. Call or write Susie Sewell, Insurance Representative, P.O. Box 19129, Oklahoma City OK 73144, (405) 681-6644.

## FOR WOMEN ONLY...

Sharing common goals and interests is what it's all about — through participation and affiliation with THE international organization of women pilots. If you're a 99, spread the word. If you're not a 99 and would like to know more about the organization, just let us know. We'll also put you in touch with some active members in your area.

Yes, I'd like to know more about the Ninety-Nines.

Name: \_\_\_\_\_

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