

the 99news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 10

DECEMBER 1983

NUMBER 10

A red-tinted photograph of a ship's funnel, likely a cruise ship, against a cloudy sky. The funnel is white with a dark band and a small circular logo. The text "Happy Holidays" is written in a cursive script across the bottom of the image.

Happy Holidays

A Christmas Gift from the Mt. Shasta 99s

'Twas the night before Christmas and out at the airport
The mechanics were busy all having a snort.

The airplanes were lined up all tied down with care
In hopes that St. Nicholas soon would be there.

The 99s and 49½ers were nestled all snug in their beds
While visions of nurfs and flour bombs danced in their heads.

Controllers in their headsets, flight service in caps
Had just settled down for their long winter naps.

When out on the runways there arose such a clatter
That the boys in the tower wondered what was the matter.

Out of the windows they searched through the air
In time to see a strange vehicle on flair.

The moon on the puddles of new-fallen rain
Reflected the oil slicks again and again.

And what to their wandering eyes should alight
But a miniature sleigh pulled by small airplanes in flight.

With the Red Bluff Air Force so cool and so slick
They knew in a moment it must be St. Nick.

More rapid than stall speed the coursers they came
He whistled and shouted and called them by name.

On Skylane, on Citabria, on Grumman, on Beechcraft,
On Arrow, on Commuter, on Skyhawk and Taylorcraft.

To the top of the hangar, to the top of the wall
Now dash away, dash away, dash away all.

As single engines before the wild hurricane fly
When they meet with a mountain and try to fly by.

So up to the hangar top the airplanes they flew
With a glider full of avionics and St. Nicholas, too.

Then in a twinkling we heard in our ear
The squealing and squeaking of each landing gear.

As we took off our headsets and were turning around
Down through the roof they all came with a bound.

He was dressed in a flight suit from his head to his feet
And if you're a pilot, he really looked neat.

A bundle of goodies he had on his back
And he looked like a parts man opening his pack.

The pilots and flight crews lined up in a row
To stare at his beard which was white as the snow.

The stump of a pencil he had stuck in his cap
And he made little course lines all over his map.

He had a round tummy which really was great
But we looked at each other and wondered "gross weight"?

He spoke not a word but went straight to his work
He filled all the flight bags and turned with a jerk.

And laying a finger aside of his nose,
He pulled back the yoke and upward he rose.

He pushed on the throttle, to his team gave a whistle
And away they all flew like the down on a thistle.

But we heard him exclaim as they flew out of sight,
"Merry Christmas to all, and to all a goodnight."

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ON THE COVER: Fluffy clouds and blue sky frame an airplane wing as 99s fly into the new year.

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EAST CANADA SECTION

Kathy Fox, Montreal — AMEL

WESTERN CANADA SECTION

Anne Dale, Canadian Rockies — COMM

NEW ENGLAND SECTION

Catherine Feher, Connecticut — CFI, Helicopter
Marlyn Pearson, Connecticut — COMM, AMEL, ASES

NORTH CENTRAL SECTION

Elizabeth Sluhan, Michigan — CFI
Debbie Kaeder, Minnesota — CFI
Patricia A. Weir, Wisconsin — COMM, AMEL

NORTHWEST SECTION

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Dana Hardle, Southern Cascade — ASES
Linda Klerman, Southern Cascade — IFR
Lisa Asplin, Willamette Valley — COMM, IFR
Molly Silger, Willamette Valley — CFI

SOUTH CENTRAL SECTION

Suzanne (Susie) Azar, El Paso — COMM
Estelle Kirkpatrick, El Paso — BGI
Marge Cullwell, Oklahoma — ASES

SOUTHEAST SECTION

Becky Wagner, Florida Panhandle — IFR
Lisa M. Cook, New Orleans — ATP

SOUTHWEST SECTION

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Andrea Rice, Aloha — ATP
Lucy Enos, Arizona Sundance — IFR
Clydene Hauprich, Arizona Sundance — COMM, AMEL
Lisa Matthews, Arizona Sundance — COMM, ASES
Mary Morrison, Arizona Sundance — COMM
Cathy Nicholaisen, Arizona Sundance — Helicopter
Pat Church, Bakersfield — IFR
Vangle Holcomb, Bakersfield — IFR
Doris Lockness, Cameron Park — COMM, Hot Air Balloon
Lou Anne Gibson, Long Beach — COMM, IFR
Michelle Hice, Long Beach — CFI
Kathy Hollison, Long Beach — CFI
Susan Kennedy, Long Beach — IFR
Gloria Martin, Long Beach — IFR
Carole Lee Clarkson, Mt. Shasta — CFI
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Calendar

DECEMBER

Dec. 15: Deadline for AE and American Flyers Scholarship/ATE 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. 12: 28th Annual Commemorative Amelia Earhart Brunch, co-sponsored by the four Michigan chapters. Somerset Inn, Troy, Michigan. Chairman Nancy Walters, 2522 Woodland, Royal Oak MI 48073.

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

MARCH

Mar. 3: USPFT local meet, sponsored by the Central Illinois Chapter at the Vermilion County Airport, Danville, Illinois. Entries accepted December 1, 1983-February 15, 1984. Race kit, \$2, from Betty LeCompte, 501 W. Church, P.O. Box 151, Savoy IL 61874.

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.

APRIL

Apr. 6-8: Flight Instructor Refresher Course, Western Michigan University, Kalamazoo, Michigan. Contact the Office of Conferences and Institutes, Division of Continuing Education, Western Michigan University, Kalamazoo MI 49008, (616) 383-0795.

Apr. 30: The 99 NEWS deadline for June issue.

MAY

May 25-27: 15th Annual Illi-Nines Air Derby, open to men and women pilots. Quad-City Airport, Moline, Illinois. Proficiency and speed categories. Experimental aircraft welcome in proficiency category. Race kits, \$3, from Rita Adams, 61 Cumberland Dr., Lincolnshire IL 60015, (312) 945-0915.

May 31: The 99 NEWS deadline for July-August issue.

Book Review

Smith, Frank Kingston. **The Story of Harold F. Pitcairn**. New York, Jason Aronson, c1981, 371 pp., ill. ISBN 0-87668-485-1

The story of one of the true pioneers of aviation who has remained relatively unknown, not only to the general public, but even some aviation buffs.

Pitcairn spent some 25 years prior to World War II developing rotary wing flight. The autogiros he developed were so safe and agile, pilots made headlines with stunts like landing on the White House lawn. Amelia Earhart was one of the early pilots of the autogiro and she receives several mentions in the book.

The book details the development of the autogiro and the helicopter patents held by Pitcairn dating back to 1926. An account of the patent infringement case requiring nearly 25 years to complete is discussed in detail.

Well illustrated with photos and three-view drawings of nearly every Pitcairn design, the book provides a reference source for the antique model builder.

by Dorothy Niekamp
 99 Librarian

THE PRESIDENT'S MESSAGE

by International President Marilyn Copeland



Probably one of the most important things you can do this month, in the interest of aviation safety, is to obtain a copy of the proposed revisions (prototype) to the sectional aeronautical charts and comment to the FAA before December 31. A copy of the prototype is available from your FAA GADO or from International Safety Education Chairman Marilyn Miller, (614) 866-9218. There are many changes on these charts. The mountains on the new charts appear as surveyor's contour lines of elevations and do not resemble the danger of the high terrain as shown by the artist's conception of mountains on the present sectional charts. The light blue ink on the new charts is far less readable, and the LA Group 1 TCA is not noticeably identified. The Restricted Area, R 2515, which includes Edwards AFB, is outlined with triple lines which appear to be a triple irrigation ditch system, instead of the slanted lines around the restricted area on the present charts. There are large symbols to identify hang-glider and ultralight operations (these could eventually cover the chart and are larger than some lakes and tower markings). Terrain and tower avoidance should be heavily emphasized on sectional charts.

The safety of all VFR pilots, trained to date, is based on a good interpretation of the present symbols and markings on the sectional charts. There is no positive improvement visible on the new proposed charts. Any new series of charts should be upgraded, not downgraded, in the interest of aviation safety. Please check the prototype for yourself and make your suggestions known to the FAA.

We discuss membership often, as it is the foundation of any organization. As a matter of interest, we asked our computer to reveal the ages (but no names) of our members. Here they are as of October 28, 1983:

Ages 16-24	237 members
Ages 25-34	1,110 members
Ages 35-44	1,683 members
Ages 45-54	1,465 members
Ages 65 and over	696 members

The 16-24 age group reflects the education and early marriage years — but what has happened to our membership in the 25-34 category? Are our programs relevant to interest this group?

Our efforts to acquaint the youth include aerospace education in elementary schools to plant the seeds of interest in aviation; the airport tours program for 10th grade students; college programs to encourage aviation students to become acquainted with 99 activities; financial support of the National Intercollegiate Flying Association Foundation, as well as assistance during their competitions; support of Amelia Earhart Scholarships to assist tomorrow's 99 leaders in achieving their flying goals; and a host of other programs.

Dr. Paul Whelan, president of Parks College, St. Louis, Missouri, recently invited any 99 to stop at Bi-State Parks Airport and call him for a special tour of their campus. This is the oldest aerospace college in the nation, and it houses the most modern avionics laboratory. Bi-States is a convenient airport to downtown St. Louis and a fine stop on a long cross-country.

It was a pleasure to represent the 99s with our new International exhibit at the Aircraft Owners and Pilots Association (AOPA) Convention in Albuquerque, New Mexico. A record was made of student pilots, women pilots and 99s who visited the exhibit. The names of prospective members have been forwarded to the chapter chairmen nearest their location. Several new section members

signed membership applications, as well as some reinstatements. One of the reinstatements was Susan Oliver, movie and TV actress and now TV director. Susan was autographing her recent book, *The Odyssey*, a story of her transatlantic flight.

Some of the good aviation items which I found at the meeting and have used are the "Instant Clouds" IFR glasses and the Tax Log for record keeping. We certainly did not need the Instant Clouds glasses on the way to Albuquerque as it was raining everywhere.

Another good trip to Oklahoma City was to address approximately 150 pilots of the Oklahoma Pilots Association. They honored a large number of women pilots in Oklahoma as a part of the program. Lee Coates, Oklahoma 99, is president of OPA.

This is the last month of an especially important year — the 200th Anniversary of Manned Flight, the 25th Anniversary of NASA and the first space flight of a US woman astronaut. It has been a great year for the 99s, too! Let's look for more in '84.

Gifts to International Headquarters

Archives

Thon Griffith, Past International President
Marie Hamann

Resource Center

Betty Huyler Gillies, Charter Member, San Diego Chapter

Library

Memorial to Joy Harvey, Greater Kansas City Chapter
by Dorothy Niekamp, Indiana Chapter

Conventions

Greater Seattle Chapter

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AVIATION ACTIVITIES

by Clara J. Johansen

An activity which can be accomplished by any chapter, by all or a few of the members, current or not, but which will leave a lasting impact, is either air marking or beautification of an airport. Pre-planning is necessary. Why not decide to paint a compass rose or plant a tree?

These are not new ideas. Many of you have been quietly doing things to benefit your airports, and from the many accounts of tree planting after this summer's Forest of Friendship Fly-Away, favorable recognition has also been received.

The importance of tree planting was brought home to me on a visit to Israel this fall. We had the opportunity to participate in a personal tree planting ceremony. There was such a contrast between the hot tree-

less hillsides and those where forestation has been accomplished through the planting of trees by individuals or by their contributions to Keren Hayemeth Leisrael (Jewish National Fund). On the spur of the moment, I purchased and planted a small tree in honor of the 99s as an extension of our Forest of Friendship. In time, those hillsides will again be as beautifully forested as they were in ancient times before the forests were wantonly plundered.

Trees are not the only means of beautification. Please share with other readers your improvement ideas.

Lastly, as a fitting memorial to our dear friend, International Air Marking Chairman Joy Harvey, let's continue our air marking efforts.

99 Named Flight Instructor of the Year

For the second consecutive year, a 99 has been named Flight Instructor of the Year. Congratulations go to Mary "Joan" Reindl, member of the Greater Kansas City Chapter, North Central Section.

Joan received her license in 1964 and her flight instructor rating four years later. She has trained more than 100 pilots over the past 15 years.

She was seriously injured in a car accident in 1974, and it was debatable if she would fly again. However, her determination won out. She spent her recuperating hours working on what was closest to her heart — safety. She is now an accident prevention counselor and has received the Blue Maxine Award from her chapter.

Joan received gifts from 20 aviation organizations for this honor, including a check from the Ninety-Nines, Inc. Marilyn Copeland represented the 99s. Among more than 100 persons attending from various aviation organizations were 99s Charlene Falkenberg, Joan Kerwin, Ellen Bowie, Elizabeth Matarese and Charter Member Fay Gillis Wells.

Harry Clice, Greater Pittsburgh Airport, was named Mechanic of the Year. It was stated that two things are necessary for a good pilot to emerge — "good instruction and a well-maintained airplane."

AVIATION INSURANCE

by Gene Nora Jessen

Anyone who rents an airplane or borrows one from a friend, and most of the folks who are members of flying clubs as well, should have their own insurance. They are either naive or foolish to put their own protection trustingly in the hands of the owner of the airplane they fly. That owner might in all good faith tell the borrower that she is insured when she's really not — simply because many aircraft owners really don't understand their insurance coverages.

You'll find that most FBOs insure their airplane for their (and their bank's) protection, but not that of the renter pilot (California being an exception). The pilot damages the airplane; the insurance company repairs the aircraft for the FBO, then turns around and subrogates or sues the person who caused the loss.

Through a group arrangements, 99s for the past year and a half have been able to insure their own airplanes at a reduced premium — a group rate offered through

American Aviation Underwriters. Now non-owned insurance is also available through American Aviation to 99s.

As with all policies, the non-owned has two parts to it. The liability portion consists of \$1 million combined single limit with \$100,000 per passenger seat at a premium of \$175. The physical damage portion is a one percent rate; i.e., \$25,000 in hull coverage is available at a premium of \$250, \$35,000 for \$350, \$50,000 for \$500, etc. There is no deductible on physical damage. The minimum policy is the \$1 million/\$100,000 liability and the \$25,000 hull at a premium of \$425. This policy also includes \$1,000 medical coverage.

We emphasize the value of the passenger liability on the American Aviation non-owned policy. If you are looking at other policies, be careful to see that you are not limited to a certain amount of liability coverage "per person" rather than "per passenger."

Ten Commandments for Safe Flying

1. THOU SHALT NOT BECOME AIRBORNE WITHOUT CHECKING THY FUEL SUPPLY: It takes only a few minutes to gas up — and it may save you a forced landing.
2. THOU SHALT NOT TAXI WITH CARELESSNESS: Taxi slowly, making "S" turns to clear the area in front of the nose. Know the proper use of the controls for taxiing in a strong wind.
3. THOU SHALT EVER TAKE HEED UNTO AIR TRAFFIC RULES: Keep a constant lookout for other aircraft. Follow the rules so that pilots of other planes will know what you are going to do.
4. THOU SHALT NOT MAKE FLAT TURNS: This is particularly important when making power-off turns. You steer with the ailerons, not with the rudder.
5. THOU SHALT MAINTAIN THY SPEED LEST THE EARTH ARISE AND SMITE THEE: Don't be fooled by the increase in ground speed resulting from a downwind turn. Keep sufficient airspeed.
6. THOU SHALT NOT LET THY CONFIDENCE EXCEED THY ABILITY: Don't attempt instrument flying in adverse weather conditions unless you have the proper training and the necessary instruments. Instrument flying is a highly developed science. Don't pioneer.
7. THOU SHALT MAKE USE OF THY CARBURETOR HEATER: The carburetor heater is your friend. Know when to use it. Remember, it's easier to prevent carburetor ice than to eliminate it.
8. THOU SHALT NOT PERFORM AEROBATICS AT LOW ALTITUDES: Aerobatics started near the ground may be completed six feet under the ground. There's safety in altitude.
9. THOU SHALT NOT ALLOW INDECISION IN THY JUDGMENT: Be certain! You can't afford to make an error in judgment. "I think I can make it" is on the list of famous last words.
10. THOU SHALT KNOW ALWAYS — THE GOOD PILOT IS THE SAFE PILOT: It's better to be an old pilot than a bold pilot.

(Excerpted from the February 1953 issue of the 99 Newsletter by then President Alice Hammond.)

At the end of July, the Aviation Trust Fund had a balance of \$5 billion (actually, \$5 billion and \$56 million, but who counts millions?).

Declaring that the Airway Trust Fund is being "bloated" by the increase in aviation taxes of last September and the Reagan Administration's failure to raise FAA spending levels, US Senator Nancy Kassebaum (R-KS) introduced the Aviation Tax Reduction Act of 1983. The goal "is very simple," said Kassebaum. "The government must either spend the money it collects from the aviation community and millions of air travelers or it must reduce the taxes it levies for aviation."

Her bill, "would adjust aviation taxes each fiscal year to reflect the appropriated levels of spending for that year, starting with the tax levels currently in effect. If only half the authorized total were appropriated, the tax rates would be half their current rates."

Meanwhile in the House, US Representative Norman Mineta (D-CA) introduced two bills which provide for a reduction of approximately 25 percent in all existing aviation taxes — passenger ticket tax from eight percent to six percent; freight waybill from five percent to four percent; international departure tax from \$3 to \$2; aviation gasoline from 12 cents per gallon to nine cents per gallon — to take effect January 1, 1984 if enacted.

Senator Kassebaum declared that aviation interests "have been betrayed" by the Reagan Administration's failure to raise spending levels and that her bill would "stop government bureaucrats from playing games with the Aviation Trust Fund."

Representative Mineta charges that the lower spending levels forced by the Administration "make a mockery of the commitments it made."

These are all very good bills and should have the support of all the aviation community, including the airline passengers and shippers, who incidentally never know what hits them as far as taxes are concerned.

However, these bills are going before the same Congress that voted for both the increases in taxes and the lower level of funding for the FAA.

Since Congress is the institution of government that votes on these measures, putting the blame on "the Administration," "the Office of Management and Budget" and the "bureaucrats" is a pure cop-out and an admission of dereliction of duties.

These bills are considered, respectively, in the Committee on Ways and Means (taxes) and the Committee on Appropriations in the House, and the Committee on Finance (taxes) and the Committee on Appropriations in the Senate. They are then sent with recommendations to their respective Houses for a vote by the entire

membership. Congress usually adheres to committee recommendations. The Administration, the OMB and the bureaucrats may and do testify before the committees, but they have no vote.

This leaves one with only one conclusion. The reason the Airport Improvement Pro-

gram and last year's tax increase were passed was not because that's the way Congress wanted it, but because, as Geraldine says, "The devil made them do it."

Or because you didn't!
WRITE ON!

99s Canadian Award in Aviation

The Board of Trustees of the 99s Canadian Award in Aviation announces that the winner of the 1983 annual award is the Canadian Women in Aviation Collection of the Western Canadian Aviation Museum.

In making the announcement, the Board stated:

"We recognize the museum's efforts over the years in promoting greater under-

standing of Canada's aviation heritage. On numerous occasions, the museum has been asked to provide speakers and slide presentations but, because of lack of funds available, the women's section has not been as visible to the public as it might be.

"We hope that the award will encourage their future projects and specifically

help create an audio-visual presentation and a portable photographic display for the Canadian Women in Aviation section.

"The Board of Trustees, on behalf of all Canadian Ninety-Nines, is very pleased to present the 1983 award to the Canadian Women in Aviation Collection of the Western Canadian Aviation Museum."

NOTAM

Congratulations to Past International President Broneta Davis Evans, who will be inducted into the Oklahoma Aviation Hall of Fame on December 17.

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Start your night flying a little at a time with a good instructor. Dusk flights are a good introduction. Be insistent on a clean windshield before every night flight. Get used to reflections of instrument and cabin lights. Know which interior lights to turn off to get maximum outside visibility.

Always carry a flashlight with fresh batteries, placed where you can get at it in a hurry. It is impossible to fly an airplane in total cockpit darkness.

It is best to fly at higher altitudes at night. Smoother air, less traffic and better radio reception combine with the advantage of additional time in emergency situations. Stay high until you are in the terminal area and close enough to land power-off if you have to. Filing a flight plan on night cross-country trips is smart, too.

There are, however, disadvantages to flying high, such as reduced night vision. The retina is more susceptible to lowered oxygen content in the blood than any other part of the body. When hypoxia is present, it affects the retina first.

Some other factors also affect night vision, such as smoking, fatigue and alcohol. These three can have insidious effects on the oxygen-carrying capability of red blood cells.

In taking off at night from a nicely lighted runway, you may find yourself immediately in a black void. The unconscious urge may be to descend or level off. This is

a good time to introduce a bit of instrument flying and pay attention to your instruments and do what they say must be done.

Safety education

MORE NIGHT FLYING

by Marilyn Miller
International Safety Education Chairman

On landing, depth perception is also affected by false indications. Approaching a narrow runway, your final will almost inevitably be too low and too fast — your eyes will fool you into believing the surface is farther away than it is. The wider the runway, the higher your final will be, and you will try to round out many feet above the surface.

Your eyes need time to adjust to night-time conditions — it will take approximately 30 minutes. Keep turning down the panel lights as adaptation improves until

they are the very lowest for you to still see the instruments. The lower the light level inside the airplane, the more objects your eyes will pick up outside.

If you are confronted with that unwanted emergency, knowing where you are will certainly help. First, keep the airplane under control. Immediately slow up to your best gliding speed. Radio your MAYDAY. Then troubleshoot. You may be able to find the problem and restart your engine. When everything has been tried and nothing works, prepare to land. Fly the airplane all the way to touchdown. You can walk away from landings made at the lowest possible forward speed while you have complete control. Think in terms of decelerating with the least possible damage to yourself, even if the airplane itself must suffer damage. Save the battery for that last few hundred feet, then turn on the landing lights to help evaluate your landing site and steer around the big solid obstructions. Keep flying the airplane right down to touchdown, if possible, then cover your face with your arms.

Hopefully this situation will never occur — with proper maintenance and preflight preparations (including the weather briefing).

(Information courtesy of Richard L. Taylor, author of "Fair Weather Flying.")

PUBLIC RELATIONS

by Marie Christensen

The holiday season is here once again. Does your chapter have any special events planned?

"Just our own holiday party," you answered? But, that is *news*. Turn it into a public relations event by writing a news release. Invite a member of the media to attend. Just picture an article headlined by such titles as "Lady Pilots Remember the First Christmas" or "Aviation Decorations Brighten Tree." Use your imagination. It is still news in many small communities when women pilots meet.

If you live in a large metro area, you probably have a larger chapter, and can combine forces to do something that will capture the interest of the larger newspapers. Plan an event that includes flying if possible. Perhaps each member could be responsible to collect toys from all the suburban shopping centers and then fly

them to a central location for distribution to a children's hospital. The pilots might even be dressed as Santa's elves. Invite the newspapers and photographers. Write the news release for them. Make it special for everyone.

The above is just one suggestion. We all "go the extra mile" at this time of year to help the elderly, children and the infirm. Let the press know we care. We know we care all year long, but efforts such as this get extra media attention during the holidays.


Remember, though, that a special event held in December will not be news in January. Plan ahead! Newspapers have deadlines and should be contacted about two weeks in advance. Use the Press Kit for details on how to write a news release, and use the stationery included in it. Each chapter chairman should have one by now.

When you do receive media attention, remember to say "thank you." A brief note or phone call will be appreciated.

Happy holidays to all of you.

NOTAM

Any event held outdoors may be eligible for "free" advertising on the Weather Channel. Send the details of your event to Marie Christensen, 4801 W. 87th St., Prairie Village KS 66207, approximately two weeks in advance.



AERO INSURANCE, INC.

GENE NORA JESSEN

Phone: 383-3304
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Boise, Idaho 83705

New Horizons

Thelma Lindzay

Thelma Lindzay, a life member of the 99s and a treasured friend of the Michigan Chapter, died on September 1 after a brief illness. She had served as chapter chairman and North Central Section governor, as well as distinguishing numerous other offices for the chapter and section.

Thelma had been a member of the Civil Air Patrol and actively worked in their cadet program. She loved flying and had a special fondness for her own aircraft, especially the Ford Trimotor she affectionately called her "Old Tin Goose."

She had a deep appreciation of excellence in beauty in gardens, antiques, the arts or wherever she found it. She moved through life with style, seeing the world with wonder and enthusiasm. Her memory is our model and continues to enrich our lives.

The poem, "If You Have Flown," was one of Thelma's favorites, and it symbolizes her love of flying.

by Susan Dyer

If You Have Flown

There are no words that can express
The magic of that wilderness
That wilderness away up high
Where banks of clouds float softly by
And hide the problems of earth below
But then you know —
If you have flown.

If you have flown, then you know
The beauty of the world below —
The meadows green, the waters sapphire blue
You've felt that it belonged alone to you
And as your ship obeyed your slightest will
You've felt a thrill —
If you have flown.

To those who sail the sky above
Comes peace of mind and understanding love
There is no bitterness in the sky
As gently earth and clouds drift by
All is beautiful, serene
You know exactly what I mean —
If you have flown.

— Author Unknown

Joy Harvey

It is with sincere regret that the Greater St. Louis Chapter bids farewell to J. Joy Harvey. She was killed October 9 in an aircraft accident northwest of Sullivan, Missouri. As an active member of the Missouri Pilots Association, Joy was vice president of the Gateway Chapter. She was en route to Rolla, Missouri with James Board for a meeting of that organization.

Joy was active at all levels of the 99s. She was currently air marking chairman for International, section and chapter. She attended the last five International Conventions and many section meetings. Joy had

been on the chapter board of directors and served as newsletter editor. She planned and worked on the compass rose air marked on Spirit of St. Louis Airport. The work was completed during the last week of September, and will be a reminder to all of us of her friendship and her love of flying.

Joy was administrative assistant for special projects at the Mallinckrodt Institute of Radiology at Washington University. She is survived by her husband, Francis; two sons, Michel Hough, St. Louis, and Gary Hough, Columbia, Missouri; one daughter, Christian Woodward, Brookfield, Missouri; her parents, Herbert and Ola Baker, Centralia, Missouri; a sister, Connie Cox, Centralia, Missouri; a brother, Herbert Baker, St. Louis; and one grandson.

by Martha Norman

James F. Board

The aviation community and the Greater St. Louis Chapter have lost a good friend with the loss of Jim Board. He was killed October 9 in an aircraft accident en route to Rolla, Missouri for a Missouri Pilots Association meeting. Jim was president of the Gateway Chapter of that organization. Jim was also an active member of the Greater St. Louis Flight Instructors Association and an FAA accident prevention counselor.

Jim was an engineer with McDonnell-Douglas Corporation. He is survived by St. Louis Chapter 99 Betty Board and two sons, James L. of Houston and David B. of Chesterfield, Missouri.

by Martha Norman

Kamala Shringagesh Vass

Kam Vass, 58, of the Washington, D.C. and Potomac Chapters the past eight years, died October 11 of lung cancer while on vacation in Los Angeles. She was born of Hindu parents in Kalhapur, India in August 1925. Educated in England, Kam received a B.S. in commercial aviation in 1951 from the University of Southern California, specializing in airline management. She married a fellow student, Theodore "Ted" Vass, later a United Airlines pilot. Kam became a US citizen in 1955.

In 1954, four months pregnant with her second child, Kam flew in the Powder Puff Derby. She later helped to revitalize the New York/New Jersey Section. Her family moved to Arlington, Virginia in 1975, and a year later she transferred her membership from the Greater New York Chapter to Washington, D.C. Kam was our 1977-79 vice chairman under Katie Lou Webb, who remembers her as a real bundle of energy though seeming increasingly frail after 1979,



the year she flew the Air Race Classic with her daughter, Melanie, also a 99.

At that time Kam transferred again to the recently formed Potomac Chapter to be active with Melanie, returning to us about a year ago after Melanie moved to Los Angeles.

Kam was devoted to aviation and was a volunteer at the Smithsonian. She was also an active volunteer with the Red Cross. Although a pilot, she did not drive a car!

A memorial service October 16 at the Arlington Calvary Methodist Church was attended by seven of our chapter members. Final services were in Watchung, New Jersey, where Ted's mother still lives.

Kam is survived by her husband, a son, three daughters, her mother, a brother, three sisters and one grandchild. Her contributions to our chapter and to two others will be remembered and appreciated.

by Lin Clayberg

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by Carol Zander

At the request of many chapters, an application for 66 membership has been devised. This application form can be used at the discretion of the chapter and/or the 66 chairman. These forms can also be rearranged in wording to suit the individual chapter's needs.

In addition, a short form has been created to help the 66 chairman keep track of pertinent personal information for each 66 member of the chapter.

Since communication with student pilots is so important in order to keep them coming back to meetings, etc., this would be a helpful tool to remind the chapter 66 chairman to contact the individual on a regular basis.

Also, if the 66 chairman keeps some type of record, such as the ones mentioned above, we would be able to keep track of how many 66s ultimately become 99s.

Copies of these 66 membership applications and follow-up forms can be obtained by writing to either International 66 Chairman Carol Zander or International Headquarters.

Seek & Keep

by Charlene Falkenberg

Have you checked your membership count lately?

Do you let your members know if the numbers are going up or down? Keep them constantly enthused about new members. Chapter chairmen and membership chairmen both have this responsibility.

Governors, pick a membership goal and work toward it. The South Central Section is growing fast! Last year, 837; last month, 922; this month, 928 — an increase of more than 10 percent. That is something to brag about. We are growing overall. Keep up the good work!

Marie Christensen has sent press kits to all chapter chairmen, which they should share with their public relations chairmen. We still meet women pilots who can't find a 99 chapter to join, and we still find members of the general public who don't know who we are. Every member is mandated to correct this, and there is no better way to get

new members than through good publicity.

Make each chapter activity so interesting and worthwhile that the newspapers will ask for more information. Look around your community for experts on parachuting, sailplanes, survival, etc. Winter will be settling in soon — so find a theme, such as education and safety, for your winter meetings. Have a navigation event on paper. Sharpen your computer skills. We so often fly from VOR to VOR we never figure a true heading, magnetic heading or compass heading. We had all these skills when we got our license — let's get them back. Never have a meeting that doesn't give the members something worthwhile to think about.

The complaint most often lodged on the membership questionnaires has been, "too many and too long business meetings." Chairmen, are they talking about your chapter?

NOTAM

Attention Chapter News Reporters:

Watch your mail for information on the upcoming special issue of *The 99 NEWS*, scheduled for June 1984.

66 MEMBERSHIP APPLICATION

Chapter _____

Name _____

Address _____

Phone Numbers _____ (Home) _____ (Work)

Total Hours Flown _____

Soloed? _____ Date _____

Passed Written? _____

☐ I am interested in attending 99 meetings.

☐ I am interested in attending other 99 activities.

☐ I need a ride to meetings and activities.

☐ I am interested in helping on a committee or co-hosting a meeting.

☐ I am interested in joining the 99s upon becoming a licensed pilot.

The _____ Chapter

of 99s yearly dues for 66 student pilots is \$ _____

(This includes the monthly chapter newsletter subscription.)

66 STUDENT PILOT PROFILE

Name _____

Address _____

Phone Numbers _____ (Home) _____ (Work)

Date of Medical _____

Date Soloed _____

Date of Solo Cross-Country _____

Date Passed Written _____

Personal History _____

99 Sponsor _____

Date _____

Chapter 66 Chairman: keep a record on each 66 student pilot. Use file cards or a looseleaf notebook for easy reference.

World Aerospace Education Congress

by Betty Jane Schermerhorn

The keynote address for this international conference was given by Dr. Hans Mark, deputy administrator of NASA. Dr. Mark echoed Jacques Cousteau's view that space exploration is the "adventure of our time" as he traced the development in space travel from Sputnik to the present work in developing a space station.

Dr. Mark considers that Neil Armstrong's landing on the moon was the most important thing he will ever see. It was a major milestone along the way of space exploration. In the relatively short time since then, many advances have been made.

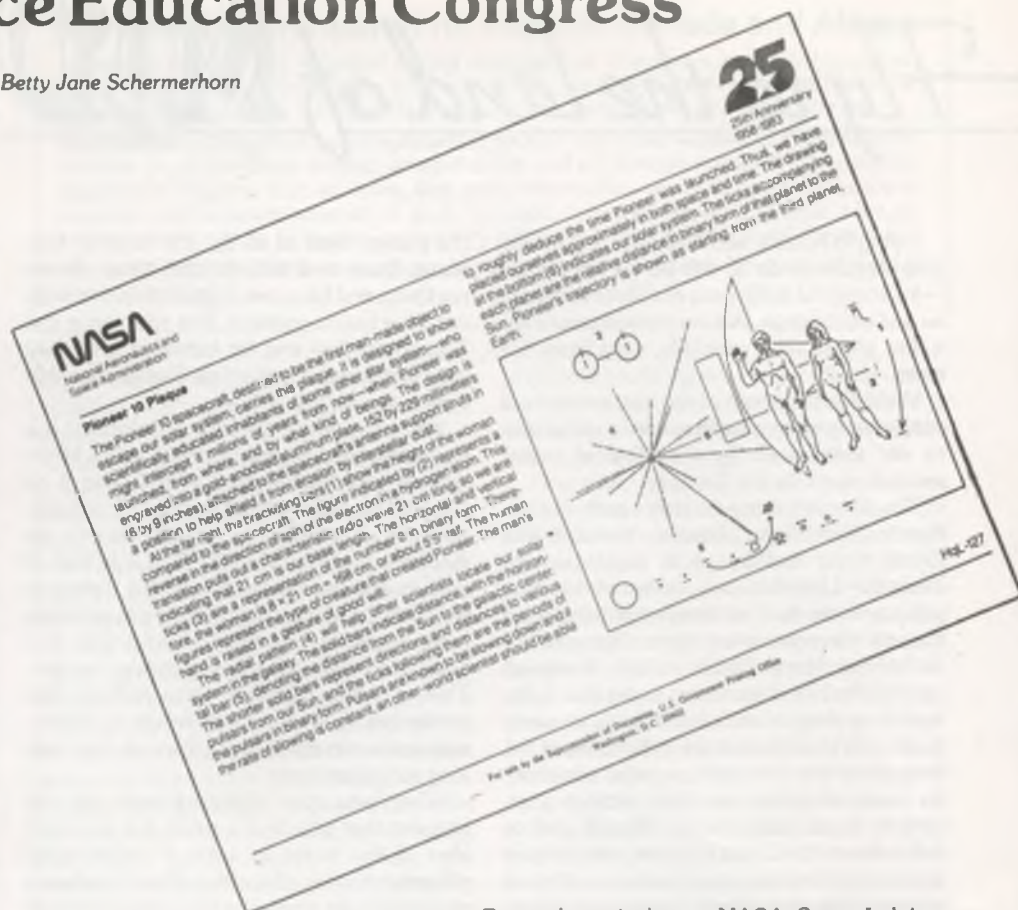
Another milestone in the developing enterprise in space has been the Pioneer spacecraft. It was the first man-made object to leave the solar system, the first to cross the orbit of Mars and the first to cross the asteroid belt. When it was launched in 1972, it was designed to operate for a period of three years. We are still receiving information from it 11 years later and expect to continue to do so into the 1990s. The extended usefulness of the Pioneer is largely due to improvements in the monitoring devices in recent years.

Although the moon program was significant, it was obvious that there was no logical follow-through. What was going to be next? It was decided that the next project would be the establishment of a permanently operating system in space from which trips to the moon, Mars and other destinations could be staged. Such a space station would also serve as an observation platform, a manufacturing center and a scientific research center. It would be difficult to supply a space station with conventional rockets; therefore, a space shuttle was needed.

At the time, funds were limited so that a choice had to be made between development of the shuttle or the station; there was not enough for both. Work began on the space shuttle first because it was technically more difficult. If problems were encountered with the shuttle, there would be no need for a space station. Also, it was felt that once a space shuttle was operable it would be easier to get funding for development of a space station.

Now the space shuttle is a reality. Before 1981, 56 US and about the same number of Russian astronauts had traveled to space. In its first eight flights, the shuttle has taken about 35 more. By 1987, it is anticipated there will be 24 STS flights per year. By the year 2000, several thousand people will have been in space, and space travel will diffuse to include the general scientific, technical and educational communities.

A committee has been established to select who will go. The criteria emphasizes



an ability to communicate the experience afterward. It is anticipated that training for a layman to prepare for these flights should take between six and eight weeks.

The next exciting program is the development of the space station. This is now in progress. Dr. Mark emphasized the international aspects of the space efforts of today and the future. All payloads today have internationally collaborated components and experiments. This fall will see a European as a member of the crew on Space Lab's first flight. The Space Lab was developed by the European Space Agency,

Europe's equivalent to NASA. Space Lab is a modular laboratory designed to be placed in the cargo bay of the shuttle.

Dr. Mark stated, "There is a unifying, inspirational theme to international cooperation which I think is unique. The space station will be the first permanently manned outpost for humanity in space."

Dr. Mark's address set the theme for the conference, "Aviation and Space Education in the Service of Mankind." The next column in this series will feature notes from the seminar presented by J. Lynn Helms, FAA administrator. Mr. Helms develops the theme in terms of aviation in the United States today and in the future.

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Fly to the land of MIDNIGHT

by Claire Drenowatz

Flying to Alaska next summer, for the 99s who decide to do it, will be an adventure — for some the fulfillment of a lifetime dream — and a challenge. We encourage you to try it, but please do it carefully, right from the start.

We'd like to get out of the way a couple of very strong recommendations on what *not* to do: first, don't fly the Coastal route; second, don't fly the Trench.

The scenery from Seattle north via Pt. Hardy, Ketchikan, Juneau, Yakutat and Cordova to Anchorage is breathtakingly beautiful. Unfortunately, most of the time you can't see it. The weather is influenced by one low pressure system after another out of the North Pacific, which bump up against the high mountains along the coast, and drop their accumulated loads of moisture — up to 13 feet per year. Because of the long distances between navoids, minimum en route altitudes are high, almost guaranteed to get you into ice. (Personal note — I've flown the Coast 13 times, seen it once and made instrument approaches to minima at least once on each trip. I won't fly it unless I have two motors turning and good de-icing equipment, and feel super current under IFR.) The coast is rocky, with few beaches. There are few places to park if you get into trouble — and few instrument approaches. Floats can help, but only if you're sure of your ocean landing techniques. The winds and waves are a good deal higher than at your favorite fishing lake.

The Trench is a long narrow valley running directly from Prince George to Watson Lake, a distance of 464 nm. It cuts out the section of the Alaska Highway from Prince George to Fort St. John, Fort Nelson and Watson Lake — 651 nm. The savings of 187 nm is offset by several problems. The terrain on both sides of the Trench is high, and there are often clouds on top of the mountains when the summer thunderstorms form, or in fast-moving frontal weather. In

the planes most of us fly, it's three or four hours from one end to the other. If the northern end becomes impassable, you may not have fuel to go back. The airstrips in the Trench are few and far between, and they are considered rough strips. Fuel is available only from barrels, if at all.

With that out of the way, let's look at the recommended route, via the Alaska Highway. It was built during World War II to support the war in the Aleutians. It actually goes to Fairbanks — you'll detour to Anchorage at Northway or Tok Junction. It follows the lowest terrain in the northern Rockies. As you can see from the illustration below, most of the way the road is quite low compared with the surrounding terrain. This is, quite naturally, very helpful. But remember that from Fort Nelson to Northway you are in effect flying through one very long mountain pass.

When you start planning your trip, we suggest that you find a globe for an initial idea of the route to take. It looks quite different than on a flat chart. (And the charts required to get to Alaska from *anywhere* will cover your living room floor.) We've worked out the distances from jumping-off points, along routes favored for low terrain, facilities, escape/alternate routes.

The start of the highway is Dawson Creek, but we've figured from Fort St. John, a larger town with better facilities just up the road. From Fort St. John to Anchorage, via Fort Nelson, Watson Lake, Whitehorse, Northway and Gulkana, is 1,277 nm.

From the west coast, west of the Cascades, the usual route is Abbotsford, Lytton, Clinton, Williams Lake, Prince George, to Fort St. John and on up the Highway. The total distance from Abbotsford to Anchorage is 1,815 nm.

From east of the Cascades, Penticton, Kamloops, Little Fork, then Williams Lake, Prince George, etc., is a total of 1,823 nm.

From the Spokane/Coeur d'Alene area,

Castlegar, Rosebery, Revelstoke, to Kamloops, etc., is one route — a distance of 1,956 nm.

The alternate which we recommend gets you out of the mountains and into the better weather of the plains. Bonners Ferry, Elko, Exshaw, Rocky Mountain House, Whitecourt and Grand Prairie to Fort St. John, etc., is a total of 1,937 nm.

From the plains, Calgary to Rocky Mountain House, Whitecourt, Grand Prairie, etc., is a total of 1,744 nm.

From Edmonton, Whitecourt, etc., the distance to Anchorage is 1,630 nm.

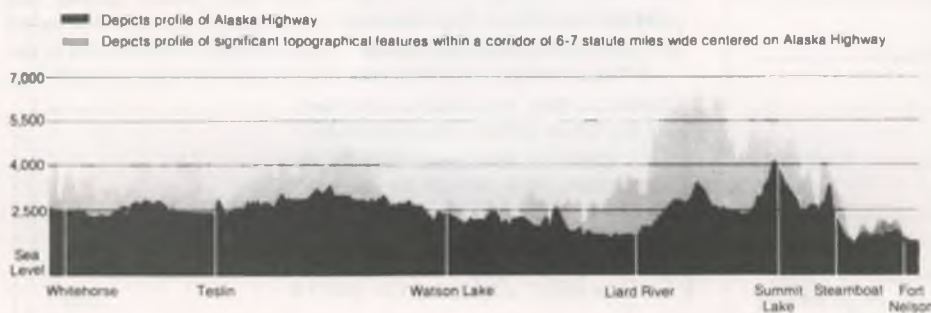
As you can see, Fort St. John will be a busy place this coming summer. The gals from Western Canada advise that the mayor has already promised to roll out the red carpet. There's a rumor that the centerline of the runway will be painted pink, but that may be a bit much.

We can't possibly mention all the good places to go along the way, or everything you need to have and know to make your trip a safe and interesting one, but we have prepared a list of sources (see page 29). In addition, when the registration information comes out in the March issue of *The 99 NEWS*, there will be a box for you to check if you want the packet of publications and information we are preparing.

Four publications listed in the box deserve special mention. "The Milepost," prepared primarily for drivers, is a gold mine of information for pilots as well. "Alaska and Canada's Yukon" is also good for ideas. The Downies' book, "Your Alaskan Flight Plan," is full of interesting pieces with some good information of a "how-to" nature. The pamphlet from the Saskatchewan Chapter tells you everything you could want to know about the airports along the way, including where to go for coffee and doughnuts if the local 99s have gone to Alaska.

As mentioned above, it takes a lot of charts to get to Anchorage. Included in our packet of information will be a booklet from Transport Canada (the FAA equivalent) called "Flying the Alaska Highway in Canada," which lists all the charts and supplements needed for VFR and IFR navigation. However, if you want to get started now, write Transport Canada for it. It also has useful information on mountain flying and emergencies.

The Canadian equivalent of our sectional chart (same scale, that is) is one-quarter the size, so it takes more of them. From Fort Nelson to Northway, the Canadians have printed a "sectional" strip chart which covers the Highway, but the rest of the



Reprinted from "Flying the Alaska Highway in Canada" available from Transport Canada

Survival Gear Required for Flight in Canada and Alaska

CANADA: sleeping bag, flashlight, pocket compass, axe, matches in waterproof container, insect lotion, rifle and ammunition (no small arms), five pounds of concentrated food per person, cooking utensils, hunting knife, mosquito nets, fishing tackle and snare wire.

ALASKA: food for each occupant sufficient to maintain life for two weeks; one axe or hatchet; one first-aid kit; one pistol, revolver, shotgun or rifle, and ammunition; one small gill net and an assortment of tackle, such as hooks, flies, lines, sinkers, etc.; one knife; two small boxes of matches; one mosquito headnet for each occupant; two small signaling devices, such as colored smoke bombs, railroad fuses or Very pistol and shells in sealed metal containers.

WE ALSO RECOMMEND: a small tent, rain gear, a metal match, plenty of bug repellent and a book on survival.

route is limited to the small sectionals, which are identified by number as well as by name. Their WAC charts are similar to ours, but they are not recommended for mountain flying — there's just not enough detail.

There are a few things you should start thinking about now. One is time. The International Convention will be August 6-10, Monday through Friday. (We've left both weekends open for play and travel for those on a tight schedule.) In addition, the Northwest Sectional will be August 3-5 in Homer. Flying time up the Highway can be two days to two weeks, depending on your starting point, how much time you sightsee along the way, and that old bugagoo, weather. We want to encourage you to fly up, but we don't want you to get into the get-there-it-is trap and become a statistic. If you aren't fortunate enough to have three weeks to a month to make the trip, the airlines are probably a better bet.

Having said that, it's time for the cardinal. #1 is: "Don't push the weather." There are a few differences in northern and southern weather you should be aware of. One is that the condensation level, the base of the clouds, tends to be lower in the north, simply because it's colder. Our thunderstorms aren't anywhere near as severe as the midwestern US monsters, but it doesn't make a bit of difference if one is sitting across the pass you're flying in. One reason we recommend the Highway route is good weather reporting, from the stations along the way and from PIREPS — it's pretty heavily traveled. (And the Highway makes a reasonable place to park if you absolutely have to. It curves in places, but it's mostly flat.)

#2 cardinal rule is: "Never pass up a fuel stop." Let's look at a "for instance." Fort Nelson to Watson Lake is 266 nm and Watson to Whitehorse is 260 nm — a total of 526 nm. That's well within the range of most light aircraft. Suppose, however, the weather goes to pot just before Whitehorse. Going back to Watson Lake brings the total to 786 nm. Now it gets dicey. I suspect that few will be able to carry a full fuel load. With a 99 (or a flock of 99s), a 49½er, maybe a kid or two, baggage and survival gear, you may not have room in the weight envelope for a lot of gas.

Survival gear? What? It's mandatory for flight in sparsely settled areas of Canada — such as the Highway — and in Alaska (see the box above). Most important: Alaskan and Canadian rules require a firearm. Pistols are okay in Alaska, but forbidden in Canada — no exceptions, no sealing in a

bag at the border, no period. (Best is a breakdown .22 caliber rifle/shotgun combination.)

Also mandatory in sparsely settled areas of Canada is a flight plan — again, no exceptions. One difference in the Canadian Flight Plan Form is a requirement that you list the type of ELT your plane carries. Most other Canadian rules are the same as the US. Two notable exceptions are no VFR on top, and no VFR at night in the mountains.

The Canadians are friendly (our thousands of miles of unprotected border is a good example of how the world ought to be), but you will still have to clear Customs on the way in (out is not necessary for non-commercial aircraft). On your flight plan into your first landing point in Canada, which must be an airport of entry, note "Advise Customs," and they'll be waiting for you. Check on the hours the station is open — you could be charged a call-out fee otherwise. Clear US Customs on the way into Alaska at Northway — same advice on the flight plan.

If you have the option, as in flying from the eastern US or Canada, you might want to check the US/Canadian exchange rates and fly on the side of the border where you can get the most for your money. A check of fuel prices would be in order, as would getting proficient at figuring fuel quantities in litres or Imperial gallons.

Do not rely entirely on credit cards in out-of-the-way places. Carry a reasonable amount of Canadian traveler's checks. Along the Highway, US currency is usually accepted, but don't count on getting the official exchange rate. Remember that a Canadian merchant is doing you a favor taking your money in his country, and often must pay a fee to get it converted.

Those fuel stops we don't want you to pass up also give you the opportunity to relax. A recent article (a reprint of which will be included in the trip packet we'll send out) — "Alaskan Adventure" — in the *FAA General Aviation News* warns: "Few pilots realize the importance of making the trip north in easy stages. Dr. Ian Scott, medical officer for Canada's Western Region, has estimated that two hours of low altitude navigation along the Alcan Highway can be the stress equivalent of a full day's VOR navigation in the States. The unusual... conditions... place additional stress on the

pilot and could impair his (sic) flying unless he deliberately paces himself, takes time to adjust his habits and feelings, and refuses to hurry on or fly in marginal weather."

One effect of flying mountain passes is a mild feeling of claustrophobia. When the clouds are down on the mountaintops, even with a couple thousand feet below clouds and above terrain and visibility that would be a hundred miles if the mountains weren't in the way, one can get a trapped feeling. If, however, the sensation is recognized for what it is — a reasonable reaction to an unusual situation — it isn't nearly so stressful. Remind yourself occasionally that this is perfectly safe, perfectly normal (unless, of course, the weather is getting nasty).

The Alaska-bound pilot should also be aware of the long distances between navids — 200 nm is not unusual, nor the longest. Both Canada and Alaska have ADF airways paralleling the VOR routes, but they often aren't useful if one has to stay low to stay out of clouds. Unless you can top the cloud layer (IFR only, remember), it's best to stay below, because of the low freezing levels — ice in the summertime is commonplace. For those equipped to go IFR, remember the high MEAs, and the possible need for oxygen. Summer is thunderstorm weather, however, and embedded TRW are common in frontal weather due to uplift in the mountains.

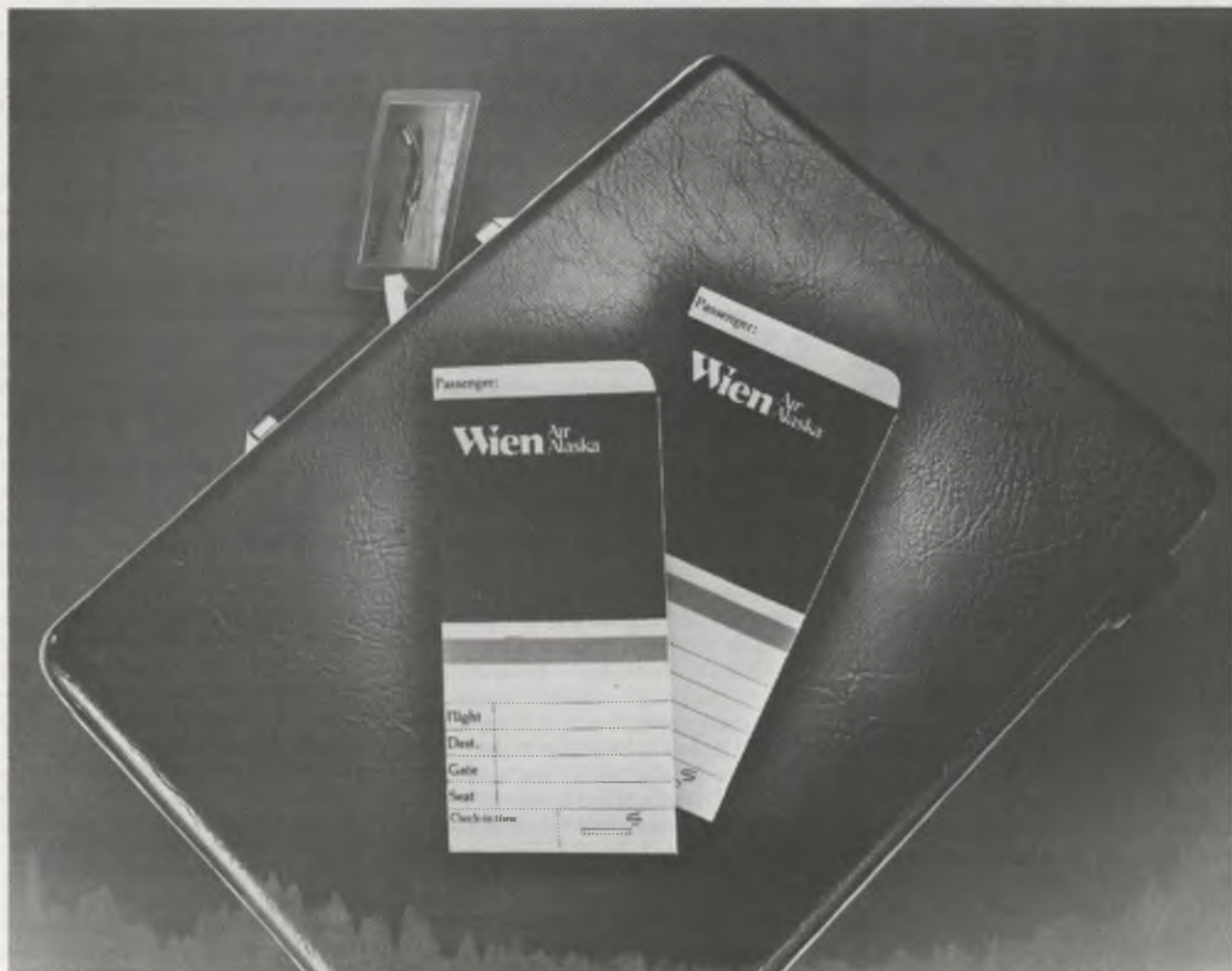
Another comfort of "Lower 48" flying is the almost universal radar environment. For most of Canada and Alaska, forget it — it just isn't there.

If you've gotten lazy about navigation, one final suggestion — between now and next August, turn off the VOR in your airplane. Get "re-current" on flying with your eyeballs on the terrain and your finger on your exact position on your chart. Get used to dead-reckoning and pilotage again and you'll feel a whole lot more confident when you fly up next August.

In the March issue, along with the registration form, we'll have information on special arrangements for the 99s flying up. The gals in Western Canada have some plans — such as hospitality at some airports. One chapter in the Northwest Section is planning to offer parking at a small airport near Seattle, plus shuttle to SEA-TAC for those continuing on commercial.

continued on page 29

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EAST CANADA SECTION

Eastern Ontario Chapter

Our poker run was a great success! Even though the weather was not the best, it was VFR. Our new practice of pre-selling hands ensured our venture would meet with financial success in spite of weather. Provision was made to drive the route if the weather was inclement.

Linda Hiles and Peggy Beeman flew the pre-sold hands around and selected the cards for them. Lorna deBlicquy and B.J. Schermerhorn co-chaired the organizing of the event. Louise McConnell and Madona Skaff did a yeoman job of collecting over 30 prizes. The main prize was a picture painted by Gerda Ruckerbauer. Other chapter members manned the eight stops.

Isabel Peppier and Betty Jane Schermerhorn attended the East Canada Section fall meeting in London. The Ninety-Nine Canadian Award in Aviation of \$1,100 was given to the Canadian Women in Aviation Collection of the Western Canadian Aviation Museum in Winnipeg, Manitoba. The Schermerhorn Award for the most APT chapter in the section was won by our chapter. This is our first time to earn this honor, and we are very proud of our accomplishment.

by B.J. Schermerhorn

Montreal Chapter

September 18 our eastern members planted a crimson maple in Saunders Park, the site of the original Halifax Municipal Airport. A brass plaque mounted on Nictaux granite and inscribed, "Planted by the 99s of N.S. on September 18/83 to Symbolize the Fellowship Among Those Who Fly," was unveiled by George Mitchell, one of Nova Scotia's pioneer aviators. Mr. Mitchell spoke briefly about the 99s and the Forest of Friendship. The ceremony was followed by a wine and cheese reception.

In Halifax, September 24-25, as part of a Women's Activities Exhibition, the chapter had an information booth on our organization and its activities. Thanks to Ann Videto, Helen MacEwen and Erna Scriven for representing us so well, and a special note of appreciation to 49½'er Jim Scriven for his involvement and support!

August 21 Kathy Fox and Shauna Megill attended a meeting at St. Hubert for the implementation of a civil air search and rescue organization (C.A.S.A.R.A.) in the province of Quebec. Kathy is a member of the Implementation Committee.

by Sheila MacAllister

WESTERN CANADA SECTION REPORT

Alberta Chapter members hosted the September 23-25 fall sectional in Edmonton. During Friday evening's reception, members and guests enjoyed Alberta Chapter's 15th birthday cake. Present for the cake cutting were past chairmen Elaine Wright (1971-73), Jeannine Sprague (1973-74), Anola Laing (1976-78), Jo Harris (1979-81), Mary Oswald (1981-83) and Debbie McClain (1983).

The main theme centered around Canada's Aviation Hall of Fame, which has honored many pioneer pilots from this area, two of whom were guest speakers during the weekend.

After Saturday's luncheon, Neil Armstrong gave a delightful story of his years as a helicopter pilot exploring in Canada's far north. His slides helped us relive his pioneering adventures.

Shirley Render received her Amelia Earhart Research Grant medal. Later she showed slides of her work as museum coordinator for the Women in Aviation exhibit at the Western Canada Aviation Museum in Winnipeg. She spoke of her plans to use her grant to research and write about Canadian women pilots.

For many of our delegates, a special experience was an opportunity to "fly" the new Boeing 767 simulator and to come away with a computer print-out of their efforts. This tour was arranged by Rosella Bjornson, who flies as first officer on a 737.

The Saturday evening banquet was highlighted by good humor which prevailed throughout the evening. Guest speaker was Jack Reilly, who spoke about the work he and his late wife, Molly, did, which brought them recognition and election to the Hall of Fame as its first husband and wife team. Entertainment was provided by several members who modeled fashions "for every woman pilot," including the bush pilot, the spray pilot and the balloon pilot. An auction was held for a very popular item—a hockey jersey bearing the number 99, belonging to hockey star Wayne Gretzky of the Edmonton Oilers.

On Sunday morning, a panel chaired by newly-elected Governor Jo Harris featured activities of chapter members. Panelists gave information on how they organize activities such as search and rescue training, Flying Companion Seminars, air marking and poker runs.

by Mary Oswald



Alberta Chapter's birthday cake is cut by Mary Oswald, Anola Laing, Elaine Wright, Jo Harris, Debbie McClain and Jeannine Sprague.

WESTERN CANADA SECTION

Canadian Rockies Chapter

Anne Dale, 100 Mile House, British Columbia, recently passed her commercial pilot flight test. Ann specializes in ferrying tail-draggers and antique aircraft all over western Canada, including Nordo aircraft and types which need hand-propping.

For the fourth consecutive year, the chapter has won the Western Canada Section Annual Proficiency Training (APT) trophy. This year the chapter had 83 percent of its members APT, most of them current in mountain flying techniques.

Past Chairman Audrey Webster has been appointed co-chairman of the 1987 International Convention to be held in Vancouver, British Columbia. Kate Merry, B.C. Chapter, is her co-chairman. Terry Taft, Invermere, B.C., has been appointed the chapter's liaison for this region on the 1987 Convention Committee.

Pat Fraser has created a unique quilted wall hanging featuring the 99 logo as a fund-raising project for the chapter's contribution to 1987 Convention expenses.

Roberta Taylor, vice governor for Western Canada Section, has been reappointed deputy regional air chief for the Provincial Emergency Program Air Search and Rescue Division. Roberta will attend a two-day combined military-civilian training conference at Canadian Forces Base, Comox, B.C., in late November, and serve on a panel on civilian search groups at Fernie, B.C.

A fly-in meeting to Kelowna, B.C. was held October 22. Kelowna will be the site of the 1984 Western Canada fall section meeting which will be hosted by the Canadian Rockies Chapter.

MIDDLE EAST SECTION

Delaware Chapter

A pine seedling from the International Forest of Friendship was planted at Dawn Aeronautics, Inc., on the grounds of Greater Wilmington Airport, October 13, in a ceremony attended by local and county officials.

Present at the ceremony, in addition to members of the chapter, were New Castle County Executive Richard T. Collins and his executive aide, Mike Ratchford; Charles Darby, manager of Greater Wilmington Airport; Hollis Angliss of Dawn Aeronautics, Inc.; and Bob Allen, representing tower personnel at the airport.

Presentation of the pine seedling was made by Betty Wolfe, vice chairman, to Mr. Darby, airport manager, who thanked the 99s for choosing Wilmington Airport as the site of the

Delaware's pine seedling is planted at Greater Wilmington Airport by Hollis Angliss, Dawn Aeronautics, Inc.; County Executive Richard T. Collins; 99 Betty Wolfe and Airport Manager Charles Darby.



planting. County Executive Collins also spoke a few words of appreciation.

A special guest was Elise Owen, who related her flying experiences at the chapter meeting which followed. Mrs. Owen reminisced about her friendship with Amelia Earhart ("She was superb in all the details involved in flying."), her experiences in learning to fly (she received her license in Connecticut in 1939 after searching far and wide for a flight school that would accept a woman), and her experiences as a flight instructor (she taught future World War II pilots).

The chapter has been fortunate to have two pioneer women pilots speak at recent meetings; Mrs. Owen at the October meeting and Louise Sacchi, author of *Ocean Flying: A Pilot's Guide*, at the September meeting.

by Ann Butler

CHAPTER NEWS, ETC.

Maryland Chapter

The chapter held a very successful poker run for the October meeting. Nineteen members and their guests ended up at Bay Bridge Airport. They proceeded to Pier 1 Restaurant for lunch, opening the poker hands and holding a business meeting.

Martin State Airport held an October 11 Safety Seminar attended by some of our members.

by Joan M. Kosek

Washington, D.C. Chapter

Memorial services for Kamela Vass, held October 16 in Arlington, Virginia, were attended by Joan and George Stalk, Katie Lou Webb, Polly Carico, Fay Gillis Wells, Fran Wehman, Laura Zerener and Hedy Jaffe.

Three airplanes and a station wagon lugged a camper, a wall tent, eight adults and three children to Sandpiper Trace Campground at Manteo, North Carolina for our October 8-9 fall camp-out. Enjoying the sandy beach at Nags Head, the fishing and good company were Fran and Victor Wehman, Katie Lou Webb, Maureen Long, Gerda Ruhnke, Patti Viers and her guest, Diane Mischou, and Lin Clayberg.

Maureen, Polly, Gerda, Lin and hostess Jean Ross Howard heard British aviatrix Sheila Scott present a superb lecture on her life and accomplishments at the Air and Space Museum October 20. Sheila, a former actress who learned to fly at age 32, has broken 100 world flight records. On June 18, 1971, she became the first solo flier to pass directly over the North Pole in a light aircraft, and she has written three books including her classic autobiography, *Barefoot in the Sky*. We are looking forward to her return in December as a guest speaker for the FAA.

The next day 11 members flew or drove to Reading, Pennsylvania for the Middle East Fall Sectional. Fran, Maureen, Katie Lou, Polly, Gerda, Patti and Lin were joined by Betty Fisher, Adelaide Tinker and Rosemary Doud, section secretary. Our Charter Member, Fay Gillis Wells, the luncheon speaker, shared highlights of her life as a White House and foreign correspondent.

by Lin Clayberg

NEW ENGLAND SECTION

Connecticut Chapter

Members met at Brainard Airport for the chapter's October meeting. After a business meeting, Leila Baroody presented a slide show on her flying adventures with a Cherokee 140 throughout the Caribbean.

Catherine Feher pleasantly surprised us by announcing she had received her helicopter license in addition to her instrument, commercial and CFI in airplanes, and offered to provide a future helicopter program. Catherine hopes to make her career in aviation.

Charter Member Nancy Tier related her plans to leave on an exotic, aviation-related journey to Kenya, during which she hopes to look up Beryl Markham, the first woman to fly east to west from Africa to North America.

by Leila Baroody

Eastern New England Chapter

The best thing about this time of year in Eastern New England is baking cookies for our annual Christmas Cookie-Bookie. It's a good excuse to bake, and our families, as well as the FBOs, towers, radio shops and weather bureaus, just love us for it.

The weather was beautiful for air marking the numbers and the center stripe at Tewmac Airport in Tewksbury, Massachusetts, October 8. Because we are a flying organization, we are planning several flying activities, such as an upcoming fly-in breakfast to Barnstable Airport in Hyannis, a thought-provoking treasure hunt and, of course, USPFT competitions.

We are welcoming several new members into ENE and also nudging older members to get reinvolved. Our records are being streamlined, and we are working on aviation badges with the Girl Scouts. We also have formed a committee to work on better public relations.

by Jean Doherty



Two new members of Eastern New England Chapter recently pinned by Jean Doherty (center) are Barbara Tewksbury and Martha Gomes.



Air marking numbers and center stripe at Tewmac Airport, Tewksbury, Massachusetts, are Sandi Drew, Lil LeBlanc, Frankie Sutton (and her grandson), Ginnie Orsin (back) and Elaine Ricciardelli.

Northern New England Chapter

It was a job done strictly by the numbers. The chapter had never done an air marking before, and here they were, in mid-October,



Northern New England 99s paint a compass rose at Twitchell Airport.

wanting to paint a compass rose on an airport in Maine. "Snow foolin'!" A week before the scheduled date, 49½er Ernie VonTobel, 66 Sarah Susbury and Bea VonTobel went to Twitchell's Airport in Turner, Maine to lay out a half-size compass rose (only 30 feet across). Following the good directions from the Shreveport Chapter instructions, it was crayoned on the apron in about two hours. We hoped it would stay down for a week, but on Tuesday the rains came and washed part of it away; so student pilot Sarah and a friend recrayoned lines on Wednesday instead of flying.

The day of the scheduled air marking dawned cold—as in frost. Nonetheless, at 0900 October 9, the original three were joined by two planeloads of budding Rembrandts from New Hampshire, who donned appropriate clothes, and commenced spreading five gallons of paint within the lines. It was all over by 1430 hours, the first compass rose in Maine, and we all stood back to marvel at our good works. After a hard (and we mean hard!) frost that night, the original crew went back to look the next day and, wonder of wonders, the rose had not rolled up and gone to warmer climes. It appears to be down to stay.

The painters included Bobbie Herbert and 49½er Dana, Betty Erickson and 49½er David, Rae Talley and 49½er Sid, Leslie O'Shaughnessy, Lorraine Richard and the original layout crew.

The local paper carried a glowing account of the event, plus an account of a plane wash turned car wash by the senior class of a local high school. (It was too cold to wash planes, and only one showed up to be washed.)

The chapter, fresh from its success, is now eagerly awaiting spring and offers from other airports in the area.

by Bea VonTobel,

NY-NJ SECTION

Greater New York Chapter

The chapter is centering events for the spring New York-New Jersey Sectional around Manhattan's new South Street Seaport and the Vista Hotel at the World Trade Center. It will be a celebration of a Greater New York's New York. Details to come.

Nina Claremont became the first woman to solo an ultralight on Long Island with the Long Island Hang Gliding Association on August 5. Nina divides her professional time between flying and catering weddings and parties, delivering her gourmet delicacies in her Piper Arrow. Nina flew the Arrow to Albuquerque for the AOPA Convention. The chapter's Christmas Open House this year will be at Nina's home December 11, featuring Nina's catering.

NORTH CENTRAL SECTION REPORT

Greater Kansas City Chapter hosted the "Sophisticated Ladies" at the September 30-October 2 North Central Sectional in Kansas City. If anyone doubts the 99s are "Sophisticated Ladies," they should have seen the glitter and glamour at the Saturday night banquet. It was a weekend of education, hospitality, visiting with old friends and developing new friendships.

A visit to the Kansas City Zoo was provided for anyone arriving before 1330 on Friday. At the Sophisticated Cocktail Party later that night, we were shown past TWA uniforms modeled by "Clipped Wings." Educational films shown in the hospitality room were enjoyed by some, while others toured the beautiful Country Club Plaza.

President Marilyn Copeland and Director Hazel Jones were honored guests. Former North Central 99 Kitty Hach was also a welcome guest. Also present was International Vice President Charlene Falkenberg.

Chapter chairmen and committee chairmen meetings were held Saturday morning, while 49½ers were entertained at ultralight aircraft and severe storm center seminars.

After watching a delightful fashion show, modeled by Kansas City 99s, during luncheon, all attended the business meeting conducted by Governor Diane Cozzi. Committee reports were given by each chairman showing how active and versatile the chapters are. The meeting concluded with an invitation from the Indiana Dunes Chapter, represented by Sue Mohnssen, Char Falkenberg, Carol Zander, T.J. Shaum and Shirley Russo, to attend the May 11-13, 1984 spring sectional in South Bend, Indiana. Anyone in the market for chorus girl applicants should contact these 99s.

A delicious banquet was enjoyed Saturday night, followed by a fascinating talk by Ruth and Sheldon Stafford on their flight in their 1949 Bonanza to and from Europe.

Governor's Awards were won by the Wisconsin Chapter, air age; Central Illinois, air marking; Greater Detroit, aviation activities and 66 program; Chicago Area, safety education and legislation; Three Rivers, membership and public relations; Minnesota, scrapbook; and Greater St. Louis, attendance.

Rolls and coffee were served Sunday morning to all as they scattered in all directions back to their home bases.

by Charlene Falkenberg

Bobbie Kennett went ballooning in France to celebrate the bicentennial festivities.

Doris Brell has been appointed to the Wings Club Board of Directors.

Pat Blum, founder of Corporate Angels Network, the cancer aero program, is the subject of a feature article in the October issue of *Smithsonian* magazine. "CBS Morning News" had a camera on board the airplane with Pat to televise a live routine flight transporting cancer patients to treatment centers.

Carol Glickenhau, member at large, is in Turkey on an archaeological dig when she isn't in Panama City where she now lives most of the time.

Bonnie Tiburzi's book, *TAKEOFF! The Story of America's First Woman Pilot with a Major Airline*, will be published by Crown as an Eleanor Friede book in March of 1984.

by Julie Talbert

Western New York Chapter

Thirty-seven women went on the annual shopping trip to the Charlestown Factory Outlet Stores in Utica, New York, October 15.

Kathy and Henry Potoczak represented the chapter at the fall sectional in Syracuse. Kathy was released from the hospital a few days before.

Virginia Hake is engaged to John Harrington. Both are employees of US Air in Rochester.

NORTH CENTRAL SECTION

All-Ohio Chapter

Joan Mace hosted our 50th Anniversary Achievement Awards Luncheon at Brookside Country Club in Columbus in October. After a delicious brunch, members introduced themselves—they ranged from brand new to

40 years' standing. The luncheon was rather special in that it commemorated All-Ohio's 50th anniversary (1933-1983).

The Emmett Blowers Award was presented to Steve Samuelson (49½er of Kathy), and our Chapter Achievement Award was presented to Connie McConnell, our chapter secretary. North Central Governor Diane Cozzi reminded us that the 99s have been around longer than the FAA. The program was presented by Dan Keating, whose son Tom was #2 Blue Angel in 1977-78. Tom, who is now a pilot for Southwest Airlines, narrates a film his father made of the 1977-78 Blue Angels show.



All-Ohio Achievement Award winners are Connie McConnell and Steve Samuelson.

Central Illinois Chapter

The chapter offered to air mark Capital Airport in Springfield before the Air Rendezvous, a charity benefit air show celebrating the bicentennial of manned flight.

Chapter members were quite surprised, and a little dismayed, when they were asked to paint the letters 60 feet high and seven feet wide and to paint the name "Springfield"

instead of "Capital." They responded to the challenge with a good turnout of members.

Twenty-five members, some 49½ers, plus friends, painted in 112-degree heat (according to information from the tower) and relayed to the workers by the emergency vehicle standing by in case of heat prostration. However, thanks to a stiff breeze there were none, and by 1400 hours the painting was completed.

by Barbara Jenison



Working on 60-foot letters for the word "Springfield" are Central Illinois 99s.

packet. It includes general information on the 99s with particular emphasis on the Chicago Area Chapter. All our new members will now receive this packet.

by Mary Story

Greater Detroit Area Chapter

September 15 our chapter meeting was held at Melba and Bob Smith's charming home, where we all enjoyed a delicious potluck dinner prior to the installation of new officers—Chairman Mardi Drebing, Vice Chairman Nancy Hecksel, Secretary Elaine Evans and Treasurer Bernice Millar. We had two guests—Ilene Hemingway of the Ann Arbor Chapter and Pearl Feldman (Sue Siporin's mother). Two new members were pinned by their sponsors—Nancy Johnson sponsored by Sue Siporin and Pam Geddis sponsored by Gini Sutherland.

Mardi Drebing, Elaine Evans and Dorothy Gillis drove to Lansing, our state capital, September 21 to act as the reception committee at the Aviation Council of Michigan's "Legislator's Day." There were approximately 70 to 100 guests who were briefed on several different display aircraft, given fixed wing and helicopter rides, a presentation and buffet.

Merle Frame arranged for all of us to experience sailplane flying August 20 at DuPont-Lapeer Airport. Mardi and Carl Drebing flew up in their Rockwell 114. Merle and Bill Frame arrived in their Cardinal with Kathy Herschelmann as passenger. Dorothy and Ken Gillis came in their 182. Jan and Austin King flew up in their Cherokee 140. Gini Sutherland flew up in her Cherokee 180 with Pam Geddis as copilot. Neal Sutherland brought up his Stampe, and Eileen and Frank Wehr arrived in their 182. It was a lovely, enjoyable and educational day but, to our disappointment, without much lift.

by Dorothy Price Gillis



Marilyn Copeland, Babs Tuley, Marie Christensen, Hazel Jones and Bev Huffman get together in the Hospitality Room at the North Central Sectional in Kansas City, Missouri.

CHAPTER NEWS, ETC.

Chicago Area Chapter

Our chapter was represented at the North Central Fall Sectional by Governor Diane Cozzi, Vice Governor Joan Kerwin, Chapter Chairman Mary Panczysyn, Karen Acker, Madeleine Monaco, Nita Fineman, Johannah Greico, Marvine Hamner, Diane Hromek, Karen Mansfield, Ruth Rockcastle and her 49½er, John. We were pleased to receive section committee awards in safety education and legislation.

While many of us were at the section meeting, some couldn't resist the fun of flying in the Wings Over the World Derby in Keokuk, Iowa. Norma Freier and her 66 daughter, Cassy Reinert, as well as 49½ers Art and John, flew in for a weekend of flying, fun and competition. Ruth and Bob Frantz, Bev and Chuck Greenhill, Nancy Haraldson and Elsie Wahner, Gail LaPook and Susan Murray and Marge and Herb Sundmacher also were there. I'm happy to report that Marge and Herb were first place winners, while third place went to Ruth and Bob Frantz, and fourth place was won by Bev and Chuck Greenhill.

Our chapter meeting was held at DuPage Airport with Lily Trout and Rose Perkowski as our hostesses. The very timely program was a talk on winter flying by Harold Spencer. New members are Romaine Coulson, Connie Miller-Gruberman, reinstated 99 Suzette Selig and former 66 Sheri Levine.

Ruth Rockcastle has been appointed accident prevention counselor for the Great Lakes Region.

Diane Cozzi, with lots of help from Charlene Falkenberg, Mary Panczysyn, Madeleine Monaco, Polly Gilkison, Janeen Adrian, Marilyn Baeckelandt, Karen DeRam, Carol Zellen and 66 Candy Brennan, has compiled and updated a new member information

This was an effort to introduce Michigan legislators to the benefits of general aviation to the state.

Michigan celebrated the bicentennial of manned flight with an air tour ending at Traverse City September 23, followed by the Michigan Paul Bunyan Air Derby Saturday. All four Michigan 99 chapters, plus the Michigan Aeronautics Commission and Trans-Air, Inc. (Cherry Capital Airport FBO), sponsored these fun activities. Gini Sutherland flew her Cherokee 180 in the air tour. Merle Frame raced her Cardinal with Pat Cleary Schroeder as copilot. Mardi Drebing raced her Rockwell 114 with Kathy Herschelmann as copilot. Suzanne Batz raced as copilot in a C-172P. Bernice Millar and Merle Frame worked on the registration committee. Dot Bobrowicz, Pam Geddis, Jan King and Eileen Wehr worked on the hospitality committee. Dorothy Gillis flew her 182 to Big Rapids with Nancy Hecksel as navigator to act as observers at the first pylon. Following a scrumptious roast buffalo buffet on Friday night, all new attendees were initiated in to the Paul Bunyan Clan, originating in 1946.

August found Dorothy Butler, Sally Flynn, Jeanne Scavone, Merle and Bill Frame, Dorothy and Ken Gillis, Gini and Neal Sutherland and Judy Gray in Oshkosh for the EAA's Annual International Fly-In. We thoroughly enjoyed the Wisconsin Chapter's cook-out on Tuesday evening—particularly the delicious smoked fish.

Marie Littler and Gini Sutherland flew via commercial airliner to New Orleans to attend, enjoy and represent our chapter at Convention.

Our August 18 chapter meeting was held at Elaine and Richard Evans' lovely waterfront home with 14 members, six 49½ers, two guests and one prospective member attending.

Greater Kansas City Chapter

September 30-October 2 the chapter hosted the North Central Sectional in Kansas City, Missouri. Ruth Stafford and husband Sheldon had just returned from flying Ruth's Bonanza to European capitals delivering seedlings and First Day Covers. Ruth was our speaker at the Saturday night banquet.

Our first date to air mark Point Lookout, Missouri was rained out. Second try on October 14 was a success. The runway numbers and unicom frequency were completed.

We are happy for member Joan Reindl, who was named National Flight Instructor of the Year by the FAA. Joan had to overcome a fear of flying to pilot an aircraft. She started flying so she could share her husband's interest in aviation. Joan earned her instructor's rating in 1968, and has logged more than 7,200 hours of flight time and more than 5,000 hours of instruction. The award will be formally presented in Washington, D.C.

by Ginny Pacey

Greater St. Louis Chapter

It was possible to start and complete a compass rose air marking at Spirit of St. Louis Airport. The only storm would be right in the middle of getting it done, though. Mastermind Joy Harvey was helped by Val Johnson, Shirley Deitz, Ruby Fudoli, Mary Kinnaw, Linda Gal, Nelda Lee, Amy Laws, Rosemary Zander, Jan Pocock, Rosie Corbett and Dorothy Haupt.

Attendance at the North Central Fall Sectional was good. Ours was so good, in fact, that we brought home the Attendance

Trophy. Amy Laws, Val Johnson, Nelda Lee, Joy Harvey, Mary Kinnaw, Rosemary Zander, Barbara Wilper, Martha Norman, Alice Jackson, Jan Pocock and Dorothy Haupt represented the chapter.

This fall has also been a sad time for our chapter. We deeply regret the loss of member Joy Harvey and Betty Board's 49½er, Jim. They were lost in an aircraft accident October 9. We join their families in sadness.

California, here she comes! Helen Hall has just left for the west. It almost looks like we made a trade—welcome back to the chapter, Nelda Lee.

by Martha Norman

Indiana Chapter

October 15 we joined the Three Rivers Chapter for their meeting at Pokagon State Park in northern Indiana. Nine of our camper members spent the weekend there.

Saturday night's weiner roast around the open fire was going along beautifully, when on the scene appeared a small black animal with a white stripe down its back. It was simply trying to pick up a few tasty morsels from the trash bag a few feet away. But everyone froze until the uninvited guest wandered away.

It was decided the three Indiana chapters should set up a joint meeting on an annual basis.

Lois Kennard will be appearing in "40 Carats" with the Athenaeum Players of Indianapolis in early December. The play is being directed by Jane Roy.

Several 99s attended the October 11 meeting of the Indianapolis Aero Club to hear Paul Poberezny, founder and president of the FAA. Election of officers at this meeting for the year 1984 resulted in June Norman and Rae Cawdell being re-elected to the positions of treasurer and secretary, respectively.

by Rae Cawdell

Indiana Dunes Chapter

Griffith Airport was the site of the October chapter meeting. A delicious lunch was served by hostesses Joy Black and Eileen Torkelson. A program on survival was presented by Doug Cuzneman, pilot, insurance investigator and survival specialist. A survival kit and some smarts can save airplane/car crash victims. Locating a vehicle, he says, be it a crippled airplane or car, is much easier for rescuers than trying to spot a person. Don't fool yourself into thinking you can't get into this situation, because you're seldom far from civilization. Cuzneman says that, while the FAA spends much time stressing and teaching safety in the airways, there is little emphasis on survival should an accident happen. Survival depends on three tangibles—mental attitude, prior training and equipment.

New member Lois Graham was pinned by sponsor Joy Black and welcomed to the chapter by Char Falkenberg, membership chairman. Audrey Karp, chairman, presented new forms to be used by all members.

by Charlene Falkenberg

Lake Erie Chapter

Members gathered at Great Lakes Airport for the October meeting with Meigs Adams as

hostess. Guest speaker was balloonist Roger Wolcott, who had slides showing the production of the bicentennial movie, "To Fly," which is shown at the Smithsonian. He was one of the "unseen" pilots who flew the balloon while a non-pilot actor appeared in the film.

Serving as judges at the Kent State University NIFA meet October 21-22 were Rose Ray, Louise Muranko, Sue Simpson, Ruth Love, Dodie Jewett, Bev Demko, Meigs Adams and Marg Juhasz. High crosswinds on Friday caused cancellation of the cross-country navigation events, but power-on and power-off landings were held in light rain on Saturday. Barb Mosher, Charlene Mahaffey and Joan Hrubec also assisted from the All-Ohio Chapter. Schools participating were Kent, Bowling Green, Western Michigan, Cleveland Community, Ohio State and the University of Ohio.

by Marg Juhasz



Lake Erie Chapter members Lynda Crawford, Marian Andrews and Meigs Adams, hostesses at a Great Lakes Airport meeting, discuss the movie, "To Fly."

Michigan Chapter

October's bright blue weather greeted members attending the chapter meeting at the clubhouse of the golf course adjacent to Romeo Airport. Hostess Lois Goodrich had arranged for tee times for 49½ers and guests. The vista through the windows was a glorious backdrop for the officer installation ceremony.

Annually Lillian Snyder and Julie Clarke hostess the November meeting at the Detroit Boat Club on Belle Isle, a lovely park in the middle of the Detroit River. The November 13 program included an elegant brunch and a presentation by Dennis Norton, president of the Yankee Air Force. Members of the Greater Detroit Chapter and other guests enjoyed this event with us.

December 3 marked the closing of autumn and the beginning of the holiday season when our meeting mixed business with pleasure. Wrapped gifts for children were contributed at the dinner party at Bennett's Courtyard in Fraser, right next to McKinley Airport. Joined by the Greater Detroit Chapter, we celebrated the successes of 1983 and began looking forward to extravaganzas such as the Amelia Earhart Brunch on February 12, chaired by Nancy Walters. We intend to make our golden anniversary year, 1984, truly memorable for the chapter.

Minnesota Chapter

Rain and low ceilings produced flying events and wet, cold contestants and 99s during the Region V NIFA competition at St. Cloud State University in October. Mary Hudec, Jill Newman, Marci Glaesemann, Joan Wyland, Terry Ludtke, Jan Young, Liz Groth and her 49½er, Lew, and Chapter NIFA Chair Gayle Vail served as judges for the SAFECON. Hope Isaacson's Inver Hills



Minnesota 99s Dawn Peaslee and Pat Emberg welcome chapter members to a fly-in meeting at Sky Harbor in Duluth.

Community College Flight Team placed third in the event.

Chapter Chair Joan Sommerfeld led our delegation of 11 Ninety-Nines and 49½ers to the North Central Sectional in Kansas City in September. Others attending were Liz Broth and 49½er Lew, Clara Johansen and 49½er Arnie, Jimmie Olson and 49½er Richard, Bev Anderson, Lou Purdy, Debbie Kaeder and Dorothy Ryan. Bev Anderson's efforts as scrapbook chair earned Minnesota the Scrapbook Award.

Joan Sommerfeld and 49½er Gene represented us at a reception at the St. Paul Science Museum celebrating the opening of the Smithsonian exhibit, "The American Black in Aviation." Guion S. Bluford, astronaut and the first American black in space, was guest of honor.

Sunny skies brought 25 Ninety-Nines, 49½ers and guests in nine airplanes to Telemark Lodge at Cable, Wisconsin for the chapter's October FBI. The route of flight took the group over a spectacular display of fall colors in Wisconsin lake country.

by Hope Isaacson

Quad-City Area Chapter

The chapter recently welcomed two new members—Leota Rickey, Rock Island, Illinois, and Marlys Turnquist of Bettendorf, Iowa.

We reviewed our simulator at our last chapter meeting with a hands-on opportunity for those members unfamiliar with its operation. We are pleased with the purchase of the simulator as an educational tool to our members as well as an aid for use in work with other aviation groups in our area.

We are busy planning the 15th Annual Illi-Nines Air Derby which will be held at the Quad-City Airport in Moline. We are encouraging our members to participate in the race as well as the operation of the derby. Proficiency and speed categories offer a challenge to men and women pilots who will fly a 250-sm course. The 1984 race will be held Memorial Day weekend. This derby will note two changes—experimental aircraft will be welcomed in the proficiency category, and the copilot need not be a licensed pilot. Send \$3 for information kit to Rita Adams, 61 Cumberland Dr., Lincolnshire IL 60015.

We have two air marking projects on request for painting the 99 compass rose.

The 99 business card orders are coming in. An incorrect address was printed in the Directory. The cards sell for \$5 per 100, postage-paid, and can be ordered from Leota E. Rickey, 1507 21st Ave., Rock Island IL 61201.

by Rosemary S. Bryan

Scioto Valley Chapter

In keeping with our goal of aviation safety, Jim Yarbrough, operations inspector for the Columbus General Aviation District Office, was our guest speaker for the August meeting, and Mr. Don Watson, Columbus Flight Service, was our October guest speaker.

September brought member participation in a fly-in at the Wright-Patterson Air Force Base and Museum and a Project Aware for 35 enthusiastic ladies and gentlemen.

Marilynn Miller and 49½ Bob were chapter representatives to both the International Convention and the section meeting.

by Janie Weiser

Three Rivers Chapter

The fall sectional certainly proved we have a very busy and active new chapter. Linda Rice was kept busy representing our chapter and collecting our awards for first place in public relations and membership, as well as second place in air age education and the 66 program. The fact that we had only received our charter at the spring sectional made us even more proud as we had only a half-year to work on these accomplishments.

October 15 we entertained members of the Indiana and Indiana Dunes Chapters at a picnic, meeting, a radio controlled flying demo and a very informative talk by Chuck Woodward, the former mayor of Coldwater, Michigan, on his own flying experience to Alaska. What better way to prepare for the 1984 International Convention in Alaska? From the rumors we heard, everyone had a very nice time with some staying the whole weekend, either camping or at the beautiful Potawatomi Inn. Sounds like many would like to make it an annual affair—Pokagon State Park is certainly the place for it!

October 22 we held our first Flying Companion Seminar conducted by International Vice President Charlene Falkenberg with Tom Stephens of WANE-TV, Ft. Wayne, ending the day with a very humorous weather presentation that kept everyone on their toes. We had 20 flying companions join us for the seminar, including Bo Murphy, the only male and my own flying companion. Everyone felt they went home with a vast amount of information to help make them better copilots—and maybe some of our members might have been made aware of a few things they had forgotten.

by Linda Rice

NORTHWEST SECTION

Alaska Chapter

The Anchorage 99s have been very busy preparing for the 1984 Convention. Claire Drenowatz and Ginny Hyatt attended the Northwest Sectional in Casper, Wyoming.

A total of 52 Ninety-Nines attended the Northwest Fall Sectional, along with numerous guests. Dignitaries included International President Marilyn Copeland, Vice President Charlene Falkenberg, Treasurer Betty Jane Schermerhorn, Directors Gene Nora Jessen and Hazel Jones, and Northwest Section Governor Jean Davis along with the Board of Directors.

Columbia Cascade Chapter was the winner of the Attendance Award (five members) as the host chapters were disqualified. Mary Hill earned the prestigious Achievement Award. Dr. Mary Cleave joined 99s during the convention.

As you recall from the meeting mailer, the agenda was packed with items of interest. The Scavenger Hunt was something new and served as an "ice-breaker" as teams were composed of color-coded corsages given to registrants. Some of the items on the hunt were an airplane door, panel, seat and prop; photos of team members in front of places of interest in Casper; and identification of selected individuals who were subsequently invited to breakfast. All of the items were determined from clues provided to the team captains. Not having access to a car for the hunt didn't deter the winning "Red Team"—they approached a guest registering at the Hilton and he willingly let them use his car. (Only in Wyoming would that happen!) The benefactor, Ernie, was a guest of the team at several of the functions thereafter.

All of the speakers were excellent, and the Indian Fashion Show was very well received. Dr. Terry Logue acquired the title "Doctor Rocks" for his geology commentary on the bus en route to the picnic at Alcova. And everyone listened intently to the guest speaker at the banquet—NASA astronaut Mary Cleave, Ph.D., who was at Mission Control during Sally's "ride." Jan Kelleher, North Dakota, painted a portrait of Dr. Cleave from her photograph.

The noise level throughout the convention was high as friendships were renewed and new friends quickly made.

Erva North sold the most tickets for the 99 quilt raffle, so it was fitting that one of her ticket-holders won—Judy Morrison of Lander. All who bought tickets were impressed with the quality of the workmanship.

Our thanks go to Judy for her superb orchestration of the sectional, and to the various committees, whose component parts added to the success of the whole operation.

Many 99s are already making plans to travel to Alaska next year for the sectional, which will be held in conjunction with the International Convention.

by Shirley Everett

Along with discussing business, they went on scavenger and fossil hunts during their picnic by the lake.

The Anchorage flying community had a busy weekend October 15-16. The Northway Mall put on a "Salute to Flight" exhibit. The 99s, FAA, military, Air Alaska, balloonists, hang gliders and many more organizations

A happy Mary Hill poses with her Northwest Section Achievement Award.



were on display. We were happy to acquire some future 99s.

The FAA presented a Safety Seminar on topics varying from winter flying and survival to ELT and SARSET talks. The seminar ended with a question and answer period presented by the FSS and tower personnel.

Our last summer fly-in took us to Eagle, Canada in September for a tour of the town and camping in 20-degree weather. The next night the 99s lived it up in Dawson, Canada, stayed at the Eldorado Hotel and went to the Opera House and Diamond Tooth Girdy's for skits, gambling and dancing. The mayor invited us back for their Spring Carnival which we hope to attend.

Finally, we would like to brag about Ellen Paneok, who flew with Duane Cole in Texas, and also received her Phase II Wings. Ginny Hyatt got her Phase III Wings, and Henrietta Vaden her Phase IV Wings.

by Denise Saigh

Columbia Cascade Chapter

Blue skies and the word "FLY" and we get a better response from our members. Columbia Cascade Chapter Chairman Mary Wohlgemuth and Oregon Pines Chapter Flying Activities Chairman Jane Roach arranged a fly-in lunch meeting at the Village Green Resort in Cottage Grove, Oregon on October 8, which included our collective 66s and guests. We enjoyed a combined number of 20 Ninety-Nines, three guests and eight 66s.

Mary Hill must sleep with her Northwest Section Achievement Award trophy as it accompanied her to Cottage Grove and was prominently displayed on her luncheon table. She encouraged other members to apply for the award.

Seven Columbia Gorge Chapter members flew to Clark County Airport in Vancouver, Washington October 11 to meet five of our Columbia Cascade members for lunch.

We were sorry to learn of the death of Danny Grecco, one of aviation's first and best known mechanics and famous northwest aviation pioneer. He will be missed by all who knew him.

by Pegge Blinco



Columbia Gorge 99s work in their new carousel display at the Hood River Flying Machine Spectacular.



Eastern Idaho 99s ride in their float in the Idaho State University Homecoming Parade.

October 8 the chapter entered their first float in the Idaho State University Homecoming Parade. It was a great success, and those who were involved had a wonderful time. Plans are underway for next year's parade.

October 19 featured a meeting in Idaho Falls, where the agenda for the next year was planned. Upcoming events will include a Flying Companion Seminar, a safety seminar,

50-foot obstacle and spot landings. CAP and state aeronautics chiefs also contributed their knowledge in search and rescue techniques.

All in all we learned a lot, flew a lot, laughed a lot, ate a lot and appreciated a lot.

by Mary Curtis Christofferson



Author Sparky Imeson (above) and back country expert Lyn Clark pause during Idaho Chapter's Mountain Flying Seminar, when Skip Stoffel (below) was one of the guest speakers.



Intermountain Chapter

Hostess for the July meeting at Yakima, Washington was Gini Richardson. Gini and copilot Marion Banks, San Diego, California, won the 1983 Air Race Classic.



Getting together for their July meeting are (above) Intermountain members Kathleen Hitchcock, Louise Hutchinson, Fern Lake, Gini Richardson, Millie Shinn, Barbara Thisted and Betty Bailey. Members gathered at Bird Airlodge (below) for the September meeting.



CHAPTER NEWS, ETC.

Columbia Gorge Chapter

Call it a cabana! Call it a carousel or a booth! Call it Judy's greenhouse! We don't care, but it works! Judy's 49½'er, Alex Newman, whipped up this wonderful creation, trimmed it with Judy's upholstery (new!) fabric and topped it with a parachute. It's lightweight, collapsible and full of potential for other decorating ideas (in case Judy finishes her furniture).

At the Hood River "Flying Machine Spectacular," we manned the carousel, handing out balloons and selling sundry delectables to add a tidy sum to our kitty.

The next day, Labor Day, 13 adventure-some entrants braved the first Vintage 200 Air Race. The old planes flew 200 miles, the new (post-1955) planes flew 200 knots, ending with a fly-by over the crowds gathered for The Dalles Rotary Air Show. Medals were awarded Olympic-style on the fuel stand. The glider ride raffle helped pay race expenses.

The Hood River air marking was called off again, but we flew the glider anyway! It was very generous of Judy and Hood River Aircraft to treat us.

Donna Newman soloed the glider, and her sister, Laura, is now a 66. Linda Wagner and Judy Cochran earned their tickets and filled out 99 applications.

We're very proud that our Jeanne Hillis' design was selected for the Northwest Section emblem. She is also designing our letterhead.

October 11 six of us "Gorgeous" 99s flew three taildraggers to Clark County Airport and met five of those great Columbia Cascade gals for lunch.

by Jan Minarik

Eastern Idaho Chapter

The Mountain Flying Clinic was held at the Flying B Ranch September 30-October 1. The weather was marginal, but those who attended enjoyed the informal and relaxed atmosphere. 99s were able to do extensive flying in the challenging back country strips located on the Middle Fork of the Salmon River.

at least one air marking, a fund-raising booth at one or two area air shows and a couple of fly-ins. Eastern Idaho and the Idaho Chapter will be co-sponsoring hospitality for the Air Race Classic, which will stop in Twin Falls in June.

Sandi Bills gave a report on the Northwest Sectional she and Kathy Layman attended in Casper, Wyoming in September. The conference was extremely informative and plans are being made to attend next year's sectional and International Convention in Alaska. Kathy Layman gave a report on the homecoming float and what she hopefully has in store for next year.

Congratulations are in order for Pam Sanderson and Elizabeth Parker, two former 66s. They both received their licenses on October 21.

by Kathy Layman

Idaho Chapter

We presented a very successful Mountain Flying Seminar, our second annual, and, of course, the success is directly related to Karen Marchbanks, our super mountain flying chairperson, and to our fantastic participants, as well as Skip Stoffel, expert on emergency preparedness and author of *Survival Sense for Pilot and Passengers*, a must for all who plan to fly north next August.

Also on the program was Sparky Imeson, an informed, experienced mountain pilot, who has a publication titled *Mountain Flying*, another must for you Alaska-bound aviators.

Last but certainly not least, we called on all of the expertise of our local "giants" in aviation, including our own Lyn Clark, who presents a wonderful video program on mountain strip approaches, landings, sloooooow flight and anything else you might want to know about all those Idaho mountain strips.

We had important contributions from our local GADO chief, Jim Prendergast, who at that time had 13 days before retirement. He chose as his last "fun-official" act to participate as judge in takeoff competition over a

We are all thankful that 49½er Jack Fowler is recovering from a crash of a RV-4 in which he was a passenger. He has returned to work on a limited basis.

Gini Richardson spoke about her flying experiences at the August 10 meeting of the Daedalians. Our chapter had the program for this meeting.

An all-day Survival Seminar was held August 20 at Dorothy Fowler's lovely home. Jim Harris, of the FAA from Oklahoma, conducted the seminar. Seems one 99 disappeared through the hole in the bottom of the raft in the ditching.

The September meeting was held at The Bird Airlodge on Lake Pend Oreille near Sandpoint, Idaho. Dr. Bird invented the Bird respirator and is involved in space technology. Dr. Bird spoke on his flying, his work and new inventions. The Bird Airlodge is also an FAA approved seaplane and helicopter base, providing logistics for public transport. Everyone enjoyed the luncheon, touring the facility and seeing the new inventions being tested.

by Beryl Fitzpatrick

Our chapter is busy preparing for our next air show, which will be in July 1984. There's a lot of work to be done. We are organizing another auction to raise funds for the event, as well as a "Fly-In Run for Amelia" fun run, both to be held in early 1984.

by Marilyn Britt

North Dakota Chapter

Nine members of the chapter and one 49½er attended the Northwest Sectional in Casper, Wyoming.

The highlight of the meeting was listening to our guest speaker, Mary Cleave, an astronaut in training at the Houston Space Center. After her talk, Mary was presented with a beautiful portrait of herself which was painted by North Dakota Chapter Chairman Jan Kelleher.

The meeting scheduled for October 15 in Fargo was rained out, but eight members met for lunch and a meeting in Bismarck. Much time was spent looking at pictures taken in Casper and reminiscing about the good time we had there.

Southern Cascade Chapter

The weekend of October 22-23 was a busy one for our chapter. It started with a potluck dinner at Linda Mayfield's home with most of our members attending. It has been awhile since so many of us had gathered at once, so we had fun catching up on each other's flying activities. The dinner was to honor Skip Stoffel, who would be giving an eight-hour Emergency Preparedness Clinic the next day. Skip taught those attending some excellent survival skills.

Dana Hardie and 49½er Steve recently returned from a "lake to lake" trip to Arizona and the Grand Canyon in their floatplane.

Four of our members flew to Cottage Grove and joined with the Willamette Valley 99s for lunch and a talk with an FAA medical examiner.

by Molly Hufford

Willamette Valley Chapter

The October 26 meeting was in Cottage Grove at the Village Green and included four guests from the Southern Cascade Chapter. Guest speaker was Dr. Mark Watson, a local FAA medical examiner.

After three tries and 160 gallons of paint (40 on the "M" alone), Salem has been air marked. Members have promised Air Marking Chairman Karen Dapp that we would not recommend marking Milton-Freewater next summer!

Because of marginal weather, only four members were able to participate in physiological training at Fairchild AFB in Spokane, Washington. Aimee Kuprasch, Marion Service, Molly Sliger and Shirley Teutsch reported not only an excellent training session, but "royal treatment" as well.

by Velma Lemco

CHAPTER NEWS, ETC.

Mount St. Helen's Chapter

September 24 we completed our first air marking. It couldn't have been a small easy name for our first attempt—but a two-sided hangar roof with the cities "Centralia - Chehalis." Jim Barner, a local resident who donated the money to make the project possible, and other residents turned out to watch the work.



Mount St. Helen's 99s (above) work hard on their first air marking project to produce a fine finished product (below)



We will try again in November for a safety meeting in Fargo, and preliminary plans have been set for our January Christmas party in Jamestown.

by Lorraine Boehler

Rainier Chapter

The three members of our chapter who were fortunate enough to attend the Northwest Sectional in Casper, Wyoming were Liz Lundin, who was installed as our new governor, Nita Schumacher and Juanita Morrison. The rest of us heard all about it at our October meeting held at Carol Ochner's home. Liz took over the duties of Jean Davis, outgoing governor, and Nita Schumacher presented the Northwest Section Achievement Award to Mary Hill of Columbia Cascade. Although our showing was small, it was strong.

Several guests and potential members attended the October meeting—Laurel Pagliaro, Phillis Ploegsma, Carol Davenport, Carla Janes and Doreen Fookes. We look forward to having them join us permanently.

We extend our congratulations to Marge Fremont, who is a new flight instructor. She has generously offered to give BFRs to our chapter members free of charge.

Elise and Russ Adams attended the pre-opening cocktail party of Boeing's Museum of Flight, which was hosted by T.A. Wilson, chairman of the board of Boeing. The original Boeing "Red Barn" factory houses photographs, historical accounts, displays and memorabilia that trace mankind's achievements in flight through the late 1930s. The museum opened in September on the 200th anniversary of manned flight and rests on the sight of Seattle's first powered flight. A walk through the Red Barn retraces the accomplishments of the daring men and women who brought us into the age of aviation. It is an experience to be highly recommended.

by Elise Adams



Willamette Valley 99s participate in physiological training at Fairchild AFB.

Wyoming Chapter

Wyoming 99s made a good showing at the section meeting. We tied the North Dakota Chapter for most members in attendance. Those attending included Judy Logue, Elizabeth Grieve, Mabel Blakely, Virginia Williams, Kay O'Leary, Beverly Byrum, Erva North, Shirley Everett and new members J.C. Whitfield and E. Kauffman. In addition to 49½ers Norm North and Dick Everett, several Wyoming guests added to the total. Those who registered but were unable to attend were Evelyn Cowing and Rosemary Fielder.

Congratulations are in order for Virginia Williams for her new job with Centennial Airlines in Worland, Wyoming, and to Harriet Hall, who received her instrument rating in August.

by Shirley Everett

SOUTH CENTRAL SECTION

Arkansas Chapter

Arkansas 99s flew into Gaston's Resort on the White River for a re-group meeting this month. Newly elected officers are Chairman Kay Newth, Vice Chairman April Schugar, Treasurer Emmy Hall and Secretary Donna Harris. Also flying in for this meeting and the previous meeting with the United States Pilots Association were Carol Burke, Paula Homsley, 66 Mildred Hicks and 49½ers James Burke, Mark Homsley and Tom Schugar. WSPA National Awards Chairman is Kay Newth, who also recently worked the Sunflower Rally in Hutchinson, Kansas.

Carol Burke has been appointed to spearhead the 66 program for the chapter.

Hostess of our Christmas party, Emmy Hall, has been chosen to serve on the Airport Commission of North Little Rock.

by Marguerite Nielsen

Austin Chapter

The Austin City Council proclaimed July 24 "Women in Aviation Day" in conjunction with the Amelia Earhart Fly-Away. Laura Jobe and Kathy Bradfield did the flying honors, bringing the seedling and First Day Cover back from Atchison, Kansas. Six planes flew in for the festivities, bringing 99s from Coastal Bend, San Antonio and Space City to join the Austin 99s and about 50 guests.

Carol Towerton, a newly licensed pilot and one of our 66 members, flew with a friend to the EAA Fly-In in Oshkosh, Wisconsin in early August.

Chairman Barbara Gard has been attending Command and General Staff College at Ft. Leavenworth, Kansas since mid-July. The work is tough, but she seems to be finding a balance between classwork and recreation, since she plays on two baseball teams and also on two soccer teams. We expect to have her home in early December.

Four planes took part in the San Antonio Chapter's October 15 poker run and had a great time, even though none of us won. Flying were Pat Johnson and Paula Faught in Paula's C-172; and Laura Jobe took three guests, student pilot Carolyn Angerman, and friends Pat Kelly and Ray Chaterlain. Also flying were Carol Towerton and friend; while Judy Reinhart and Thelma Havis flew Judy's Tri-Pacer, but had to retire early because of starter problems.

by Judy Reinhart

El Paso Chapter

Big plans are underway for the South Central Spring Sectional in El Paso. Marsha Ivins, the only woman test pilot with NASA, has agreed to be our guest speaker at the luncheon. All those attending the section meeting in May will enjoy a Saturday evening at Indian Cliffs Ranch. And we are only beginning!

We counted at least 16 planes at one time parked at the MacGuire Ranch fly-in breakfast October 23. Several members from the Las Cruces Chaparral Chapter also attended, along with 49½ers and other guests. Hostess Betty MacGuire received one of the 99 aprons from her chapter for inviting all the bunch out and feeding the crew. The 99 aprons are



Las Cruces 99s (above) were guests of the El Paso Chapter at the MacGuire Ranch for a fly-in breakfast near Ft. Hancock. 49½er Dick Azar (below) flew in his Pitts to treat the gathering to a private aerobatic performance.



being made by the chapter for a project (courtesy of 66 Sandi Walker's mother), and they are mighty smart looking.

We noticed that John MacGuire has added a DC-3 to his flying museum, which already includes a P-51 Mustang and a Corsair, and an extra special treat for the morning was a private aerobatic performance by 49½er Dick Azar in his Pitts.

Vice Chairman Estelle Kirkpatrick is hard to follow these days. In addition to obtaining ground instructor ratings, she is flying copilot on a DC-3 for Ator Air, Inc. between Tucson and El Paso. We understand that Cindy Shonk, now residing near San Antonio, has recently obtained her 737 rating.

by Lynn N. Stover

Ft. Worth Chapter

The chapter began its year by being represented at the Amarillo Sectional by several members, including Pat Smith and Carole Wheeler.

In September a business session was followed by a movie, "Basic Radio Procedures for Pilots," and a tour of the Flight Service Station at Meacham Airport.

The October meeting was held at the home and winery of Dr. Henry McDonald. We attempted to go ballooning after the morning fog lifted and before the winds picked up, but when the balloons were half filled, the wind became too strong and the flights were aborted. The gracious doctor showed movies of hot air ballooning and gave us a tour of his winery. The wine was so good that we had a wonderful time despite missing ballooning.

by Nan McNamara

Golden Triangle Chapter

Golden Triangle and Wildflower Chapters joined forces October 15 in Sherman, Texas to enlarge and paint Grayson County Airport's name. Winds of 30 mph didn't stop Dottie Hughes, Helen Hill, Ellen Hamlet, Betty Carter, Suzanne Frias, Pat Wright,

Melissa Mahan, Kristina Campbell, Margaret Chessher and Ava Ray, who made up the paint crew. Bob Wright, John Robertson, Bob Carter and Gerry Hamlet mixed and poured—a bit like spitting into the wind. When the job was nearly finished (but the paint was completely gone), the Wildflower 99s provided lunch for the starving artists.

On October 22, the two chapters got together again, this time in Winnsboro for the annual Autumn Trails Festival. Wildflower members Pat Wright, Ava Ray, Jane Elmore, Margaret Chessher and Claudia Thomas acted as guides. They provided ground transportation to an impressive antique car parade, to lunch and on the 18-mile scenic trail drive. Golden Triangle fly-ins were Helen Hill and John Robertson, Dottie and Bob Hughes, Suzanne Frias, Bill Misuk and Winkie Fortune. Betty and Bob Carter drove in the night before and joined us for the activities.

by Suzanne Frias



Bob Hughes pours paint for Dottie Hughes, Helen Hill and Ellen Hamlet at the air marking of Grayson County Airport.

Heart of Texas Chapter

Members met at the Night Hawk Restaurant October 4 with guest Eric Anderson, San Antonio GADO. He later spoke on aviation safety at our meeting at Browning's, Austin airport. Imogene Chamberlain, College Station, flew in, bringing Fay Willis of the Houston Chapter. Seven people attended.

Virginia flew in San Antonio Chapter's October 15 poker run. She didn't pick a winning hand, but she did give Carol Phillips, Houston Chapter chairman, some 99s flyers and posters for chapter use.

66 Wanda Elliot and her husband finished AOPA's ground school course in Houston in late October. Wanda is flying a 140. Another 66, Linda Hollister, has moved to Arizona.

Virginia was a judge in the October 1 Texas State Women's Chili Cook-Off, where she gave out two applications for 99s membership. She also attended the Mooney Aircraft Pilots Association at Kerrville October 5-9, where she distributed 99s information and signed up one pilot for Colorado.

Robbie, husband Bob and Virginia attended the Longhorn Bush Pilots September 28 meeting/party at the Austin home of Larry York.

With AOPA President John Baker are 99s Virginia Mattiza and Robbie McBride.



Teri McCullough and partner have a new flight training and charter service—Ace Aviation on the field at College Station with offices in the former Texas A&M Aero Club building.

Rose Marie and Wally Burkett, former Austin residents, have 12 little fliers in the family—ducklings. Rose Marie has six hours in a neighbor's Twin Comanche and is probably checked out by now.

The chapter was represented at the AOPA Convention in Albuquerque, and members worked in the 99s booth. We were happy to sign up 10 members, among them Susan Oliver, actress and author of *Odyssey*.

by Robbie McBride

Nancy Reese Barrett, Lee Coates, Rita Eaves, Dana Gibson, Carolyn Grider, Helen Holbird, Lu Hollander, Phyl Howard, Marge Hudson, Dru Jones, Jan Million, Elaine Perry, Poochie Rotzinger, Susie Sewell, Carol Sokatch, Katherine Smith, Nancy Smith, Norma Vandergriff and 66 Helen Moulder.

Betty Riddle and Helen Turner Holland spoke about their WASP experiences, and Marilyn Copeland covered her experiences in air racing, owning an FBO and other flying activities.

Some 30,000 attended the Mike Monroney 25th Anniversary Open House (FAA Aeronautical Center) October 15. The chapter's new booth was set up just inside the head-

conditions delayed the start until 1400 on Saturday. [See page 31 for racing results.]

New members welcomed to the chapter during October included Karen Hatch, Kathey Lee and Leslie Owsley.

by Nancy Smith



Dolores and George Scott's VariEze flies by at the San Antonio Poker Run.

CHAPTER NEWS, ETC.

Kansas Chapter

Chapter member Jeannie Wood, who is employed by Ryan Aviation Aircraft Sales, has been promoted to Executive Jet Charter Sales. Ann Gallagher will be assuming Jeannie's previous position as marketing administrator.

Jackie Luke recently purchased a Cessna 170 taildragger, which she and a companion flew in the Sunflower Rally. It is rumored that she took the "Half Fast" trophy.

Jane, Brian and Lauren Mee recently flew to the Society of Flight Test Engineers International Symposium in Newport Beach, California, where Brian gave a technical paper on a King Air icing program. They toured Rodeo Drive, the Spruce Goose, the Queen Mary and sailed a little on the Pacific. Brian's name is being used for a character in an upcoming movie about a nuclear submarine. Unfortunately, the character is killed in the first few minutes of the film.

Our International exhibit booth was set up at the recent AOPA Convention in Albuquerque by Marilyn Copeland. A number of prospective members visited the booth. Among our chapter members who were seen there were Wilma Sheets and Olive Kemper.

by Deb Nichols and Ethel Ward



Manning the Oklahoma Chapter's booth at FAA's Open House are Vice Chairman Charlene Davis and Chairman Lu Hollander.

Oklahoma Chapter

The Oklahoma Pilots Association honored women in aviation at their October 8 dinner meeting. Sue Halpain introduced each woman with a short biographical sketch. Those who were honored included Shirley Brown,

quarters building to greet prospective members and distribute information on the 99s. Members were on hand to park airplanes, judge pylon racing and assist on the flight line.

Our October meeting was held at the home of Poochie Rotzinger. Nancy Smith was presented the Pilot of the Year Award with 19 members and two guests in attendance. Marge Culwell, pilot examiner, gave an interesting talk about controlled and uncontrolled airports and their proper entry and use.

Air markings were big for the chapter this month as we worked on Expressway, Chandler and Guthrie Airports.

Four of six teams entered made it to the Sunflower Rally in Kansas. Continuing IFR



Chandler's air markers (above) included Norma Vandergriff, Shirley Brown, Dana Gibson and Dot Clum. While a plane takes off from the newly marked Chandler Airport (below), Oklahoma Chapter Air Marking Chairman Dot Clum opens a package containing the South Central Section Air Marking Award.



San Antonio Chapter

The chapter had its first annual poker run October 15 at New Braunfels Airport. We are happy to report about 60 people attended. We had five stops with 10 to 12 airplanes participating. Attendance was excellent as pilots from Houston, Austin, Pleasanton, Bulverde and New Braunfels flew with us. Plans are now underway for another run as soon as weather will permit.

October 30 we will have a survival course, and November 5 (rain date November 12) we will air mark Pleasanton. (Four letter airports have preference!) We have been so busy we almost hope for rain—the weather has been perfect for all our functions.

by Mary Ann Greer

South Louisiana Chapter

The Louisiana Air Show in Lake Charles was the site for our October 15-16 meeting. We were invited by the Young Men's Business Club specifically to park airplanes, and we did a magnificent job with the help of members Judy McLane, Sandy Rice, Ann McMahon, Polly Baughman and Ziggy Novak. 49½ers Ritchie Novak and Rhett McMahon gave us great support from their comfortable lawn chairs.

The show is an annual event, and we hope to make it the same for our chapter. Sandy is so confident that she has made orange flags with bold black "99s" on them for us to use. There was no way the pilots could fail to see us.

by Polly Baughman

Top Of Texas Chapter

Members assisted the Amarillo Chamber of Commerce October 8-9 with the Second Annual Amarillo Air Show. The reception for the Blue Angels, Eagles Aerobatic Flight Team, Golden Knights (US Army Parachute Team), Bob Bishop and his Silver Bullet, the performers, crews, dignitaries, guests, and Chamber of Commerce members, plus other participating organization concessionaires, was held at Gene and Ima Jean Huff's home. Some 500 guests enjoyed the snack buffet



Judy and Mary (above) pose with the Blue Angels crew at the Amarillo Air Show reception at Ima Jean and Gene Huff's home, while Judy, Gayle, Peggy and Mary (below) proceed with sales despite the rain.



foods and beverages, hosted and served by our 99s and Chamber of Commerce members. Colonel Richard C. Milnes, III, commander of the 443rd Military Airlift Wing, Altus AFB, Oklahoma, was a special guest to our celebration. Ima Jean, Chris, Ann P., Ann C., Peggy, Judy and Jan picked up and escorted the performers, their crews and other dignitaries to vehicles provided for our guests by local businesses.

Our concession at the Air Show, manned by Mary V., Judy, Jan., Gayle and Chris, sold Blue Angels and Eagle T-shirts and caps. Despite the intermittent rain, mist and 200-foot ceiling, the show was most successful. We donned rain jackets and plastic bags for hats and "hawked" our wares from our donated Morgan Building. It was a work project but a lot of fun. Judy and Jan also worked at the CAP food concession.

Mary attended the Office of Emergency Management State Coordinators meeting, where all the resource service organizations in Texas were represented to list and assess their services available. State Coordinator Walt Kelly called this meeting so that all response groups could compare notes, discuss common resources, and form a plan of action for emergencies as we are needed. Should a state of emergency arise within our area, these personnel could provide service to the state/county/community DPS where, when and how their expertise could be utilized.

by Mary Vermeulen

Tulsa Chapter

Ozelle Landrum provided the screened porch and gentle breezes for the October planning meeting. Members were discussing the progress of plans for the 1984 section meeting. Coordinator Melissa Whitehead was bursting with exciting plans and many secrets (which she promptly shared with all of us). Several members stayed to pick apples and report the pies were wonderful. Lee Brown has been assigned to artwork.

The Fall Southeast Sectional, held in beautiful Miami's Coconut Grove, was hosted September 23-25 by the Florida Goldcoast Chapter.

The evening activities started with a cocktail party around the pool of 99 Miriam Davis' home, after which members gathered inside for a delicious champagne buffet dinner. Cameramen for "PM Magazine" filmed for a future show, and we were all honored and pleased to have International President Marilyn Copeland in attendance.

On Saturday morning the work began at the Chairmen's Breakfast and the business meeting with Bonnie Quenzler, outgoing governor, presiding, along with Alexis Montague-Ewanchew, incoming governor. The new public relations kits were passed out to all chapter chairmen and representatives present. Topics covered included letters of thanks for a wonderful Convention in New Orleans, chapter reports, 501(c)(3) status, current events, USPFT, convention happenings, air marking and aerospace education. Louise White, outgoing section membership chairman, proudly announced we have 558 Southeast Section members. New officers for the 1983-85 term were installed at the business meeting, and incoming committee chairmen were introduced.

The Attendance Award was given to the New Orleans Chapter, and they were more than happy to relax and enjoy themselves after working so hard at the Convention.

A program on "Endangered Airports" was presented by Mary Fletcher.

It was announced that the next section meeting will be hosted by the Carolinas Chapter, April 27-29, at Franklin, North Carolina.

Afternoon activities included shopping, sailing and touring the Miami area. That evening, we all gathered for a cocktail party followed by the banquet in the Crystal Room of the Coconut Grove Hotel. Sunday morning began bright and early with a fly-away breakfast.

by Barbara Bethea

Melissa Whitehead and her husband, Evan, are teaching an "Introduction to Flying" class through the Bristow Community Education program. It is intended for "pre-beginning pilots, companions to pilots and those who think they might maybe possibly want to try flying someday."

Melissa spoke to the Bristow Rotary luncheon meeting in October. The topic was "Importance of General Aviation to the Bristow Community." Everyone was invited to visit the airport and enjoy an airplane ride. The Bristow Flying Club provided the free rides.

Kathleen Purser presented the October program. She is a student pilot and a weather briefer. Many anecdotes from her days and nights as a briefer enlivened the presentation. She makes the system very human as she explains that FSS is probably the student pilot's first contact with the system and what briefers try to do to make it as friendly as possible.

by Janet Minnerath

SOUTHEAST SECTION

Blue Ridge Chapter

Autumn Gold Air Rallye participants found Asheville, North Carolina breathtaking October 21-22. Red, gold and yellow leaves glistened with droplets of rain—all weekend long it rained and rained!

Optimistic members and guests held an informative and entertaining pilot briefing on Friday night and awakened Saturday morning to dense fog and more of the wet stuff. After being advised that, due to increased ILS activity, even the spot landings were canceled, we resigned ourselves to sightseeing, shopping and a tremendous "pig-picking" banquet on Saturday night.

Louise and Neal White are to be commended for organizing the entire event. Lee Orr did a fantastic job obtaining ads for our programs.

One particular contestant, a young man

from Paris, France, was extremely disappointed but promises to try again next year. Our enthusiasm has been dampened but not squelched, so come fly with us next year in the Autumn Gold Air Rallye.

by Dot Penney



Getting ready to win the Tail End Charlie Award in the Autumn Gold Air Rallye are Dot Penney and Lee Orr.

Florida Goldcoast Chapter

It has been a busy and exciting few months for the chapter. We were hosts for the September Southeast Sectional [see report above] held at the Coconut Grove Hotel in Miami. The weekend began with a Friday night champagne buffet given by Miriam Davis and Connie Wilds in Miriam's home. The Saturday morning Chairmen's Breakfast and business meeting were followed by an afternoon of varying activities, which included lunch and shopping in the unique shopping district of Coconut Grove and sailing in Biscayne Bay. The Saturday evening banquet, held in the hotel's Crystal Room, was an elegant affair attended by 60 members and guests.

In October, nine of us joined the Florida Gulf Stream Chapter in their poker run, ending with lunch and meetings at Ft. Lauderdale Executive Airport.

We have installed new officers and welcomed new members Helen Prenitzer and Susan Reed, and we are already involved in a busy schedule of coming events.

by Helen Zanyk

Florida Gulf Stream Chapter

The chapter held its Second Annual Flying Poker Run October 15 with 97 poker playing pilots and passengers flying 34 airplanes and one helicopter to five south Florida airports to play 180 hands of five-card stud for 44 prizes.

Airport "dealers" were stationed at North Perry, Lantana, Clewiston, LaBelle and Ft. Lauderdale Executive (the finish) Airports.

The game was open to all, and non-pilots proved to be the most skilled poker players. Toyota Mike (believe it!), who only cares for hangar and planes for the Toyota Corporation, and Jean Lisenbey, each drew three wins. Mike won first place, hauling off the Coca-Cola director's chair.

The poker run is one of the chapter's fund-raisers which provides the added advantage of opportunity for pilots to practice their flying skills. Goldcoast Chapter selected the event as its October flying activity, and Fran Sargeant was among the winners.

Others who participated were Charles Greene and Alan Gabriel, prosecutors with the Broward State Attorney's office, Rick Pugatch of the Arvida Corporation and newly married FAA Examiner Anne Esselburn Sheeran, formerly from the All-Ohio Chapter.

To be commended are Cindy and Jack Rouse for offering their hangar ideally situated for a perfect finish; Toyota Corporation for providing parking apron; Bill Byce of Cav-Air for all hand-waving and airplane pulling and pushing on the airplane stopping and parking ramps at Executive; Southern Air Parks at North Perry for the complimentary lunches; and the controllers at North Perry and Executive for their great cooperation and assistance to the participating pilots.

by Virginia Britt



Toyota Mike with his poker playing hat and goggles.

Florida Suncoast Chapter

Topp of Tampa Airport is sporting bold, blue letters on the roof of their hangar. The overcast October day was a boon to Air Marking Chairman Pat Hange and her assistant, Debbie Hollingsworth. They flew up from Arcadia and were able to measure and mark the nine-foot letters without the usual sunburn. The next day, members and guests arrived and scaled the ladder to finish filling in the paint.

We have instituted an active 66 program with Carol Hogan as chairman. Nancy Wright, membership chairman, urged chapter members to locate inactive members and bring them to meetings.

Plans are underway for an April 1984 poker run. Ethel Gibson is chairing this event, assisted by Nancy Brantly, Pat Judges and Sophia Payton.

by Barbara Sierchio



Installation of new officers was held at the home of New Orleans 99 Judy Maggiore. Members (standing) are Patsy Zeringue, Linda Charles, Pat Besselman, Judy Maggiore and Mary Donahue. Officers include (seated) Treasurer Amelia Shepherd, Secretary Carolyn Goings, Vice Chairman Glorice Wills and Chairman Lisa Cook. Kneeling is Gloria Burlette.

New Orleans Chapter

A group of 11 New Orleans gals attended the play "Funny Girl," starring Ginger Guma, at Gallier Hall late in September, followed by an early October meeting in the Fairmont Hotel lobby in town.

The Chapter won the Attendance Award at the Fall Southeast Sectional held in Miami, Florida in September.

Congratulations go to Carol Rome of Bourg, Louisiana, who is our newest member. Carol holds her commercial certificate, along with her instrument rating.

Our annual money-raiser, poker run, spaghetti dinner and spot landing contest was held October 8 in Patterson. Other airports involved for the poker run included Houma, Thibodeaux and Jeanerette. There was a party given Sturday night by "Butch" Felterman and his wife by their "Old Warehouse Camp," with all the catfish one could eat and beer for all to drink. Afterward, many danced while others gathered out back by a beautiful bayou. Sunday morning featured flour bombing, balloon catching by ultralights and judging of EAA classics.

by Lisa M. Cook



New Orleans 99s and friends gather at Patterson during the spot landing event.

SOUTHWEST SECTION

Aloha Chapter

"Search and Rescue" with 49½er Dave Luehring was the October program. Everyone came stuffed with pizza from the Red Baron and learned how to file and communi-



Maureen Barnes is the first woman pilot for Royal Hawaiian Air Service, the oldest commuter airline in Hawaii.

cate, as well as gaining tips on ditching and when and who will be out to search. With Hawaii's over-water flying, it is especially important to keep refreshed and safe. Lois and Dave help search for the Coast Guard Auxiliary and CAP in their L-19.

Eleanor Sharpe, past chairman, is representing the 99s as a judge for Hawaiian entries in the FAA sponsored National Aviation Education Essay Contest for children in grades 4-6, 7-9 and 10-12. The national high school winner will receive a prize of \$5,000, and there are many other local, regional and national prizes.

Hawaiian Airlines is expanding and adding mainland routes to its regular Hawaiian island schedule, and Sharyn Emminger has been recalled from furlough. Sharyn will be flying the Dash-7 turboprop on inter-island routes.

Mimi Tompkins-Beltrano and her husband, Robert, entered the charter and tour market in October with Pearl Pacific Air. Mimi is vice president, chief of operations and chief pilot, and she will be flying a Piper Navajo Chief-tan.

Charlene Giebe, who left for greener pastures on the mainland with DHL, was promoted to captain June 13 and flew her first run that day from Baltimore with a stop at JFK.

Diane Kapanowski was promoted and transferred to the FAA Chicago Center in July (just in time for helping at Oshkosh). She's evaluating airports and traveling often.

Marian Kuzma received her appointment as a warrant officer July 10 in the Hawaii National Guard, and she will be the first woman in the Hawaii Guard. She will soon receive her helicopter training at Ft. Rucker, Alabama. In the meantime, Marian is flying a Beech 18 with the new Rainbow Islands Cargo.

Maureen Barnes has been hired by Royal Hawaiian Air Service, Hawaii's oldest commuter airline. The first woman pilot in its history will be copilotting a Twin Otter.

Andrea Rice received her ATP in July and is now line pilot and captain in a Cessna 402 for Air Molokai, flying passengers and freight to the friendly isle from Oahu.

by Eleanor Sharpe

Arizona Sundance Chapter

Melba Beard returned from Atchison, Kansas and the AE birthday activities with two seedlings from the Forest of Friendship. Among those attending when Melba presented the seedlings to Secretary of State Rose Mofford in the Capitol Gardens were representatives of Lake Havasu, Phoenix and Arizona Sundance Chapters, several state officials, local news media and Bill Beard.

A. LeRoy Brewer, Phoenix postmaster, presented a first edition stamp commemorating aviation. Our thanks go to Melba for promoting the image of aviation in the community.

Cathy Nicholaisen has become Whirly-Girl #413. And in so doing, she has taken leave of Arizona and headed for Washington, D.C. to a new job that deals with the placement of what else?) new heliports.

The chapter is planning its First Annual Shamrock Derby, which will be held in March 1984 with a 300-mile speed race, a round robin mystery course and a mystery celebrity look-a-like. Marge Thayer and Janna Shea are chairing the event.

Another honor has come to Lisa Matthews. She recently made us all proud with her precision flying in NIFA events. Now she has been nominated as a candidate for Outstanding Young Women in America. This respect is being paid to Lisa for "professional achievement and community service."

by Daphne Downs



Fullerton Chapter members take a break before the start of their annual Pennies-a-Pound event held October 23.

picture hunt. The December fly-in will be to Solvang for some Christmas shopping.

We now have four 66s and would like to welcome Elaine Stebelton, Delores Vickers, Kathy Wertz and Cecelia Williams to our chapter.

by Melanie J. Adair

CHAPTER NEWS, ETC.

Bakersfield Chapter

The chapter was well-represented at the Fall Southwest Sectional in Sacramento with nine members attending. Flying in were Dorothy Robinson, Pat Church, Kathy Malone, Susan Smith, Elizabeth Saba, Geneva McNamee, Shirley Giumarra and Janice Brown, Achsa Donnels, our Charter Member, drove up with husband Al.

Janice Brown, Bakersfield's pilot extraordinaire, was featured speaker at the convention and recipient of the first runner-up award for Pilot of the Year. In addition to Janice's honor, the chapter was very pleased to bring home the Public Relations Trophy.

Several chapter members enjoyed a Sunday brunch fly-in early in October to one of the Central Valley's favorite runway and lunch spots—Harris Ranch.

Meanwhile, Dorothy Robinson and Pat Church were in Phoenix exercising their pilot and navigation skills in the Kachina Doll Air Rally. This year's race was particularly noteworthy for its extremely difficult to find first check point. As always, however, everyone had a great time flying (and talking about) the race.

by Pat Church

Fullerton Chapter

Our annual Pennies-a-Pound event was held October 23, a perfect day for an airplane ride. Many chapter members participated in the event, which was put together by June Leach and Jan Nieslesky. Special thanks go to Dick and Betty Walworth, Jan and Ed Nieslesky, Avery and Howard Grey, Gerry Adamson and George Savord for donating their time and airplanes. Rides were given to 59 people, for a total carried of 6,063 pounds.

The speaker at our October meeting was LeeAnn Herbert, Santa Ana College, who gave a most interesting talk about the right colors to have for our wardrobes, and how to get many different looks from just a few basic items.

The monthly fly-in for November will be the "Mystery Fly-In" with a barbecue at the destination, and it will include a poker run and

Los Angeles Chapter

The Santa Monica Community Festival was a success. The 99s did not furnish airplane rides, but with the Santa Monica Bay Chapter, many of us helped with tours of the tower. These tours were well received, with many of the airport neighbors commenting that they did not understand all the fuss about the airport. We estimated about 350 people took the tour. Some of us attended the hangar party that followed. Eugenia Rohrberg bought one raffle ticket for \$1 and won \$100. How's that for an investment?

Sally LaForge received the chapter Service Award, presented at the installation dinner.

Sylvia Rickett took her flight engineer B-727 written October 11. The next step for a flight engineer rating is simulator flight time.

Wally Funk wishes to thank the chapter for sponsoring her in the Forest of Friendship. Wally also reports she will be traveling through New England, driving through four states and Canada, with a stop in Portland to see an old professor. Wally also reports that her home in Taos, New Mexico is completed. She is five miles west of the Taos Airport, but she has enough land for her own strip.

by Sally LaForge

Long Beach Chapter

"Doing" seems to be the theme of our chapter, and our young members are "doing us proud"—LouAnne Gibson came to our April meeting the day of her first flight lesson and returned for the May meeting as a private pilot; four months later she held commercial and instrument ratings and, after just six months and 300 hours, is well on her way to CFI.

Sumaira Futehally, age 22, came over from India this fall to fly with Margaret Callaway. She, too, earned her license in 28 days, scoring 93 percent on her written. Sumaira's mother, Rabia Futehally, is a charter member of the India 99s.

In the past year, Carol Warren has become a controller at Los Angeles Center; Dayle Buschkotter has been promoted to the tower at LAX; and Kathy Babis, ATC at Torrance

tower, received the Young Careerist of the Year Award from a local women's club.

With nine children finally out of the nest, new member Rita Buhl was "told" to get her pilots' license to facilitate family enterprises. Reluctantly, Rita did as she was told—now she's winning races. In her first race this summer, she came home asking, "Why didn't we win?" Handicap and weight being the answer, she quickly found the remedy. With her 90-pound daughter, Mary Jo Volk, flying in a 152, she finished a close second behind Chairman Betty Faux and Joanne Packer in the First Annual Back to Basics Race sponsored by the Los Angeles Chapter. One month later, Rita and Mary Jo won the PAR.

Sharon Crawford and Marie Hoefler continue to bring home trophies, placing second in the ARC and third in the PAR. Sharon continually promotes the 99s and recently arranged a booth at the Air and Space Exhibit at the Los Angeles Airport Hilton.

Susan Kennedy and Jacquie Sprague, an up-and-coming race team pushing toward the winner's circle, placed fifth in the PAR. Jacquie devotes most weekends and her plane to the Explorer Scouts.

Jean Schiffmann has a different approach to racing. A CFI, Jean now flies each race with one of her students, allowing them cross-country time. Though not the most competitive approach to racing, she usually finishes in the top 10, placing fourth in the Palms to Pines and eighth in the ARC.

Margaret Callaway, Mary and Bob Wenzholz, Gene FitzPatrick, Joyce Jones and Margaret Berry attended the Flying Samaritans' convention in San Felipe, British Columbia, transporting medical members in their planes. Margaret Callaway flies one or two weekends a month for this worthy endeavor.

October 29 marked our annual Halloween Poker Run and 32 planesful enjoyed the fun even though the beautiful weather of the week gave way to clouds and haze. The event is flown in costumes—which get better every year—and prizes are given for best costumes and best and worst poker hands. Top prizes this year were rides in a T-6 and an hour of aerobatics. The tired and happy group enjoyed a spaghetti feed at the terminus airport.

by Mary Munger



1983 Palomar Chapter PAR racers are Lois Delay, Sheila Wing, Syd Dolbeck and Nena Hewitt.

Palomar Chapter

"Dumb Questions You Were Afraid to Ask" was the theme of our regular meeting October 8. This very rewarding program was coordinated by Nancy Thompson. J.C. Boylls, 49½er and CFII, CFI Valerie DeFrain and Jim Uruchutru, Palomar controller made up the panel of experts.

Pam Vander Linden reported on the Southwest Sectional in Sacramento, and Kay Brick gave us a complete briefing on what she considered to have been the finest International Convention ever.

Our chapter was well represented in the Pacific Air Race. Syd Dolbeck and Marsha Brown received the trophy for best time for first-time racers. Lois Delay and Sheila Wing received a trophy for the best time for under 500 hours. Nena Hewitt and Pat Townsend, Connecticut 99, did well in the race in spite of electrical problems. Marsha Brown is our new 66, soon to be a 99.

Mary Pearson has written a manual especially designed for first-time racers. She is offering "Racing to Win" for \$4.50. Mary has raced in numerous Powder Puff and Air Race Classics. Sheila and Lois said it was most helpful during the PAR when Mary's tip about carrying an extra headset was a lifesaver after they realized that they were not being acknowledged by McCarran Tower.

Vi Pfeiler and 49½er, Jack, just returned from a two-week barnstorming trip throughout the southwest, including El Paso, Santa Fe, Durango, the Grand Canyon, Monument Valley and Lake Powell.

by Vi Pfeiler

San Diego Chapter

Boy! This has been a busy summer for us. We hosted the start of the Air Race Classic in June. Betty Gillies, Gertrude Lockwood and Betty Wharton went to New Orleans in August for the best Convention ever. (Even Claud had a good time!) Last weekend we held the 17th annual Pacific Air Race.

Next month we will hostess an Instructor's Revalidation Clinic, and we are planning a "Just for Fun Fly-In" to Warner's Ranch in the mountains east of San Diego sometime in January.

We had a lot of help on both races from El Cajon Valley, Palomar and Mission Bay Chapters, and we certainly thank them. And throw in Las Vegas Chapter for the terminus of the PAR. 99s are terrific people!

by Betty Wharton

San Fernando Valley Chapter

As is our usual style, we were well represented in the Pacific Air Race, which went

Packard of similar vintage. The photograph was taken at a gathering of unique airplanes (Ceci is also president of the Vintage Aeroplane Association of California) and antique cars at Cable Airport in Upland, California. Aside from winning first place in the still life category, Ceci also got to take home \$50 for her efforts!

by Syliva Sanderson

San Luis Obispo Chapter

It has been a busy time for our chapter since our last report. Meta Neubert attended the International Convention in New Orleans; then she, JoAnn Levin, Shirley Moore, Cheryl Cooney and Helen Hall, a 99 from Illinois, went to the fall section meeting in Sacramento. Shirley Moore is the new Amelia Earhart Scholarship chairman, and Meta Neubert was appointed safety education chairman.

The regular chapter meeting was held in September at Renown Aviation, where we were given a simulator demonstration and an opportunity to try it out.

SLO Airport Day was canceled because of construction and was rescheduled for next year. It was disappointing news as this is not only a big fund-raiser for us (via airplane rides) but also an opportunity to meet with the public to promote aviation.

Emily Cletsoway temporarily has her co-pilot out of commission due to, of all things, a biking accident. But her husband is recovering well and will soon be back in the air—as will the rest of us with two upcoming fly-outs scheduled to Salinas and Santa Barbara.

by P. Kamm

Santa Barbara Chapter

Our regular meeting was held at Rachel and Bob Watkins' home (again!)—this is getting to be a habit. Joan Steinberger entertained us with slides she and her son, Ron, had taken at the EAA meeting in Oshkosh. Jenny Wright missed the meeting because she and 49½er Bill were sailing down the

CHAPTER NEWS, ETC.

Phoenix Chapter

Betty Picard became the second Phoenix 66 to emerge from her cocoon and unfold her wings. On October 15, presto, she is a licensed pilot and full-fledged 99. She was preceded in August by Esther Selah, but alas, Esther took her new certification back home to India because of the illness of her mother. She is expected to return to Phoenix and membership in the chapter soon.

Shirley Rogers, Ann Newcombe, Caroline Reibert, Lois Ward, Roseann Ballard and her 49½er, Larry, along with most of the Heart of Arizona Chapter, were timers and greeters for the Prescott fly-by and/or stopover for PAR contestants. They reported having much fun.

It's a first for the chapter—a booth at the Arizona State Fair. What a place to reach thousands of people with a display of 99s activities and handouts of information! The State Fair Commission announced that one day in 16 would be devoted to women's organizations, and, of course, the 99s were right there to set up their booth.

A bundle of clothing and supplies weighing in at 134 pounds was collected for Jerrie Cobb at the September meeting. Bruni Bradley shipped it to Florida where Jerrie will pick it up next time she flies in.

A number of members are sporting new Phase Wings—Phase I, Ruth Spitalny, Lisa Davis, Nancy Nay, Elaine Rawls and Ruth Olsen; Phase II, Ann Newcomb; and Phase IV, Marti Pearce, June Bonesteel and Shirley Rogers.

Air marking is the theme of 1984 Ninety-Nine Calendars, now available. [See ad in this issue for additional information.]

by Mary Lou Brown

Redwood Empire Chapter

It's been several months since our chapter reported news, but let us assure you our members have been very busy and active.

Starting next issue we will once again keep you posted on our many accomplishments and interests.

from Gillespie Field (San Diego, California) to Boulder City, Nevada on October 15. There were fly-bys at Imperial VOR, Gila Bend Airport and Prescott Airport. After the race was over, many racers pursued Lady Luck in the casinos of Las Vegas. JoAnn Linder and Delores Pynes Hamilton did us proud by capturing sixth place this year. The other teams who participated in the race but did not place in the top 10 were Jeanne Fenimore/Pat Forbes, Barbara Black/Louise Martin-Vegue, Elizabeth Dinan/Lillian Camden, Ely Rickabaugh/Beverly Woodward, Paula Bazar/Monie Pease and Melinda Lyon/Jaye Howes.

Chairman Ceci Stratford recently participated in Union Bank's 13th Annual Employee Photo Contest. She entered the still life category with a photograph of a red 1942 cabin Waco (Model VKS7) sitting opposite a red



A red 1942 cabin Waco (Model VKS7) and a red Packard of similar vintage at Cable Airport in Upland, California.

Blue Danube. They visited seven countries before they returned home.

The chapter was well represented at International Convention by Shirley Sendrak and Marion Fickett and at the Fall Southwest Sectional by Jenny Wright, Tarry Nelson and Marion Fickett.

John and Erma Christian spent a busy, interesting 15 days in China this month. Breakfast at 0700 began each day of visiting factories, gardens, pagodas and many historical, continuing until the late hours. The people were charming and particularly interested in foreigners, which made the trip a memorable one.

by Erma Christian

Santa Clara Valley Chapter

Nancy Rodgers and Jackie Petty placed second in the recent Pacific Air Race. Coming in fourth were Mayetta Behringer with Dottie Theurer. Other members who flew in the race were Vera Arnold and Pat Roberts, Carol Lushbaugh and Joan Valour, and Pat Rowe (who flew with Joan Steinberger of the Santa Barbara Chapter).

Fourteen of us attended the fall section meeting in Sacramento. (Dottie Theurer would have made it 15, except she had alternator problems somewhere over San Francisco Bay and had to turn back.) Among the highlights of a fun-packed weekend was a chance to see the Railway Museum at Old Sacramento. Even "take-to-the-air" types were overwhelmed!

The October Flying Companion Seminar, which Debby Cunningham chaired, was a great success. We had 51 participants, including two males. Dottie Theurer, who will chair the spring seminar, is already organizing her committees. Kathy Pelta is preparing SOPs for all the jobs involved. We hope this will make it easier for even new members to take an active part in helping at the seminars.

Donna Pinley showed slides of her life as a bush pilot in the Idaho back country at the October general meeting. For two summers, Donna and her husband flew Salmon River rafters and campers into the wilderness. Often it was a case of landing on a grass strip in a narrow canyon, where you land in one direction and take off in the other — and there are no go-arounds.

Air Age Education Chairman Alice Robertson attended the Pacific Regional Aerospace Conference on the Queen Mary in Long Beach. She returned full of enthusiasm and with materials and ideas for our "Careers in Aviation" programs at local schools and scout troops.

Congratulations go to Corresponding Secretary Anne Tapay, who has a new daughter, Diana Michaela, born October 25.

by Kathy Pelta

Sierra Buttes Chapter

The lease on the picnic area at Nevada County Airpark has been delayed another month. We hope to complete negotiations soon, so we can start on our improvement projects. Also, our new clubhouse has carpeting and furniture donated by 66 Jeane Moore. Soon we hope to have filing cabinets, bookshelves and a flight planning area.

The October safety seminar was very special. Leo Lake, 49½, received a nice plaque and certificate of achievement from

the Western Pacific Regional Offices of FAA. Several dignitaries flew up from southern California to present the award. We would like to encourage each chapter to participate in this program by nominating a worthy mechanic in your area. Don't forget your favorite flight instructor, too!

We had a terrific turnout for our fly-out to Chester at Lake Alamanor. Slipping into the runway at the edge of the fog layer was

exciting, too. We also had a delicious luncheon at the Apple Fare in Nevada City for our monthly luncheon. The fall colors this time of year are really breathtaking.

Gladys Harper, our honorary member, has been in the hospital this month and even got a broken rib in the ambulance on the way! Just proves again that flying is safer — right, Gladys?

by Helen Lake

Information Sources for your "Flight to the land of the Midnight Sun"

- * Flight Tips for Alaskan Tourists No Charge
- and Alaskan Region "Accident Prevention Program" No Charge
- Gene Morris
- Accident Prevention Coordinator
- Federal Aviation Administration
- 701 "C" St.
- Anchorage AK 99501
- Flying the Alaska Highway in Canada No Charge
- Transport Canada (Air)
- Attention: SLP/SLPA
- Aeronautical Information Services
- Place de Ville
- Ottawa, Ontario, Canada
- K1A 0N8
- Alaska and Canada's Yukon No Charge
- State of Alaska
- Division of Tourism
- 620 E. 10th Ave.
- Anchorage AK 99501
- Your Alaskan Flight Plan: Don and Julia Downie \$ 9.00
- The Ninety-Nines, Inc.
- P.O. Box 59965
- Oklahoma City OK 73159
- Airway to Alaska (US) \$ 4.00 (Canadian) \$ 5.00
- (includes information on customs, motels, airport diagrams, etc.)
- June Mills
- Saskatchewan 99s Chairman
- P.O. Box 331
- North Battleford, Saskatchewan, Canada
- S9A 2Y3
- Catalog of Books on Alaska No Charge
- and The Milepost (1983 Edition) \$11.95
- Alaska Northwest Publishing Company
- Box 4-EEE
- Anchorage AK 99509
- Tourist Information — Canada No Charge
- (specify light aircraft)
- Canadian Government Office of Tourism
- 240 Sparks Street
- Ottawa, Ontario, Canada
- K1A 0H6
- (Check telephone directories for listings in New York, San Francisco, Los Angeles, Chicago, Minneapolis and Seattle.)
- * Will be included in our trip packet.

Flight to the land of the Midnight Sun

[continued from page 13]

We realize that there are a lot of warnings in this article. We don't want to discourage anyone, but we'd be doing you a disservice not to give you some idea of what the trip can be like. We really want to encourage you to fly up — it's a marvelous trip. And when you get here, then you've got your

airplane to enjoy some adventures exploring in Alaska.

Start getting ready now. Write for information from the sources we've listed above, and join us in August 1984 for the best International Convention ever.

See you in Anchorage!

FLYING TO ALASKA AIRCRAFT INSURANCE

by Gene Nora Jessen

If you plan to fly your own aircraft to Anchorage for Convention, be sure to check the territory included in your policy now. Many policies exclude Alaska. If this is the case with your policy, contact your agent to see if an Alaskan endorsement can be added. If it cannot, you'll want to find the coverage you need at renewal time. That's why it is important to look into it now.

There are several domestic insurance policies which include Alaska. The Ninety-Nines' group company, American Aviation Underwriters, is one which does include Alaska at no penalty in premium.

If you wish to fly yourself north of the Arctic Circle, that's very difficult to cover — unless you're an experienced arctic pilot.

Insurance is an important item on your Alaska flight plan.

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Jackie Petty and Nancy Rogers (left), in a Piper Warrior 161, finished second in the PAR, while Sharon Crawford and Marie Hoeler (right) placed third flying their Cessna Cardinal 177B.

Let's go air racing!

Flying a Cessna 152, Rita Buhl and Mary Jo Volk won top honors in the 1983 Pacific Air Race.



1983 Pacific Air Race

The 18th Annual Pacific Air Race was flown October 15 from Gillespie Field, El Cajon, California, to McCarran International, Las Vegas, Nevada, with 71 pilots in 36 airplanes participating in the 533-sm race.

Fly-bys and/or landings were scheduled at Gila Bend and Prescott, Arizona and Boulder City, Nevada.

Takeoff was delayed 1:25 because of marginal vis to the east, however the deadline at the terminus was extended one hour to 1700.

Awards were presented at the evening banquet at the Maxim Hotel and Casino in Las Vegas.

by Glenn Buffington

PACIFIC AIR RACE RESULTS

1st Place R. Buhl/M. Volk	Cessna 152	20.0036
2nd Place J. Petty/N. Rogers	PA-28-161	19.0033
3rd Place S. Crawford/M. Hoeler	Cessna 177B	18.0351
4th Place M. Behringer/D. Theurer	Cessna 182K	17.4550
5th Place S. Kennedy/J. Sprague	PA-28-161	16.2737
6th Place J. Linder/D. Hamilton	Cessna 182	16.0361
7th Place M. Haskins/M. Rich	PA-38-112	15.2314
8th Place J. McCormack	Cessna 172N	15.0138
9th Place M. Haase/J. Landfried	Cessna 172L	14.7299
10th Place T. Hensley/J. Hoffman	Cessna 172	14.6779

Kachina Doll Air Rally

The 16th Annual Kachina Doll Air Rally was dedicated to Ruth Reinhold, charter member of the Phoenix Chapter. The October 8 proficiency event (time, fuel, navigation) was won by a pair of Phoenix 99s in a Cessna 172. Nancy Rogers and Pam Gorman also took home the first place Goldwater Trophy in 1981.

Thirty-five entrants flew the 353-mile course under cloudy skies. Several contestants were singing, "I've seen the clouds

from both sides now," as they returned to Deer Valley Airport.

Cash awards and trophies were presented to the top five winners. The Tail-end Turtle Trophy, coveted almost as much as the first place trophy, went home with Lillie Parks and Sarah Raymo, first-time racers. The spot landing winners were Susan Kennedy and Joyce Sprague, Long Beach.

by Mary Lou Brown

KACHINA DOLL AIR RALLY RESULTS

1st Place	Nancy Rogers/Pam Gorman	Cessna 172
2nd Place	Ron Beguin/Jerry Johnston	Cessna 152
3rd Place	Gray Bower/Ken Howell	Cessna 170B
4th Place	Don Goebel/Barney Huser	Cessna 177B
5th Place	David Richardson/John Bjornhof	Piper Dakota
Spot Landing	Sandy Christison/Joyce Sprague	Piper Arrow

Sunflower Air Rally

Due to low ceilings, the Second Annual Sunflower Air Rally did not get off to a flying start as soon as planned. However, around 1430 hours, with a 1,000-foot ceiling and a

course shortened to 158 miles, the participants were off.

Out of 21 entries, 12 were able to fly. The remainder were not able to get to Hutchinson, Kansas because of weather.

The race went well, and 48 were present at the awards banquet on Saturday night.

by Deb Nichols and Ethel Ward

SUNFLOWER AIR RALLY RESULTS

1st Place	Phyllis and Bob Howard, Oklahoma City
2nd Place	Karen and Sid Tucker, Wichita
3rd Place	John Lanning and Rex Boyle, Wichita
4th Place	Betty Jo Hammer and Robin Smith, Oklahoma

Racing Togetherness

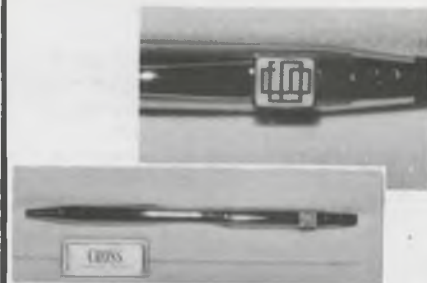
(Husband Ben Austin, copilot, speaking): "We're five minutes and 20 seconds early... do two 360s at 15 degrees — still too early... do a three-quarter turn and roll out at 353 degrees — okay, good. Now do an "S" turn... Now... I said, NOW... let go, I can do it! Okay, we're fine now, but where is Mt. Comfort???"

Yes, my husband and I were a good sample of "couples" flying together — or trying to! We had a super time flying the triangular course from Mt. Comfort, Indiana to Miami, Ohio, Bedford, Indiana and back to Mt. Comfort. Having been in only one other race 13 years ago we *did* know how to file for a low air speed and guess on our fuel.

Guess was exactly what we did! At impound we wrote down 10.6 gph and handed it to the Indiana Chapter 99s. Little did we know — at refueling we uncovered the fuel truck's towel and 21 gallons it read! Ben let out such a yell! We were 100 percent on our fuel and 28 seconds late on time. We placed second in the 1983 F.A.I.R. and received a plaque for "Best Performance by Spouse and Pilot" — little did they know!

by Diane Austin

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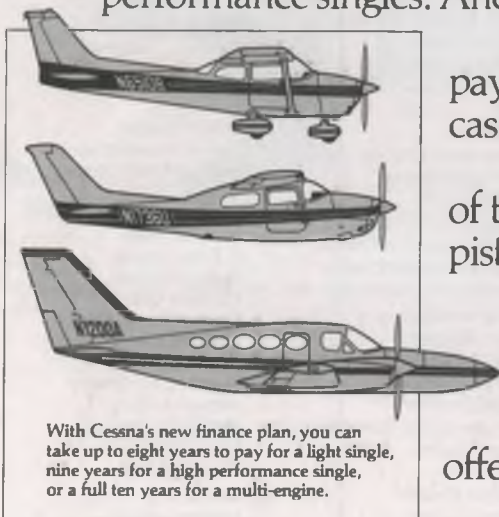
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