

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 11

JANUARY/FEBRUARY 1984

NUMBER 1



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More on A/E p. 20

Letters to the EDITOR



Gabrielle Thorp poses with the T-38 trainer in which she earned her Air Force wings.

Dear Editor:

This is just a short note to thank you and your staff for an outstanding job on *The 99 NEWS*. The last two issues have been impressive.

I realize the many, many hours you and your staff spend putting every issue together and again want to extend my many thanks. I am sure all 99s appreciate your efforts.

— Marion P. Jayne
Palatine, Illinois

Dear Editor:

I think this November issue of *The 99 NEWS* will do more for our International membership than anything we've ever done.

Thanks for using my two — even if Kim was the only overseas member.

— Betty M. McNabb
Panama City, Florida

Dear Editor:

This comes from one of your ancient Charter Members. Ha!

In October and November I was in Nairobi, Kenya. I went over on a Christian Conference and then took in two safaris. All great.

But while there I got in contact with 99s. Had lunch and spent the afternoon with Denise Morchand and Madeleine Schneberger.

Denise Morchand (left) and Madeleine Schneberger at Wilson Airport in Nairobi, Kenya.



berger. Together we visited the offices of Dr. Anne Spoerry. It was great to catch her on the ground, as she flies all over Kenya in her capacity as doctor to the needy and outback. She is in radio communication with over 100 places that she serves. A beautiful person in every way.

Denise, the present 99 governor, has built up a great flying club she calls the "99 Club" that includes many men. She is an instructor, and I was delighted to meet her.

Madeleine is the chapter treasurer and the most popular safari pilot in Kenya, and it is not hard to see why. She is lovely to look at and tops in her trade.

Together we went to locate and see one of the truly great of the early women fliers — Beryl Markham. We found her near the race track where she has trained racing horses all her life, as her father did before her. But she also learned to fly. After flying over Africa at night without any normal flying aids, it was, apparently from the way she tells it, a simple thing to hop the Atlantic from England to a forced landing on Cape Breton, Nova Scotia in 1936!

Her beautifully written book has just been republished by N. Point Press. I cannot recommend *West with the Night* too highly.

This can add a bit to the good article in the November issue.

— Nancy Hopkins Tier
Lakeville, Connecticut

Dear Editor:

On November 29, 1983 I received my wings as an Air Force pilot.

My undergraduate pilot training was completed at Williams AFB in Arizona.

After survival training and KC-135 transition training, I will be flying with the Arizona Air National Guard's 161st Air Refueling Group at Sky Harbor Airport in Phoenix, Arizona.

— Gabrielle Anita Thorp
Arizona Sundance Chapter

Dear Editor:

I would like to share my first impression of my first 99s International Board of Directors meeting with you. It is a professional, dedicated, inspirational Board.

I hope I can communicate to you the spirit that was present at that meeting. We are so fortunate to have such dedicated members serving on our Board of Directors. I feel certain that each of them gives much, much more of themselves than we could ever hope. They seem to eat, sleep and breathe 99s.

Our meeting began at 8:30 a.m. on Friday

morning with a very long but well-planned agenda. We began promptly at 8:30, worked hard until 12 noon, broke for a one-hour lunch, then back to work until 5:30 p.m. Saturday was identical, and Sunday morning we met again from 8:30 a.m. until 11:30 a.m. Then came the dash to our respective planes and our homes in various parts of the USA and Canada.

Since the Board only meets twice a year, other than at the International Convention, we had a myriad of subjects to cover and problems to solve. Everyone was prepared for the meeting and had helpful suggestions to offer. We discussed the activities of each International Chairmanship and everything from coloring books to the proposed new FAA charts to bylaws revisions, upcoming Conventions and section meetings, resources and grants, USPFT, public relations, ways & means, etc., etc., etc.

To sum it up, we worked hard, we enjoyed working together, and we had fun doing it. No Board can be productive without a great respect of each of its members for the others. This Board has that respect. Each of us brought a different area of expertise to the meeting, and each of us welcomed the others' opinions. I have always been proud to be a 99 and I am even more so now. Thank you, all of you, for providing me with the opportunity to serve on this Board. May our actions always make you proud to be a 99.

— Marie Christensen

Dear Editor:

In the December 1983 issue of *The 99 NEWS*, page 9, is the poem, "If You Have Flown." You state that the author is unknown.

The author is Betty Huyler Gillies, Charter Member of the 99s, with a long string of offices and achievements that you know better than I.

Betty wrote the poem in 1936 to deliver in a speech about flying. In 1956 Betty sent me the poem to include in the July 1956 program for the All-Women Transcontinental Air Race, but had left her name off and wrote "author unknown" at the bottom. A lot of years later I wrote her that I wanted to include the poem in a book about Claire Walters, and was she, Betty, the author? Betty wrote back that she was the author and gave me permission to use the poem.

If Betty sent you the poem but didn't want her name on it, okay. But if you reprinted it from the program, then perhaps you can give credit where it is very much due — and long delayed.

— Betty Loufek
Palms Chapter, Camarillo, California

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The 99 NEWS

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ON THE COVER

New Photographs of Amelia Earhart
were recently given to Headquarters.
See page 20 for more on these
acquisitions.



New Ratings

MIDDLE EAST SECTION

Gall Johns, Greater Pittsburgh — CFI
Emily Scott, Greater Pittsburgh — IFR
Ellen Hahn, Potomac — IFR
Betty Ollivolo, Potomac — IFR
Beverly Sharp, Washington, D.C. — IFR
Morgan R. Hapeman, West Virginia Mountaineer — BGI

NEW ENGLAND SECTION

Diane Weiss, Connecticut — IFR

NEW YORK-NEW JERSEY SECTION

Caroline Grimes, Finger Lakes — IFR

NORTH CENTRAL SECTION

Terri Donner, Wisconsin — AMEL
Sandra Niles, Wisconsin — AMEL, ATP
Pat Wier, Wisconsin — COMM, AMEL

NORTHWEST SECTION

Rosemary Milbeck, Columbia Cascade — CFII

SOUTH CENTRAL SECTION

Michelle Dionne, Albuquerque — Flight Engineer 727
Linda Pecotte, Chaparral — COMM, IFR, CFI
Kathy Collum, Texas Dogwood — AMEL, CFII, ATP

SOUTHEAST SECTION

Jacqueline Cross Whaley, Florida Crown — IFR
Cindy Rouse, Florida Gulf Stream — IFR
Marlene Van Buren, Florida Gulf Stream — ATP
Dottie Westby, Florida Gulf Stream — CFI

SOUTHWEST SECTION

Nancy Hangarh, Cameron Park — AMEL
Doris Lockness, Cameron Park — COMM Balloon
Lynne Kastel, Monterey Bay — IFR
Mary Humphreys, Orange County — AMEL
Patricia Noyes, Orange County — COMM
Rosemarie T. Finch, San Fernando Valley — AMEL, CFI
Monie Pease, San Fernando Valley — AMEL
Joy Kelly, Santa Clara Valley — IFR

NOTAM

International 99s Audio-Visual Careers Program, "Women in Aviation" is now available. Rental fee is \$15 plus return postage. Contact Jan Orr, 12485 Redwood St., N.W., Coon Rapids MN 55433, (612) 757-8041.

Calendar

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 Vermillion County Airport, Danville, Illinois. Entries accepted December 1, 1983-February 15, 1984. Meet kits, \$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. Race kits, \$3.50, from Shirley Cochran, 1500 N. Markdale, #70, Mesa AZ 85201, (602) 834-0250 or 982-0890.

Mar. 30-31: Tucson Treasure Hunt, sponsored by Tucson Area 99s, Pinal (Marana) Air Park. Contact Lorraine Newhouse, 1701 W. Travelair Way, Rt. 1, Box 425, Tucson AZ 85704, (602) 293-5601.

Mar. 31: Shirts 'n' Skirts Air Race, rain date April 7. Race kits, \$3.50, payable to Fullerton 99s. Contact Melanie Adair, 1695 W. Crescent, #282, Anaheim CA 92801, c/o George Savord.

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

APRIL

Apr. 5-7: National Congress on Aerospace Education, Houston, Texas (see page 7).

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. 7-8: Mountain Flying Seminar, Monterey, California. Contact Judi Wing, 1869 Cherokee Dr., #1, Salinas CA 93906, (408) 443-6542.

Apr. 13-15: Spring Western Canada Sectional, Heritage Inn, Moose Jaw, Saskatchewan. Hosted by Saskatchewan Chapter.

Apr. 13-15: International Board of Directors meeting, Oklahoma City, Oklahoma.

Apr. 14: USPFT Spot Landing and Flight Planning Contest, rain date April 15. Contact Doris Abbate, (516) 676-7852, or Barbara Evans, (516) 627-0246.

Apr. 16-18: Americana Grand Prix Air Race, entries open January 28 and close March 15. Entry kits, \$7, from Grand Prix Air Race, Ltd., Marion P. Jayne, 1918 Banbury Rd., Palatine IL 60067, (312) 358-5100.

Apr. 25-28: NIFA National Competition, Colorado Springs, Colorado.

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

MAY

May 4-6: Spring South Central Sectional, El Paso, Texas. Hosted by El Paso Chapter.

May 5: Allegheny Air Derby, sponsored by Greater Pittsburgh Chapter. Race kits, \$3, from Helen Davison, 4011 Dragon Rouge Dr., Gibsons PA 15044, (412) 443-5124.

May 11-12: Spring North Central Sectional, South Bend, Indiana. Hosted by Indiana Dunes Chapter.

May 18-20: Spring New York-New Jersey Sectional, Vista Hotel, World Trade Center.

May 18-20: Hayward to Las Vegas Proficiency Air Race, open to licensed private pilots. Awards party at the Imperial Palace Hotel with \$500 first prize, 15 trophies and specialty awards. Hayward, Bakersfield and Las Vegas Valley Chapters assisting. Entry kits, \$3.50, from Hayward Air Race Committee, 20301 Skywest Dr., Hayward CA 94541; call Lou Chianese, (415) 581-2345, ext. 5285.

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 27: Poker Run, rain date June 3. Hosted by Canadian Rockies Chapter. Terminus Kelowna.

May 31-Jun. 2: National USPFT Competition, De Queen, Arkansas.

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

JUNE

Jun. 27-30: Air Race Classic, Pasco, Washington to Gainesville, Georgia. \$20,000 prize money. For race kit, contact ARC Headquarters, Pat Jetton, P.O. Box 1343, Crested Butte CO 81224. Initial fee, \$10; annual dues, \$7.50.

Jun. 30: No deadline for The 99 NEWS.

THE PRESIDENT'S MESSAGE

by International President Marilyn Copeland



Happy New Year! May you and your family enjoy the best of health, happiness, prosperity and fine flying in 1984! With each new year, we are given another clean slate of months to use in the very best manner possible. As usual, I have made some new resolutions and revamped some old ones. Some reflections include: a review of mid-year accomplishments of 1983-84 project goals, press kit usage, cross-check of membership figures 1982-83 versus 1983-84, encouraging members to keep flying and plans to attend the August 6-12 International Convention in Anchorage.

It is a unique privilege to serve as the President of the 99s and live in the Air Capital of the World. The Beech-Raytheon Company recently hosted a first-class reception for nearly 1,000 Wichita community leaders to introduce the new Starship I, as well as the King Air 200B with glass cockpit display. The futuristic Starship I is truly a beauty, continuing the fine tradition of Beech. We are also extremely proud of the Cessna Aircraft Company and their optimistic look toward general aviation. Recent announcements of sales in their new Caravans and Citation III aircraft make us all smile. The 99s certainly appreciate Cessna's continued advertising support in *The 99 NEWS*.

During our Fall Board of Directors Meeting, considerable time was spent on future planning. Although our purpose is "to engage in strictly educational, charitable and/or scientific activities and purposes, and particularly to promote aeronautical science by such means as is not inconsistent with the educational, charitable and scientific purpose of the corporation," we endeavored to set more specific goals to assist the membership in future planning. They are by no means set in concrete, but are presented for further suggestions by you, the members. They are:

1. To provide a peer support group (friendship, fun and careers).
2. To promote aviation safety and aerospace education.
3. To promote flying.
4. To promote the growth of general aviation.
5. To become a recognized voice in aviation.
6. To promote better communications within our organization.
7. To encourage young pilots and student pilots in their aviation pursuits.
8. To upgrade our organization in a professional manner.
9. To recognize supporters of our organization.
10. To plan for future growth of our organization.
11. To preserve our history as well as that of all women in aviation.
12. To use our aviation skills and knowledge for educational, charitable and scientific causes.

During our meeting we previewed a new award-winning movie, "A Wing and a Prayer," a documentary on Amelia Earhart. The film is available on a \$25 rental basis from Char Falkenberg.

Preceding the Board meeting, the USPFT Council convened. Filled with enthusiasm, having recently returned from the world competitions in Norway, they reported that other countries were impressed with our USPFT precise flying. The meeting was directed toward the needs of our membership in holding local and regional competitions, as well as planning the details of the world competitions to be held in Florida in August 1985. Lois Feigenbaum, national chairman, has also served as the team manager for the past two years. Untold numbers of hours have been spent by Lois; Hazel Jones, flying activities chairman; and Janet Green, financial chairman. B.J. Schermerhorn and Pat Roberts have been appointed to coordinate 99 chapters and sections outside the US to sponsor precision flying teams. Participating in local and regional USPFT meets is fun and certainly a good sharpener for aviation skills.

It has been exciting to read of 99 Brooke Knapp's most recent record-making flight in her Gulfstream III, "American Dream II." Her world speed record circumnavigating the globe over the North and South Poles in a business jet is 85 hours, 1 minute and 44 seconds. Congratulations, Brooke!

Sally Ride continues to make the news. Recently, it was announced that she will be a crew member on the space shuttle, Columbia, Flight 41-G, next August 30. Fay Gillis Wells is making plans to honor outstanding women in aviation at the Forest of Friendship in July, and she plans to include many aviation careers — not just flying. Contact Headquarters with names you would like considered.

December 9, 1983, the Aero Club of Washington, D.C. honored J. Lee Atwood, former chairman, president and CEO of Rockwell International, with the 1983 Wright Brothers Memorial Trophy. As President of the 99s, I was honored as a head table guest, along with about 25 male aviation dignitaries. The next Wright Brothers Dinner was in Wichita, where Jim Greenwood, senior vice president of corporate affairs for Gates Learjet, was the speaker. He presented the new movie, "How Strong Is the Wind," a documentary based on the award-winning book, *Kill Devil Hill*, by Harry Combs. This was the premiere public showing of the excellent film of which Mr. Greenwood was the executive producer. It included rare historic movie footage of the Wright Brothers, fine narration by Mr. Combs and some terrific Gates Learjet flying.

Congratulations go to Broneta Evans, past International President, upon her enshrinement in the Oklahoma Aviation Hall of Fame. Also, grand anniversary celebrations have recently been held in the Washington, D.C. and Chicago Area Chapters.

Every month, I receive excellent information from chapters and sections through the newsletters. One especially nice project was that of the Phoenix Chapter when they sponsored a poker run and donated the proceeds to the new spin-off chapter — Heart of Arizona. Keep those cards and letters coming — they are great!

Gifts to International Headquarters

Archives

Michael Collins Piper, Editor, *The Spotlight*
Marianne Mackay, Author
Virginia Thompson, Shenandoah Valley Chapter
Cathy Nicholaisen, Arizona Sundance Chapter
Helen Mennitto, Florida Goldcoast Chapter

AE Memorabilia

Jean Hawter, 152 Adelaide St., Busselton, Western Australia
Bill Ringers, Laguna Beach, California
Joan M. Hill, Orange County Chapter
Helen Mennitto, Florida Goldcoast Chapter

Library

Virginia Thomas, All-Ohio Chapter
Hazel Jones, Dallas Redbird Chapter
Pat Roberts, Santa Clara Valley Chapter

Headquarters

Juanita Newell, Phoenix Chapter
Jean Pickering, Governor, Middle East Section
Joyce Wells, Bay Cities Chapter

Oral History Project

Gerry Mickelsen, Past International President,
Sacramento Valley Chapter
(see article in this issue)

by Clara Johansen

Here's a flying activity that has worked well for one chapter.

The aviation activities chairman and chapter chairman said to each other, "What can we do to get the members to fly more?" They decided to try a fly-out for lunch but call it a "___ Meeting" and those who came would have a chance to guess what the initials stood for.

After a lot of guesses, the name was disclosed and everyone received a pair of wings with the admonition not to disclose the name to anyone else.

Whether it is the 99s' curiosity or just the good sociability at these fly-outs, they have been very successful for the past year, having from 20 to 30 people fly to the designated eating place chosen by the activities chairman and rotated each time.

Some of the members have not been able to come to the sessions, but vow they will. It is not an exclusive or secret activity as everyone is encouraged to come, and those with planes to fill all seats, which they do.

Oh, Wow! Arriving home after my youngest son's soccer practice, I was greeted at the door by my husband, Dave, who informed me some lady named Marilyn Copeland from Wichita, Kansas called. "Do you know who that is?" I asked. "It's the International President of the 99s! What could she want with me?"

Dave just smiled and answered, "She wants you to become International Air Marking Chairman."

All I could say was, "Oh, wow! Of course I would! What an honor!" Then the sad news that the reason Marilyn needed me was because Joy Harvey had been killed in a tragic airplane accident. I had never met Joy, but I'm sure I would have liked her. I hold a fond place in my heart for all who care about air marking — and Joy truly did. I hope I will be able in some small way to fill her position as International Air Marking Chairman for the remainder of the International year.

Many times air marking is looked upon as just a fun project, but air safety is our main concern. How many times have we heard of flights landing at an incorrect airport just a few miles away? Air marking would help avoid this kind of thing. Air marking is also a great way to introduce 66s to the Ninety-Nines. There is no better way to get to know people than when everyone is dressed in grubbies and working hard.

Now is the time to start lining up those airports that need air marking. I encourage all air marking chairmen to get in touch with me at Rt. 1, Box 284E, La Center WA 98629, (206) 269-4516 if you have any questions or need any help.

As International Air Marking Chairman, I hope I may bring honor to Joy's name and fulfill the confidence Marilyn has shown in me.

by Mary Hill

AE Scholarship Update

Some changes in Amelia Earhart Career Scholarship requirements and operational procedures were made at the August 9 all-day meeting of the AE Fund Trustees during the 1983 International Convention.

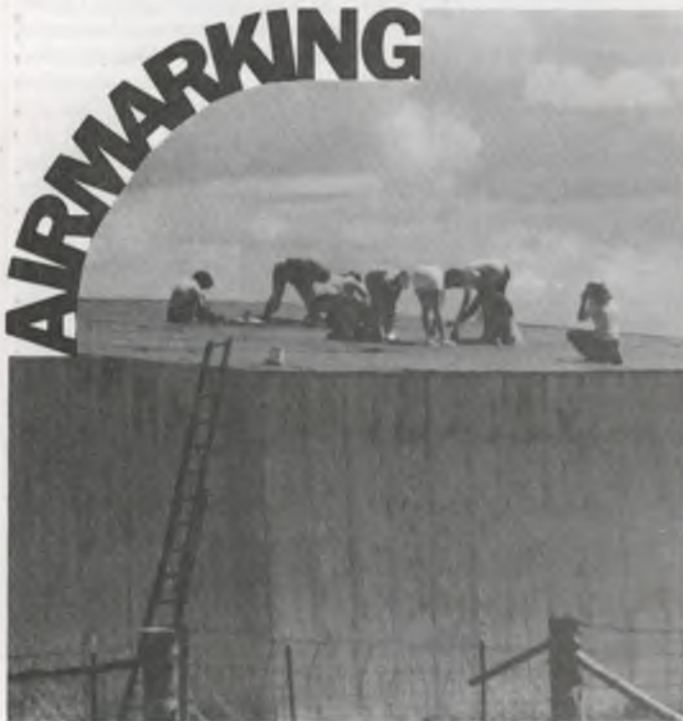
One major change was a reduction in the total number of pilot hours required for eligibility to apply for an AE Career Scholarship. It has been lowered from 200 to 150.

Another change is the stipulation that an applicant may apply for either an AE Career Scholarship or an American Flyers/ATE Certificate of Credit, but not both in the same year.

A change in the procedure for awarding the AE Medal to winners of the AE Career Scholarship and the AE Research Scholar Grant was made on the basis of a spring survey of chapter opinions conducted by mail. In accordance with the majority's wish, the certificate will be presented at the Convention's AE Luncheon as it has in the past, but the AE Medal will be presented at the winner's section's meeting upon completion of her training.

Historian Alice Hammond, who, with new AE Trustee Barbara Evans, directs the AE Fund's First Day Cover philatelic project, reported excellent results from their Amelia Earhart eight-cent airmail First Day Covers recanceled at Atchison, Kansas, July 24, commemorating the 20th Anniversary Fly-Away and autographed by four Charter 99s who participated in the original fly-away. An auction of two very special First Day Covers was held at the Convention.

Much time was spent "fly-specking" the 1984 application form for AE Scholarships, AE Research Scholar Grants and American Flyers/ATE awards, as well as the fact sheets and eligibility forms. Other issues considered on the 25-item agenda included suggestions for 1984 AE Scholarship final judges, design and printing of cards for donors and memorial gifts, the need and ideas for fund-raising, letters to chapter and AE chairmen, procedures for administering funds for winners, AE Fund administrative expenses, review of the AE Fund's standard operating procedures and election of officers. Officers for 1984 will be Chairman Thon Griffith, Vice Chairman Barbara Evans, Treasurer Gertrude Lockwood, Secretary Miriam Davis, as well as Dr. Dora D. Strother and Jean Pearson, permanent trustees.



SOME OF THE INS AND OUTS

First of a three-part series by Mary Hill

Begin by flying around your local area. Discovering all the different airports, both public and private, that need air marking can be quite enjoyable for your whole chapter. See who can find the most in a 25-mile radius, and remember that grass strips can use rooftop air marking.

Have your chapter air marking chairman contact, either by letter or in person, all of the strips discovered. Personal contact usually gains a more positive result.

Now that you have several airports and rooftops to do, set some dates. Many of us must also set rain dates.

After date approval by owners or managers, be sure to fill out, complete with proper signature, Air Marking Authorization Forms. If you need forms, I'll be glad to mail you some.

Call the local flight service station and set up a notam for the airport to be air marked. Give the date and hours the airport will be affected and outline runways and taxiways that will be closed. Be sure to remove the notam when the job is completed.

Next issue we will discuss material and personnel. Enjoy your "air marking needed" flights.

1984 National Congress on Aerospace Education

by Bonnie Carr

The National Congress on Aerospace Education is an aerospace event that no 99 in the United States should want to miss. Sponsored by such prestigious organizations as the Civil Air Patrol, National Air and Space Museum, National Aeronautics and Space Administration and Federal Aviation Administration, the Congress offers an opportunity for a variety of new learning experiences. In the past, the Congress has offered the following features:

1. Group assemblies and lectures.
2. Small workshops and hands-on learning sessions dealing with just about every aspect of flight imaginable and presented by those who have made aerospace education come alive in a practical learning environment.
3. Displays of the latest aerospace education materials with a large sampling of industry representatives from across the country.
4. Booth and display by the 99s to promote our organization and the role it plays in the area of aerospace education.
5. Opportunity to meet other 99s interested in aerospace education and the opportunity to share ideas on how to utilize this new information to help chapters and communities (a must for every chapter aerospace education chairman!).
6. Opportunity to meet and learn from such key figures in aviation history as Scott Crossfield, Dr. Paul Garber, Chuck Yeager and many more, including scientists, astronauts, inventors and famous pilots.
7. The Crown Circle Award Ceremony, an awards presentation to those who have made significant contributions to the field of aerospace education.
8. An airlift provided to most CAP members. Although availability and aircraft type varies from region to region, a flight in a military aircraft is a change of pace to those used to a C-152 or Warrior.

If you wish you had not missed this grand adventure, you need not despair. There is another opportunity coming your way. The 1984 National Congress on Aerospace Education will be April 5-7 at the Astro Village Hotel in Houston, Texas. This event almost seems as if it were designed for the 99s with emphasis this year on space. The first general assembly will emphasize the aerospace aspect of aerospace education, while the second general assembly will emphasize the education aspect of aerospace education. Best of all, the location of the Congress will enable participants a special

look at the Johnson Space Center with one full day reserved for presentations and tours.

The Congress registration fee before March 1 is \$50, and \$55 after March 1; Civil

Air Patrol Senior Aerospace Education Membership is \$15. Application and registration forms are available from the National Congress on Aerospace Education, HQ CAP/EDF, Maxwell AFB AL 36112.

Book Review

Brener, Milton E. *The Other Side of the Airport; the Private Pilot's World*. New York, Jason Aronson, c1982. 206 p., ill. ISBN 0-87668-493-2

The author perceives flying as a very personal experience, and this book is his attempt to answer the question, "Why fly?"

In attempting to provide an answer, Milton Brener, an attorney by trade and a commercial pilot by license, knows whereof he writes. The author is quite frank in his acknowledgement of the unique emotional satisfaction and the sense of accomplishment he feels in mastering the aircraft.

This would be a good book to recommend to your non-flying friends. It may help to answer some of our friends' questions as to why we fly.

by Dorothy Niekamp
99 Librarian

World Aerospace Education Conference

by Betty Jane Schermerhorn

The conference theme was "Aviation and Space Education in Service to Mankind." J. Lynn Helms, administrator for the United States Federal Aviation Administration, developed this theme with an address entitled "The Need for Excellence in Aviation Education." Mr. Helms emphasized the need for the FAA to have the best trained people, especially in the air traffic control system. In this regard, the FAA has initiated a review of FAA systems and ATC procedures with the aim of developing a National Aerospace Systems Plan. The plan takes a total systems approach, which includes modernization and upgrading of radar, ATC procedures, navigation systems, education, technical training, collision avoidance procedures and flight service stations. The new system has adopted four main objectives:

1. Control, not restrain, users.
2. Regulate, but not interfere with, free enterprise.
3. Recognize that most air travelers do so by scheduled air carriers, so consideration must be given to their priority. However, these needs must not be emphasized to the extent that they "exclude the individual from enjoying one of man's greatest achievements — solo flight."
4. The FAA must be mindful of the fact that the air space belongs to the users. The FAA is there to facilitate use of the airspace and its systems by the users.

To succeed, the National Aerospace System requires a well educated work force

with an ability to communicate. Development of an education strategy that will impact in the schools of the United States has progressed sufficiently that parts are already underway. It has been established that satisfactory courses in mathematics, science and technology were not offered. Also, there was a lack of superior teachers who could motivate students in these courses of study. Science and mathematics must be brought back with force into the curriculum for those who wish to prepare for a long-term and stable future. One method to help remedy this situation is for business to be involved with the development and implementation of curricula so that courses will be tailored to the needs of the business and industrial world of the future. Facets of the program can be implemented at all levels, from elementary schools to adult education.

The FAA welcomes the opportunity to share the knowledge and benefit of research and experience in implementing the National Aerospace Systems Plan with other nations of the world as a service to all mankind.

There is a need for increased public awareness and understanding of aviation and aerospace education. Public support is the most powerful tool in promoting all aspects of aviation. This support can be created through a better aerospace education system in the schools. It is up to us as educators to foster and support all facets of aerospace education programs.

1984 WHIRLY-GIRLS SCHOLARSHIPS PRESENTED

The winner of the 17th Annual Doris Mullen Whirly-Girls Scholarship is N.C. Jeep Adamson of Eden Prairie, Minnesota. In Scottsdale, Arizona, Roseanna Ballard is the winner of this year's Dr. Dorothy Jean Flint Memorial Scholarship.

A native of Minnesota and a computer operator, Adamson is now assistant chief pilot of helicopters at Hervet Aviation, Flying Cloud Airport, Waconia, Minnesota. She qualified for her private pilot license in 1981. Then a flight in a helicopter changed her goals. Working two jobs, sometimes three shifts, she financed and qualified for both her commercial and helicopter flight instructor ratings in 1982 in a Robinson R-22 helicopter.

Jeep, Whirly-Girl #381, will use her scholarship to earn helicopter instrument and instrument flight instructor ratings.

Ballard, a native of Detroit, Michigan, is a scrub technician and medical transcriptionist for an orthopedic surgeon in Phoenix, Arizona. Working in the medical profession, she became interested in rescue and med-evac helicopters — an interest that led to her wish to learn to fly them. With the help of Arizona Wing and Rotor in Scottsdale, Arizona, she secured a bank loan to begin her flight training. She qualified for her private helicopter license in 1982.

Roseanna, Whirly-Girl #375, will use her scholarship to earn her commercial helicopter rating. Her physician employer

then plans to buy or lease a helicopter. Roseanna will be his pilot to shuttle him among the three hospitals where he is based.

The Doris Mullen award, in honor of Whirly-Girl #84, is presented annually to commercial women helicopter pilots to pursue additional ratings. The Dorothy Jean Flint award, in honor of Whirly-Girl #132, goes to a woman who holds either a commercial airplane or private helicopter rating to help her achieve initial helicopter rating or upgrade her private helicopter rating.

The scholarships were presented at the 17th Annual Whirly-Girls Scholarship Awards Dinner on January 20 in Las Vegas, Nevada.

New Aviation Brochure Issued for 1984 Olympics

A brochure listing all airports, Olympic activities and facilities for the general aviation visitor has been prepared by a committee of the Los Angeles Area Chamber of Commerce and the regional aviation community. The free brochure is designed as an information source for pilots planning to fly their own aircraft to the 1984 Olympic Games, scheduled July 28-August 12. The brochure has a map showing the locations of the 29 airports in the area, as well as where the various Olympic events will take place.

Many of the FBOs listed are currently accepting firm reservations for tiedown space during the Olympics. It is anticipated by many

FBOs in the area that most of the general aviation airports will be without transient parking during the games; advance reservations are strongly suggested. Airports as far away as Las Vegas and San Diego are included in planning for the international competition. An FAA system of air space reservations has been established, making it essential that aircraft planning to stay in the area have assured tiedown space.

Copies of the free brochure are available by writing to General Aviation Olympic Information, P.O. Box 5050, Irvine CA 92716-5050.

The only thing that really counts in flying is safety.

Fun, convenience and all else are secondary. Without safety precautions and attention to details, our flying experiences could end in disaster.

One of the primary functions of the 99s is to promote safety in aviation through educational programs. We are well-known by the FAA and other aviation organizations for our work in promoting safety. More can be done, and I am urging all chapters to become involved. The FAA can be a tremendous help, and they have a wealth of information they are willing to share.

Chapters that would like to become more active with safety seminars and other types of safety education programs should be aware of FAA's Accident Prevention Program. FAA will give most generously of their time in presenting these programs.

The Accident Prevention Program is a cooperative safety endeavor of the FAA working with the general aviation community to reduce aircraft accidents. It is a non-regulatory approach to aviation safety.

We all know that aircraft accidents

reflect unfavorably on general aviation. The Ninety-Nines' goal is to reduce accidents among all general aviation pilots reached through these programs.



SAFETY - SAFETY - SAFETY

by Marilyn Miller
International Safety Education Chairman

The General Aviation District Office (GADO) has accident prevention specialists who are willing to work with chapters to conduct safety seminars and revalidation clinics. In addition to these specialists, there are accident prevention counselors — many 99s have been so designated — who also are willing to give of their time and expertise to plan safety programs.

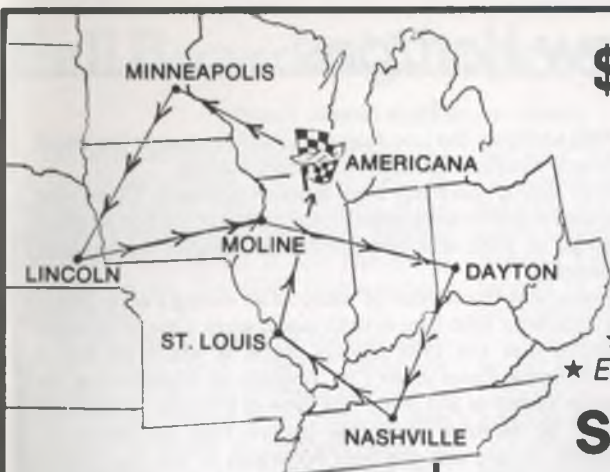
The FAA specialist maintains a library

of accident prevention information and audio-visual presentations to aid in the discussion of flight operation procedures and safety matters.

Even if your chapter has not been active in sponsoring safety seminars, each member should be interested enough in her own safety to attend seminars regularly. These will be helpful in improving your aeronautical knowledge, your operating procedures and your attitude toward safety.

There is an FAA Film Catalog, listing films available and how to obtain them. Contact the US Department of Transportation, Federal Aviation Administration, Washington, D.C. 20591; ask for the FAA Film Catalog and the "Guide to Federal Aviation Administration Publications." In addition, the films are available for use outside the US through an official government organization. The request must be channeled through the particular country's diplomatic mission in Washington, D.C.; the catalog gives complete information.

With all the help that is available, there is no reason for any chapter failing to submit some points for the 1984 Safety Education Achievement Award.



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1983-84 International Forest of Friendship

by Fay Gillis Wells

The 99s' Third International Fly-Away now is in the aviation history books — a complete success. Every pilot reached her destination, and all but two of the First Day Covers have been returned to Alice Hammond — proof of mission accomplished. (Tracers have been put out for the two missing covers.)

"There are no new worlds to conquer this side of the moon," Amelia Earhart observed in 1934. The feasibility of the airplane had been proven to her satisfaction. It was just a question of how big, how far and how fast planes were going to go.

July 27-29, at the International Forest of Friendship, we will recount the aviation accomplishments over the past 50 years. Then 99 Sally Ride and her husband, Steven Hawley, will project some of the exciting space programs projected for the next half-century.

It is interesting to note that the little town in the heartland of America, Atchison, Kansas, became world famous as the hometown of Amelia Earhart. Now its fame will continue to rocket into space as the hometown of Fritz Widick, expert on the fuel injection systems for the space launchers, as well as the hometown of Astronaut Steven Hawley's family. Steven's grandfather was a Presbyterian minister, and his father was born in Atchison. We have invited them to join us next July.

The welcoming reception will be held the evening of July 27. Ceremonies will be held July 28 at 10:00 a.m. in the Forest. Sally and Steve will be featured speakers at the banquet that night.

These dates were chosen so 99s from the east and south, flying to the International Convention in Alaska, can touch down in Atchison en route.

The 1984 section chairmen for the International Forest of Friendship are: Marge McCutcheon, East Canada; Anne Shields,

Middle East; Peg Weiss, New York-New Jersey; Kaye Combs Moore, North Central; Linda Nave, Northwest; Dorothy Dickerhoof, South Central; Irene Wirtschafter, Southeast; Irene Smith, Southwest; and Mildred Beamish, Western Canada. This great team will nurture the Forest with tender, loving care and watch it grow.

66

BASS NEWS

Bass?
Fishing?

Why, certainly. Let's go fishing! Fishing for new members, of course — fishing for women student pilots.

Dangle that lure in front of them by bringing them to a meeting. Make the bait enticing, and they will keep striking at our line. If student pilots are invited to participate in chapter activities, they will spread the word about 99s.

Present the 66 with a certificate to mount on her wall. Take her with you to a meeting or fly-in. A ride in your "ship" will help her realize the joy of the freedom of flight.

Be prepared to reel her in when she receives her license.

BASS... Fishing?

No... Bring A Sixty-Six... to a chapter meeting, to a flying activity, to an air marking, to a safety seminar, to lunch, to a section meeting, to an International Convention.

by Carol Zander

by Charlene Mehaffie

The All-Ohio and Lake Erie 99s comprised the small team of judges October 22 at Kent State University for the Region 3 SAFECON.

The weather did not cooperate again this year, and the navigation and message drop events had to be canceled. The power-on and power-off landing events were kept to a minimum of one heat; only one pilot from each school was allowed to participate, and we were judging in light rain.

Unfortunately no women pilots were entered in the flying events, so the Top Woman Pilot award was selected based on the ground events. The All-Ohio Chapter presented a plaque and \$25 to April Nervig, Ohio State University, who placed fourth in the ground trainer event. Western Michigan University won the regional competition and will represent Region 3 at the May 1984 nationals in Colorado Springs.



Lake Erie and All-Ohio judges at the NIFA awards banquet (above) included Dodie Jewett, Barbara Mosher (hidden), Charlene Mehaffie, Marg Juhasz, Louise Muranko and Lynn Carlson. All-Ohio NIFA Chairman Charlene Mehaffie (right) presents the Top Woman Pilot award to April Nervig from Ohio State University.



To make the 1984 NIFA SAFECON program successful, we need the support of all Ninety-Nine chapters and friends of the National Intercollegiate Flying Association. Please make checks payable to NIFA and mail to Pauline Gilkison, 131 Walker Ave., Clarendon Hills IL 60514. Thanks for your support.

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NIFA INDIVIDUAL ASSOCIATE MEMBERSHIP: ☐ \$10 ☐ \$ _____

New Horizons

49½er Jimmy Haizlip

With sadness, the Los Angeles Chapter reports the death of Jimmy Haizlip, husband of 99 Mary Haizlip.

Both Jimmy and Mary were aviation pioneers. Those who attended the 50th anniversary celebration of the Los Angeles Chapter in 1982 will remember the Haizlips as banquet speakers.

Jimmy was the winner of many of air racing's early prizes and an aviator who flew in both world wars. One of his early triumphs was the 1982 Bendix Race, in which he flew a Dell-Williams Racer from Los Angeles to Cleveland at an average speed of 245 mph. His time of 8 hours, 19 minutes clipped 57 minutes from the record held by James H. Doolittle. Jimmy was the only American to win the Cinque Ports Wakefield, a popular British air contest of the 1930s.

Jimmy died at the age of 87 after living a full and exciting life. He will be missed by all who knew him.

by Sally LaForge

99 Julie Ann Jacobson

The Utah Chapter lost a beloved member November 20. A third brain tumor proved to be too much for even the valiant Julie to handle. She was a mainstay in our chapter, having held every office, guiding us in every endeavor from planning a flour bombing contest to putting on a section meeting and manning a race stop — she did them all!

She and her 49½er, Art, somehow managed to assist at all our important events, balancing us with the needs of their business, their church and their four wonderful children. If her daughters ever decide to continue with her flying hobby, they already have air marking experience.

We lost a great lady, but we consider ourselves fortunate that Ninety-Nines was such a treasured part of her life, and that we were able to share it with her.

by Sidney Sandau

49½er Nolan Mace

It is with great sadness that we bid farewell to Nolan Mace, beloved husband of All-Ohio 99 Joan Mace.

"Mace" attended nearly every meeting with Joan. He was always cheerful and a great kidder.

The two met at the University of Ohio when both were instructors in the J-3 Cub Flight School. Joan is still an instructor at OU today.

We will miss Mace's smiling face and support. Our love goes out to his family.

by Jeane M. Wolcott

99 Consuelo "Connie" Sanders

Alameda County 99 Connie Sanders died October 26 at age 66 of pulmonary fibrosis and heart complications in Hayward, California.

She married Norman while they were students at San Jose State University where she earned her B.A. in fine arts. She was a member of SJSU fencing, skiing and tennis teams.

Connie learned to fly in 1961 and loved the challenge of it. She had multiengine, instrument and commercial ratings, and flew many kinds of airplanes. She loved people and travel, and she flew the Sanders' Twin Comanche cross-country and to Mexico.

She was a much loved and respected third and fourth grade teacher in Hayward for a number of years.

Connie and Norman built their beloved summer home at Echo Lake in the Sierras in the 1930s, and they spent most of every summer there. Connie's family includes one daughter and two granddaughters who live in Louisville, Kentucky.

by Frances Gibson Powell

Fall Board of Directors Meeting

by Barbara Goetz-Sestito

The fall meeting of the Board of Directors of the Ninety-Nines, Inc. was held at Shangri-La Resort, Afton, Oklahoma, at the request of International President Marilyn Copeland. Shangri-La is one site being considered for the 1988 International Convention.

The Secretary announced the formation of the Abilene Area Chapter, while the Palisades Chapter has changed its name to North Jersey Chapter. The British Section regrettably informed us of their intent to dissolve the section and become members-at-large. The Board has also voted to grant honorary member status to certain persons not otherwise eligible for membership; a committee has been appointed to determine the criteria for this class of membership. We wish to reaffirm to each chapter and section that the only requirements that should be imposed upon a person seeking membership in the 99s are those outlined by the International Bylaws.

Announcement was made of the Sixth World Precision Flying Championships to be held in August 1985 in Kissimmee, Florida. This prestigious event is being sponsored by the 99s and will require the efforts of all our members. We hope to have precision flight teams sponsored by the 99s competing from many countries throughout the world.

The oral history project that is part of the grant proposal has been funded by the generosity of Gerry Mickelsen, past International President. We are all grateful to Gerry for her contributions to this much needed project.

A public relations issue of *The 99 NEWS* has been authorized and will be published in June. This issue will be a valuable tool for both public relations and membership efforts. Each chapter has been given a copy of the new Public Relations Kit. It is hoped that everyone will use this kit to promote the 99s. Plans are underway to sponsor "A.M. Weather" this spring as part of our ongoing public relations program. Future plans include the development of a speaker's kit and public relations format that will include suggestions on proper dress and conduct.

Ninety-Nines have been asked to participate in evaluating the proposed changes to the sectional charts. Each chapter has been notified to comment on very important proposed revisions.

A new movie depicting events in the life of Amelia Earhart has been purchased by International Headquarters. The movie, "A Wing and a Prayer," will be available for rental for a fee of \$25. The slide program has a rental fee of \$15, and both may be rented by contacting Charlene Falkenberg.

Time was taken at this meeting to identify the future goals of the organization. A list of these goals appears in "The President's

Message" (see page 5). The foremost goal is "to provide a peer support group." This was the original intent of the 99s, and it is still the most important objective. In addition, a Building Expansion Committee has been formed to study the need for future expansion of Headquarters in Oklahoma City.

There is a need to evaluate the format, length and cost of section meetings and Convention. The need for shorter, less expensive meetings is vital. Because of this and other factors, the following policy on International Conventions has been adopted by the Board of Directors.

INTERNATIONAL CONVENTION POLICY

Adopted November 20, 1983

According to our Bylaws, Article VII, Section 1a: "The Ninety-Nines, Inc. shall meet annually at a time and place approved by the International Board of Directors." The purpose of this meeting is to accomplish the business of the corporation and to allow the International Board of Directors to inform the membership of decisions made during the past year concerning the business affairs of the corporation (as per Article 9 of the Certificate of Incorporation).

It is the prerogative of the International Board of Directors to hold this meeting where and how they so determine. The International Convention is the function of the International Board of Directors, just as section meetings are the function of the governors of each section. It is the unanimous decision of the Board that, beginning with the 1988 Convention, the site selection will be done through our International Headquarters. Loretta Gragg has been appointed Convention Coordinator and will make appropriate recommendations to the Board for their approval.

Initially an effort will continue to maintain section rotation. Due to the growing size of our organization and our need to provide a site within the affordable reach of every member, section rotation will be a consideration only. When a site is selected, the Board will appoint an International Convention Chairman.

The year 1984 is an election year. We will be electing a complete slate of officers as well as the International Nominating Committee. The Board has adopted the following policy on elections to be followed by each candidate for International office:

ELECTION POLICY

Adopted November 20, 1983

1. A candidate for International office may advertise in *The 99 NEWS* as per policy set by the Board of Directors and available from *The 99 NEWS* editor.
2. Ballots will be prepared, half alpha-sort and half in reverse alpha-sort, and mailed in random order.
3. Direct mail campaign advertising is restricted to a one-time, one-page 8½x11 sheet printed on both sides. Ads from candidates wishing to participate will be mailed by a professional mailing service all in one envelope. The cost of this advertising is to be borne equally by the candidates participating.
4. Give-away items for the purpose of campaigning for International office are not allowed.

As promised, the complete revision of Article X of the Bylaws has been sent to the International Bylaws Committee. A considerable amount of work has been done to improve the intent of these Bylaws and to comply with certain legal requirements.

The spring meeting of the International Board of Directors of The Ninety-Nines, Inc. will be April 13-15 at Headquarters in Oklahoma City.

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Seek & Keep

by Charlene Falkenberg

The holidays will be a memory as you read this, but as I write I remember the many greetings I have received. They have come from Australia, South Africa, England, the Bahamas, Canada, New Zealand and all states of the USA. If for no other reason, being a 99 is making friends with other women pilots everywhere.

But we are offered much more — support in aviation careers; making the skies a safer place for we who are blessed with the privilege of flying; education opportunities; participating in proficiency events to sharpen our piloting skills; encouragement for college students through NIFA; scholarships for aspiring candidates; the list goes on and on.

Let's make sure we let every female pilot in the world know about our organization. Update your posters at all airports. Publicize your activities in local newspapers and add an invitation for all women who are interested to attend.

The following was taken from a North Central chapter newsletter: "I do not believe I could encourage 'other' women to fly — I can only encourage 'special' women to fly. These 'special' women are those who are able to take charge of their own lives. They are independent thinkers and decision-makers. These 'special' women have the courage to pursue and obtain long and short-range goals, and they understand that small failures are learning situations. I believe women pilots are intelligent, self-confident and organized. I encourage such women to learn to fly, as they are the leaders of others." By encouraging, the Chicago Area Chapter now numbers 161 members and 45 Sixty-Sixes.

Gift Boosts Ninety-Nines' Oral History Program

Past International President Gerry Mickelsen recently donated \$25,000 for the specific purpose of taping oral histories of many of our early 99s and other women pilots. When completed, these histories will be placed in the Resource Center at International Headquarters.

Although the oral history program has been in existence for some time, funds for purchasing quality taping equipment and transporting interviewers to various locations have been severely restricted. This overwhelming gift is a huge boost to the preservation of women's role in aviation history.

Gerry's special interest has been preservation of early organizational history, and she personally presented annual compilations of 1929-1954 to the Smithsonian in Washington, D.C.

During her tenure as International President, the International Headquarters of the Ninety-Nines was moved from New York to Oklahoma City. She also took a leave from teaching school during her presidency to visit all the sections of the 99s, making many friends during her travels.

Gerry joined the Los Angeles Chapter in 1939 and is presently a member of the Sacramento Valley Chapter.

It is always a pleasure to give recognition to such a special person.

GERRY MICKELSEN



Flying with an Infant

by Nina McKissock

Philadelphia to Alaska! In a Cessna 172! With an eight-month-old child! Many pilots would never attempt such a trip, with the primary negative factor being the infant. Last year I flew to Alaska with my husband and our daughter, Casey, and I hope that our experiences will enable others to get over the hurdle of flying with an infant. In fact, I have flown many solo trips with Casey on board and now, at age two, she has started to ask when she can go in the airplane.

From my flying experiences with Casey, I have discovered a number of procedures and preparations which I believe will help to alleviate many of the fears of flying with a child.

Get them started young. Prior to Casey's birth, I continued to fly as pilot-in-command until I was eight months pregnant. Shortly after her birth, I called the pediatrician and an ear, nose and throat specialist to see if the noise or altitude changes might have any effect on Casey. While they could refer me to no specific study, they felt it would be okay to fly with her, but to take precautions about loud noise and sudden altitude changes. So, at age three weeks, Casey was off on her first flight.

Since safety is first, I suggest making a sound dampener to cover the ear areas by padding a hat with felt. Babies seem to tolerate hats better than tight earphones. Earplugs are dangerous to insert and are not made

for an infant's ear configuration. The prop noise does not seem to be a physical threat to the child, but it may affect her demeanor.

The next consideration is the pressure equalization ability of the infant's ears. In both adults and children, the eustachian tube drains normal amounts of fluid from the ear drum into the throat. During swallowing, we constantly equalize the pressure in the ear. The lack of pressure differences causes pain. Have something for the child to suck. If you are breast feeding, as I was, of course try to get the baby used to a bottle or pacifier; tie it to the car seat or have it otherwise located closely to the infant.

Seat restraints. The car seat with shoulder straps and a padded front bar is safest, since there is an extra force on the child if an accident occurs. The new seats address the added forces of vertical acceleration and turbulence.

Lap holding small children is questionable for several reasons. One is the "jack knife effect" injury where the weight of the child multiplies in relation to the forces exerted, and when holding the child, the adult bends forward over the seatbelt and crushes the child.

The Cosco-Peterson firm manufactures child restraint Model #78 Safe-T-Set, which is approved by FAA and PMA for use in the Piper Arrow PA-28-F-

200 and the Cessna 172M. The child should be positioned behind and to the right of the pilot; it is suggested to position the child in the rear seat farthest from the door so as not to interfere at deplaning. Positioning toward your right enables you to reach the child easily.

In-flight procedures. You may find that the infant will sleep much of the flight, due to the motions of the aircraft. However, there are a number of considerations, whether your child is awake or asleep. The first is comfort. I suggest gentle climbs and descents of no more than 500 fpm for comfort and equilibration.

Choking. Eliminate foods that can lead to choking; omit dry cereals, peanut butter and small candies. You have to anticipate sudden turbulence. We found that apple slices (without the skin), moistened cereals, bananas, cooked vegetable pieces and chopped raisins were all okay.

Changing diapers. Double diaper the child if need be. Disposables are great for traveling; if your child is allergic to them, try lining a disposable diaper with a cloth diaper liner.

Entertainment. Avoid balls and other items that can roll under the seat and get caught in

the rudder pedals. Also avoid the sharp objects that could injure during turbulence. My solution: a large bib with a group of strings and snaps; a rattle, teething ring, book (with a hole punched in the top corner) and numerous other safe toys can be snapped onto it. It also keeps the baby clean! You might want to have a paper bag with extra distractions, such as a plastic mirror, a favorite tiny doll, an extra bottle of juice and an extra pacifier.

Stay calm and fly the plane. Flying solo with an infant takes good common sense and some extra planning. All interactions with the baby should be made when the plane is trimmed straight and level. If your child starts panicking, stay calm. Fly the airplane first. Always note where a few alternate airports will be during your route of flight, and keep fresh air circulating through the plane to deter air sickness.

Remember that an infant is somewhat unpredictable, and you must be ready for any event. Hopefully, from reading this article, you and your infant will get us in the sky again with confidence. And do not worry — your child will love to fly and will know how fortunate he/she is to have a flying parent!

NOTAM: Remember, the June issue of *The 99 NEWS* is a special public relations issue about 99s. Deadline for copy is April 30.

Personality Profiles

Bonnie Kelly Quintal was born in Australia sufficiently long ago to now be in possession of grandchildren. She trained as a nurse and eventually became specialized in the fields of x-ray and anesthesia.

She first came to Norfolk Island in 1953. She became the matron (supervisor of nurses) at the public hospital, which may best be described as a "cottage hospital" where nurses have a great deal of responsibility.

She married George "Kik" Quintal, a descendant of Matthew Quintal of *Mutiny on the Bounty* fame, and made her permanent home on Norfolk Island with him. Three children

were born, who are now grown and married. Bonnie and Kik now have three grandchildren.

In 1970 Bonnie started to fly with the Royal Newcastle Aero Club in Australia, and the following year the club awarded her the title of Airwoman of the Year. Flying became her greatest interest, and as her domestic responsibilities tailed off, she devoted more and more time to it. Among other flying achievements, she has made three solo flights around the continent of Australia, two of which were to raise funds for first the Rotary Club and then the Lion's Club. She raised a

total of \$34,000 through these organisations and used the money to rebuild the operating room of the Norfolk Island Hospital.

In 1980 she received a decoration — the M.B.E. — from the Queen of England for her community services.

Her summer's flight was a promotional tour to aid QUOTA International. Called "Flagging Around America," the flight is different from her others in that she was bearing the Norfolk Island flag, acting as an unofficial ambassador for her tiny South Pacific home. It was the first time the Norfolk Island flag was brought to the United States.

Flagging Norfolk Around America

by Bonnie Quintal

Norfolk Island is a long, long way from America. I live and work as a registered nurse on this tiny South Pacific Island. When I am tending to the sick in the hospital or visiting the elderly or house-bound patients, I often think of the fun I had flying around America.

Twelve months prior to my flight, I started the many letters necessary pertaining to aircraft hire, buying maps and collecting as much information as possible on terrain flying, weather and knowledge of America — and, of course, much scraping of finance.

Finally I arrived in America July 2, 1982, armed with the Norfolk Island flag — the first time it had been on American soil.

Friday 9 July

Departing Coronado Flight Service, Albuquerque, New Mexico, I felt delightfully intoxicated to be alone at last after the hours of flight checks, etc., and set a heading for Winslow, Arizona. The weather was perfect and visibility excellent. The country, though dry (no rain had fallen for some time), was stark and breathtakingly beautiful. The mountains looked like rows of petrified waves in the brilliant sunshine.

Dr. Greg and Connie Heckler (of Rotary) met me, and we drove to their surgery. I was soon back in harness doing x-rays and developing same, thus enabling them to finish earlier.

While Greg went home to prepare a barbecue, Connie and I went to evening Mass. This most interesting service was a farewell to an Indian priest, and although I could not understand a word, it was very impressive. I was thrilled to be asked to join the choir — they sang in English!

Sunday 10 July

On takeoff, I discovered the airspeed indicator would not work. It is an awful feeling flying at nil speed. I was given a straight-in approach (thank you to all those pilots who orbited to let me in first) and landed again at Winslow. With the help of an engineer, I found that many insects had a suicidal party in the pitot tube. (After this, N55297 always wore a plastic bag and ribbons while on the ground.)

Sunday 11 July

In the air by 0700 for Lancaster, California, again the weather was bright and clear with really spectacular views. It was fun to fly between the craggy mountain peaks and watch the cars crawling like ants on the roads below.

When giving a position report, a pilot in another aircraft asked FSS permission to talk to me on a different frequency. "Are you an Australian, and what was the word you said you were flying?"

"I am from Norfolk Island," I answered. "I am flying route direct to Lancaster." But as we pronounce it "root," this was met with gales of laughter. After he could speak again, he gave me a most interesting commentary of the "route-root" area over which we were flying.

Landing at Lancaster, 101°F, the Skyhawk II was rather loath to put her wheels down on the hot tarmac.

I called to the FSS office, to be told that I had failed to "activate" my flight plan after takeoff. I apologised and was forgiven, being a "dumb foreigner."

Here I met my first 99 — Barbara Southern — who drove me to the Mojave Desert and arranged for me to go up in a glider — a first and a great thrill.

We then dined in the hangar with many other pilots, who, as the evening wore on, told me so many stories of increasing horror that I marveled they were still alive!

We watched a truly magnificent desert sunset — so different from our South Pacific sunsets. On the drive back to Lancaster, I saw my first jackrabbits in the headlights of Barbara's car.

Monday 12 July

The meteorological forecast was severe turbulence over the mountains, with OVC and haze in the San Francisco area. When I departed at 0800, already the heat was 98°F. FSS suggested I do a climbing orbit of the valley to 10,500 feet to clear the mountains. This proved a wise move as N55297 felt sluggish in the heat.

The flight over the mountains was very smooth with none of the expected turbulence. The OVC conditions had lifted and visibility was good.

Flying near Travis Air Force Base, I had to do a quick descent to 3,000 feet and track under the incoming jets, then direct to Nut Tree Aerodrome in Vacaville, California.

I was brought in by Maree, who had nursed with me on Norfolk Island. Her husband, Earl Covell, is manager of the airport and also ferries aircraft to Australia with stop-overs on our island.

Maree and I had six years of news to catch up on. During this time, I caught up with another ferry pilot, Denny Craig, and his lovely wife, Glenna. Her relatives were out from Italy, and we dined on the grapevine-covered patio, the table set with exquisite lace cloth, sparkling crystal, gleaming silver and piles of delicious fattening food. The whole scene was reminiscent of a trattoria.

Later Maree and I attended a race meeting and a Village Fair. The exhibits were of a really high standard. At the horticulture section,

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I was rather intrigued to listen to a talk on growing Norfolk Pines, as these trees are indigenous to our island and grow to 200 feet.

Friday 18 July

After many cups of coffee while waiting for a meteorological clearance, I finally departed for Evergreen Airport, Vancouver, Washington. Coming toward Portland, I was told to fly over International at 1,000 feet, quickly, so as not to interfere with their movements!

Skidding to a screaming halt at Evergreen, I was met by a fearsome scowl. "What sort of landing was that?" It was a desperate "wee" landing.

The intimidating roar came from Evelyn Waldren, who is one of the oldest 99s still instructing, and proved to be a very valuable friend and help to me later in my flight.

We spent a day touring the havoc caused by Mount St. Helens' volcanic eruption. It was really terrifying to see how much damage had been done. For many miles, everything was so dead that not an ant crawled or a fly flew. I was quite glad to get back into the wooded areas of green leaves and fresh running streams again.

I was aghast when, that evening, I was told I would be presented with a VD! This proved to be a Washington joke, and it was a beautiful pair of earrings made from volcanic dust.

Pauline and I joined the Vancouver, Washington 99s at the Quies for a delicious brunch arranged by Lois Thadue.

Back at Evergreen, Mary Jane Lusher asked me to try on a leather helmet, and before I knew what was happening I was in my first bi-plane for an exciting, even if rather hair-raising, flight to salute the Norfolk Island flag, which was flown at most airports where I landed. By the time my stomach returned to its proper anatomical place, we had done many maneuvers, all new to me. But it was most exhilarating in the open cockpit for true "seat of the pants" flying.

Monday 19 July

The weather was so bad in Seattle that I was delayed for takeoff until 1600 LMT. Visibility was perfect until over Olympia, where I had to start descending to below cloud base as the rain started and increased during the flight. Joining the downwind for the Auburn Airport, radar suddenly called me to climb quickly as an unidentified aircraft shot out of the clouds. Whew — that was scary. Though not one of my best landings, I managed to get down.

I was met by friends Louise and Dan Staley. Dan is an engineer at Boeing and had flown the first 737 to land on Norfolk Island. Every day the rain fell in torrents, and the clouds sulked on the ground.

Dan and Louise took me on tours of the Boeing plant to see the

new 757 and 767 aircraft. We went to the Space Centre for the film, "Hail Columbia," on a screen three stories high and 60 feet wide. Ellie Cansdale arranged a lovely luncheon at the Double Tree Inn for me to meet the Seattle 99s.

Sunday 25 July

Finally the rain stopped, and I got a time slot for customs in Vancouver, British Columbia. In the air by 0730, the views on this sector were truly spectacular.

On landing, the customs officer was quite interested in smoking my Australian cigarettes. He then kindly drove me to the main terminal to catch the bus that runs to the Vancouver Hotel every 15 minutes. It was a joyous, if somewhat noisy, thrill to find boarding the same bus the other QUOTA members from Norfolk Island (five in all). They had arrived on the 747 which followed me in to land.

The next few days were rather hectic, attending the Quota International Convention. But, during this time, I did manage to contact 99 Liz Frost, who gave me invaluable help and excellent maps for my planned flight to Prince George and beyond in the Canadian Sector.

At the conclusion of the convention, storms and nil visibility delayed my departure. I was then billeted by a very nice Rotary family — Ron and Pip Watson — who took me on lovely tours despite the sudden cold and rain. During this time, I met and fell wildly in love with Fred, who was my copilot for the remainder of the flight. He never complained, did not want pit stops and always agreed with everything I said. Fred is 3'6" of soft, cuddly, black-furred toy gorilla, with a lovable face and bright, black, twinkling eyes.

Tuesday 3 August

As the trend was nil improvement for the Fraser River Canyon to Prince George, and I did want to get to the 99 Convention in one piece, I decided to back-track to Evergreen.

I departed Vancouver, with Fred strapped in beside me. (He was a good anchor for maps, flight plans, pens and candy, and I could dump my sunhat on his

head so that it was always handy.) Tracking through the murk with radar following, I flew to Bellingham for customs clearance. At Olympia, the weather started to improve, and I was looking forward to being warm and dry again, as I felt I was coming down with the flu.

Evelyn Waldren was there to meet me, and we whisked off to Mary Jane Lusher's magnificent home for the night. After dinner, both Evelyn and Mary Jane pored over my maps and showed me a route across the Rockies to Boise, Idaho.

Wednesday 4 August

I staggered out of bed feeling lousy with the flu. After early breakfast and Aspros (definitely not recommended) to help ease the pain on breathing, I departed at 0900 and climbed to 10,000 feet. The sky looked as though a giant broom had swept a track through the clouds along my entire flight path. Mt. Hood rose above the clouds and, catching the sun, looked like a crystal spire.



I met Gene Nora Jessen at Boise, and she kindly took me to the drug store to replenish my medications for the flu. She took me on a most interesting visit to the Emergency Station at the airport, and I was very impressed with the aircraft, equipped and ready to fly to any emergency. They had well-stocked stores and a number of highly trained personnel.

I had a delightful meeting with the Boise 99s at lunch in the very attractive old part of the town. The afternoon was given up to Gene Nora's two children who took me to see "E.T."

Friday 6 August

I farewelled Gene Nora and was airborne by 0630. Climbing to 13,000 feet, the flight was very smooth. The visibility was perfect and the scenery breathtakingly beautiful with the many peaks towering above me. Nearing Pocatello, the tower called, "Do not land yet as we have our own little patch of shade. Last night the surrounding hills were alight with bushfires, and at present the smoke haze has settled over the airport but should lift in about 30 minutes. Do you have plenty of fuel?"

I assured him that I had about 90 minutes aboard.

"Turn on a heading of 210," came the tower. "Now circle that expanse of water which is called America Lake. Now dip your right wing. Can you see the hotel? Now the left wing to see the spillway." And so this scenic tour continued, interspersed with queries of my island and much hilarity about my accent. "Okay — clear to land, and I have the coffee ready."

On landing, Fred and the flag were of great interest. Over coffee with Dean, the CFI, we went over my flight plans. He pointed out an easier route over the last part of the Rockies to Casper, Wyoming. He also warned me that there might be a little turbulence.

I was refueled and away by 1100. Relaxing and enjoying the magnificent view under very smooth conditions until passing Bear Lake, I was suddenly hit by clear air turbulence. The next two hours can only be described as pure hell. So violently was N55297 flung around the skies that Fred was torn from his harness and flung about the cockpit. Probably in sheer terror, he wrapped himself around me, completely blocking my vision. I roughly yanked him away while maps, apples, computer print-outs and flight plans spewed all about the cockpit. Every time I tried to speak on the radio, the mike would fly out of my hand, and I was forever trying to haul it by the cord that caught in everything.

Landing at Casper, the refueler told me that many other pilots that day had turned back. (I don't think I could have turned N55297!). It was some time before I trusted my "jelly legs" to hold me. I had to have the help of the refueler to extricate Fred, who was jammed in the end of the tail section, and set to right the chaotic shambles of the cockpit.

Ninety-Nine Judy Logue took me to her delightful solar home. I was thrilled to see a healthy Norfolk Pine growing in a pot in Judy's kitchen. We had an exciting evening at the rodeo — another first for me.

Saturday 7 August

Judy had breakfast ready at 0500, but my departure was delayed until 0830 as Norfolk, Nebraska was IFR. I departed in brilliant sunshine, but 30 minutes out the visibility became reduced in RASH, so I tracked via the highway. Despite repeated calls to Norfolk, I got no reply. On landing and checking my position, I discovered the frequency had been changed the day before!

My hostess was 99 Edith Willeford, who persuaded me to remain a few days in Norfolk. She showed me her two immaculate aircraft — a Bonanza and a Grumman — and introduced me to local Nebraska 99s.

Wednesday 11 August

Despite the MVFR conditions, I decided to try to get to St. Louis for the 99 Convention. I did not see much of the scenery on this leg as it was an effort to dodge storms, RASH and low clouds. Because of the many diversions, it was necessary to land at Spirit of St. Louis to refuel prior to proceeding to Bi-States Airport.

The hospitality and the friendship of the 99 Convention will

always be the most memorable part of the flight. It was a thrill to meet up with Australian Glenda Phillpot and to put faces to the names I read about in *The 99 NEWS*.

Again I was delayed because of weather, remaining in St. Louis another night. I learned the meaning of, "If you have time to spare, go by air."

Monday 16 August

It was not until 1330 that I could get a clearance to leave St. Louis. It was very hazy over the city area, and about 20 miles out FSS asked me to climb to 5,500 feet and proceed as best I could as they were too busy! Unable to raise Louisville and becoming temporarily uncertain, I put out repeated "all stations" calls. Finally another aircraft relayed my messages to Evansville, which then guided me through the murk to their aerodrome. The meteorology office suggested I remain overnight and pray for better weather.

Tuesday 17 August

The weather kept me grounded until 1200. Finally Winston-Salem's weather improved. The visibility was quite good until nearing Retreat, where I could see severe storms ahead. I diverted around until over the Appalachian Mountains. Upon giving a position report to FSS, I found they were in a panic regarding my fuel. I told them that I had plenty, but they insisted that I track as directed. I told FSS that I wished to land at Smith Reynolds. "Do as you are told and fly on our headings." Landing at what I thought was Smith Reynold's, I discovered that FSS had brought me to Greensboro. I found the panic was my putting my departure time as LMT instead of Zulu — another lesson learned.

Thursday 19 August

Again weather delays, but Greensboro finally told me I could takeoff if I promised to return immediately if the weather looked too bad. The flight was good until Franklin, but Norfolk, Virginia tracked me around the storms. Taxiing to Piedmont Terminal, a bright smiling face suddenly appeared at my window. It took all my will power not to look to my right to check that Fred had not jumped out. While helping me to unload my gear, he caught sight of Fred. With a booming voice, he called, "Hi, Fred, come and look! She has one of us here." With much fun and laughter, that is how Fred got his name.

The gentlemen then drove me to the terminal and said they would take care of N55297 — fuel, park and tie-down. (Really, I think it was an excuse to be with Fred.)

The press made a big story of the two Norfolks meeting. That evening I visited the Citivan Camp, a holiday camp organised by the Quota Club for hearing-impaired children. It was an unnerving experience to be with 45 silent children whose only communication is by sign language. Now I know how it must feel for them to be outsiders.

Saturday 20 August

At the 99 Convention, Iris and Lewis Kramer had kindly invited me to St. Augustine, Florida.

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PAPERWEIGHT

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I departed Norfolk in the, by now, usual MVFR. "No worries," Iris had assured me, "just keep the ocean on your left." Well, I hoped it was there as I never saw it! Jacksonville kept me under their "radar wing" all the way to Charleston, where I refueled and visited the meteorology office. They said to hurry as severe storms would be coming along the coast. Still no ocean visible.

I was suddenly aware of a terrible smell... "Fred?" Later I learned it was the paper mills. (Sorry, Fred.)

Pouring with rain as I landed at St. Augustine, a drenched lad raced out to help me tie down N55297 and carry my cases. The heat was like a sauna.

Iris and Lewis took me to the Officer's Club. I was given an overwhelming VIP welcome, then on to dinner with more wine and food. Despite the headache I had the next morning, I think the "medicinal" alcohol was more beneficial to my flu than any other medication I had on the way.

I toured this old and interesting part of Florida, dodging into buildings and museums each time the sudden storms passed over. I had radio and press interviews and some time at the shops, which were so much more exciting than the small shops on Norfolk Island.

Tuesday 23 August

I was able to be airborne by 0730. Making the, by now usual, diversions around the weather to Meridian, Mississippi, I discovered that I was becoming alarmingly low on fuel. I was given a "straight in" to land.

Although the bush fires were bad and the smoke was a problem, the visibility was the best I had enjoyed for some days. I landed at De Queen, Arkansas. Waiting for me were 99s Linda Hooker and Jody McCarrell, who took me to their farm to cook a magnificent feast of all their own produce.

Linda, a very talented photographer, had a lot of work to catch up on. So Jody and I went to the airport to help Jody's husband, Wayne. He flies for the Forestry Department and had a lot of work as the bush fires were so bad. Jody showed me her twin Cessna, and we flew to Texarkana for hamburgers — playing rich!

Thursday 25 August

Out of bed early, I found Jody making me a huge pile of waffles (no wonder my clothes started to shrink). I departed De Queen in glorious weather and I could, again, start to enjoy the scenery. It became increasingly turbulent over Will Rogers Airport, Oklahoma City, Oklahoma. Twice, on final, the tower asked me to do a quick orbit while they let down larger aircraft. On final for the third time, the tower thanked me and said that the "big boys" did not like to be bounced around. (What about me?)

I found it very hard to straighten up and, for the first time, learned what is meant by "running out of rudder." Touching down, I was glad of the two gentlemen who ran up and held my wings while I taxied. Then I could see how strong was the cross-wind.

I was driven to 99 Headquarters, where I enjoyed a most hospitable greeting and spent a fascinating time inspecting everything there. Nancy Smith took me to her home. It was really delightful that so many 99s called in to meet and talk with me in Oklahoma City.

Friday 26 August

Departing Will Rogers and just airborne, I was told to hurry and turn left as there was a 747 on my tail. (I turned left.)

The weather was perfect, and heading toward the hills, the views were quite spectacular. While N55297 was being refueled at Amarillo, Texas, I walked into 99 Ima Jean Huff's office (she had been very kind to host me previously). After much amazed screaming and hugging and catching up on the news, she was annoyed that I could not remain overnight. But as I was already late getting back to work, I felt I must push on.

The flight back to Albuquerque was without incident. I handed over N55297, of which I had become very fond after 70 hours of flying time. Then came the reckoning with finances, which brought me down to earth with a thud. But it was worth it for the wonderful people and kindness I met all along my route. My flight was a Flight-a-Thon, and the people of Norfolk Island collected \$7,568 for the intensive care unit of our hospital. Thank you, 99s!

Personality Profiles

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A Real Success Story: From Fantasy to CFI in Eight Months

by a Ninety-Nine

Lou Anne Gibson received her ratings faster than the 99 newsletters were going out to announce the next meeting place. The story goes like this: Lou Anne's tiny fantasy came from watching air shows in Frankfurt, Germany, where her father was stationed, and later on in America at various bases.

January 1983 she was tested to become an officer for the California Highway Patrol. She learned that the CHP had a fixed wing program, and she decided she wanted to become CHP's first woman pilot. Even though she scored in the top 10 percent of all tests given by CHP, she had to achieve four flight ratings and hold 300 hours PIC to be eligible.

Through colleges, the aviation community of Los Angeles and Orange County, the 99s and her parents, Lou Anne has accomplished the following:

First flight and 99 meeting 04/13/83
First solo 04/26/83
Private rating 05/11/83

Commercial rating 08/30/83
Instrument rating 09/22/83
Flight instructor certificate 12/10/83
Entered CHP Academy for
five-month course of study 01/03/84

Los Angeles Chapter member Wally Funk presents Lou Anne Gibson with an award for her achievements in aviation.



Graduating from El Modena High School in 1976, she received a certificate of commendation for outstanding accomplishment in interscholastic competition and was awarded 1974-1976 Most Valuable Player trophies for tennis, basketball and softball. In college, she played golf on a scholarship at California State Universities at Fullerton and Long Beach and received a full scholarship to play golf on the women's team. While at Long Beach State, she followed a course of study in public relations and graduated in 1983 with a B.A. degree.

Golf tournament wins included the Women's Masters Tournament in 1982 — a year in which she participated in the professional golf tour.

We know she was busy flying in 1983, and to stress physical fitness, she plays in a softball league, snow skis, runs four miles a day and indulges in daily gym workouts.

Lou Anne looks forward to the day she will be able to assist Californians as a CHP flying officer.

Flight Clubs Day a Success

For some 15 years, Long Island 99 Ida Van Smith has been working with children to give them a first-hand introduction to the world of aeronautics.

Recently her chapter sponsored an Ida Van Smith Flight Clubs Day for children. With the help of volunteer leaders, the children visited FAA installations, got the feel of cockpit controls and experienced the sounds of a busy airport.

A retired reading teacher from the New York City Public Schools, Ida sponsors a number of flight clubs for children, believing that exposure to aviation at a young age will help them to learn better and feel more at ease with flying.



The children and their volunteer leaders (top and above) prepare and then release helium-filled balloons.

Long Island Chapter members Joyce Malkmes, Mae Smith, Pat Rockwell, Jane Duggan, 66 Dorothy Campbell, and (kneeling) Carol Richard, Penny Stechman and Jill Hopfenmuller help Ida Van Smith (right) with the Flight Clubs Day activities.



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About Japanese Women Pilots

When Yae Nozoki was growing up, young ladies in Japan were expected to spend their days dreaming of marriage. Such was not the case for Yae, who, after years of effort to convince her parents, began flying lessons in 1937.

After 10 months of lessons, she obtained her "second" pilot's license. At that time, however, there were no jobs for women pilots. Determined to stay in aviation, she became an "air girl" or stewardess with Dai Nihon Koku, predecessor of Japan Air Lines.

After World War II, when civil aviation resumed in Japan, Nozoki re-took her examinations, qualifying for commercial pilot and navigator licenses. In 1952 she founded the Japan Women's Association of Aeronautics, and she has been its chief director since 1967.

She had made many flights to promote aviation for Japanese women, including flying the Powder Puff Derby during the International Women's Year in 1975. The first Japanese entrant, and the oldest pilot, she finished well in the four-day race.

With only some 100 women pilots in Japan today, Yae still makes many promotional flights for aviation, including a recent all-woman flight to China, the first foreign light plane to fly Chinese skies since the Communists took power in 1949.

Attending the 1983 Japan International Aerospace Show are Miyako Kanao, Yae Nozoki, Sigeko Kawanishi and Noriko Goyoda.



Personality Profiles

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Embry-Riddle Alumna Makes Historic Flight

by Roger Racine

It doesn't seem possible that it's just now happened — more than 50 years after Amelia Earhart soloed across the Atlantic — but the Air Force's first flight to cross the Atlantic with an all-female crew "showed the service is getting away from traditional roles." The quote is from a crew member, according to an AP wire story.

The flight commander, Giuliana Sangiorgio, 29, is a 1978 Magna Cum Laude graduate of Embry-Riddle Aeronautical University. When asked why it has taken so long for an all-female Air Force crew to cross the Atlantic, Sangiorgio responded, "The problem is, since flight has only been open to women in the military since 1976, many are



Planning the history-making transatlantic flight.

Captain Giuliana Sangiorgio at the controls of the C-141 Starlifter.



just now reaching positions of leadership.... This flight showed that not only have gals been admitted into this world (of aviation) but that we are functioning on every level," Sangiorgio added.

The crew also included Captain Barbara Akin, 31, first pilot, 1st Lt. Terri Ollinger, 29, copilot; Tech. Sergeant Donna Wertz, 29, flight engineer; Sergeant Mary Eiche, 25, loadmaster; Airman 1st Class Bernadette Botti, 20, loadmaster; and Staff Sergeant Denise Meunier, 27, flight engineer.

According to Pat Muldrow, chief of media relations at McGuire AFB (where the crew

is stationed), the Air Force numbers about 64,000 women among its 572,548 personnel and about 175 women among its 23,061 pilots.

The gigantic C-141 Starlifter Captain Sangiorgio piloted left McGuire AFB, New Jersey, at 2124 hours May 9 and landed in the Azores Islands just west of Portugal five hours later. Sangiorgio described the mission as "fairly routine," but said she was a little nervous about all the attention she and her crew later received. "But I guess it was to be expected," she said. After all, history-making flights aren't made every day.

99 Becomes First Female Commercial Pilot in Bahamas

by Roger Racine

Let's hear it for 99 Patrice Francise Clarke — recently hired as the first female commercial pilot flying for a Bahamas airline.

Captain Clarke received her gold bars September 30 and is currently flying left seat for Trans-Island Airways of New Providence, the island on which the capital, Nassau, is located.

A 1978 graduate of A.F. Adderley High School, New Providence, Clarke, 20, attended Embry-Riddle Aeronautical University, obtained a BA in aeronautical science, and returned to her homeland with intelligent advice backed by practical experience: "To be a good pilot, as well as a successful one, piloting has to be something you want to do very much," Clarke says. "You must be disciplined, and you've got to be sincere."

To the young women who ask for her guidance, Clarke says, "You should know that opportunities at home may be limited," implying that it is sometimes necessary to attend a distant university for the best in aviation education.

"A commercial pilot's license is good," Clarke says, "but you need a formal education behind it. There are a lot of places that offer instruction, but they are not very good." She says the most important thing to do is make sure the school is accredited.

For Clarke, the choice was Embry-Riddle. "I went through a process of elimination," she says. "The traditional jobs for women in aviation were too conventional. I thought about becoming a stewardess, but then asked myself: Why be just a stewardess when I can actually take people to different places?"

When asked if her new profession had changed her life any, Clarke answered, "No. I'm just a normal girl who would like to get married one day and have a couple of kids. But not before fulfilling my dream of being captain of an L1011."

At the rate she's going, Clarke's chances of fulfilling her dream seem to be very good indeed.



Southwest Section Pilot of the Year Does More Than Just Fly

by Eleanor Todd

From a little girl flying kites over the fertile farmlands of Nebraska to the first woman to fly the turbo Commander flight simulator at Gulfstream Corporate Headquarters in Oklahoma is just the type of accomplishment one would expect from Sherry Moore of the Santa Paula Chapter.

Although she took her first airplane ride at the age of six at McCook, Nebraska, it was not until she had graduated from college and was working as a dental hygienist that her love of flying finally took over her life. Now, just a short time since that first solo flight in February 1978, Sherry has flown over 1,000 hours and holds CFII, ASMEI, glider and advanced and instrument ground instructor ratings. In typical Sherry Moore fashion, just flying airplanes is not enough — she is a straight "A" student working on her A&P license and is also currently restoring a 1929 Davis D1W.

What sets Sherry apart from many other dedicated young women of today is the fact that she truly gives herself back to aviation. This vivacious young woman, who, when earthbound, travels the streets of Santa Paula in her sportscar bearing California license plates, "AV80R," is committed to the belief that everyone, pilot and non-pilot alike, benefits from general aviation.

Undaunted by the fact that all previous attempts to secure a sign from the California State Department of Transportation marking the freeway off-ramp to the Santa Paula Airport, Sherry wrote letters to US senators

and representatives and accomplished what heretofore had been impossible. Then, to accompany the new freeway sign, she went to the City of Santa Paula requesting airport directional signs within the city limits, but raised the money for the new city signs herself!



As a CAP check pilot trained to deal with emergencies, Sherry fully realized the need to maintain the supply of available blood, so in true "get up and get it done" fashion, she set up a blood drive, which was held at the Santa Paula Airport, and even got the support of guest celebrity Byron Cherry from the "Dukes of Hazzard" television show.

Determined to instill a positive image of general aviation within her community, and realizing one must start at the beginning, Sherry conducts airport tours for youth groups in her area. Members of one local Boy Scout troop now proudly wear their Flight Merit Badges, thanks to her training.

In between Sherry's other activities, she finds time to donate her flight time to keep her fellow pilots current; speaks to groups, including the state legislature, concerning aviation; participates in air shows and air races; was a competitor in a regional USPFT meet; and keeps herself current through FAA seminars.

By now, just in case you have a mental image of Sherry as a carefree bachelorette in scarf and goggles, she is also a homemaker and wife to husband Tom. Sherry Moore is an example of the new breed of women in aviation who are more than just pilots. Her life clearly demonstrates that one does not need the big city with its metropolitan airport to assure success. She encourages women wherever they live to seek and attain their goals.

New Treasures for 99 Archives



To 99 Headquarters:

Enclosed please find nine original photographs of Amelia Earhart taken in June 1937 by Tommy O'Dea as she arrived and subsequently departed Lae, New Guinea for Howland Island.

These photographs reached me as a result of the enclosed article for which I was interviewed, and which then appeared in the Orange County edition of the *Los Angeles Times* on November 15, 1983.

An attorney from Laguna Beach, California, grandson of the above-mentioned Tommy O'Dea, had received the photographs from his step-grandmother, widow of Tommy O'Dea, who resides in Perth, Australia. It was her wish that they be donated to the 99s and that she receive a letter recognizing such donation to our organization. This gentleman, Bill Ringers, contacted me because of the above-mentioned article, which named the FBO for which I work. I very soon drove to Laguna Beach and met and visited with him and learned that his grandfather, deceased now for six years, was flying for one of the New Guinea Air Services at the time Amelia was transited and fueled at Lae. Tommy O'Dea was very active in the Guinea gold rush, flying both cargo and personnel into and out of the various gold fields, and ultimately served as general manager of Guinea Airways. One of the first men in Australia to receive a pilot's license, he died at the age of 83 in Australia, where he is survived by his wife....

Mr. Ringers has allowed me to borrow a most interesting book, which I have just completed reading. *Wings of Gold* is about how the aeroplane developed New Guinea. In this book by James Sinclair, published by Pacific Publications of Sydney in 1978, there are numerous references to Tommy O'Dea as well as a short section devoted to Amelia Earhart's flight, refueling and subsequent departure.

If you have any further questions, do not hesitate to contact me. I would appreciate an acknowledgement from your office when the letter to Mrs. Hawter has been dispatched.

Sincerely,
Joan M. Hill
Orange County Chapter



Left and below, Amelia climbs from the cockpit of her Lockheed Electra after taxiing into one of Guinea Airways' huge hangars.



With Amelia are Mr. and Mrs. L.J. Joubert (he was manager of Bulolo Gold Dredging, Ltd.), Mrs. F.C. Jacobs, Mr. Jacobs (he was manager of the New Guinea Goldfields, Ltd.) and Captain Fred Noonan, Amelia's navigator. The Jouberts and Jacobs were flown to Lae to see Amelia by the man who took these pictures, Mr. F.T. O'Dea.

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Just prior to her departure from Lae to Howland Island, the Lockheed Electra, which had been safely stored in one of Guinea Airways' hangars where expert engineers had thoroughly serviced the engines and aircraft, is pushed onto the tarmac by New Guinea natives.



Close up studies of Amelia Earhart Putnam were taken on her arrival at Lae, Papua, New Guinea in July 1937.



Our thanks to Australian Jean Hauter and Mr. O'Dea's grandson, Bill Ringers, for thinking of the Ninety-Nines.



Left, all aboard and ready to go on the long hop to Howland Island.

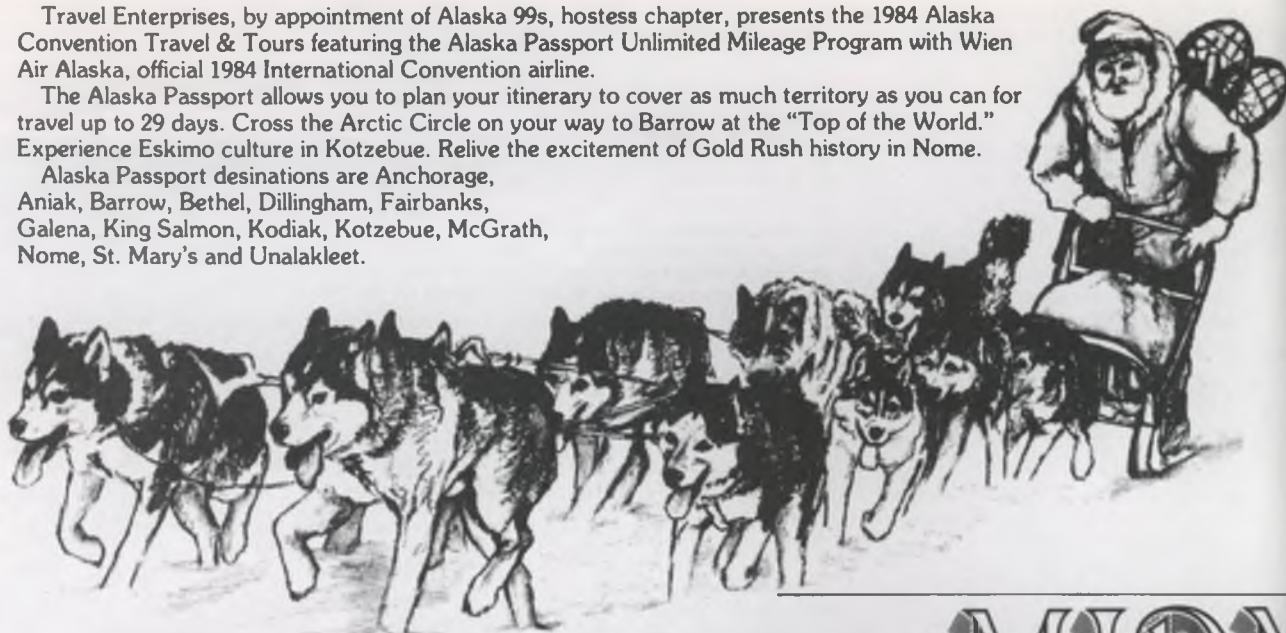
Below, opening up the throttles and away on what turned out to be the last leg of her last flight.



Travel Enterprises, by appointment of Alaska 99s, hostess chapter, presents the 1984 Alaska Convention Travel & Tours featuring the Alaska Passport Unlimited Mileage Program with Wien Air Alaska, official 1984 International Convention airline.

The Alaska Passport allows you to plan your itinerary to cover as much territory as you can for travel up to 29 days. Cross the Arctic Circle on your way to Barrow at the "Top of the World." Experience Eskimo culture in Kotzebue. Relive the excitement of Gold Rush history in Nome.

Alaska Passport destinations are Anchorage, Aniak, Barrow, Bethel, Dillingham, Fairbanks, Galena, King Salmon, Kodiak, Kotzebue, McGrath, Nome, St. Mary's and Unalakleet.



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by Nancy Klinski

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FARES

Wien's Passport fares from Anchorage are \$539 (plus tax) for adults and \$499 (plus tax) for children. Add-On Fares (special discounted fares for travel on Wien from the continental US to Anchorage) may be purchased in conjunction with the Passport Fare as follows:

	ADD-ON FARE	TOTAL FARE
From SEATTLE	\$100	\$639*
From BOISE	265	804*
From DENVER	358	897*
From OAKLAND	295	834*
From PHOENIX	358	\$897*
From PORTLAND	150	689*
From RENO	262	801*
From SALT LAKE CITY	312	851*

* Plus tax-fares based on round-trip.

(Wien will begin service from Albuquerque in mid-spring; add-on fares will be available at that time.)

"Top of the World"

BARROW and PRUDHOE BAY

2 days/1 night \$394* with Passport/\$673* without Passport

Day 1 — Arctic Circle crossing; Arctic Whaling Capital; rich cultural heritage; graphic Eskimo dances, including the Eskimo Blanket Toss; 82-day Midnight Sun; farthest point north; shores of Arctic Ocean; ancient ice cellars; Tundra and Permafrost tour; Arctic Certificate; overnight at the Top of the World Hotel.

Day 2 — world famous oil field; Polygons and Permafrost; Arctic ecology; birdlife and flowers; unique Arctic Desert; Arctic Circle Certificate; start of Alaska Pipeline and the story behind oil discovery.

"Great Arctic Adventure"

NOME and KOTZEBUE

2 Days/1 Night ... \$188* with Passport/ \$475.26* without Passport

Day 1 — Gold Rush history; Arctic Circle crossing; dog teams and reindeer; Tundra Tour; Bering Sea and Arctic Coast; pan for gold; Arctic Circle Certificate; Eskimo dances and crafts; "Fivilius Front Street Follies" show; overnight at the Nome Nugget Inn.

Day 2 — Jet to Kotzebue, second largest Eskimo community; visit a fish camp and meet an Eskimo family; experience the Living Museum of the Arctic, portraying the Eskimo traditions and heritage; see the Kotzebue Inupiat Eskimo Dancers perform; watch a Blanket Toss; enjoy a Tundra Tour.

"Land of Katmai"

Alaska's Spectacular Volcanic Wilderness Area

3 Days/2 Nights ... \$248* with Passport/\$573.07* without Passport

Day 1 — Jet to King Salmon and connect to your bush plane for a 20-minute flight to Brooks Lodge, landing on the Naknek Lake in front of the lodge; time for a National Parks Service guided nature walk or fly fishing and a short walk to the Brooks River.

Day 2 — All-day tour to the Valley of 10,000 Smokes. (The Valley floor was selected by NASA as one of the training sites for Apollo astronauts' walk on the moon.)

Day 3 — Visit the old Eskimo Village site or view the fish jumping Brooks' Falls before leaving this beautiful part of Alaska and returning to Anchorage.

"Kodiak"

Home of the Giant Brown Bear and the King Crab Capital of the World

2 Days/1 Night (August 11-12) \$130* with Passport

1 Day only \$195* without Passport

Join us for a very special event. Kodiak is celebrating 200 years since the first Russian colony settlement in Alaska. Annually the pageant "Cry of the Wild Ram" is performed in an outdoor amphitheatre at Monashka Bay. This pageant of history in dramatic form shows how the actions and decisions of Alexander Baranov affected his nature and therefore shaped the history of Alaska from 1784 to 1819.... Eight-hour tour of Kodiak Island, including the National Wildlife Refuge Center; Ft. Abercrombie State Park; Russian Orthodox Church; Baranov Museum; Pillar Mountain; the drama, "Cry of the Wild Ram" and overnight accommodations at the Sheffield Hotel (meals not included).

"Anchorage City Tour"

3 Hours \$15

Combined with Portage Glacier/Alyeska Ski Resort Tour \$47

Departs 8:30 a.m. or 1:30 p.m.... Visit Government Hill, downtown Anchorage, the Captain Cook Monument and the Anchorage Historical and Fine Arts Museum; learn

about the busy Port Facilities, the Alaska Railroad, Merrill Field, Elmendorf Air Force Base, the University Complex, Lakes Hood and Spenard and the 1964 Good Friday Earthquake.

"Portage Glacier/ Alyeska Ski Resort Tour"

6 Hours \$24
Combined with Anchorage City Tour \$47

Departs at noon for a beautiful drive along the Turnagain Arm, famous for its Bore Tide, to Alyeska Ski Resort. Lunch and enjoy optional activities.... a chairlift ride to the top of the mountain or panning for gold at the Crow Creek Gold Mine (either available for an additional \$11). Continue to Portage Glacier for a stunning view of the glacier... keep an eye out for wildlife along the route.

"Matanuska Valley"

6 Hours \$24

Includes a stop at the Chugach State Park Visitor's Center at Eagle River, Eklutna Indian Village and Burial Grounds, the Matanuska Valley Experimental Farm where 70-pound cabbages are grown, and lunch at a local resort lodge on the shore of Lake Wasilla (cos of lunch not included).

GHT SUN

"Flightseeing"

MT. MCKINLEY or COLUMBIA GLACIER

2½-3 Hours \$159

MT. MCKINLEY — the highest mountain in North America at 20,320 feet. Your pilot/guide flies low over sweeping glaciers and towering mountains. Entering Denali National Park, you'll appreciate this mighty mountain and neighbors, Mts. Foraker and Russell.

COLUMBIA GLACIER — see its impressive size. Your pilot/guide flies you to spectacular Prince William Sound, where you'll see seals, sea birds, eagles and maybe a whale.

"Choreographed Helicopter Flightseeing"

Tour A — ANCHORAGE BOWL

(Half-Hour Flight) \$87

Experience the Anchorage Bowl and surrounding Chugach Mountains as few have. view of Turnagain Arm and the Alaska Range give you an exciting perspective of Alaska's largest city.

Tour B — PORTAGE GLACIER/TURNAGAIN ARM

(1-Hour Flight with half-hour stop) \$175

Fly along the Chugach Mountains and Turnagain Arm with a stop at Portage Glacier (refreshments and Alaskan hors d'oeuvres included).

Tour C — KNIK GLACIER

(1-Hour Flight with half-hour stop) \$175

This glacier flows out of the Chugach Range. Jagged peaks and spires jut skyward in this alpine setting. A short stop alongside the glacier and Lake George, a lake formed by the terminal moraine, highlight this tour (refreshments and Alaskan hors d'oeuvres included).

"Columbia Glacier Tour"

2 Days/1 Night \$225*
(Optional 2-Hour Pipeline Terminal Tour for \$13 extra)

Terminating in Prince William Sound, Columbia Glacier's face is 40 stories high, four miles wide and 40 miles long. A photographer's dream, this excursion includes all transportation, overnight accommodations in Valdez (the terminus of the trans-Alaska pipeline), baggage handling and lunch aboard the ship.

Day 1 — Tour to Valdez via highway, including the Matanuska Glacier, Gunsight Mountain, Worthington Glacier, Thompson Pass, Bridal Veil Falls, Horsetail Falls and Keystone Canyon; overnight in Valdez.

Day 2 — Cruise to Whittier via Columbia Glacier and board the Alaska Railroad to Portage, followed by a tour along Turnagain Arm by motorcoach to Anchorage.

"Denali Park/Mt. McKinley Tour"

2 Days/1 Night \$210*

Day 1 — Leave Anchorage in the morning by Alaska Railroad for a scenic ride to Denali National Park, crossing many rivers and streams. Arrive at the park in mid-afternoon with the day free to explore around the lodge.

Day 2 — A very early trip into the park on the Tundra Wildlife Tour is well worth the effort. Bring your camera.... you will see many of the wild animals that call Alaska home. A box lunch will be served prior to returning to Anchorage via the Alaska Highway.

"Denali Park/Fairbanks Tour"

3 Days/2 Nights \$289*

Day 1 — Leave Anchorage in the morning by Alaska Railroad for a scenic ride to Denali National Park, crossing many rivers and streams. Arrive at the park in mid-afternoon with the day free to explore around the lodge.

Day 2 — A very early trip into the park on the Tundra Wildlife Tour is well worth the effort. Bring your camera.... you will see many of the wild animals that call Alaska home. A box lunch will be served prior to departing by train to Fairbanks, where you will transfer to your hotel for a good night's rest.

Day 3 — Tour Fairbanks (Alaska's second largest city) in the morning, visiting the University of Alaska Museum and Experimental Farm. See the Trans-Alaska Pipeline and homes built during the Gold Rush. In the afternoon, board the Riverboat, "Discovery," for a cruise down the Chena and Tanana Rivers. This authentic sternwheeler will stop at a native fish camp where your hosts, the Binkley family, will introduce you to the Athabaskan Indian way of life. Transfer to the Fairbanks airport for your next Passport city or return to Anchorage.

"Grand Circle"

COLUMBIA GLACIER, FAIRBANKS and DENALI PARK

5 Days/4 Nights \$562*

(This itinerary allows you to see the major attractions of central Alaska without backtracking. Details of the tour are outlined in the "Columbia Glacier Tour" and the "Denali Park/Fairbanks Tour" above.)

Day 1 — Anchorage to Valdez via Columbia Glacier (overnight)

Day 2 — Valdez to Fairbanks via highway (overnight).

Day 3 — Fairbanks City Tour and Riverboat Discovery Tour (overnight).

Day 4 — Fairbanks to Denali Park via highway (overnight).

Day 5 — Park Wildlife Tour and Denali Park to Anchorage via highway

"Eagle River Float Trip"

CHUGACH STATE PARK

6 Hours \$60

Motorcoach from your Anchorage hotel to the Eagle River Ranger Station to see the wildlife exhibits; transfer from the Ranger Station to the put-in point for the river trip; 4½-hour river trip in rubber rafts guided by experienced oarsmen; a full lunch at a stop along the river; return by motorcoach to your hotel.

"Kenai

River/ Kenai Canyon Float Trip"

2 Days/1 Night
(minimum four
people) \$119

Day 1 — Pick-up at
your hotel and drive
south from Anchorage

continued on page 26



through Turnagain Pass to the put-in point on Kenai Lake. We will float past the famous Russian River to our camp on the Kenai River. Lunch will be served along the river, as well as a gourmet dinner at your campsite.

Day 2 — Continue our float trip through the Kenai Canyon and some rapids reaching Skilak Lake for a stop in a secluded cove for a picnic lunch of reindeer sausage, cheese, smoked salmon, fruits and beverages. Weather permitting, we will motor past bird rookeries and across the lake to our waiting transportation back to Anchorage.

"Matanuska River Float"

1 Day \$90

You will meet your guides at King Mountain Lodge, a 1½-hour drive from Anchorage (transportation to lodge included), and start a four-hour float trip amidst the Chugach and Talkeetna Mountains. Prior to lunch, you run a series of easily negotiated rapids and, after, you're on the oars! Look for wildlife as you float 15 miles.

"Best Fishing"

1 Day from \$125 fly-out from Anchorage

One-day trips by float plane will take you for a day of salmon or trout fishing long to be remembered. A guided fishing trip includes air transportation, guide, boat, lunch and fishing equipment. Unguided, your pilot will land you at a fishing hotspot, brief you on the best way to spend your day and leave you for a day with Alaska's fine fishing. Your pilot will return in the evening for a scenic flight back to Anchorage. Temporary fishing licenses are available for \$10.

"Sailing at Prince William Sound"

2 Days/1 Night (minimum three people) \$140

Day 1 — Board the Alaska Railroad for your trip from Anchorage to Whittier, passing through two mountain tunnels and arriving in Whittier, where you will be met by your skipper. Time will be spent in Whittier, where you will stock up on food supplies and enjoy dinner at the Sportsman's Inn. After dinner, you will board the 28-foot San Juan sailboat as her licensed skipper heads out into Prince William Sound, one of the richest marine wildlife areas in the North Pacific. Spend overnight aboard the boat.

Day 2 — Spend the day observing and photographing thousands of cliff-dwelling puffins, cormorants, kittiwakes, auklets and other species of birds. You'll sail by wilderness coves where bald eagles are an everyday sighting. You may see, in the distance, one of the giant oil supertankers on the way south after filling with Alaskan crude oil from the Valdez Tank Farm. You will return to Whittier in time to catch the afternoon train back to Anchorage (dinner in Whittier not included).

"Cunard Line Princess Cruise"

7 Days \$1,445-2,054*
(includes air transportation from 79 US cities)

We have a limited number of cabins reserved for Saturday, August 11, departing after the 99 Convention in Anchorage. The "Princess" sails on her seven-day voyage to Vancouver through some of Alaska's most spectacular scenery accessible from a cruise line. You will see 11 glaciers and visit Skagway, Juneau, Ketchikan and Vancouver. Your arrival in Vancouver will be the morning of Saturday, August 18.

Cabins reserved for your post-Convention cruise are Category "C" (outside double room with twin beds) and Category "F" (inside double room with twin beds). Fly/cruise rates from Zone Cities 1-5, including air fare, are:

FROM ZONE CITY 1 —	
Category "C"	\$1,705
Category "F"	1,445
FROM ZONE CITY 2 —	
Category "C"	\$1,804
Category "F"	1,594
FROM ZONE CITY 3 —	
Category "C"	\$1,904
Category "F"	1,694
FROM ZONE CITY 4 —	
Category "C"	\$2,004
Category "F"	1,794
FROM ZONE CITY 5 —	
Category "C"	\$2,054
Category "F"	1,844

Albany	Zone 5	Fresno	Zone 2	Philadelphia	Zone 4
Allentown	Zone 4	Grand Rapids	Zone 4	Phoenix	Zone 3
Amarillo	Zone 4	Hartford	Zone 5	Pittsburgh	Zone 4
Atlanta	Zone 4	Houston	Zone 4	Portland	Zone 1
Austin	Zone 4	Indianapolis	Zone 4	Raleigh/Durham	Zone 5
Baltimore	Zone 4	Jackson	Zone 4	Reno	Zone 2
Baton Rouge	Zone 4	Kansas City	Zone 4	Rochester NM	Zone 3
Birmingham	Zone 4	Knoxville	Zone 4	Rochester NY	Zone 5
Boise	Zone 2	Las Vegas	Zone 2	Sacramento	Zone 2
Boston	Zone 5	Little Rock	Zone 4	Salt Lake City	Zone 3
Buffalo	Zone 5	Louisville	Zone 4	St. Louis	Zone 4
Burbank	Zone 2	Los Angeles	Zone 2	San Antonio	Zone 4
Cedar Rapids	Zone 4	Lubbock	Zone 4	San Diego	Zone 2
Charlotte	Zone 5	Madison	Zone 3	San Francisco	Zone 2
Chicago	Zone 3	Memphis	Zone 4	Santa Barbara	Zone 2
Cincinnati	Zone 4	Miami	Zone 4	Sarasota	Zone 4
Cleveland	Zone 4	Midland/Odessa	Zone 4	Seattle	Zone 1
Columbus	Zone 4	Milwaukee	Zone 3	Shreveport	Zone 4
Corpus Christi	Zone 4	Minneapolis	Zone 3	Spokane	Zone 2
Dallas/Ft. Worth	Zone 3	Nashville	Zone 4	Syracuse	Zone 5
Dayton	Zone 4	New Orleans	Zone 4	Tampa	Zone 4
Denver	Zone 3	New York City	Zone 4	Toledo	Zone 4
Des Moines	Zone 4	Norfolk	Zone 5	Tulsa	Zone 4
Detroit	Zone 4	Oklahoma City	Zone 4	Washington, D.C.	Zone 4
Eugene	Zone 2	Omaha	Zone 4	W. Palm Beach	Zone 4
Ft. Lauderdale	Zone 4	Orlando	Zone 4	Youngstown	Zone 4
Ft. Myers	Zone 4				

All fares are in US dollars, per person double occupancy, unless otherwise noted, and are subject to change without notice. Port taxes, port and handling charges are an additional \$30 per person.

INCLUDED IN CRUISE PACKAGES: accommodations, meals and entertainment aboard ship; round-trip transfers between airport and ship; and round-trip air transportation.

NOT INCLUDED IN CRUISE PACKAGES: port and handling charges/gratuities; air taxes and fuel surcharges; items of a personal nature; optional shore excursions; and any additional airfare for stopovers.

To reserve your cabin on this sailing, mail a deposit of \$250 per person to Travel Enterprises, P.O. Box 4-2393, Anchorage AK 99509, (800) 544-2207. Space will be confirmed by the receipt date of your deposit. Final payment will be due by June 1, 1984. This cruise line has heavy bookings for August; therefore, you are urged to book early.

"Alaska Marine Highway System"

INSIDE PASSAGE VOYAGES — JUNEAU TO SEATTLE VIA
SITKA, PETERSBURG, WRANGELL and KETCHIKAN

..... \$224* plus air fare

A small number of cabin spaces are reserved on the SouthBound Ferry departing Juneau, Monday, August 13, 7:00 p.m., and arriving Seattle, Thursday, August 16, 1:30 p.m. If you are interested in other dates, contact Travel Enterprises, remembering that reservations on the SouthBound Ferry usually fill up during January for the summer months.

"Southeast Alaska City Tours"

(may be added during your ports of call)

Tour A — JUNEAU CITY TOUR

(1½ Hours) \$13

Highlights include Gastineau Channel, Douglas Island, the Governor's Mansion, state and federal office buildings and a visit to the Alaska State Museum.

Tour B — HAINES

(3 Hours) \$15

Explore Ft. William Seward, the Chilkat Center and the Sheldon Museum/Cultural Center. See the Rainbow and Davidson Glaciers, Lynn Canal and Port Chilkoot. Learn the history of the Tlingit Indians.

Tour C — KETCHIKAN SIGHTSEEING

(3 Hours) \$17

Visit Totem Bight State Historical Site with its handcarved totem poles and ceremonial house, the new Totem Heritage Center containing over 30 original totem poles from abandoned Tlingit and Haida villages, Deer Mountain Salmon Hatchery, historic Creek Street and colorful Dolly's House.

"Glacier Bay Resort Tour"

2 Days/1 Night \$257*

Air service from Juneau to Gustavus Airport, serving Glacier Bay; overnight at the deluxe Glacier Bay Lodge; cruise to Glacier Faces; naturalist presentations; fresh seafood, view icebergs, seals and whales amidst lofty mountains with sport fishing available.

*Prices based on double occupancy. Single supplement and children's rates available upon request. Times and prices subject to change.

This offering of excursions is printed in this issue of *The 99 NEWS* to give you an opportunity to plan your visit to Alaska for the August 6-10 International Convention. Most of these tours can be booked via the March issue along with Convention registration forms, but the "Cunard Line Princess Cruise" and the "Alaska Marine Highway System" must be reserved before the March issue to ensure space.

Wien Air
Alaska

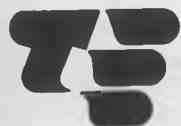
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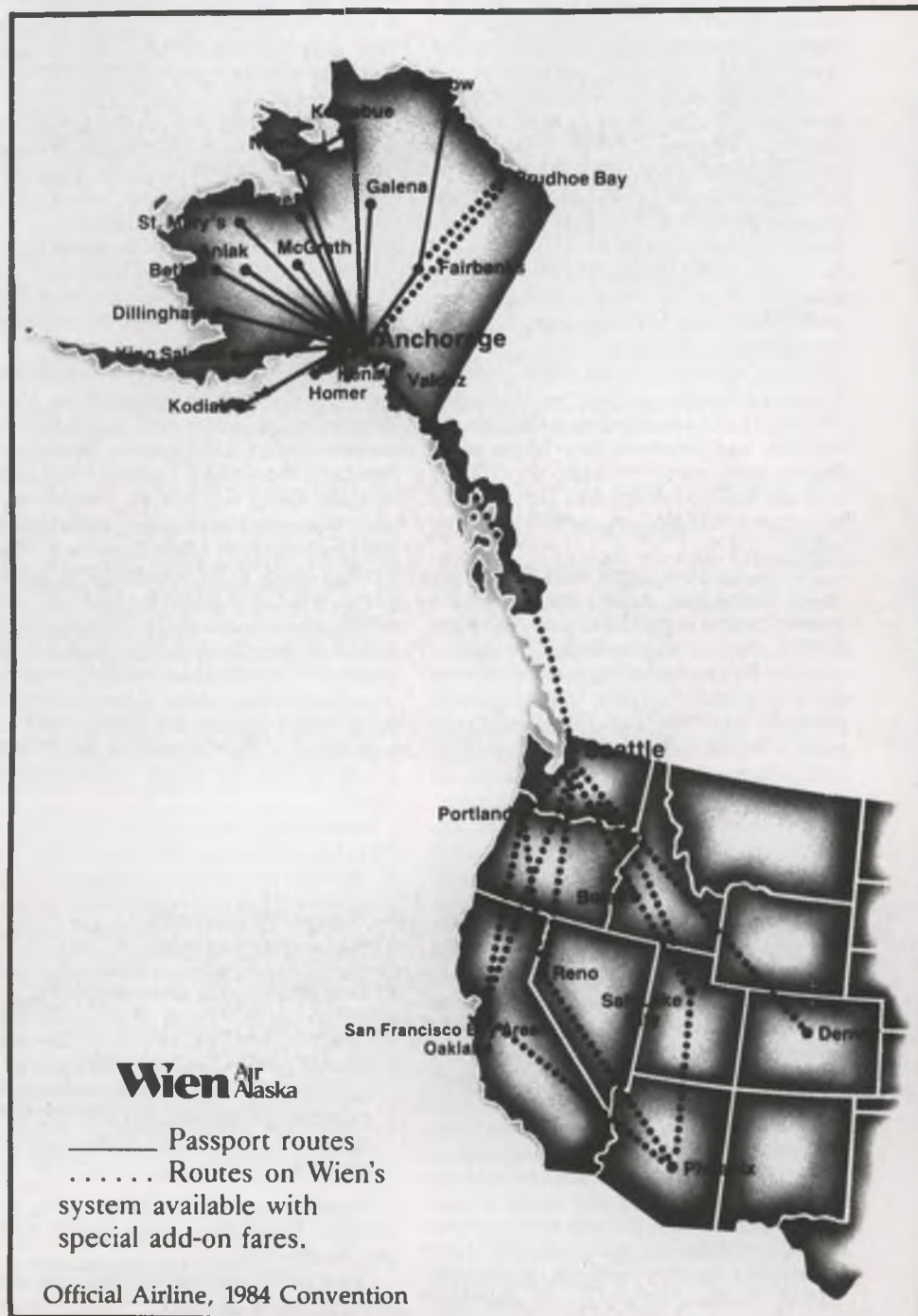
Relive the Alaskan Adventure you've always dreamed about with the 1984 Alaska Passport.sm Travel across the Arctic Circle to Barrow. Visit the enchanting history of Kodiak and step 200 years into the past. 29 days of unlimited mileage can be yours for less than you'd ever imagine.* Call or write for your free Alaskan Passportsm brochure today. It's one of the most exhilarating experiences left on earth.



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Official travel agency, 1984 Convention



FOCUS ON USPFT

by Ray Heyde
1983 USPFT Team Member

As the cold winter months settle around us in northern Ohio, life as a full-time flight instructor slows down and I have some time to sit back and relive this past summer.

Being a finalist for the 1983 United States Proficiency Flight Team (USPFT), I left early from a vacation at Hilton Head Island to compete at Carbondale in June. It would be my fourth time as a finalist. In the past three competitions, I had always finished high in the standings, but I never made the team. Somehow I felt that this time would be different. I had the "perfect airplane" — a 1968 model with 5,000 hours on the airframe, 200 hours left on the engine until TBO and, of course, under-inflated tires.

I arrived two days early to "get the feel" of the airport and surrounding terrain for the landings and cross-country. Many other finalists were doing the same thing. Their landings looked unbeatable, but the final pressure of "this one counts" still had to be added.

On the day of competition, I started out on the wrong foot. After a simple addition error in the first event (flight planning), I was in 28th place. I had to really get my act together for the rest of the air meet if I was going to make the team. With computer printouts and standings posted after each event, I slowly moved up in the standings. With only one event to finish, I had a chance of making the team, but I needed a super landing over the barrier — and that was usually my worst event. The landing went well, but I wasn't sure that it was good enough to make the team. Somewhat disappointed, I went to the chief judges' room and told them that I would like to thank them for doing a super job in the best-run, most organized, national air meet ever. The 99s could be proud of their ladies!

I'll never forget ending my thank you speech with Hazel Jones standing there with her big smile and saying, "Thanks, Ray, I have the final printout now. You are going to Norway with us as a team member in August." My hours of practice had paid off.

The rest is history, and most of you already know about our trip to the city of De Queen, Arkansas for practice in July, followed by the trip to Skien, Norway in August. It was a thrill I cannot describe,

knowing that I was representing my country in world competition. I think the world will long remember the 1983 USPFT team and their formation takeoffs in the Piper Tomahawks.

In various meetings since that time, I have spent a lot of time "hangar flying" with both old and new friends. (For those of you who know me, you know that hangar flying comes easy for me!) In November, I was invited by Jayne Herman to speak to the All-Ohio Chapter of the 99s. It was fun to tell some of the women at the local level what their organization had done in a national effort.

I couldn't finish this report without thanking all of those who helped in so many different ways. Some who come to mind include Tom Young, coach; other team members, Marvin Ellis, Carolyn Pilaar, John Kangus, Doug Kuck; Lois Feigenbaum, team manager; Hazel Jones, Jody McCarrell, Linda Hooker, Linda Dickerson, Mary Young, Jerry "Pops" Kuck, Janet Green, Verna West, Pat Roberts, Piper Aircraft, AOPA, the citizens of De Queen, the 99s and all of the others too numerous to list who served as judges or assisted in various ways. I would like to send a special thanks to those who "put up the money" as our guarantors — they assured us that USPFT would go to the world competition in Norway.

In summary, the recipe for anyone desiring to become a team member of USPFT is:

1. One cup of overflowing desire.
2. One never-ending effort.
3. Hours of time.
4. One metric ton of determination.
5. Dash of luck.
6. Mix all of the above together and let it age. This is a tried and proven recipe; all others are imitations and will not rise to place the competitor in the winner's circle.

I hope to see you as a finalist in 1984. You can do it! Remember — You'll never do it if you first don't try.

Good luck! (But please leave one spot open for me, of course!)

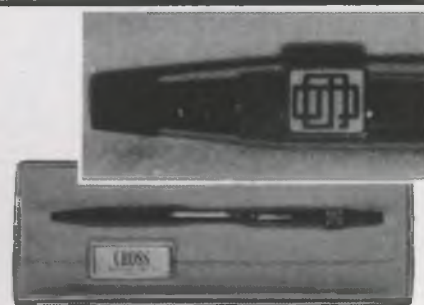
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"How to" booklet — \$4.50.

OIL PAINTINGS

12x16, unframed. Your favorite race plane \$75; or scenic photo, \$45. Send good photo. CA add 6% tax.

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99 PEN BY CROSS

Beautifully gift boxed, chrome Cross pen with interlocking 99 emblem. Perfect for gift giving. Also an excellent remembrance for that special speaker or your chapter's pilot of the year. Available from International Headquarters, \$18 PPD, P.O. Box 59965, Oklahoma City OK 73159.

FOR SALE OR TRADE

Parachute: Pioneer para-commander TP26. Like new, includes carrying case, \$450. IRENE KRAMAR, 213 Ferrol Rd., St. Augustine FL 32084, (904) 824-6740.



AVIATION ART PRINTS — BEAUTIFUL 48-PAGE COLOR CATALOG. SEND \$2 TO AEROPRINT, 406 MONROE ST., BOONTON NJ 07008.

NOTAM

Attention Chapter News Reporters:

Please remember that the June magazine is a special issue devoted to "The 99s — Yesterday, Today, Tomorrow."

Each Chapter News report should feature a favorite chapter activity, including several photographs of the activity. Please confine this write-up to one or two typed pages — and please double-space.

If you submit the usual chapter write-up for the June issue, it will be held and run in a later magazine.

Deadline for copy is April 30.

chapter

News, Activities and Projects

AFRICA SOUTH SECTION

Flame Lily Chapter

The new chapter chairman of Flame Lily is Jill Adair; Jane Souchon is vice chairman; Gail Rouse, secretary; and Val Barbour, treasurer.

Having been in the doldrums, interest has picked up again tremendously (witness the number that came to Lanseria), and flying activities are going well.

Shortly an advanced PPL course will be held in conjunction with the Mashonaland Flying Club when both men and women will undergo a strenuous weekend of advanced flying with instructors, at the end of which will be a party and prize-giving. Each contestant will be undergoing a pretty grueling two days, and pilots should come away from it all with skills repolished and shining! When Jill was busy setting up this scheme, she approached various instructors to arrange a reasonable rate for this course. One wag, upon being told that it was for the 99s, said, "Oh, if it's for you I'll do it for nothing — you guys need all the help you can get!"



INDIA SECTION: Chanda Budhabhatti, India Section governor, welcomes new 99 Taghrid Akasheh from Amman, Jordan. Taghrid, a 4,000-hour airline pilot with ALI, flies Tristars to European countries from Amman.

1983 CONVENTION OF THE AFRICA SOUTH SECTION

Our 1983 gathering has been and gone and those of you who were there will need no reminders — but for you gals who couldn't make it, let me tell you a little bit about it all.

The Transvaal Chapter organised a really cozy stand in our allotted corner of the exhibition halls and Liliith, Aloma, Jeni and Amalie deserve a special mention for the miracles they worked in something like 24 hours when they first discovered a bare and cheerless piece of real estate that wouldn't have given welcome to the proverbial church mouse. By the time they had finished, we had a welcoming corner which saw a constant flow of both 99s and the general public visiting, chatting and buying the goodies which Transvaal Chapter and the Flame Lily Chapter had on display. The helium-filled balloons proved especially popular with the junior public, and there were some hilarious moments when the odd balloon would manage to escape as it was being handed over by a saleslady to a small purchaser — by the end of the day the roof of the hall had quite a population of blue and white balloons nudging each other amongst the rafters. After a very short time, all balloons were being sold with a large loop tied in the string, which was firmly hooked over little wrists to ensure no more tears!

It was super having such a lovely choice of T-shirts, and the tote bags and key rings were equally useful items. The stand had a really cozy "club" atmosphere to it as the day wore on and some lucky people even had chocolate cake! We all agreed that it made a very good focal point having a stand where we regathered each time we finished another sortie 'round the show.

When the show closed, everybody repaired to the Beau Valley Hotel in more or less good order! What hadn't been foreseen was the weather, which was foul. It was freezing cold and drizzling all evening — and at a place that consists largely of self-contained outside cottages, this meant that we were paddling 'round in the dark, commuting from meeting place to party venue. Needless to say, most party-goers took their braai into the pub, where a pretty good thrash got going and kept going until those who still had to travel home gradually began to remember the cold drizzle which had to be negotiated on a dark night. We said goodbye with regret and the promise to see each other again at Chipise for next year's convention.

Once again, thank you, Transvaal Chapter, for your very hard work, and the Flame Lily ladies for bringing such a lot of super goodies for our stand — and to all of you who took the trouble to come to the convention and make it the convivial gathering it was.

Natal Chapter

Barbara Thompson attended the A.G.M. and, as secretary, gave a report on the chapter. She reported continued apathy and lack of motivation, but with the whole-hearted support of everyone at the meeting, she agreed to try again to get things going. Good luck, Barbara — and come on, Natalians, make contact and get that communication going. It makes the flying scene so much more meaningful.

Transvaal Chapter

The chapter continues to hold regular monthly meetings. The September meeting was attended by five members and five guests with two apologies. Much flying activity was reported. Lyn Scott had been to Graytown in her Cessna 402 on a visit. Debi Arton is continuing her PPL training after a five-month break. Sharon Mostert is completing her PPL and is busy with the written subjects, and Christine Burge is also doing her PPL and is at the navigation stage. Alison McGill has started her instrument training. Jane Trembath (a guest from Capetown) is here doing the CPL course and has 70 hours of flying time, and Chris Malherbe is doing the night CPL course. Aloma Stevens returned recently from a flying trip to S.W.A. and the Northern Cape. She has a part share in a Colt in which she is working up those hours to the magic 200 for the DCA flight test; she has all the written behind her.

The chapter held their November meeting at the home of Lyn Scott. Five members attended, five tendered apologies and there was one invited guest — Ms. M. Andrews. She started her flying career in England with the Air Corps is the founder member of the SAAF museum. She hopes to get back into the active side of flying soon.

Flying activities of members included Jeanette van Ginkel competing in the Balloon Nationals in Bethlehem. She had an early morning start with a 0415 dawn briefing! They flew two tasks a day from Wednesday to Saturday with fun flying on Sunday. Well done, Jeanette, it's lovely to have one of our 99s so prominent in the ballooning world.

Lyn Scott had a flight renewal with a difference when her C-210 had gear failure. Aloma Stevens flew to Queenstown in her Colt, which took a mammoth 10 hours. Tenni Arton completed her commercial and instructor's renewals, and Alison McGill gained her CPL.

EAST CANADA SECTION

Eastern Ontario Chapter

The October meeting featured Debbi White as guest speaker. Debbi and her husband, Norm, own White's Aircraft Services in St. Andre Avellan near Ottawa. Debbi gave a presentation on winter flying with special reference to engine operation in cold weather conditions.

A visit to the Canadian Aviation Museum at Rockcliffe Airport in November was well attended by chapter members and friends. Bob Bradford, curator of the museum, conducted the tour and made it especially memorable with his stories and anecdotes about the airplanes and their pilots. A visit to the restoration workshops highlighted the visit.

Our annual Christmas party was a huge success. Each December we forego a business meeting to enjoy a potluck supper with husbands and friends.

WESTERN CANADA SECTION

British Columbia Chapter

Flying activities slow down considerably with the onset of winter weather on the unpredictable British Columbia coast. However, the skies cleared October 16 long enough for the chapter to hold a fly-in meeting at Victoria International Airport on Vancouver Island. Ten prospective members



Apologies to the Western Canadian 99s for the incorrect caption which appeared in the October issue of *The 99 NEWS*, page 23. The flag being presented at the Forest of Friendship is that of the province of Ontario, not a Canadian flag as stated. We goofed!

from the island and mainland attended the meeting.

Also on that day, the chapter presented Margaret Fane Rutledge, a pioneer Canadian woman pilot (see *The 99 NEWS*, January/February 1983), with an honorary membership. We look forward to working with Margaret on future projects.

We hosted an Aviation Careers Seminar for Vancouver area Royal Canadian Air Cadets November 26. Kate Merry and Judy Hess rounded up 10 speakers, including two 99s. Prospective member Joy Keogh, commanding officer of 767 Air Cadet Squadron, provided a hall. The speakers were from a wide variety of aviation-oriented careers, and they presented an interesting array of options. While the seminar was not as well attended as we had hoped, the chapter plans to try this project again next year.

by Judith B. Hess



Gretchen Matheson fastens an Amelia Earhart medallion for Margaret Fane Rutledge, who was presented with an honorary membership to the British Columbia Chapter by Chairman May Primeau.

WESTERN CANADA SECTION

Canadian Rockies Chapter

Aviation computer programs designed by member Dr. Clarice Baker highlighted the fall meeting of the chapter at Kamloops, British Columbia. Members were able to gain practical experience with computerized thunderstorms, the reading of weather reports, "go — no go" decisions and runway selections, all presented as problems by the computer. Use of the Morse code and instrument flying were other computer topics presented at the meeting.

The chapter is submitting an entry in the section-wide competition for a logo for the 1987 International Convention to be held at Vancouver. All other section chapters are encouraged to participate in the contest.

The Christmas meeting was held at the home of Betty and Dale Alsager, Kelowna. Members unable to attend due to mountainous terrain and poor weather participated in the chapter's new "phone period" activity — a pre-arranged telephone long distance conversation between members able to attend the meeting; and those who remain isolated

in other parts of the chapter's vast geographic area. Chapter business is conducted by telephone with those members calling in.

Greater Winnipeg Chapter

Amelia Earhart Research Grant recipient Shirley Render is busy traveling these days. In October she traveled to Ontario to accept the 99s Canadian Award in Aviation for the Canadian Women in Aviation Collection of the Western Canada Aviation Museum. She also was present at a First Canadian Chapter business meeting. Then on to the west coast to be present at the British Columbia Chapter meeting.

National radio coverage for Shirley and the 99s followed an interview with host Peter Gzowski on the CBC program, "Morning-side." Local Winnipeg television has also featured Shirley. Canadian press has picked up the story, and Shirley reports receiving letters from interested people from Newfoundland to British Columbia.

Chairman Linda Stoesz, Shirley Render, Lois Carlson and Grace Allen attended the fall sectional in Edmonton. Shirley gave a museum presentation on the Canadian Women in Aviation Collection. The AE Research Grant award was re-presented to Shirley, accompanied by the congratulations of the section.

Greater Winnipeg Chapter also received the Governor's Award for greatest increase in membership.

by Edna Fowke

Linda Stoesz, Greater Winnipeg Chapter chairman, makes the presentation of First Day Covers and seedling to Manitoba Premier Howard Pawley. Membership Chairman and Museum Director Shirley Render in turn accepts them for the Western Canada Aviation Museum.



Saskatchewan Chapter

Attendance was good at our October meeting in Swift Current. We were happy to have Noreen Proudlove and family using their aircraft for its inaugural flight to a 99 meeting!

The chapter display created great interest amongst the Saskatchewan Flying Farmer membership.

The "Survival Gun" raffle was officially closed September 24, but we were unable to make the draw until our meeting in October.

At the presentation of First Day Covers and seedling from the Forest of Friendship are Manitoba Premier Howard Pawley, Greater Winnipeg Chapter 99s, and Western Canada Aviation Museum directors. Premier Pawley accepted the covers and seedling, and re-presented them to the museum for public display.



The lucky winner was Harry Elias of North Battleford.

Letters of invitation have been mailed to 10 prospective pilots in the area. They have been invited to attend our meeting November 26, at which time they will receive a package explaining the merits of the organization.

Our January meeting was held in conjunction with the Flying Farmer workshop.

by Nadine Cooper

MIDDLE EAST SECTION

Central Pennsylvania Chapter

In October we air marked the taxiway at the Jersey Shore Airport.

Five of our members attended the fall sectional in Reading, where Fay Gillis Wells presented a history of her most exciting adventures.

Our November meeting, held in Lewistown, featured a talk by John Grouse, retired Navy air traffic controller. He spoke about the trials and tribulations of a controller. A guest at the meeting was Gabriel Henke from Germany, who has her private license and helicopter rating. Prospective member Helayne Ryan of Jersey Shore also attended.

hoping for a return engagement soon.

Our December meeting was held at Patricia Garner's home. We had a brief business meeting and a "cookie exchange."

Several of us flew on the Holly Run from Cambridge, Maryland to Tangier Island December 17. Tangier, a small island in the Chesapeake Bay, has no holly growing on it, so 16 years ago local pilot Ed Nabb conceived the idea for the run. The flight has been conducted annually since and this year drew a whopping 31 airplanes. We delivered large bags of holly and greens to be used to decorate the island's Methodist church and enjoyed coffee and stollen with many residents before taking off again. Some of us made a return visit to the Captain's Gallery in Crisfield for a lunch of their famous crab cakes before heading home. What a way to celebrate the 80th anniversary of the first flight!

Congratulations go to Robin Hosenball, now flying for Pegasus out of Dulles International Airport.

by Ellen Hahn

Shenandoah Valley Chapter

Even though you have not heard from us lately, we have been on the go.

CHAPTER NEWS, ETC.

The Christmas party was held December 10 at the Penn Harris Motor Inn in Harrisburg. An aviation-related gift exchange was part of the festivities.

Alice and Bill Fuchs flew to San Antonio for a first reunion of Bill's 1942 Flying Cadet class, then on to Mexico to visit their daughter and sight-see in Mexico City and southern Mexico.

Nancy Abt and her 49½er, Alan, and Margaret Wellington attended a safety seminar concerning propellers and their care at Selingsgrove. A representative of Sensenich Company, propeller manufacturer, feels that too often we overlook this important part of the airplane.

by Margaret Wellington

Potomac Chapter

Baltimore-Washington International Airport was the site of our October 15 meeting, when Major Wright from Andrews AFB presented a program on aviation safety.

November 12 dawned bright and windy — 12 knots gusting to 30 throughout the area. Still, seven brave members showed up to air mark the Salisbury, Maryland airport — and gave up only when it became clear that they couldn't control the paint on its "flight" from the can to the pavement. (The air marking has been rescheduled for May.)

Harryette Decklebaum hosted a luncheon meeting at her home November 19. After lunch some 24 members, 49½ers and guests from the Washington, D.C. Chapter were treated to lots of fascinating tales by Bob Meyersburg, test pilot for the Concorde. Bob, who has flown over 400 different aircraft during his career, shared with us photographs from his collection, some of experimental planes that never went into production because of problems and/or expense. Two hours wasn't long enough — we're

The latter part of the summer, Sara and Larry Williams attended the air show at Petersburg, Virginia; Barbara Bell flew to Nags Head to enjoy the beach and to Missouri to look at computers for the University of Virginia Hospital while Ethel and Hoyle Garber and Mary and Russ Horner attended the EAA Fly-In at Oshkosh.

Sara Williams, Ethel Garber and Virginia Thompson thoroughly enjoyed the 1983 International Convention in New Orleans. In October, they attended the Middle East Sectional. Fay Wells' stories of her unusual flying experiences and exciting career, as well as shopping at the outlet stores, were delightful highlights.

Our chapter's booth at the EAA Fly-In at Shenandoah Valley Airport had several plus features — a chance to meet prospective members, make a few dollars and create a desire to do it again. Our chairman's husband, Larry Williams, helped, too, by flying passengers for a mini-Pennies-a-Pound.

As former members, Mary Horner and Virginia Thompson attended the Washington, D.C. Chapter's 50th anniversary celebration at Andrews AFB.

At Janie Tarrant's home November 14, plans were formulated for a safety seminar, air marking and a Christmas in January party at Mary and Russ Horner's home January 21.

One of our members, Ross Johnson, is now ferrying aircraft in sunny Florida. Another, Sara Williams, is still bubbling with excitement after flying a taildragger.

by Virginia Thompson

Washington, D.C. Chapter

November 4 we celebrated the 50th anniversary of our charter date — November 19, 1933. At the long head table in the Pavillion Room of Andrews AFB Officers Club were our chairman and MC, Fran Wehman; Ade-

laide Tinker, thrice governor, Wilmington, Delaware; Jean Ross Howard, former chairman, governor and International Vice Chairman; our Charter Member Fay Gillis Wells; Fran Nolde, former governor; Ada Mitchell Barrett, former chairman and governor; Virginia Thompson, former chairman, governor and International Historian; Jean Pickering, current governor, Lowell, Ohio; and Mary Ellis, our immediate past chairman.

Scattered among the tables were former International President Alice Hammond and John, as well as Hazel Dwiggins and Mitzl Keller, former governors, and seven more past chapter chairmen. Sixty-four of us gathered together in friendship and fellowship — old-timers to student pilots — to honor this unique milestone in our history.

Katie Lou Webb, coordinator with Andrews AFB, arranged a delicious dinner featuring surf and turf, and designed the program and name tags using her fine calligraphy. On display, and ultimately eaten, was a large white sheet cake decorated in shades of blue proclaiming our 50th anniversary. And on the seats at each place lay a 20-page souvenir booklet of remembrances entitled "We Remember 50 Years: 1933-1983" edited by Lin Clayberg and researched by Virginia Thompson and Fran Wehman.

Senator Jennings Randolph (D-WV), who has sponsored 13 separate pieces of aviation legislation since 1933, spoke passionately about voter apathy. He urged us to be not only decisive pilots in the air, but decisive leaders on the ground, providing encouragement and a good example to vote in 1984 and, indeed, in every election in any year at any level!

Following his speech, Chairman Fran Wehman passed out door prizes and thanked her helpers and everyone for coming. The evening was beautiful and memorable, with warm fellowship and many old friends coming together in one room for the first time in many years. We only regret that all of us could not be there all at once!

by Lin Clayberg

NEW ENGLAND SECTION

Connecticut Chapter

Our November meeting included a fine program by Len Buckwalter, publisher of *Avionics* magazine. The program involved a discussion of the Korean Air Lines Flight #007 tragedy, and whether or not it might have been avionics or pilot error. Also included was a presentation on the inertial navigation system of a 747. Mr. Buckwalter is the author of the "Pilot's Night Flying Handbook" and has written many articles and books pertaining to electronics and avionics.

by Leila Baroody

Eastern New England Chapter

Twenty-one chapter members, their friends and prospective members had great fun at a fly-in breakfast November 13 at Hyannis, Massachusetts. The weather was in full cooperation for this, the raindate, giving us CAVU. We enjoyed top flight ground support from Hyannis Aviation, an FBO who knows the real meaning of "full service." A sumptuous breakfast was provided by Spirits Restaurant, located on the field. The non-pilots of

The New England Section Honor Award was bestowed on Eastern New England's Millie Doremus. Millie is a charter member of the ENE Chapter and gave many years of unselfish service to the 99s. She worked diligently at both chapter and section levels for the betterment of general aviation and support of the 99s.

She learned to fly in 1958 and has been a 99 since 1962, serving on most committees and as chapter treasurer, vice chairman and chairman, each for two years. As a chapter officer, she did such an outstanding job that the section membership elected her to serve two years each as treasurer, vice governor and governor.

While serving as section treasurer, she also assumed the duties of registration chairman for the 1970 International Convention, which was hosted by this section and held at Bretton Woods, New Hampshire. She flew in five AWNEARs (placing first in one and fourth in another as copilot), and she has served as registration chairman for one, as well as working in some capacity for most of the other AWNEARs.

Millie has been a licensed amateur radio operator since 1950, and she arranged through her many contacts in the area for HAM coverage of race fly-overs in several AWNEARs.

The New England Section and the Eastern New England Chapter are proud to name Millie Doremus, "Woman of the Year."

Millie Doremus accepts the New England Section Honor Award from Governor Billie Downing.



the group were treated to a complimentary champagne punch! We were especially honored to have the company of John Polando and his wife, Dodie. (Mr. Polando is famous for his early flight from Hyannis to Istanbul.)

Prizes were awarded to Sherry Edmonds, flying her Cessna 140, for the best landing, and to Carol Stites, flying her Cessna 172, who arrived closest to the "Mystery Arrival Time." Our sincere thanks to Bruce Hoglander and his staff at Hyannis Aviation, and to Bob Bolster and his staff at Spirits Restaurant, for all of their assistance in coordinating this event.

Three of our 99s, Sarah Hayden, Lois Auchterlonie and Mildred Ferree, gave a most enlightening presentation on their experiences with the WASPs. It was something we needed to know as pilots and women. These great women were pioneers under adverse circumstances who overcame many difficulties and succeeded in making the word WASP almost reverent, at least to those of us in the audience. If any chapter has members who were WASPs, ask them to speak at one of your meetings — you may get the surprise of your life.

by Jean Doherty and Lil LeBlanc



Former WASPs who spoke at the November meeting of Eastern New England 99s are Mildred Ferree, Sarah Hayden and Lois Auchterlonie.

Northern New England Chapter

Diane C. Norton is making waves with her new Lake LA-4 200 EPR. As newest dealer for Lake Aircraft, she is ready to show us how to have fun on land, in the air and on the water. You want to see Golden Pond? It's just five minutes from Diane's front door/dock. Fish for lake trout from the left hand (or right hand) seat in big or small lakes. The airplane

comes equipped with an anchor, a paddle and music to catch fish by.

Time out for lunch. Lift the anchor. Fly or taxi the plane to the local Burger King dock.

"Can you imagine a better airplane in which to go to the 99 International Convention in Alaska? Why, you can land on tarmac, water, grass, any place. I'd feel as comfortable as sitting in a lawn chair in my lakefront front yard."

by Aileen Anderson



Diane C. Norton in her Lake LA-4 200 EPR.

NY-NJ SECTION

Finger Lakes Chapter

Our group turned out in force when the local GADO office held their semi-annual safety seminar. Seven of our members received their FAA Safety Wings from Bill Lutgen, APS. They are: Phase I — Rosemary Gibson, Marsha Lehman and Caroline Grimes; Phase II — Alice McEachern, Dot Greeley and GeorgeAnn Garms; and Phase III — Marcia McDowell. We congratulate them all! Caroline Grimes also is the proud possessor of a brand new IFR rating. (If winter continues the way it started, she is really going to need it if she can find her Cherokee buried in the tiedown area.)

Our gals have been busy flying in every direction. Janet Moffett has been to Philadelphia, GeorgeAnn Garms to Chicago and

New York, Marcia Gitelman to Montreal, and Marsha Lehman to Washington, D.C. Carol Mohandiss took a Spanish exchange student from Madrid on a flying tour of Niagara Falls.

The year 1984 marks the Sesquicentennial of Rochester, New York. As a gift to the city, Kodak made a photograph of the skyline on a beautiful autumn evening. This photograph will be featured in an enlarged version in the Colorama at Grand Central Station in New York City in the spring of 1984. That evening, as all of the lights in the city buildings were ablaze, Julie Googins and Marsha Lehman were airborne making their own colorama. I have not yet seen the results, but perhaps theirs could be a gift to the 99s.

by Marcia Gitelman

Greater New York Chapter

More than 30 Ninety-Nines, friends and 49½ers enjoyed scrumptious hors d'oeuvres and dinner at the home of Nina Clarmont on Roosevelt Island at the chapter Christmas party in December. It was great to see 99s we hadn't seen all year, including Maria Distanfano from the Long Island Chapter, who took Heidi Hafner back with her to their Christmas dinner which took place the same date. Chapter Chairman Eleanor Friede brought along a copy of the FAA proposed changes to the sectional charts which were posted on the wall of the bathroom for all to study. Questionnaires were distributed so that all pilots attending could express their opinions where it counts.

April 12 has been set for the annual "Meet the Authors" cocktail party sponsored jointly by the chapter and the "Second Thursdays" committee of The Wings Club. It will be held in the lovely new quarters of The Wings Club at 52 Vanderbilt Avenue. Several aviation authors will be honored, including our own Bonnie Tiburzi, whose book *TAKEOFF!* will be published that month. Invitations will go out, and everyone is invited.

Doris Brell chaired this year's Zonta Amelia Earhart Dinner held at The Wings Club January 19. Honored guest and speaker was Skitch Henderson, Air Force Reserve pilot and director of the New York Pops concerts.

All committees are at work preparing for the spring section meeting, which will be held May 18-21 at the Vista Hotel in the World Trade Center in downtown New York City.



Participants in the Ida Van Smith Flight Clubs Day held by the Long Island Chapter in November numbered over 40 children and adults.

We are working hard to make this, our 50th anniversary sectional, a wonderful one.
by Julie Talbert

Long Island Chapter

Pat Bizzoso and Ronnie Minnig took second place in the Empire State 300. They had previously won first place two years in a row. They missed first place this year by .02!

Joyce Malkmes flew the parents of a crew member of the "Liberty" to Newport for the final race of the America's Cup.

66 Nancy Ruthowski received her license in August and is now studying at the University of Bridgeport, Connecticut. We maintain a 66 program consisting of seven 66s and one gal who has not soloed yet. Myrta Enzler soloed a C-172 on December 10 and is now an official 66; she has been very active with the chapter for several months, including a day in the cold helping with the spot landing contest.

Loretta Cangemi is the proud owner of a 1975 blue and white C-150. She's equipping it so that she can do much of her instrument work in it.

The annual poker run was held six months late due to weather, but this day was beautiful. A little bumpy and gusty wind kept some newly-rated pilots on the ground, but we still had 81 airplanes and 171 people flying. Twenty-five planes started on Long Island to relieve the congestion suffered at Suffolk County Airport last year. While the poker run was being held, Suffolk County also had the Air National Guard C-5A airplanes making approaches and touch and goes. There was parachute jumping with sailplanes in the pattern. Thanks to Jill Hopfenmuller, who knew all beforehand, everything worked out well and safely.

November 19 we sponsored an Ida Van Smith Flight Clubs Day. Ida is a member of our chapter and, with Pat Rockwell, coordinated a super day of flying more than 40 children and adults, holding ground school and sending helium-filled balloons off into the wild blue yonder.



On a recent visit to India, Pat Rockwell visited with Rabia Futehally, Dr. Sunila Bhajekar and Vice Governor Mohini Shroff.

Pat Rockwell and 49½er Ronnie took advantage of their free tickers on Air India (won at the Aviation Space Writers Convention ANC in Washington, D.C.) to visit several 99s in Bombay, India. Rabia Futehally set up a dinner date, including Sunila Bhajekar and her husband and Vice Governor Mohini Shroff. An airport visit and flight were tentatively scheduled for the next day, but the general aviation airport, Bombay 2, had to be closed in deference to traffic taking off from International Airport Bombay 1 close by. Both airports have control towers, but this is the way it's done.

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Doris Abbate, USPFT regional coordinator, and Barbara Evans, her co-chairman, worked together with 99s, 66s, 49½ers and prospective 99s to hold a spot landing and flight planning contest December 3. There were 14 participants from Long Island and Connecticut. Many were delayed for the 0900 arrival time because of snow and ice on the airplanes from a storm the night before. There were five heats with each pilot allowed two power-on and two power-off landings each. The better landing was used for scoring. The final ranking was very close. First and second place were separated by only 2.5 points, with first place going to Norman Briskman and second place to Ronald Abbate. Best Female Score went to Pat Bizzoso, while Best Flight Plan Score went to Diane Fisher. Three contestants were disqualified for adding power during the power-off landings or failing to complete one or more phases of the competition.

Members of the chapter marked the runway, measured the distances, videotaped the landings and scored the flight plans. A very professional attitude was taken by all those helping and judging, in anticipation of hosting a local USPFT meet in April

by Patricia Rockwell

Palisades Chapter

The 99 NEWS may not have heard from this chapter for a while, but we have been very busy.

"What is a 99?" That was only one of the many questions asked of members at the June 11-12, 1983 Morristown Air Show. Equipped with a new 99 display booth purchased at the spring section meeting, chapter members manned the booth and answered questions on both days.

The July chapter meeting was held at



On hand at Morristown Municipal Airport to offer their congratulations to Pat Dennehy for her attempt to set five world class records are (above) Palisades Chapter members Janice Anderson and Sue Palmer (kneeling), Rita Harrold, Pat Dennehy, Gaye Gravely-Siegel, A.J. Starr and Viola Schultz. Dennehy (below) receives a certificate of recognition from New Jersey Transportation Commissioner John P. Sheridan, Jr. With them are 99 Arlene Fledman, NJDOT director of aeronautics, and James A. Crawford, NJDOT acting assistant commissioner of transportation services.



Teterboro Airport. Walt Castle, flight instructor based at Hanover Airport, was guest speaker. He had many hints to offer on how one could make the preflight more thorough, and therefore make one's flight even safer. He also reviewed the use of that most misunderstood—and probably least used—instrument on the instrument panel, the compass.

The chapter's summer air marking at Lincoln Park Airport August 27 was a huge success. Starting at 0800 with a crew of eight members and one 49½er, the 11 letters were chalked and painted in four hours and 15 minutes, setting a new chapter record.

The compass rose at Lincoln Park Airport, the chapter's fall project, was no challenge after the summer air marking success. The compass rose was to replace one the chapter had done several years ago, the previous one having been paved over when the taxiways were resurfaced. Started October 22, the compass rose was completed November 5. Only a lack of paint made the second trip necessary to fill in some of the areas.



Working on the compass rose at Lincoln Park Airport are Lise Lundskland, Pam Sheeler, Clarice Bellino and Blossom Friedman, as well as (kneeling) Carsten Madsen, Janice Anderson, A.J. Starr and Sue Palmer. Lise and Carsten were visiting from Denmark.

The crew working on the compass rose, in addition to chapter members, included Lise Lundskland and Carsten Madsen, two of Clarice Bellino's houseguests touring our country from Denmark.

Aviation Day at Teterboro Airport September 11, held to celebrate the 200th anniversary of the first recorded manned flight, gave chapter members another chance to set up our new display booth and answer questions about the organization.

Our congratulations go to 99 Pat Dennehy, a corporate jet pilot for Continental Group based at Morristown Municipal Airport. September 22 Pat set five world class speed-over-course records. [See p. 11 of the November 1983 issue of The 99 NEWS for details.]

Guest speaker at the November meeting was Rich Green. A pilot for American Airlines, and also a flight instructor, he spoke about operating in the New York TCA, one of the busiest areas in the country. Topics he covered included equipment required to operate in a TCA, services available to pilots operating in the TCA, and who to contact and how one can use the TCA controllers to make flight through the TCA safer.

by Janice Anderson

Bowling Green University Union. It was the first meeting presided over by Salley Berryhill, new chapter chairman. It was with great regret that the chapter accepted the resignation of Chairman Rosalie Burchett, but Salley is filling in marvelously and the transition of leadership was very smooth. Our speaker for the meeting was Ray Heyde. Ray was a member of the USPFT team that competed in Norway this past summer. He had many slides, memorabilia and stories to tell (watch out, Hazel Jones). It was also announced that Vi Blowers has married Les Stamm. Congratulations to them both!

Our December Christmas party was hosted by Sandy Gordley at the Findlay Country Club, Findlay, Ohio. A delicious brunch was served, gifts were exchanged and much hangar flying was enjoyed by all.

The chapter wishes you all tailwinds and blues skies for the new year.

Chicago Area Chapter

Our November meeting was held at Lewis-Romeoville Airport with Polly Gilkison and Karen Acker as hostesses. The program was a super film, sponsored by NASA, called "Space for Women." The film emphasized

tion trust fund and the gas tax which should be reduced.

Bev Greenhill and Virginia Rabung (Aux Plaines Chapter) gave a presentation on women in aviation to the Exchange Club. Their information on the 99s was very well received.

Our annual Christmas party was hosted by Nancy Haraldson and Mary Krautkramer. Cocktails, dinner and dancing at the "Barn of Barrington" was a gala affair. All available tickets were sold, and the party was a fine success.

January will be very special for our chapter since it will be our 50th anniversary. Diane Cozzi is planning a special brunch celebration, and all 99s, 66s, 49½ers, guests, friends and well-wishers are invited to share in our birthday party.

by Mary Story

Greater St. Louis Chapter

Ten 99s and one 49½er met in the early morning November 15 to sell the "Old News-boy" edition of the *St. Louis Globe-Democrat*. This is a city-wide effort whereby money is donated by various organizations to children. Participants included Karen Kerfott, Rosemary Boyd, Shirley Deitz, Ruby and Mike Fudoli, Dorothy Haupt, Val Johnson, Martha Norman, JoAnn O'Rourke, Vivian Waters and Lorna Whitney.

The November regular meeting was held the 15th at the McDonnell Douglas Corporation Prologue Room. Speaker for the evening was 99 Nelda Lee, F-15 flight test engineer, who spoke about her career with MDC. A film summarizing the development of the F-15 aircraft was also shown.

Twenty aviation organizations in the St. Louis area have recently formed an Aviation Council. Four 99s attended the November meeting and represented four aviation groups. Those attending were Martha Norman, 99s; Amy Laws, Aero Club; Val Johnson, Whirly-Girls; and Ruby Fudoli for Del Scharr, WASP.

The Christmas party was December 20 at Breckenridge Castle Oak Motel and Recreation Complex. Twenty-four 99s and 66s enjoyed a tour of the Breckenridge facilities and a delicious dinner. Castle Oak will be the site of the North Central Section 1984 fall meeting. For the Christmas project, members gave toys to the children of abused mothers.

Ruby Fudoli has been active in the newly-organized St. Louis Aviation Museum. Museum officers toured the Seattle "Museum of Flight" November 17 for ideas in establishing the St. Louis museum.

Tennis friends of chapter member Joy Harvey have donated \$115 in her memory to the Amelia Earhart Memorial Scholarship Fund. Joy was killed October 9 in an aircraft accident.

by Nelda Lee

Indiana Chapter

First, something we missed reporting last time was the Region 8 NIFA Air Meet. Seven schools participated October 13-15 at Hulman Field, Terre Haute. Bunny Outlaw and Donna Rupe were the safety judges for the meet, which was hosted by Indiana State University.

At the November meeting of the Indianapolis Aero Club, June Norman received the

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Standing with Mary Morris, USAir pilot and guest speaker at the New York-New Jersey Fall Sectional, are B.J. Schermerhorn, Clarice Bellino and Charlene Falkenberg.

Western New York Chapter

The chapter helped to sponsor a November 1 FAA safety clinic in West Seneca, and our Christmas party was held at the Airways Hotel.

Kathy Potoczak has been hospitalized during the last month.

Darla Richter will leave January 1 for Oklahoma where she will begin training to become an air traffic controller.

Viji Kumar, India, reported to our chapter that she has resumed flying after a few years leave of absence due to the births of her two children.

NORTH CENTRAL SECTION

All-Ohio Chapter

Only a few chapter members braved the high winds, turbulence and rainstorms to meet in Bowling Green, Ohio in November. Jayne Herman hosted the meeting at the

opportunities available for women in the space program and qualifications needed for these positions.

We were pleased to pin two new members—Sheri Levine, sponsored by Diane Cozzi, and Virginia Donatell, sponsored by Karen Acker.

Karen Mansfield really keeps us up-to-date with the plans of our senators and representatives concerning aviation. She brought pertinent information, envelopes and paper—and while we were together at our meeting, made sure we wrote letters to our respective lawmakers. Subjects this time were the avia-



Diane Cozzi pins Sheri Levine (above) while Karen Acker pins Virginia Donatell (below).



Nicholas Trophy presented by the club annually to the woman who has contributed the most to aviation during the previous year.

Our November chapter meeting was hosted by Dorothy Niekamp in Bloomington. No program was planned because of the important business matters to be resolved and high in priority was the fate of the F.A.I.R. recommendations by the F.A.I.R. Board were discussed, and the final decision was that the race be postponed until another flying activity of interest to all members be agreed upon and/or it be reinstated after 1984.

A welcome back was extended to Muriel Dykema who has not been with us for some time. Muriel and 49½er Carl have been busy flying to races at Lexington, Louisville and Chicago to watch their horses run.

Mid Cassidy recently attended a five-state meeting of the Council of Aerospace Education and says she came away really revitalized.

First airplane rides were given to three elderly women by Nellie Reynolds. Nellie is working on her second year wings and in October attended the air safety meeting at Indianapolis.

Betty and Curt DeBaun report a fantastic flight to the west in their Cessna Skylane in October. Their itinerary included stops in Missouri, New Mexico, Nevada, Arizona and on to Vacaville, California to visit their son. Among stops on their return was Sedona, Arizona, which Betty described was like landing on an aircraft carrier.

Sympathies were extended to Dorothy Hendricks whose husband, Bill, died November 18, and to Betty Nicholas on the death of her sister, Elsie Mayrer, November 23. Bill Hendricks was active in aviation circles since receiving his private pilot license in 1941. His 49½er card was issued when that group was formed.

December 17 the 99s, the Indianapolis Aero Club and the Johnson County Pilots Association celebrated Christmas together with a dinner-dance at Howard Johnson's East in Indianapolis. There were 288 green and red helium-filled balloons floating overhead, and clusters of them were attached to the poinsettia plants on each table. These beautiful decorations had been planned by June Norman, who was unable to be there because of a leg injury. However, committee members Mid Cassidy and Tannie Schlundt took over and did a great job in getting everything in place. And, of course, there was Santa Claus, ably portrayed by 49½er Archie Moore.

May 1984 bring to all many happy flying hours.

by Rae Cawdell

Indiana Dunes Chapter

Our annual Achievement Awards Luncheon was held in Elkhart. T.J. Shaum, who planned this popular event, awarded the 99 of the Year plaque to Shirley Russo, who amassed a total of 1,400 points to capture first place in all categories. Also receiving awards were Sue Mohnssen, Char Falkenberg, Diana Austin, Phyllis Petcoff, Joy Black, Tina Davis and Pat Magon. The 66 of the Year award went to Eileen Torkelson. 49½er of the Year was Ray Mohnssen, who even had an acceptance speech prepared "just in case." A beautiful stained-glass window ornament was presented to Carol Zander for her service to

the chapter these past two years. Following the meeting, we heard a very interesting adventure from Joe Harnish, who recently completed a trip around the world in only three days.

Barbara and Harry Jennings, Valparaiso, hosted the annual potluck Christmas party in their country home. The house was decorated with spruce, fir and holly branches, "clippings" from the yard, big red bows, candles and, with a light snow falling outside, it was a perfect Christmas setting. Each member brought an aviation gift ornament which was hung on the special "flying" Christmas tree. T.J. Shaum donated a floral centerpiece. The entertainment was several fun and educational aviation games. A gift exchange highlighted the evening.

International Vice President Charlene Falkenberg, former chapter chairman, will present an aviation program for the January South Bend Zonta meeting.

by Sue Mohnssen and Christine Murdock



Indiana Dunes 99 of the Year Shirley Russo and 49½er of the Year Ray Mohnssen received their awards at the annual luncheon.



Barb Brotherton receives her gift from Karen Hanus at the annual meeting of the Iowa Chapter.

Iowa Chapter

The chapter had its annual meeting October 14 at the Roosevelt Hotel in Cedar Rapids. A chicken supper was served to the 15 members present.

A summary of the past year's events was given by Barb Brotherton. The meeting was then given over to Karen Hanus, our new chairperson. Karen discussed plans for the upcoming year.

Awards were presented by Barb Brotherton. Marcene Grant received *Women in Aviation* for being the most active member. Don Walker was given a "World's Greatest Pilot" award for being the most active 49½er. Then



Iowa Chapter's Forest of Friendship tree was planted at the Des Moines Municipal Airport by First Lady Mrs. Chris Branstad.

Barb was given a brass box for serving as chairperson this past year.

Because of bad weather, only three members were present for our November meeting in Waterloo, where we were given a tour, including their helicopters, by the Iowa Army National Guard.

by Jackie Kilburn



All-Ohio's Mimi Reiheld flew in to Kent State to join Lake Erie members Dodie Jewett, Bev Demko, Dorothy Sturman, Meigs Adams, Marg Juhasz and Susan Simpson in judging the NIFA meet.

Lake Erie Chapter

Chapter members met at Youngstown Muni in November and planned their January charter anniversary dinner at the Reliance Hangar, Cuyahoga County Airport. Connie Hyber Maxim, Chicago Area Chapter, visited us at this meeting.

George Schuster informs us his wife, Ruth, recently soloed in an ultralight at Freedom Field, Medina, Ohio.

Irene Burkhardt (left front), newest member of Lake Erie Chapter, and her instructor, Ruth Sittler. Standing are Youngstown meeting hostesses Judy Cross, Kathy Brown and Ruth Schuster.



Ruth Sitler was recently named corporate pilot for a firm in Akron (in addition to her regular duties as flight instructor), flying a Piper Navajo.

New members include Linda Davidson, who received her ASEL rating October 29; Susan Arthurs, who holds COMM, ASEL, AMEL, CFI ratings and is employed as an air traffic controller; and Linda Dickerson, who has transferred from the Chicago Area Chapter. New 66s are Kathy Kodish, Joy Decker and Kim Zimmerman.

Sue Simpson and Trish Davenport are working on their instrument ratings, having passed the written at an AOPA weekend ground school.

Members met at Cuyahoga County Airport where hostesses Pat Baron and Kathy Kodish showed the 99 slide/tape presentation, "For the Fun of It." Members reviewed ideas for air markings, legislation and NIFA participation.

The December meeting was hosted by Ruth Schuster and Judy Cross at Youngstown Municipal Airport.

Ruth Sitler and Bernice Barris have completed their Phase IV Wings, and Dodie Jewett has completed Phase III.

by Marg Juhasz

spectacular party hosted by Arlaine Franzmeier and Linda Perkins.

Liz Groth and 49½er Lew flew their Cardinal on the Minnesota-California leg of their post-Christmas trip to warmer climes. The airlines carried them on to Hawaii.

by Hope Isaacson

Scioto Valley Chapter

Those members attending our November meeting enjoyed a movie, "Flying Machines," by NASA, presented by hostess Ruth Rickett. The proposed chart and changes were also discussed and submitted for comment.

Our chapter welcomes two new members — Alice Jackson, an active balloonist, and Mary Jo Myers, a new private pilot.

Chairman Beverly Giffin invited all members and guests to our annual Christmas carry-in dinner at her home. Eighteen members, guests and 49½ers attended the gala affair. An aviation-oriented gift exchange was held, and members listened to the tower conversation at the EAA Convention in Oshkosh.

Plans are now at full throttle for the chapter's next Project Aware III to be held January 19.

Central Oregon Chapter

We are all very proud of member Pat Washburn, air traffic control specialist at the Redmond Flight Service Station. In October 1983, Secretary of Transportation Elizabeth Dole presented her with an Air Traffic Controllers Association scholarship, which she will use to attain a B.A. in business administration. Pat is also an officer of the Professional Women Controllers Association.

by Donna Vasko

Columbia Cascade Chapter

We wound up a great year with our annual Christmas party held at (no other place but) an airport — Evergreen Airport in Vancouver, Washington at the Northwest Antique Air Craft Clubhouse. Everyone agreed it was a most appropriate place to party (as long as no one flew in and partied). We had our usual gift exchange and goodies. (Not only do these ladies fly, but they can cook as well!)

To begin a new year, our next meeting in January at Evergreen Airport will be in an airplane, which will be bugged by members Billie Dutcher and Judy Orton and debugged by others attending.

The chapter will again present a display for the week-long exhibit at the Oregon Museum of Science and Industry's Aviation Week — January 6-15. Also scheduled for January will be another high school aviation-oriented career day, which our members will present, arranged by Aerospace Education Chairman Gayl Ratigan.

Member Rosemary Milbeck has obtained her instrument instructor's rating. A previous 66, Judy Orton, has received her license and is now one of us!

Chairman Mary Wohlgenuth has been instrumental in seeing that each member plans one of our meetings or programs. These have been very successful, due to the variety of interests of our members.

by Pegge Blinco

Eastern Idaho Chapter

The chapter held the November meeting at Cactus Pete's in Jackpot, Nevada November 12.

Guest speaker was Del Atwater, Twin Falls, a flight and ground school instructor who is also an insurance adjuster. He discussed factors he looks for when investigating accidents and the types of pilot errors he sees. He also discussed what pilots need to be aware of when buying aviation insurance. The turnout was light and the weather unstable, but those who attended found it worthwhile.

by Kathy Layman

Intermountain Chapter

Dorothy Fowler traveled to Pullman, Washington to take Minnie Boyd to Washington State University to present our *History of The Ninety-Nines* to the library in memory of Carl Boyd. Also on hand was 99 Lois DeFleur, who is dean of the Division of Humanities and

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Minnesota Chapter

A fall safety seminar offered 45 Ninety-Nines, 49½ers and guests the opportunity to learn how to operate the weather briefing computer terminals which have been installed at many Minnesota airports by the State Department of Aeronautics. Following an explanation by aeronautics personnel, each individual was able to access various weather and flight planning programs available on the computer.

Explorers Post 552, sponsored by the chapter, has grown to 15 young women this year under the leadership of Terry Ludtke, Kay Guptill, Clara Johansen and Debbie Kaeder. The aviation-oriented group is the only all-female Explorers Post in the country. The high school age women meet twice monthly at the St. Paul Downtown Airport terminal building.

Sylvia Otyпка recently was promoted to captain with Mesaba Airlines, a Minnesota-based commuter line. Sylvia has been flying with Mesaba for over a year.

Terry Ludtke and Dorothy Ryan were awarded baccalaureate degrees by Metropolitan State University in December. Both women earned their degrees while being employed full-time. Dorothy is administrative assistant to the president of the Minneapolis Institute of Arts, and Terry is an assistant division manager with United Shopping as well as vice chairman of the chapter.

Jan Orr and Linda Perkins are new airplane owners. Jan found her Cessna 182 "under the Christmas tree," while Linda's Cessna 172 arrived early in December.

A Hawaiian Christmas was the theme of the annual chapter Christmas party held this year at the Outrigger restaurant in the St. Paul Radisson Hotel. Fifty-five 99s, 49½ers and guests enjoyed Hawaiian hors d'oeuvres, buffet dinner and TWO desserts—all accompanied by music of the Islands. A visit from Santa, followed by dancing, concluded a

Chapter members also congratulated Janie and Woody McIntire, who were recently married (in a Beechcraft Debonair over New Knoxville, Ohio's Neil Armstrong Airport).

by Janie McIntire

Wisconsin Chapter

Congratulations to Elise Hanlan and Cindy Lee Duckert with their scout program. Because of their contribution, the Wisconsin Chapter brought home North Central Section's Air Education Award. We are all very proud of them. Also on our "We Are Proud of" list are Terri Donner with a multiengine rating and 49½er Ray Donner with a private; Sandra Niles with a multiengine, multiengine instructor and airline transport rating; and Pat Wier with her commercial and multiengine.

The October meeting at Wisconsin Rapids featured a spot landing contest with prizes being won by Marge Scoville, Jan Koerwitz and Judy Werlein.

In November, four of our members attended the Wisconsin Aviation Trades Association banquet featuring Moya Olsen Lear as guest speaker. She discussed her husband's accomplishments and the challenge she has faced in completing the Lear Project.

We are now putting together our plans for Daffodil Days and, with four days available to us for delivery, can hopefully out-fox Mother Nature.

by Carolyn J. Arnold

NORTHWEST SECTION

Alaska Chapter

The chapter spent the December meeting at the Upper One Restaurant celebrating the Christmas holidays. We had a Chinese auction, and gifts ranged from pot holders to handmade scrimshaw, stained-glass and cribbage, to the infamous buns calendar.



99 Minnie Boyd autographs a copy of *History of The Ninety-Nines*, which was presented to the Washington State University Library in memory of her husband, Carl. With her are Lois DeFleur, Dorothy Fowler and Allene F. Schnaitter.

Social Sciences at WSU, and Director of Libraries Allene F. Schnaitter. Allene said the history book was "a significant addition to our collection on aviation."

Minnie, in her early 70s, has been a 99 since 1946 when she learned to fly. She flew three Powder Puff Derbies and was 1959-61 Northwest Section governor. Minnie and husband Carl were members of Flying Farmers, with Minnie receiving a Flying Farmer award in 1946. Minnie served as board member and secretary of the Washington Flying Farmers, and in 1974 was named that organization's Woman of the Year.

I am happy to report that Jack Hordemann is home from the hospital and recovering faster than expected from his burns and skin grafts. Jack's RV4 airplane caught fire while at 11,500 feet. Although the aircraft is destroyed, Jack is alive to fly again.

by Beryl Fitzpatrick

Mid-Columbia Chapter

Summer was a busy time for our chapter. A fly-in to the Sun River, Oregon resort was the highlight of our July meeting. Several members each brought a pleneload of guests, and two families stayed overnight to enjoy the facilities.

August brought the Pasco Airshow, featuring the Thunderbirds. We had worked hard all year on this project and enjoyed its overwhelming success. Ann English and 49½er Dan made our booth, and the sun visor sale was well received. We sold out early in the day!

Two more fly-ins marked our fall meetings—one to Pendleton, Oregon and another to Sunnyside, Washington.

Chairman Carolyn Stella gave a re-cap of the plans for hosting the starting point of the Air Race Classic, to be held in June, the race will begin in Pasco, Washington. Several of our members are currently making plans to enter the race.

Gayle Heaton, past chairman, returned from a trip to Europe, where she learned how fortunate we are in America. "Flying is extremely expensive," she reported, "costing about \$150 per hour to rent an airplane with an instructor." Two male pilots were astonished to learn from her how many women pilots we have in America.

by Marcia L. Mitchell

Montana Chapter

Members are busy holding flying companion seminars around the state. Co-sponsored by the Montana Aeronautics Division, these seminars are well attended by men and women who want to learn more about flying. Lynne Kitto, Loretta Chapman, Kay Roam and Patty Mitchell have been teaching these seminars, and other members will be invited to help instruct in their areas. Sessions have been held in Glasgow and Helena, and plans call for the next seminar to be held in Bozeman.

We all decided to raise money for our trip to Alaska in August. We are going to sell lunch at the next flying companion seminar, and we have sold Christmas items. The Bozeman group is going to raffle an hour of flight instruction and a scenic flight in the mountains.

The section meeting was the first for some of the 99s from Montana. Attending for the first time were Lynne Kitto and Tracy Mongeon. Also attending were Patty Mitchell (who was elected to the Board of Directors), Linda Marshall, Vivienne Schrank and Betty Nunn. On the way home from the sectional in the State Aeronautics airplane, which is equipped with an ELT homer, we found an ELT signal and located the airplane safely inside a hangar with only the nose sticking out. The signal had caused the FSS problems most of the night.

by Patty Mitchell



Flying companion class members gather at Glasgow, Montana.

Mount St. Helens Chapter

Our group held a safety seminar and potluck dinner October 19 at the Olympia Airport, headed by Barbara Smith. Lieutenant Bob Matthews, physiologist at the Whidbey Island Naval Air Station, spoke on medical safety. "Human factors and self-imposed stress" and "Smoking and how it affects night vision" were two of the topics discussed.

Everyone brought favorite hors d'oeuvres to the December 10 tree trimming party at Marilyn Britt's home—that is, everyone ex-

cept Carolyn Savage, who was loafing on the island of Maui.



cept Carolyn Savage, who was loafing on the island of Maui.

Jeannine Squyres, Barbara Smith, Marilyn Britt, 66 Tommie Goins, new recruit Betty Jo Elwess, 49½ers and some student pilots toured the Boeing Training Center in Seattle, Washington. We were all given the chance to fly the 747 full-motion simulator from takeoff through landing, with little instruction from a Boeing copilot. We also flew the 757 stationary simulator and viewed the pilot training area. Our tour was set up by Barbara Smith.

by Marilyn J. Britt

Southern Cascade Chapter

The chapter began the holiday season with a second annual Christmas party, when aviation ornaments and humorous gifts were distributed by Santa. Two weeks later, we held a fashion show, "Flying Through the Holidays," at the Red Baron Lounge in the Medford terminal. The holiday show of fashions is fast becoming a tradition on the Medford field and is well supported by both the flying and retail communities.

December's greatest achievement for the chapter was, however, not in the holiday mood. We were given display space in the Medford terminal for a 30-day presentation of chapter activities. Half of the display is devoted to women in aviation in the historical sense; the other half is a display of current and on-going projects. Hopefully, the temporary display will lead to a permanent space in the Medford terminal—not only for the 99s but all area pilot organizations as well.

January was devoted to CPR training for chapter members in conjunction with the Red Cross. Skip Stoffel's survival seminar in October made us all aware of the need for currency in emergency medical aid.

by Laura Smith



Southern Cascade 99s' "Women in Aviation" display is on view in the Medford, Oregon terminal building.

Western Washington Chapter

November's joint meeting with the Greater Seattle Chapter included a talk about aviation

weather and a tour of the US Weather Service at Sand Point Naval Air Station.

We had our annual Christmas party December 17 at Priscilla Cook's home, with lots of good potluck food and a fun gift exchange.

Members Susan Darcy, Jenny Harris and Carolyn Carpp recently gave rides to visiting German students participating in an International Air Cadet Exchange. All of the boys were glider rated, and really appreciated the opportunity to fly. We also received a certificate acknowledging our members' contribution of air time toward the cause of international understanding, goodwill and fellowship among young people.

We are happy to welcome three new members—Carole Beers, Leslie Alberts and Camille Foote.

by Jean Kope

Chaparral Chapter

One of the most exciting events for the chapter was our participation in the October 8 roast for our life member, Lela Carwardine. Her adventures, enthusiasm and competence in aviation for over 30 years have been an inspiration to us all. Over 100 friends attended the banquet. After several reminiscing speeches from many friends, the 99s presented her a portrait of her "Pink Pride," which she flew to Alaska, Cuba, Canada and all the continental states in the US.

In October the El Paso 99s invited our chapter to their annual fly-in breakfast at McGuire's ranch. This is always an enjoyable time, and we look forward to it each year.

Our November meeting was a safety seminar on emergency procedures.

inson, Jessie Bilbo, Marie Genaro, Ro Lawrence, Kathy Long and Fran Shelton, who joined members of the Dallas Chapter to air mark Aero Country Airport. The wind blew and so did the paint, but three days of determined effort resulted in a beautiful paint job on the runway, lovely decorator touches on bodies, clothes and plane wings and many giggles.

At the October AOPA Plantation Party in Albuquerque, Hazel Jones presented two seminars which were well attended. Cockpit safety was for those who fly the right seat but have no intention of becoming a pilot. It included navigation and instrument familiarization, and ways to assist the pilot—from double-checking the walk-around to teaching passengers how to fasten and unfasten seatbelts. "Knowing Your Sectional" involved cross-country flying knowledge and all the information contained on a sectional. Hazel makes it fun as well as educational.

November weather was beautiful for the first day of the NIFA meet at Arlington, Airport, but then the wind blew (again) and then the fog drifted in. However, members of the Redbird, Dallas, Ft. Worth and Golden Triangle Chapters kept the meet moving right along. Redbird members Bryant Hutchinson, Hazel Jones and Kathy Long were there. Kathy was in charge of the preflight, Bryant served as check pilot, and Hazel filled the vacated position of chief judge. They report it was an excellent learning experience, and the enthusiasm of the youngsters was contagious.

At our November meeting we gained new member Margie Taylor.

Our chairman, Bryant, actually did it! She traded her plane for a condo in Hawaii. If the Texas weather doesn't improve, we know where she will be—basking in the sun.

Margaret Conlin and 49'er Mike attended an all-day Operation Raincheck at the Dallas/Ft. Worth Airport. They spent time in the radar room, the tower and approach control, and because it was a football game day at Waco, they were able to see how the controllers cope with a swarm of small unidentified blips. The seminar provides familiarity with control and operational procedures as well as the services available. It is recommended for all pilots.

Fourteen members braved icy winds (again) to attend our December Christmas party. Fran Shelton was our gracious hostess at her beautiful home. Husbands were included and helped devour the scrumptious Mexican potluck dinner. Pre-dinner merriment was a spirited discussion of the proposed chart changes. Chairman Bryant came prepared with sample charts and forms for recording opinions—definite ones were certainly expressed. After dinner a chorus of "We Wish You a Merry Christmas" preceded the mini-gift exchange. Naturally, many gifts included a clever Redbird motif. Stuffed with good food and warm friendship, we ended 1983 and are looking forward to 1984.

by Elizabeth Jordan

El Paso Chapter

The big news in El Paso—our Ruth Deerman will be inducted into the El Paso Aviation Hall of Fame at El Paso International Airport in early 1984! The many people who know Ruth are aware that she is a past International President of the 99s, a past winner of the

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Western Washington's Jean Kope and Anita Hopka teamed up to fly the Palms to Pines Air Race.

SOUTH CENTRAL SECTION

Albuquerque Chapter

The attendance at our monthly luncheons is slowly increasing, with several 66s showing interest. Betty Bullock has taken on the responsibility of encouraging the 66s.

We were asked to keep in mind the May 4-6 spring sectional at El Paso. Harry Davidson gave a fine talk on the history of aviation in Albuquerque. He said that the first airplane in Albuquerque was a Curtiss pusher at the 1911 State Fair. Anyone going through Albuquerque should examine Harry's display cases at the airport, where every model in any way connected with Albuquerque is meticulously reproduced.

by Harriet Davidson Nye

Chaparral Chapter members enjoy the bright sunshine.



Coastal Bend Chapter

Various activities have kept members busy working during these fall months.

A center line was painted down the private airstrip of Guy Stovall, Jr. Speck Morgan, Vel's 49'er, provided the machine and guidance. Future plans are to return to paint numbers on the strip.

The El Campo Campfire Girls were treated to a tour of El Campo Metro Airport in November, with Speck, Lael Martin and LaNell Easley acting as guides. The girls were shown posters from the Cessna Air Age packet, viewed a Cessna 152 and a 310, and watched airplanes takeoff and land. As a memento, Vel Morgan treated each girl to a little balsa wood glider.

Duane Perry attended the AOPA Convention in Albuquerque and helped man the 99 booth. AE Scholarship nominee is LaNell Easley.

Future plans for Coastal Bend include using the public relations packet for the El Campo newspaper and perhaps another area newspaper. Coastal Bend's regular meeting date has been changed to the third Sunday at El Campo Metro Airport unless otherwise designated.

by Barbara Kurtz and Lael Martin

Dallas Redbird Chapter

Ninety-Nines are persistent ladies, as evidenced by Redbird members Bryant Hutch-

Powder Puff Derby, originator of the 66 program, and in addition to her many ratings, a member of the Whirly-Girls. El Paso is blessed with so many outstanding 99s!

We welcome two new members to our chapter — Linda Croom and Ruth Ann Woodward. These two are partners in a 182.

Our 99s and 49½ers gathered for the annual gala Christmas party December 17 at the Azar home, beautifully decorated for the holidays (both the guests and the home!)

The most unusual gag gift we noticed exchanged was a gadget to make square eggs. Our members brought homemade cookies — 20 different containers — and several 99s met the week before Christmas to deliver these goodies to the control tower, flight service station and FBOs.

Jan and Leonard Swager recently returned from the "maiden voyage" to Manzanillo in their new Lance, and Lynn and Aksel Stover returned from a holiday in Mexico City and Acapulco.

A welcoming party for 99s and guests attending the 1984 spring South Central Sectional in May will be hosted by the Cielo Dorado Fly-In Community in El Paso. Y'all come!

by Lynn N. Stover



Every chapter has that one member, always on the phone, calling to remind us of meetings and keeping us organized. In El Paso, that one 99 is Margaret Thompson, shown above with 49½er Bill at the Christmas party.

Golden Triangle Chapter

Members had the joy at our November meeting of revisiting Norway through the narration and slide show by Hazel Jones. She shared many different facets of the world precision flying meet held in Skien, Norway with her hour-long slide presentation. Our little meeting room was crammed with 99s and seven visitors. Five of the seven prospective members own their planes, and a few of us were a bit jealous (but anxious to have them with us).

by Suzanne Frias

Heart of Texas Chapter

Six members met in November, hosted by Carol Villandry, Lago Vista, and enjoyed an FAA film on disorientation.



With International President Marilyn Copeland at the AOPA Convention are Virginia Mattiza, actress Susan Oliver (who reactivated her 99 membership) and Robbie McBride.

Beverly and Larry Gibson attended an FAA meeting at Tim's AirPark, explaining the conditions of the Austin Airport Radar Service Area.

Chairman Virginia Mattiza and Robbie McBride, passenger, flew to Del Rio to assist in the formation of a new chapter there. Alice Foeh, San Antonio 99, led a program on the Confederate Air Force at Laughlin AFB Aero Club meeting, and the next day presented a program on the 99s and showed the film, "For the Fun of It." Gloria Blank and Emily Patterson, San Antonio 99s, also attended.

A chapter press conference was planned by Virginia and held November 17 at Robbie's Breakaway Airport. Members flying and driving in were Virginia in her Mooney, Carol in her C-T210 and Beverly in her Thunderbird. A very nice article and picture appeared in the *Hill Country News*.

66 Beverly has been delayed in taking her check ride because of a bout with pneumonia. her doctor said, "no flying for 10 days."

DeAnn Ambrosion has brought her newly-acquired C-172 from Iowa and it's roosting at Bird's Nest Airport.

Robbie and passenger Virginia flew to Corpus Christi for lunch. As it was a spur of the moment flight, our repeated attempts to contact Pauline Glasson, Tip of Texas Chapter, were unsuccessful.

Virginia attended a Christmas handcrafts party hosted by Kathy Bradfield, Austin Chapter member.

The December Christmas party at Robbie and Bob McBride's home was highlighted by the 1983 Pilot of the Year award won by Robbie and the Student Pilot of the Year award won by Beverly Gibson. In addition,

Virginia Mattiza presents the Student Pilot of the Year award to Beverly Gibson. With them is Pilot of the Year Robbie McBride.



members and guests, totaling 21, were entertained during the evening by Bill Oliver, folk singer, playing the guitar and harmonica and singing a special song about 99s to the tune of "Jingle Bells."

We welcomed a new student, Paula Latimer, along with husband Don Rogers. They fly a C-152 out of Bird's Nest Airport.

by Robbie McBride

Houston Chapter

Letters have been pouring in to us from all over the country inquiring about the activities of our chapter. Houston has been painfully conspicuous by the absence of our news these past few months. Worry no more! We are alive and well and have exciting things to tell you. We sent our crack (or cracked or crocked) reporter, Ms. Amelia Messybaker, on assignment to bring you all our good news. Never being satisfied with the mundane, she brought back stories of spectacular landings and high flying endeavors.

The chapter has become very much a working group with every member expected to carry her share in many quests. It has taken several years and much effort to effect this change. This fact is made quite clear to prospectives, and interestingly, we have acquired a number of enthusiastic new members this past year. Our most ambitious effort in years will be the flying companion seminar we will hold in February. Cathy Wappler is masterminding the entire affair, and each member has a responsibility for a portion of our planned success.

Chairman Carol Phillips and Past Chairman Peggy Campbell have been appointed accident prevention counselors by the GADO in Houston. These gals have worked hard for aviation safety, and this recognition is well deserved.

Three aircraft were required to transport all the goodies our chapter collected for Rusk State Hospital in Jacksonville, Texas. Margaret Nelson, Sue Thweatt, Carol Phillips and Helen Simonette flew into Cherokee County Airport December 6, with enough items to supply the hospital store for months. The patients then purchase the goods with points they earn by their tidiness, good behavior, etc. The annual trip to Rusk has been a chapter tradition for years.

Super 99 and magenta pig lover (private chapter joke), Mike Alexander Murski has been elected president of the Greater Houston Association of Flight Instructors. Mike was our Amelia Earhart Memorial Scholarship winner this year, and she volunteers many hours in the local schools with her aviation programs. The chapter is very proud of her continued accomplishments in aviation.

Attention all women 16 to 96! The chapter plans to award a full scholarship to some fortunate local woman for complete private pilot flight training. The award will be made in early summer, and the entire chapter has been busy raising money to have our scholarship fund overflowing. Chairman Carol Phillips turned her home into a marketplace and hosted a bazaar of handmade arts and crafts from throughout the United States. This single day's effort netted the chapter \$800.

Houston Chapter of AirLifeLine of Texas, composed primarily of Houston 99s and 49½ers, flew 33 missions in 1983. AirLifeLine

is an organization of volunteer pilots who fly medicine, blood and medical supplies throughout the southwest. The Houston group has been operational since December 1982 and was organized by Helen Simonette. When two of our 99s landed in Galveston recently with a cargo of blood from Waco, they immediately notified airport personnel and began looking for the person who was to meet them. Since time was of the essence with their precious cargo, they soon began asking every person if they were from the medical center. They finally approached a man who had been calmly sitting the entire time. When they asked if he was from the medical center, he loudly exclaimed, "Yes, but I wasn't expecting women." That's one more star for women pilots and general aviation!

Do you realize that 42 percent of all licensed pilots are women? We've still got a long way to go, baby!

were Betty Hampton, Pat Cantrell, Angela Boren, Linda Peterson, Nancy Vialle, Jane Bartos, Janie Bailey, Georgeanna McKinney and Brenda Cruz. The recipients also received Christmas cards with 99s' airplane call numbers as signatures.

We are looking forward to two days of intensive study on a basic ground instructor course with 99 Rosemary Stidham, CFII, January 14-15 at Wes-Tex Aviation.

by Pat Cantrell

Oklahoma Chapter

The November meeting was held at the Oklahoma Air Space Museum, where members observed the enlarged space. Not only are many of the chapter trophies and achievement awards on display, but the WASP exhibit must be one of the finest around. It includes original uniforms, wings, telegrams and pictures.



With Air Space Hall of Fame honoree Broneta Evans (second from left) are Oklahoma Chapter members Jan Million, Susie Sewell and Nema Masonhall.

of the candelarias. Retired Fire Chief Hollander made every effort to secure the candles properly in the paper bags, all the while giving assurance he wouldn't ignite the neighborhood in the Oklahoma winds. Food, drink and merriment were the order of the evening as 50-plus people made their way to the Christmas tree gift exchange.

Enshrinement ceremonies were held December 17 at the Oklahoma Air Space Hall of Fame, and our own Broneta Evans was inducted. Broneta is the third woman to be so honored. She has been an active pilot since 1928. She is active in, and a charter member of, the Flying Farmers and a long-time member of the 99s, serving two years as International President. She was introduced on this occasion by Susie Sewell, our other past International President. Also honored for their many hours of dedicated work and monetary contributions to the Air Space Museum were Nema and Mase Masonhall. Chapter members attending the dinner and ceremonies included Lori Hawk, Arlene Walkup, Lucille Pregler, Jan Million, Rita Eaves, Susie Sewell and Nema Masonhall.

Our new members for November were Mindy Denham, Patsy Gragg, Pam Jones and Debbie Schmicker. In December, Helen Moulder came up from the 66 ranks.

by Nancy Smith

CHAPTER NEWS, ETC.

Kansas Chapter

The chapter has had a very busy winter season. October was filled with preparations for our second annual Sunflower Rally. With this project completed, we proceeded to the flying companion seminar in Chanute. Jackie Luke flew the Baron to Chanute November 5 and took along Dorothy Barker, Linda Leatherman and Diana Wittman as passengers. They flew IFR coming and going. They met Dorothy Dickerhoof, Dodie Noland, Sara McReynolds, Lee Kensett and Shirley Huser to do an air marking on the Chanute Airport. They did a compass rose and repainted "CHANUTE" in yellow on the taxiway.

With attendance close to 200, we held our November monthly meeting, which contained many valuable facts on equipment available to make flying easier and safer for all of us.

During all the freezing weather that we have been experiencing, we had many brave 99s and companions show up for a warm and enjoyable Christmas party at Marilyn and John Copeland's home.

We were pleased to hear from 99 Pam Mitchell that she has recently been offered a position as a pilot for Republic Airlines. She is currently in Boeing 727 school in Atlanta. Pam will be flying as a second officer on the 727, based out of Detroit. Other big news is that Pam is getting married to an ex-Blue Angel who is now a Navy carrier pilot.

by Deb Nichols and Ethel Ward

Lubbock Chapter

December 15 at Honey Elementary School our chapter co-sponsored a program on mountain flying and survival tips for adverse weather. Janie Bailey and Jane Bartos were our representatives for the evening.

Candles lit, Christmas lights twinkling from the spruce tree, this was the atmosphere of our December 4 dinner at Bob and Brenda Cruz's home on Knoxville Avenue. Thirteen days later the cookie brigade began at Lubbock International Airport. West side Texas Air Center was the location where 99s filled three large boxes to be delivered to FSS, tower and fire station. Those Santa bakers



Proudly showing off an oblivious James Trent is Dana Gibson, past chairman. Breathlessly waiting to get their hands on him are Elaine Perry and Norma Vandergriff.

A Board of Directors meeting was held at Nancy Smith's home to plan future chapter activities.

James Trent Gibson is now hangared in El Reno with proud Mama Dana and 49½er Mark. Chapter members gathered at Chairman Lu Hollander's home December 6 to check out the two-week-old wonder. Not that we are growing old, but it has been a long time since the chapter had a baby.

The chapter Christmas party was held at Chairman Lu Hollander's home. The driveway and entrance were decorated with candelarias, and 49½er Byron had sprayed snow in the courtyard to give it the winter effect. It was great fun watching preparations

Oklahoma Chapter members and their guests wait their turn at the Christmas tree.



En route to (above) and participating in (below) a Survival Day are San Antonio Chapter members.



San Antonio Chapter

The chapter had a survival day at Pipe Creek with Gloria Blank. Lieutenant Mike Cosby was the instructor, and everyone was

amazed at how much we learned and how much we did not know. We hope to have these instructional gatherings as often as possible.

We are going to relax for the holidays, and Barbara and Jack Moore will host our annual Christmas Party December 3.

We seem to be most fortunate lately as we have now two or three transfers from other chapters and the names of approximately eight more pilots. We look forward to a busy time starting January.

by Mary Ann Greer

Shreveport Chapter

I feel as though I have come full circle! The first time I served in this capacity, I was also chairman of the newly organized Shreveport Chapter and our membership was so limited that we all doubled up job-wise. Now, 23 years later, as a "recycled" newsletter reporter, I shall try to keep you informed of Shreveport's various activities.

Our new chairman, Eileen Anderson, has taken off with flying colors in more ways than one. She's spending much time in the air with instructor Evelyn Snow, preparing for her CFI check ride.

One of our members, Melody Caver, did a magnificent job speaking at a recent FAA safety seminar. We are very sorry to lose our local GADO office, and we expressed our feelings by hosting a retirement party to show our appreciation for all the cooperation they have given us over the years.

We have had two air markings lately. One was at Bunkie, Louisiana, and for the other we assisted the chapter at Athens, Texas. We'll have more in the immediate future thanks to capable Air Marking Chairman Mary Phillips.

Mary Jo Voss has done a complete 180 from her kitchen right into the classroom and office at Royale Airlines. A bonus in this job will be occasional time in the right seat plus airline passes.

Renee Sharp, our own airline pilot, is now qualified in the Beech 99.

Our biggest activity for this month was our biennial rummage sale. Our members will be happy to hear that we did well enough to waive our local chapter dues for this year.

Mary L'Herisson is staying very busy as the new regent of the Pelican Chapter DAR. Recently one of our members, Helen Wray, presented a program to 216 DAR members on 99 history and activities.

Our dietitian member, Corinne Strickland, had her first ride on Air Canada on a recent business trip to Toronto.

Congratulations to Ray Hardey on receiving her third set of proficiency wings!

by Helen Hewitt



Fall weather found Texas Dogwood Chapter members busy air marking several airports.

Texas Dogwood Chapter

September 17 found the chapter touring the tower at Gregg County Airport in Longview. Air Traffic Controller Paul Difendorfer,

husband of 66 Linda, was our guide and answered all our many questions. We were all pleased to meet Brenda, Longview's only female controller. Needless to say, we all had many questions for her.

September 28 Bunkie, Louisiana was our destination. Several of us were able to assist the Shreveport Chapter air mark Bunkie. Making the trip were Kathy Collum, Sally Coker, Bonny Feather and Linda Creecy. Weather delayed our departure, but we made the trip with no problems and learned a great deal about air marking as well.

Cathy Massey, Anne Christensen and Linda Creecy were in Oklahoma City October 4 to go through the FAA's Physiological Training Center. After the decompression chamber, they were given a ride in the vertigon. It was all a real learning experience.

Next it was another air marking. With the weather cooperating October 15, we marked the taxiway at the airport in Athens. There to help us were four sister 99s from Shreveport — Eileen Anderson, Evelyn Snow, Mary Phillips and Jere Saur. We couldn't have done it without them. 49½ers Jim Collum and Wilmer Creecy also helped.



Janet Minnerath and Betty Garman (above) deliver cookies to FSS, while Mary Alice Baldwin, Mick Farnham and Melissa Whitehead (below) enjoy the holiday party in Tulsa.



Tulsa Chapter

Bryant Elementary School celebrated Aviation Interest Week in early November. Emily Bost, Judy Ellis, Debbie Huffman, Charlene McCullough and Carol Thompson showed films, judged a poster contest, hosted career day and inspired a paper airplane contest. The children drew lovely thank-you picture/letters that will be a nice addition to the chapter scrapbook.

Charlene McCullough, Fran Rankin and Cheryl Sloan took several Camp Fire Girls for a flight as part of their required activity for a badge in aviation.

Kathy Knott put on a brave face at the November meeting; she had just been at the Cleveland Airport to inspect the damage to her plane from an afternoon hail storm. The program for the meeting was a film of the Air and Space Museum narrated by actor Cliff Robertson.

Two new members were inducted — Edine Nuss and Caroline Harper.

Sue and Bob Rachels delivered Christmas cookies to controllers at Riverside Airport, while Betty Garman, Janet Minnerath and Fran Rankin delivered cookies to FSS and controllers at Tulsa International.

Edine and Arlan Nuss hosted the December 30 holiday party. Lee Brown's brother, Mick Farnham, visiting from California, entertained the group with balloon tales, and nine husbands were initiated into the 49½ers.

by Janet Minnerath

SOUTHEAST CHAPTER

Florida Goldcoast Chapter

Civil Air Patrol Commander Jim Puglise of the Group 10 (Miami area) Squadron gave a very informative talk on SARSAT/COSPAS satellite equipment used in search and rescue procedures at the November 15 meeting held at the Miami FSS.

We had a terrific turnout for the December 10 Christmas luncheon at the 94th Aero Squadron, after which guests were invited to view a videotape of NBC's "PM Magazine" segment featuring the 99s, which aired November 28.

Also featured on "PM Magazine" in November was a segment on an Aerial Impact Art program which took place in July at Richard's Field. Artist Caren Sarmiento paints by dropping paint-filled balloons from a C-152 (flown by Ursula Davidson) onto a large stretch of canvas laid on the runway.

Mary Lou Westmoreland has recently returned from Oklahoma City after completing a month of intensive training for her job with the Flight Standards District Office at Miami International Airport.

Ursula Davidson has been named head of the Broward Community College Aviation Department at the South Campus. Ursula was the prime mover in setting up the highly

99 Charter Member Irene Greene becomes Gulf Stream Chapter's "newest" member





Dottie Westby with "baby."

successful Operation Rain Gear program sponsored by the Aviation Department of the North Campus Dade Community College in September. The three-week program, assisted by the Goldcoast Chapter and the Miami Dade Proficiency Flight Team, was attended by about 200 pilots.

Our sincere congratulations go to Nancy Wright, Suncoast Chapter, who has been awarded the Second Annual Les Grimer Scholarship Award.

by Helen Zanyk

Florida Gulf Stream Chapter

Members in action in November and December included Betty Dodds showing Girl Scouts how to make and fly paper airplanes; Marlene Van Buren earning her ATP; Cindy Rouse earning her instrument rating with visions of charter flying; Dottie Westby earning her instructor's rating; and Charter Member Irene Chassey Greene rejoining the 99s!

by Virginia Britt



Spaceport Chapter's Rosemary Jones receives unsolicited advice as she inflates the balloon over a barbecue grill.

Florida Spaceport Chapter

The November meeting was held at Orlando Executive Airport. International Aerospace Education Chairman Bonnie Carr was in charge of the program and presented a history of 200 years of manned flight, starting with the first ascent of the Montgolfier balloon and ending with today's space explorations.

The program was geared to classroom presentation, so the pace was kept varied and lively with slides, films, games and contests. Bonnie brought a number of models, pictures, books and pamphlets and taught us

how to use the available resources. In the background was the fully inflated tissue paper balloon which had been constructed by members, their 49½ers and children.

In the audience were members, friends, husbands and children, and everyone was pleased to greet Southeast Section Governor Alexis Montague-Ewanchew, who had flown up with Barbara Cochrane of the Gulf Stream Chapter.

Everyone had very much looked forward to a launching of the 12-foot balloon as the grand finale of the program, but the winds came up and the launch had to be canceled. This, however, has provided members of the Spaceport area with an ongoing project as 99s and their families have come up to Merritt Island Airport for other launch efforts.

The winds are bound to cooperate. In the meantime, we all have learned a great deal about building and flying balloons, and we can appreciate the frustrations that faced the pioneers of the air.

by Jeannie L. Ball

Florida Suncoast Chapter

In November, 32 Suncoasters gathered at Clearwater Executive Airpark for our business meeting. We welcomed Lillian Emerson, who recently moved from New England to Punta Gorda. We said goodbye to Dianna Nenno, who is reversing the trend and moving north to Olean, New York.

We then adjourned to the studio of artist and hot air balloonist Roger Bransmer for a slide presentation on hot air ballooning and a tour of his unique home and studio. Hostess Marion Hotcaveg arranged lunch at Chief Charlie's.

In December we had a doubleheader. Six planes flew into the turf strip at Hilliard Airport for a tour of Jacksonville Center. Eighteen of us had a marvelous tour and considered this one of our best educational meetings.

Pat Judges graciously hosted the December 18 Christmas party at her home in Belleair Beach, where 31 people enjoyed the beautiful day on the patio and the delicious potluck dinner prepared by our gourmet chef members.

Nancy Wright was the recipient of a Goldcoast Chapter scholarship for Florida 99s. Nancy will use this to complete her commercial rating.

Quite a few members and guests are planning to participate in the New Year's activities at Albert Whitted Airport, St. Petersburg, celebrating the 70th anniversary of the flight of the Benoist. The Florida Aviation Historical Society is holding a dinner dance on New Year's Eve and a re-enactment of the first scheduled airline flight on January 1. A reproduction of the Benoist will be flown across Tampa Bay from St. Petersburg to Tampa.

by Barbara Sierchio

SOUTHWEST SECTION

Cameron Park Chapter

October 16 marked the date of our annual "Pasta Party" birthday celebration. We are now four years old! Most of our members participated in the event, which was held at Nancy Martino's home. Bay Cities members

Joyce Wells, Marge Carmine and Helen Kelton flew up in Joyce's 210, and six Sacramento Valley members drove up to join us for a great afternoon.

Two of our members have earned new ratings in the past few months. Nancy Hargath received her ME, and Doris Lockness earned her commercial rating in hot air balloons. That's only the latest in a series of ratings for Doris. One of our 66s, Linda Swan, passed her private pilot check ride and is our newest 99. Another of our new members is Jane Ferrell, who is also a skydiver. Misti Flaspohler transferred to us from San Fernando Valley. We have grown from nine to 17 members in the past year.

Five of our members enjoyed attending the Southwest Sectional in Sacramento, where we assisted with registration and hospitality.

We were thrilled to receive a plaque and certificate for first place in International Safety Education competition. The award was presented at the New Orleans International Convention.

One of our more interesting flying activities was an APE flight planned by Nancy Martino. Ten members in five airplanes participated in a proficiency flight, estimating time and fuel and competing in a spot landing contest. One of the en route airports was Calaveras County, where we walked to the Cookhouse for lunch.

We sponsored a booth at the Georgetown Chicken Fly-Off in September, which enriched our treasury a good bit! Thanks for the 100-plus percent involvement of our 66 Inez Jackson, who was our VIP of this event!

We are looking forward to our December Christmas party and then to a tremendous year of all sorts of fun activities in 1984!

by Mary Bonee



Anxious to begin plans for the March 17 air show are Colette Dobkowski, treasurer; Dorothy Hester Stenzel, holder of the world's record for the outside loop; Pat Farmer, Coachella Valley Chapter chairman; and Eleanor Wagner, immediate past chairman and publicity director.

Coachella Valley Chapter

The Coachella Valley Pilots Association, assisted by 99s, will hold their Third Annual Air Show March 17, 11 a.m.-2 p.m., at the Thermal Airport. At this time, final commitments have not yet been made. However, plans are being made with a number of top performers.

The Coachella Valley Pilots Association will serve a pancake breakfast beginning at 7 a.m., and the 99s will sponsor a spot landing contest, 9-10 a.m. Later, 99s will award trophies for the closest landing, the pilot who has come the farthest distance, lowest time pilot, oldest pilot, youngest pilot and the pilot flying the oldest airplane. Recipients of trophies need not be 99s or female pilots.

Cost of tickets for the air show will be \$4 for adults and \$2 for children. Please note that the airport will be closed to air traffic 11 a.m.-2 p.m. Please watch for ultralight traffic upon your arrival.

The chapter will also host a January 21 fly-in meeting at Borrego Springs, with breakfast at 10 a.m. For further information, please contact Pat Farmer at (619) 323-3130.

CHAPTER NEWS, ETC.

El Cajon Valley Chapter

September and October were rewarding months for the chapter. In September, Vi Chambers accepted the Southwest Section Air Marking Trophy for our chapter.

Of the three and a half teams we had in the PAR, two finished without trouble. Pam Jackson and Eleanor Richardson's #31 shattered a cylinder before the first fly-by at Gila Bend, Arizona. Thanks to the many abandoned military airfields dotting the desert area, they had plenty of room for a safe landing—well, almost. Pam ran out of runway and did a 'wheelie' to the 90-degree extension. They hitched a ride to Las Vegas and enjoyed the end of the race anyway. Susan Maule and Debbie Ross finished the race with "baling wire band-aid" on Susan's plane. She was glad to have an A&P as copilot. The PAR was the opening event for the annual two-day open house at Gillespie Field. Dottie McAuley, Polly Brown, Dottie Campbell and others ran the three-cents-a-pound for the El Cajon Chamber of Commerce.

Member Nancy Kitzig has been selected to be an inspector at GADO, Van Nuys. POY Debbie Ross has a new job flying for Wings West, out of Santa Maria. Debbie's mom, Judy Ross Bachofer, is back from Saudia Arabia and reported on the flying activities there—none!

Chairman Dottie Campbell again loaned her home for our December 3 Christmas party for 34 members, their families and friends. Dottie and 49½ Dick's home is on a hill overlooking our airport. It is an envious vista for any pilot. The party started in the rain, but later the clouds broke up, leaving the sky and lights of the valley sparkling.

by Frankie Clemens

Monterey Bay Chapter

The annual October flying companion seminar, chaired by Joanne Nissen and Cindy Bergstrom, was a tremendous success. Thirty-two flying partners were active, eager participants in the day-long seminar. Subjects such as basic instruments, basic aerodynamics, pilot tools, radio procedures, weather, survival kits, flight plans, cross-country trip planning, medical facts and fun places to fly were taught by Bobbie Garin, Cindy Bergstrom, Georgia Beck, Joanne Nissen, Sharon Goodwin, Lynne Kastel, Susan Coles, Judi Wing, Geri Chappell and Sandy Pratt. Simulators, films, slides, oversized instruments, pilot and emergency gear, as well as the chapter-produced book, *Off to a Flying Start*, accompanied the talks. Judy Knox, Lynne Ullicki, Judy Dake, Kay Harmon and Nina Laub helped with registration, lunch and use of plotters and charts.

The Eighth Annual Salinas His 'n' Hers

Great Pumpkin Classic had more teams this year than ever before! Good news for an air race that is hosted by Monterey Bay and the Salinas Owners and Pilots Association! Twenty-seven race teams enjoyed the festive atmosphere of the weekend. The 250-mile course with fly-bys at Turlock, Dos Palos, Coalinga, King City and Salinas provided a fun, challenging race. From our chapter,

Lynne Ullicki placed seventh; Lynne Kastel, 9th; Micki Cargile, 11th; Lorry Gilligan, 12th; and Ann Wallin, 17th.

The November fly-in to Rio Vista in the Sacramento Delta was attended by Harriet and Bill Brin, Micki Cargile, Martin Bless, Judi Wing, Lynne Kastel, Dennis Conner and Jim Reed. What a perfect, warm, sunny day! How wonderful to be a pilot and to be able to pop over to an island in the delta, one hour away! The group rented bicycles from the FBO and set off down the road, pedaling through this New England-like town, detached for one afternoon from the rest of California! They enjoyed a hearty lunch at The Point restaurant on the waterfront, visited the local museum and bicycled back to the airport.

Rustic, beautiful Asilomar, overlooking Monterey Bay, was the setting for the annual Christmas party December 11. Chairman Bobbie Garin hosted the after-dinner program. At the end of the evening, after mounting suspense, one very surprised (and deserving) chairman received the 1983 Pilot of the Year award. Husband Bill was presented a 49½ appreciation award—a bottle of "Arroyo Seco Ripple"—by 1982 POY Geneva Granford. (Bill and Bobbie have a cabin on the Arroyo Seco River, and the wine is homemade in the Salinas Valley.) The remainder of the program was special as well. Kay Harmon, in presenting chapter charter member and all-around pilot Dell Hinn with a special appreciation award, pulled a sort of "This Is Your Life" on Dell. First, her daughter Carol and granddaughter Gayle walked into the party unexpectedly. Next, Kay narrated and showed slides of Dell's flying career, including her 1955 and 1975 Powder Puff Derby races.

From Santa Clara Valley, we borrowed Verna West, who gave an excellent slide presentation on USPT competitions in Michigan and Norway. Diana Peterson and Jane Rood were presented awards for the most flight time accrued during the year by non-professional pilots. Diana Peterson, Lynne Ullicki, Jayne Overgard and Micki Cargile were introduced as members who had joined in 1983, and Dick Peterson was administered the 49½ oath.

by Lynne Kastel

Mt. Shasta Chapter

*Christmas time has come and gone;
'83 sure faded fast.*

*We hope Mt. Shasta 99s
have done something that will last.
We pumped the POP at Red Bluff
and at Redding Muni, too.*

*And all the profits that we made
were due to you and you.*

Our October poker run was really a success

*We nurfed and flour bombed
and kicked up quite a mess.*

*Flight Service and the tower
have helped us all the way.*

*So let's all get out there and up, up and away.
We had lots of excuses*

for not doing what we should,

But it would have been a lot more fun

if we'd all done what we could.

There is nothing more exciting

than being in the air,

But you'll never know the joy of it

if you don't get out and dare.

VRF — Very Frequent Rain

IFR — I Fly in Rain

CFI — Can't Find the Interstate

Orange County Chapter

Joan Hill had the honor of receiving some heretofore unpublished photographs of Amelia Earhart, donated by Jean Hawker of Perth, Australia. These photos have been sent to International Headquarters—watch for further information in an upcoming issue of *The 99 NEWS*.

Kelly Karsen, our new fly-in chairperson, has been doing a fine job arranging special activities. In October, Harris Ranch (Coalinga) was the destination for brunch. The ranch is noted for its excellent home-grown beef and rustic early California setting. Other fly-ins have been to Palm Springs in November, when member Mary Ann Jamison and husband hosted a barbecue at their desert home, and luncheon at the Elephant Bar in Santa Barbara in December.

The November 9 night recurrency was attended by numerous 99s from the chapter, with members and instructors donating their time and aircraft. Dinner and "femaleship" followed at McCormick's Landing, John Wayne Airport.

Our annual Christmas party was at the Shark Island Yacht Club. We watched the Newport Harbor Boat Parade, enjoyed an excellent buffet dinner, and were entertained by a magician who is a student pilot.

Palomar Chapter

Money was voted for various contributions for ARC and AE scholarships and NIFA at our regular November 12 meeting. Guidelines were also instituted to set up a yearly scholarship at Palomar College for women students to be used for flight lessons or check rides. Bev Zirkle is in charge of the details, and her proposal to donate our trophy case to the San Diego Aerospace Museum was unanimously approved. Syd Dolbec was voted chairman for 86 membership, and a certificate was issued to Barbara Benning, the first 86 to join our chapter. Our plans for a flight, after this meeting, to join Long Beach Chapter for a tour of the Spruce Goose, were canceled because of weather.

Pam Van der Linden and Kay Brick flew to Mexico for the Thanksgiving holiday. Pam is in charge of the Direct Relief International Wing Program, and our members are distributing posters and collection boxes to all of the local airports with final distribution slated for March in Santa Barbara. Southwest Section 99s are all being urged to participate.

The annual Christmas party December 10 was an outstanding example of shared effort. Lois Delay furnished clever, original centerpieces, 49½ J.C. Boylla and Ginny again

prepared delicious turkey and ham, and we all brought salads, vegetables and desserts. Following the social hour and all that good food, plus the Pearson Players' performance, Bonnie Rannald gave an inspiring talk about the need for volunteers for the American Medical Support Flight Team, a non-profit association. Bonnie flies with the Nevada Flight Team, which is experiencing a very successful activity in supplying blood to remote areas very quickly. We are hopeful that Bonnie will be able to organize and implement such activity in San Diego County. We are also looking forward to having Bonnie join our chapter.

by Vi Pfeiler

CHAPTER NEWS, ETC.

Phoenix Chapter

Ninety-Nines come in all shapes, sizes and points of origin; their projects and activities are almost as diverse as their talents and interests. If this week's activity isn't your cup of tea, do not despair; there will be another on its heels that may be just your thing. On the other hand, some 99s seem to be available and capable of handling all projects — Phoenix Chairman Stacy Hamm, Ann Newcomb and Shirley Rogers, to name only a few.

Grace Jones sings the praises of "her" 66s. She is mother-birding 32 of them at last count. She says, "Whatever I ask, they are willing; they participate in chapter activities, from selling programs at DSPA (Desert Sport Pilots Association) to cooking waffles at the poker run." 66 Mary Reis showed up for that chore with her 5½-day-old Nicole Elizabeth; others sold breakfast tickets, ran errands to the five airports and played the run. I have a feeling that praises need be sung to Grace, as well, for her superb coordination of 66 activities. These gals are going to be well-oriented 99s from "Day One."

Apologies go to Betty Pluckard and Esther Selah for errors in the December issue. Both are 99s — graduates of the 66 program. Betty's name was misspelled and Esther's homeland was incorrectly identified. Indonesia (not India) rolled out the red carpet for her when she returned as the country's only licensed woman pilot.

The FAA's first Accident Prevention Program Superseminar to be presented in Arizona lived up to its name. More than 3,200 persons attended the evening event in Arizona State University's beautiful Gammage Auditorium (a Frank Lloyd Wright creation). It was a professional show from beginning to end, with opening remarks by H.C. McClure, director of the FAA Western Pacific Region; a slide presentation and discussion by Gary D. Koch, Sr., FAA regional coordinator of the APP; a graphic presentation of the Air Force point of view on "Mid-Air Collision Avoidance" by Lt. Colonel Robert E. Blood, Luke AFB airspace officer, and Captain T.J. Rogers, Williams AFB; the first public showing of the NASA film of the first flight of the space shuttle; and, finally, a brief and moving talk by singer-actor-pilot John Denver, ending with his rendition in song of "High Flight."

A surprise highlight of the evening came about because of a drama-in-real-life event that occurred a few days earlier. A 59-year-old male pilot, his wife and two women

passengers departed Phoenix en route to Sedona, normally a 30 to 40-minute flight. Shortly after becoming airborne, the pilot suffered a fatal heart attack. His wife had six hours of AOPA pinch-hitter training; neither of the other two were even experienced passengers. The wife could not get to the controls from her right rear seat position, but she could and did use the radio to call for assistance. A husband-and-wife CAP team responded, giving the women reassurance, locating them in the air, and escorting them until the end of the flight; they were shortly joined by a flight instructor, who took to the air upon hearing the radio messages. Following the directions of the CAP pilot and the

instructor pilot, 78-year-old Editha Merrill, in the right front seat, turned the plane around and flew it to Luke AFB, where the tower controller took over to talk her down to a safe landing on one of the country's busiest military bases. The plane and the passengers were unscathed. The three women non-pilots, finding themselves airborne with an unconscious pilot, did not panic, but used their common sense and their combined abilities to call for help and respond to it to save their lives. One used the radio, another handled the controls, and the third held the stricken pilot off the controls. The participants in the drama were awarded commendations at the Superseminar. Editha Merrill was awarded a First Solo Certificate by the instructor pilot and a backstage kiss by John Denver. How remarkable is the human spirit! Don't miss the Superseminar when it comes to your region.

In the role of "Big Sister," Phoenix Chapter proudly sponsored a fun and well-attended poker run for the benefit of "Baby Sister," Heart of Arizona Chapter. The two groups have enjoyed a number of joint activities in recent months.

Leota and David Thomas opened their beautifully decorated home for the bigger-and-better-than-ever annual Christmas party. Ruth Olson coordinated the potluck menu; Shirley Rogers conducted the swearing-in ceremonies for two new 49½ers — Paul Pluckard and Charlie Rolls; and Donna Reaser provided her own brand of professional, by-request Christmas music at the piano.

Phoenix was treated by a visit from Susan Oliver in November, in promotion of her book, *Odyssey*. She held the interest of the group with the story of her trip almost-to-Russia.

by Mary Lou Brown

Reno Area Chapter

I'm going to begin this on a personal note about the "New Horizons" of Kamala Vass of the Washington, D.C. and Potomac Chapters. Kam and I attended our first 99 meeting together nearly 30 years ago in New York City, and joined the 99s at that time. There followed many years of 99 fun and close friendship between our families. Her death was not only a shock to us, but to those of our Reno Area Chapter who knew Kam during several years when she and her husband and

children visited us here in Nevada. She attended 99 meetings, worked with our chapter in Reno Air Race headquarters and graced our air race parties and victory banquets in her gorgeous Indian saris. I wonder how many of you know that it was none other than Mahatma Gandhi who encouraged Kam's mother to let her come to the US to learn to fly.

At our October meeting, Irene Smith showed slides of her presentation at the Southwest Sectional, inviting everyone to our 1984 Reno section meeting. Also in October, our chapter hosted an FAA safety seminar at Harrah's.

In November at the White Knuckles Clinic, our 99s registered pilots and non-pilots and gave the non-pilot portion of the clinic.

Sandra Sweeney received her Phase III Wings. Also in line for congratulations is Lisa Schilling, our Reno Area member who won the chapter scholarship for 1984.

by Hazel Hohn

Sacramento Valley Chapter

The annual Service Award was presented to Jeannie Dunlap at the chapter's awards banquet. This writer failed to mention this well-deserving recipient in a prior report. Jeannie has worked diligently on many projects. Her talents range from handling chapter finances to the art of calligraphy.

The section meeting was hosted by this chapter in September. It was a great success, and numerous compliments were received. The conference was chaired by Betty Alair, who displayed her business acumen.

The Cameron Park Chapter hosted six members of the Sacramento Valley Chapter to a spaghetti dinner, and an air marking was conducted at Trinity Center.

Dorothy Flynn, chapter member, was guest speaker for the club in November. She entertained this group by sharing highlights of her recent flight to Alaska.

by Sharon Ormosen

San Diego Chapter

Now that the Air Race Classic start, the Pacific Air Race and the Instructor's Revalidation Clinic are over, all we have to look forward to are the three Christmas parties in our area and a fly-in to Warner Hot Springs in January! Maybe we scare some prospective members off when they hear how busy we are? And, of course, there is our on-going project at the San Diego Aerospace Museum — the Women in Aviation exhibit. It's about time to change some displays, so if you have any interesting goodies to contribute, don't forget about us.

Our October 15 Pacific Air Race was a huge success with a beautiful route from El Cajon Valley to Gila Bend, Arizona, to Prescott, Boulder City, Nevada and Las Vegas. The desert had so much rain this summer that things were green and there was water in many "dry" lakes. We had lots of help from Imperial So-Lo, Phoenix, Heart of Arizona and Las Vegas 99s.

by Betty Wharton

San Fernando Valley Chapter

October 15 we air marked San Fernando Airport. We had so many helpers that we managed to finish the air marking in less than

three hours. After the work was completed, airport personnel offered us coffee and donuts.

Our annual Christmas party was held December 10 at Lilian Holt's beautiful home. There were lots of goodies to eat and, of course, a visit was made by Santa (Don Hamilton).

Cookies to the tower was a great success December 19 with 21 persons participating. We went to Billingsley's for lunch and then made up 17 boxes of cookies, which were then distributed to 15 facilities. We also had a drawing for helicopter rides, which four lucky persons won.

by Sylvia Sanderson



San Fernando gals paint (above) and then pause (below) for a bite of lunch at a recent air marking.



San Luis Obispo Chapter

November found our chapter on safari at the Elephant Bar. It was hot and steamy outside in the jungle, but the giant fans sweeping overhead and the tall, cool drinks brought to our table by the local "natives" were most welcome. Elephant tusks from another era, before the hunting of elephants was outlawed, adorned the bar. One could almost hear the jungle animals outside over the sound of the planes landing at Santa Barbara Airport, site of the Elephant Bar. Intrepid travelers included Meta Neubert, Shirley Moore, Pat Kamm, JoAnn Levin, June Cunningham and Michele Reynolds, with guests Wil Neubert, Frank, Elsie Barbica, Michele's fiancé Gary and Ray Kamm. After lunch, some of the group returned to civilization and hopped a bus into town for some Christmas shopping.

The November general meeting featured guest Lynn McFadden on the subject of survival. However, he did not cover jungle

survival techniques, and we were left totally to our own resources on our safari.

Treasurer Michele Reynolds has left to take a job with Armco Company in San Francisco, but a new 99 from San Diego has moved here as a pilot for Wings West.

December was our Christmas party with many local pilot organizations.

by Pat Kamm

Santa Barbara Chapter

Our November meeting was potluck at Erma Christian's home. Beth Howar presented plans for our 66 program and for future projects, such as assisting a Girl Scout Troop achieve their aviation badges. This type of program has been very rewarding to our chapter and the scouts in the past.

Good weather and good fellowship with the local EAA group made our November 13 fly-in to Santa Ynez a very enjoyable day.

November 29 we co-sponsored, with Mercury Air Center, an FAA air safety program. Rod Machado, a national and international lecturer with the AOPA Air Safety Foundation, was the speaker.

Our last meeting of 1983 was a lovely Christmas party, with all the trimmings, at Rachel and Bob Watkins' home.

Renate Tesch, for the second year, knitted and donated an elegant sweater for a chapter raffle. The 99 logo was used as the pattern around the bottom edge. Everyone wanted it — including 49½ers and guests, so ticket sales were lively. Jenny Wright, our chairman, was the lucky winner.

Helen Connelly and Helen Tabor were observed "testing" all the food as it was prepared, including Joan and Norm Steinberger's delicious barbecued turkey. After dinner, "tacky" (and some not so tacky) gifts were exchanged (and exchanged and exchanged). Tarry Nelson's 49½er, Dick, was unsuccessful in his efforts to exchange the package he had selected.

Lynne Barber recently spent a weekend at Mammoth, where she had been invited to give a talk about 99s to the local flying club.

The evening went too fast to learn what everyone has been doing, but Louise Matz, Shirley Hopkins, Lydia Meissner, Pam Pesenti, Audrey Johns, Lynn Searle, Shirley Sendrak, Mary Troup and all the Santa Barbara Chapter wish to send greetings to 99s everywhere for a happy 1984.

by Erma Christian



Guarding the gift table are Vera Arnold and Pat Roberts, hostesses of Santa Clara Valley's Christmas party.

Santa Clara Valley Chapter

The program for our November meeting was a show of Verna West's slides of USPFT pilots in action — locally, nationally and at the international competition in Norway. Verna was in Oklahoma on meeting night, so 49½er



Maurine Houk, Pat Cain and Joey Connell study the sample of proposed changes in sectional charts before they critique it.

Harry ran the show. Also on hand to answer questions was Marvin Ellis, first place winner at the US finals in Carbondale and three times a member of the US team. We missed Verna, but loved her pictures!

Before the meeting, our WASP contingent — Mardo Crane, Pat Gladney, Jackie Petty, Patty Sherwood and Margaret Standish — shared reminiscences. (Mardo is also famous as a founder in 1947 of the Powder Puff Derby.)

At SCV we're doing our best to spread the good word about 99s. Pat Cain, our publicity chairman, attended a class (given by a Bay Area PR firm) on writing press releases for the local media. Stella Leis, Willy Gardner and Mayetta Behringer appeared on Gil Cable TV, Channel 28, November 12, on the program, "Open Encounters." During their long interview, the three had a chance to tell viewers about 99 activities and what we're doing for this community.

Mayetta Behringer (with Larry Mensch) and Debby Cunningham (with Mel Powers) competed in the Salinas Great Pumpkin His 'n' Hers race over Halloween weekend.

Lois Letzring and Vera Arnold report that our November 12 poker flight was a success with 75 people in some 30 airplanes participating. In the two-hour period, pilots had to touch down at Reid-Hillview, Livermore, Stockton, Los Banos and Hollister Airports. We handed out four cash prizes and still made money.

by Kathy Pelta

Santa Rosa Chapter

There is more than one avenue to success, says Heidi Cronquist, when questionable weather was predicted for our air marking weekend. Heidi, our air marking chairman, fired up her motor home and, with a few other 99s, paint and rollers, headed for the airport. At their destination they were met by some of our chapter members who flew in (the weather turned out fair) and some EAA members who were ready to pitch in and help. And help they did! They finished in record time and were treated to flights in a Stearman and two VariEzes. The 99s in the motor home stayed overnight and the next day, with dark clouds overhead, they completed another air marking.

After our October meeting, we went to the Sonoma County Airport, where Joy Reinemer demonstrated the proper aircraft tie-down techniques on her Cessna 185.



Santa Rosa 99 Heather Cissna adds the final touches to the runway air marking project.

CHAPTER NEWS. ETC.

Sherry Knight, our aerospace education chairman, along with the Explorer Scouts and EAA members, held a Field Educational Day to promote aviation among high school students. Five high schools were represented by their administrators and educators.

We welcome three new members who transferred from other chapters—La Vonne Boyle, Redwood Empire; Joanne Easley, Ohio; and Sharon Kegeries, Georgia.

At our December chapter dinner meeting held at D's Restaurant, the Larkfield Lions Club presented us with their annual medal of merit for outstanding community service. Chairman Cheryl Brown and Sherry Knight past chairman, accepted the award from Municipal Court Judge Gail Guynup. John Scofield, president of the Lion's Club, presented us with a Certificate of Appreciation from the FAA for recognition of our aerospace aviation education programs and other aviation activities. We were also honored to have with us Sam Fabella, chief controller of the Sonoma County tower; he spoke very highly of the 99s and how much he enjoyed working with us. It was an outstanding ceremony with a great group of Lions and 99s.

We ended the year with our annual Christmas party at the home of Joy and Jim Reinemer. We were surprised with a visit from that very famous woman, who flew in from the north, Mrs. Santa Claus. She entertained us with her musical talents and unusual flair of distributing presents. It runs in the family. As usual, a wooden airplane was the most sought-after gift. Following the exchange of gifts, we went to the Cricklewood Restaurant for a delicious prime rib dinner.

by Betty La Guire

Sierra Buttes

Our meeting room has proved to be a very comfortable and friendly place. We have a "want list" for things like filing cabinets and

and flight planning tables. The couch, chair and carpet that 66 Jeanne Moore donated were greatly appreciated.

The main thrust of the October meeting consisted of trying to pare down some of our various activities while planning our calendar through next June. The essentials boiled down to approximately six meetings per month of flying-related activity. We agreed to hold a joint board meeting with the Golden Empire Flying Club in order to better coordinate our interests. We also joined GEFC December 10 for our annual Christmas party.

The garage sale has been postponed until spring. Other future plans include April's section meeting at Reno, a Valentine party for our 49½ers, completing our goal of 100 percent proficiency and guest speaker Carl Harder, who is an FAA designee.

Mary Stahlman and EstherSue Mozingo became members in October. Mary and her husband run the FBO at Nevada County Airpark, and Mary is very close to switching from 66 to 99. EstherSue lives at Brownsville and owns her own hot air balloon. She has promised us some adventure this spring in her mode of air travel.

At our last meeting of the year, we reviewed our accomplishments and goals. We tried to divide up our "want lists," and our first goal will be to recruit more new members so we can spread the fun around.

January's meeting included a board meeting over breakfast (before work) and a potluck dinner featuring Carl Harder, FAA designee, as our guest speaker.

Our taildragger pilots are increasing in number. EstherSue Mozingo is getting her private license in her Cessna 140. Kathy Frank was so impressed with it that she flew her own newly-purchased Cessna 140 back from Iowa. Both gals are having fun with good visibility and low fuel consumption. Kathy especially appreciates the contrast after recently working on her multiengine rating.

by Helen Lake

1984 Air Race Classic

TAKEOFF:
June 27, 1984
FINISH:
June 30, 1984

RACE ROUTE:

Start — Pasco, Washington

Twin Falls, Idaho

Rock Springs, Wyoming

Scotts Bluff, Nebraska

Dodge City, Kansas

Joplin, Missouri

Paducah, Kentucky

Terminus — Gainesville, Georgia

\$20,000 Total Prize Money

\$5,000 First Place

ARC Awards

Through 10th Place

Plus Special Category Prizes

For race kit, inquire to:

ARC Headquarters

Pat Jetton

P.O. Box 1343

Crested Butte CO 81224

Initial fee: \$10.00 (new member)
Annual dues: \$7.50 (current member)

Allegheny Air Race IX

The Greater Pittsburgh Chapter of the Ninety-Nines is sponsoring their 9th Annual Allegheny Air Derby at Westmoreland County Airport, Latrobe, Pennsylvania, May 5 (rain date, May 6). Derby time is 1230 hours.

This proficiency race is open to all licensed pilots, flying any stock model single engine aircraft of not more than 420 horsepower.

A proficiency race is scored on a handi-cap system. Each aircraft must fly as close as possible to its own predetermined speed and fuel consumption. The non-stop triangular course of less than 250 statute miles will be flown during daylight hours.

Cash prizes and/or trophies will be awarded.

For rules and entry information, send \$3 to Helen Davison, 4011 Dragon Rouge Dr., Gibsonsia PA 15044, (412) 443-5124.

Hayward-Las Vegas Proficiency Air Race Slated May 18-20

Now is the time to ready your airplane and fine-tune your flight planning skills, as the 20th Annual Hayward-Las Vegas Proficiency Air Race is scheduled for May 18.

Race rules guarantee every participant an equal chance of victory by basing scoring solely on accurate navigation, correct estimation of time en route and precise prediction of fuel consumption. Sponsors and supporters, which include the cities of Hayward, California and North Las Vegas, Nevada, contend that the annual proficiency air race has no losers because all contestants, copilots and passengers finish with a greater appreciation of the art of skillful flight and a weekend in Las Vegas.

The race, open to all licensed pilots, will be flown in two stages with an intermediate stop at Meadows Field, Bakersfield, California, for timing and refueling. Pilots will be informed on the evening prior to departure of mandatory checkpoints over which their flights must pass to gauge navigational accuracy.

This year's race will depart from Hayward Airport at 0900 on May 18 with the support of the Alameda County, Bakersfield and Las Vegas Valley Chapters. Also cooperating with the race program will be the crews of the FAA control towers at Hayward, Bakersfield and North Las Vegas Airports. Trophies and cash prizes will be awarded at a party Saturday evening, May 19, at the Las Vegas Imperial Palace Hotel. In addition, for the fourth year, 99s will present a beautiful perpetual trophy to the top finishing 99; the trophy went to Joann Painter of Alameda County Chapter in 1981, Bette Davis of Alameda County Chapter in 1982, and in 1983 the perpetual trophy was awarded to a 99 pilot/copilot team, Helen Chamber and Hialeah Reilich, both of Santa Rosa Chapter.

The Air Race Committee welcomes all licensed pilots wishing to participate. An information kit is available for \$3.50 from the Hayward Air Race Committee, 20301 Skywest Dr., Hayward CA 94541. Telephone inquiries will be answered at (415) 581-2345, ext. 5285, by Lou Chianese. A \$50 deposit will hold a place for you in the race if mailed by March 1; applications will be accepted until April 1 on a space available basis. Because of the time schedule, you are encouraged to get your information kit and enter right away.

by Bette Davis

NOTAM

Dorothy Niekamp tells us that the Library of Congress will change Amelia Earhart's birthday to 1897.



Winners of the 1983 Michigan Paul Bunyan Air Derby are (seated) George Athans (copilot) and Marion Jayne (pilot), third place; Joan McCombs (pilot) and Clair McCombs (copilot), first place; and June Beers (pilot), second place. Standing are Kay Chamberlain (copilot) and Dennis Chamberlain (pilot), fifth place; John Miller, winner of the Michigan Aviation Association's Pilot of the Year award; Pauline Mallory (pilot), fourth place; and Ted Berz (copilot), second place.

Air Racing News

Annual Grand Prix Air Race Slated April 16-18

The Fourth Annual Grand Prix Air Race, April 16-18, is sponsored by the Americana Resort in Lake Geneva, Wisconsin. There will be \$15,000 in prize money, with \$7,000 for first place, as well as trophies for the first 10 places and numerous other awards.

The round robin, handicapped, cross-country air race is open to all pilots. It is flown during daylight hours under VFR conditions for fixed-wing aircraft, modified and stock, with normally aspirated engines.

This year's route is 2,123.69 statute miles, covering six states. The start and finish will be at the Americana Airport.

In addition to the new home base, the Americana Grand Prix Air Race has instituted some new features, including safety education and ultralight seminars, aviation displays and aerobatic demonstrations. After the main race, contestants not placing

in the top six places may compete in the April 20 Mini-Grand Prix.

If you have never flown a major cross-country air race, the Americana Grand Prix is an ideal place to start. The combination of the "First-Time Air Race Clinic" and the opportunity to hangar fly with experienced racers can make you a veteran competitor.

The Americana Resort covers 1,400 acres, with two 18-hole golf courses, indoor and outdoor tennis courts and swimming pools, a health club with racquetball, trap shooting and horseback riding. Special air race activities will provide an enjoyable experience for all.

Entries open January 28 and close March 15. Entry kits are available by sending \$7 to Grand Prix Air Race, Ltd., 1918 W. Banbury Rd., Palatine IL 60067. For information, call Marion Jayne at (312) 358-5100.

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

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FOR WOMEN ONLY...



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



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

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