

the 99news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 11

MARCH 1984

NUMBER 2



Alaska... Convention 1984

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PUBLISHER
The Ninety-Nines, Inc.

EDITOR
Lu Hollander

EDITORIAL ASSISTANTS
Nema Masonhall
Nancy Smith

ADVERTISING MANAGER
Norma Vandergriff

EDITORIAL CONSULTANT
Jan Million

EXECUTIVE DIRECTOR
Loretta Gragg

HEADQUARTERS SECRETARY
Pamela Mackey

International Officers

PRESIDENT
Marilyn Copeland
1308 Kevin Rd., Wichita KS 67208

VICE PRESIDENT
Charlene Falkenberg
618 Washington St., Hobart IN 46342

SECRETARY
Barbara Goetz-Sestito
8041 Ravinia Ct., Fair Oaks CA 95628

TREASURER
Betty Jane Schermerhorn
RR #1, Dunrobin, Ontario KOA 1T0, Canada

BOARD OF DIRECTORS
Marie Christensen
Janet Green
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Hazel Jones
Pat Roberts

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

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ON THE COVER:

Matanuska Glacier
near Anchorage, Alaska.
(Photo by Boo Nobmann)

New Ratings

WESTERN CANADA SECTION

Gina Marino, Greater Winnipeg — Night Endorsement

MIDDLE EAST SECTION

Laurie Boyer, Maryland — CFII
Gail Haftner, Maryland — AMEL
Loretta Haskell, Potomac — CFI

NEW YORK-NEW JERSEY SECTION

Mira Rosen, Long Island — IFR

NORTH CENTRAL SECTION

Bev Benzing, All-Ohio — ATP/AMEL
Roberta Jones, All-Ohio — IFR
Phyllis Petcoff, Indiana Dunes — IFR
June L. Beers, Michigan — CFII/AMEL
Linda Anderson, Minnesota — IFR

SOUTH CENTRAL SECTION

Kay Barnett, El Paso — IFR
Mary Alice Baldwin, Tulsa — IFR

SOUTHEAST SECTION

Diane Tunnell, Kitty Hawk — BGI
Lorrie Tunnell, Kitty Hawk — BGI
Gudrun Lashbrook, Florida Suncoast — CFII, ASMEI
Diana L. Nenno, Florida Suncoast — COMM, IFR

SOUTHWEST SECTION

Mary Lynne Morrison, Arizona Sundance — CFI
Beverly Allen, Orange County — IFR
Pat Noyes, Orange County — COMM
Syd Dolbec, Palomar — IFR
June Bonesteel, Phoenix — IFR, CFII Helicopter
Patricia Whaley, Phoenix — IFR
Sue Schiff, Santa Clara Valley — IFR

JOB MARKETPLACE

As a service to members and readers, *The 99 NEWS* will carry employment information from time to time. Watch this space! Please do NOT send inquiries to Headquarters for information listed here, but rather to the firm or individual as directed.

COMMERCIAL PILOT

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Calendar

MARCH

Mar. 17: First Annual Sundance Shamrock Air Derby, round robin speed race approximately 400 sm, Stellar Air Park, Chandler, Arizona. Race kits, \$3.50, from Shirley Cochrane, 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.

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 close March 15. Entry kits, \$7, from Grand Prix Air Race, Ltd., Marion P. Jayne, 1918 W. Banbury Rd., Palatine IL 60067, (312) 358-5100.

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

Apr. 27-29: Spring New England Sectional, Portsmouth, New Hampshire.

Apr. 27-29: Spring Southwest Sectional, MGM Grand Hotel, Reno, Nevada. Sponsored by Reno Area Chapter.

MAY

May 4-6: Spring South Central Sectional, Granada Royale Homotel, El Paso, Texas. Hosted by El Paso Chapter. Contact Chairman Didi Shaffer, (915) 581-3866, or write 316 Rio Verde, El Paso TX 79912.

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 5-6: Pinch-Hitter Course, sponsored by Greater Detroit 99s. Contact Bernice Millar, 35727 Elm, Wayne MI 48184, (313) 722-7893.

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. 9: 12th Annual Garden State 300, sponsored by Garden State Chapter, Mercer County Airport, Trenton, New Jersey. 300-sm proficiency contest (shorter course for slower aircraft) open to all licensed pilots. Cash prizes and trophies. Entry deadline, May 15. Entry kits, \$5 (deductible from entry fee), payable to Garden State 300, from Racquel McNeil, 50 Tarrytown Rd., Englishtown NJ 07726.

Jun. 15: 17-Buckeye Air Rally, a one-day flying event of less than 250 sm, Wood County Airport, Bowling Green, Ohio. Race kits, \$3, from 1984 BAR, 117 Queensland Blvd., Perrysburg OH 43551, (419) 874-5996.

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. 25-28: 9th Annual International Flying Nurses Association Convention, Las Vegas Hilton, Las Vegas, Nevada. Contact Darlene Sredl, P.O. Box 1247, Ballwin MO 63011.

Jun. 30: No deadline for The 99 NEWS.

JULY

Jul. 27-29: Forest of Friendship ceremonies, Atchison, Kansas (see article in this issue).

Jul. 31: The 99 NEWS deadline for September issue.

THE PRESIDENT'S MESSAGE

by International President Marilyn Copeland



The first 99 meeting I attended in 1984 was the Oklahoma Chapter Membership Day on a beautiful flying Sunday. Their festive brunch, ambitious plans for the year and 13 prospective members set a great pace for my year. One of their upcoming activities is a flying companion seminar. The 99s have many good projects, but I believe this is one of the best. Not only does it serve as a stimulus for encouraging general aviation, it is also one of the best safety projects we sponsor. If one passenger-filled aircraft is saved, it is well worth all the effort. It is great to see at least eight flying companion seminars are scheduled in the Southwest Section this spring.

Flying to St. Louis to speak to the 50 St. Louis Zontas and 22 Ninety-Nines at the Missouri Athletic Club was a good stop en route to the Chicago Area Chapter's 50th anniversary celebration. Diane Cozzi and her committee had really done their homework and presented an audio-visual on their chapter's history. Their chapter has had several spinoff chapters and still has 150 members with about 50 prospects.

Attending the Helicopter Association International Meeting in Las Vegas the following week was a real treat. HAI had one of the best convention/trade shows I have ever attended. Most of my time was spent in the educational general sessions, which focused on the theme — the community, the helicopter and heliports. Future helicopter engineering, safety, public acceptance of helicopters and the need for public heliports were presented. Arlene Feldman, 99, attorney and director of aeronautics for New Jersey, was a most articulate speaker. The exhibits were filled with helicopters of all descriptions from the small Robinson R22 to the giant Boeing 234 which carries 44 persons as well as a heavy payload.

During the HAI Convention, the Whirly-Girls had their annual hovering. Ilovene Potter is their president, Barbara Goetz-Sestito, treasurer and Jean Ross Howard, executive director — all 99s. It was a pleasure to meet Diane Dowd, who flies a huge S76 Sikorsky for RCA, as well as sign new member Marie Johanssen from Sweden. Congratulations go to Phoenix 99 Rosalee Ballard and Minnesota 99 Jeep Adamson for earning Whirly-Girl scholarships. Hazel Jones and at least 80 other 99s were at the hovering. Upon return home, it was fun to speak to Wichita Zontas.

Be sure to tune in to "A.M. Weather," April through June. Information has been sent to chapter chairmen. This is the first time 99s have sponsored this or any other national television show.

Spring is a great time for fun USPFT flying events. Take advantage of such an exciting opportunity to become a member of our team.

Another good deal for 99s is advertising in *The 99 NEWS*. It is definitely one of the best media buys today. Having advertised in *The NEWS* while in the airport business, I can verify direct business. I believe most 99s will patronize other 99s' businesses if they know where they are located.

Chanda Budhabhatti has done some excellent pre-planning for the March 1985 World Aviation and Safety Congress sponsored by the 99s. The event, to be held in Bombay, will feature several renowned aviation speakers as well as travel opportunities in India.

An update from Charlene Falkenberg on our membership by age groups via the Headquarters computer carries the following data:

AGE CATEGORY	NUMBER OF MEMBERS
16-24	250
25-34	1,112
35-44	1,714
45-54	1,482
55-64	1,295
65 and older	730

Although we are well past 6,000 members, we need specific emphasis on membership this spring and summer if we are to attain our goal of 7,000 members by August 12.

Alaska — what an opportunity to visit this great state and attend the superb activities planned by Claire Drenowatz and her committees. It is particularly important to make early plans for best accommodations and transportations (see details in this issue).



SOME OF THE INS AND OUTS

Second of a three-part series by Mary Hill

Now that we have a site to air mark and written approval, we are ready to assemble the materials and personnel needed.

Personnel is the easiest. Invite all your 66s and be sure to invite 49½ers to hold ladders and lug paint. Most paint comes in five-gallon containers, so it is nice to have a little brawn around to help.

Materials are provided partly by the owner, partly by the 99s. The owner should provide all the paint and thinner. Plan on about three gallons of paint per 20-foot letter and approximately one gallon of thinner per five gallons of paint. Water base is easiest to work with, and we have been known to use pond water when pressed. One quart of black is wonderful for paint-outs and touch-ups, but it is not necessary.

Ninety-Nines should assemble the following: paint rollers, paint pans, brooms, containers for mixing paint and thinner, paint brushes (for touch-ups), measuring tapes, chalk, chalk line, rags, corner template and air marking guide (available from the Palomar Chapter).

Now you're ready to begin. Be sure to wear something other than your "Sunday best."

Until next issue, when we will discuss layout, painting and clean-up, good luck and have a great time with your 66s and 49½ers.

NOTAM

For Flying Activities insurance coverage, please contact Susie Sewell at her new address: 3233 N.W. 63rd, Oklahoma City OK 73116, (405) 843-3363.

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Effective Public Speaking

General aviation needs our help. Airports need our help. Women pilots need our help. One way we can provide that help is by speaking out publicly in support of them. But how can we be sure that when we do speak publicly, we will be a true asset to our cause?

Being prepared in advance will help you speak with assurance. Each of us has a story to tell, and each of us could prepare a speech in advance to be ready at a moment's notice. There really is no such thing as an extemporaneous speaker. Those speakers have really been "ready" for a long time and are just waiting for the right moment. Whether you are speaking to a large group or just a few friends, preparation is the key to speaking effectively.

I have developed the following guidelines to assist you as you prepare to become an effective speaker.

KNOW YOUR AUDIENCE

When accepting a speaking engagement, ask some questions. The first thing you will want to know is the composition of your audience. Is it a non-aviation group, all men, all women, youth, political? You will also want to know how many people are expected to attend. Next, find out whether or not anyone else has spoken to this group about aviation and, if so, what position was taken — positive or negative? You might also ask if the group plans to publicize your speech. If not, you can send news releases on behalf of the 99s when appropriate.

SELECT YOUR SUBJECT

Now that you know your audience, make sure you know your subject. First of all, who will select the subject? Has the group asked you to speak on a specific subject or will you be allowed to choose the topic? It is preferable to choose your own, of course, so that you can speak with authority in your particular area of interest, such as aviation safety, saving airports or the 99s. But remember that a speaker's first duty is to her audience and not merely to please herself.

Your subject should always be studied in advance. Try for a fresh approach. Use statistics sparingly, but make certain you have the latest available information. Aviation and space are still of interest to the general public and will usually provide you with an attentive audience.

PREPARE YOUR SPEECH

"A speech well-prepared is nine-tenths delivered." (Dale Carnegie)

Determine the objective of your speech. Is it to entertain, to educate or to motivate to action? Once the objective has been ascertained, the construction of the speech can begin. A speech can be divided into three parts — the introduction, body (or subject matter) and summation.

Outline the body of your speech so that you will have the points you want to make in a logical order. Making each major point as self-sufficient as possible will enable you to shorten your speech easily by dropping one or two points, if necessary. An outline provides you with a way to build your speech to a climax, emphasize the major

point, reach a logical conclusion, and lead to a brief, final summation. It is a good idea to memorize your outline and carry two or three copies of it with you.

Unless story-telling or jokes come easily to you, don't feel obligated to use them. Let humor inject itself into your speech easily. Humor should be kind and suit your audience as well as your material.

The introduction may be prepared either before or after the outline. It is the "attention-getter," the "mood-setter" and the show-case of your sales ability. You do want to sell this audience your views

PREPARE YOURSELF

You are a woman. Your sex will be apparent on the platform and at the microphone. Perhaps when you finish speaking, your audience will view you as a person and an accomplished speaker, but the first thing they will notice is that you are a woman. In addition, you are a woman pilot and a 99. Each time you speak, you represent all of us.

Your appearance is of the utmost concern. It can provide you with self-confidence. Dress simply, avoiding an excess of jewelry. A collection of charm bracelets that clink and clatter with your every move will be distracting. Avoid tight T-shirts (especially those with messages) and tight sweaters. Save your "frilly" things for a party. Do not dress to prove your sex — dress to prove your point. Choose your clothing out of respect for your audience. They will appreciate it and you will benefit from it. Formal clothing should be saved for formal occasions, while simple, casual clothing would be appropriate for a country fair or barbecue. After you have finished speaking, the audience should be more aware of what you said than what you wore.

You also must prepare yourself mentally. Public speaking comes easily to only a few. Most of us feel nervous about it, but you can speak as well as anyone, and possibly better. Confidence in the knowledge of your subject and your appearance will produce confidence in yourself. Be prepared and believe in yourself.

DELIVERY

Use your voice as effectively as possible. If you are unable to project your voice easily,

by Marie Christensen

use a microphone. Be sure to test the microphone prior to your speech. Never start a speech by saying you "don't know how to use this thing." You should have tested and used it earlier. And you don't want a negative start.

Diction is important to your delivery. Standard diction is simply a matter of pronouncing the letters that spell the word and is positively the most effective way of speaking. "Twenny" for "twenty," "liberry" for "library" and "gimme" for "give me" detract from what the speaker is saying and sometimes leave the impression that the speaker is not well informed.

Gestures can be an asset to your speech if used wisely. Flailing the air with your arms or tossing your head about, however, will not help. Generally, gestures should be practiced in front of a mirror or friends before being included. Avoid nervous habits, such as twirling hair and adjusting glasses.

You should speak at a normal conversation rate of about 100 to 150 words per minute, using tonal inflections. You can add great vitality to your speech by stressing certain words. Do not speak in a monotone. Use voice inflections to be convincing.

Eye contact is essential with your audience. Let them know you are speaking to them and are interested in them. Wear a pleasant expression on your face.

Watch the clock! If you were asked to speak for 20 minutes, don't speak for an hour. Do not become over-confident and speak only to hear the sound of your own voice.

QUESTIONS AND ANSWERS

Any question and answer period should be brief and well organized. Once again, watch the clock. It is most desirable to have the questions written and collected by an usher. Most questions center around a few key points, and the usher can group them for you. Let her/him read them to you. This will cut down on those in the audience who ask questions just to hear their own voices and appear knowledgeable.

If you are not comfortable fielding questions from the platform, don't do it. Instead suggest that you will be available for further discussion at the end of the evening.

Speaking at a dinner or luncheon meeting with a cocktail hour preceding it will require another decision on your part. How much participation is necessary? First impressions

are usually lasting ones, and this will be your first opportunity to meet your audience. If you choose to have a cocktail, please remember that alcohol diminishes mental processes and reduces reaction time. To eat or not to eat is an individual choice also, although it is considered most gracious to eat what everyone else is eating. You are not obligated, however, to finish everything on your plate — honest!

REFERENCES

Many books have been written on public speaking. I recommend the following:

AOPA Speakers Kit, complete with pre-written speeches and available free of charge from AOPA.

The Articulate Woman
by Evelyn Oppenheimer
Eloquence in Public Speaking
by Kenneth McFarland
Speak for Yourself
by Jessica Somers Driver

I do hope these suggestions will be helpful as you establish yourself as a speaker. I think my best advice to you is, "Be yourself." You are already special — you are a 99.

Legislation Information

by Joan Kerwin

When someone else says something well, why try to improve on it? The following is from Chicago Area Chapter Legislation Chairman Karen Mansfield:

"There have been several recent developments in Congress that affect general aviation. For openers, four congressmen are sponsoring an amendment to a pending tax increase bill (H.R. 4170) that would impose a 10 percent tax on various 'luxuries.' The 'luxuries' include (you guessed it!) general aviation aircraft, although airlines and corporate aircraft would be exempt. It seems that general aviation is to be the scapegoat once again, despite the fact that total general aviation taxes tripled in 1982. While the amendment has been stalled in the House of Representatives, it is likely to be taken up again soon. The co-sponsors are U.S. Representatives Don Pease (D-OH), Richard Gephardt (D-MO), Matthew F. McHugh (D-NY) and Jim Moody (D-WI).

"On the brighter side, U.S. Senator Nancy Kassebaum (R-KS) is sponsoring legislation to reduce avgas taxes by 30 to 40 percent.

"The FAA's plan to close numerous flight service stations, including those in Chicago and Rockford, has now been delayed, at least until April 15, by the U.S. Senate Subcommittee on Transportation. The plan calls for the consolidation of stations into centralized, automated facilities; however, the automated equipment will not be ready for several years. The new stations will be located where the FAA can get the best financial deals on buildings — not where the need is greatest."

Another quote, which helps you understand just what is happening, comes from Torch Lewis in the November 1983 issue of *Business and Commercial Aviation*:

"A current look-see into items that will or will not influence our industry would, for instance, include spotlighting the huge Aviation Trust Fund. In actuality, the Trust Fund has become a loan source for the Bureau of the Budget. Of the billions of bloated surplus that this fund shows on paper, there is only about a dollar-three-eighty (sic) in cash. The rest is paper obligations, government securities, if you will, which legalizes the manner by which the Trust Fund has really been used — to finance government spending. You see, Hersch, the law stipulates that the Trust Fund money cannot be spent on anything other than aviation. Okay, so it doesn't say you can't loan out 99 percent of it to Uncle Sam, which results in the Office of Management and Budget siphoning off all the cash as it is received. The Airport Improvement Plan for which the fund was created is being spoonfed an eyedropper-full at a time. The only benefit to anyone is the aforementioned source of cash for the OMB."

The Airport and Airway Trust Fund had a balance of \$5.1 billion at the end of October 1983. Need I say more? **WRITE ON!**

NOTAM

Wanted for a future issue of *The 99 NEWS*: feature articles on the topic, "The Best Aviation Career is...."

Please submit articles, typed, double-spaced and limited to no more than two pages to *The 99 NEWS*, P.O. Box 59965, Oklahoma City OK 73159. Photos will be welcome.

Whatever your feelings are about ultralights — they are here to stay. We must learn to fly safely with them.

When powered flight was successful, the foot-launched hang glider was considered obsolete. But in the 1970s it reappeared as a sport, and it has grown and evolved into the ultralight.

Thanks to new materials derived from space age technology, plus the availability of lightweight chainsaw or snowmobile gas engines, the modern hang glider has evolved into a miniature airplane — some small enough to be folded and transported on a man's back or on top of a car. Some are efficient enough to attain altitudes of over 16,000 feet.

Until recently the FAA was content to consider all hang gliders, even those with engines, as "non-aircraft" as long as they were capable of being foot-launched. But their popularity created a situation that had to be faced. Random activity in busy airspace by uncontrolled flight vehicles, which have no radios and show up only weakly at best on radar, seemed to be a tragic accident waiting to happen.

The FAA solution has been to create a new category of flying machine — the ultralight vehicle. According to newly enacted Federal Aviation Regulation Part 103, an ultralight is any flying vehicle which:

1. is designated for single occupancy only;
2. is intended for sport or recreational use only;

3. does not have an airworthiness certificate;
4. if unpowered, weighs less than 155 pounds; and
5. if powered, weighs less than 254 pounds with —
 - a top speed of no more than 55 knots in level flight,
 - a power-off stall speed of no greater than 24 knots, and
 - a fuel capacity not exceeding five US gallons.

Safety education

ULTRALIGHTS

by Marilyn Miller
International Safety Education Chairman

Flying vehicles which meet these definitions are to remain free of any federal regulations as regard design, construction, maintenance, airworthiness, registration or pilot certification. This hands-off policy reflects the agency's willingness to have private individuals self-regulate in their own interests under the leadership of industry and cooperative associations.

Under the new rule, the safety of the airspace will be maintained by limited ultralight operations in terms of airspace access, right of way, flights over persons on the ground, hours of operation and weather conditions.

Persons who operate vehicles under Part 103 will be responsible for ascertaining that they are in compliance with all aspects of the rule. This will also require an understanding of FAA's airspace structure, as described in various aeronautical publications.

In addition, ultralight operators, as well as aircraft pilots, should become familiar with practices established at uncontrolled airports for the separation of their vehicles during takeoff and landing. Because of their extreme sensitivity to turbulence, ultralights are highly vulnerable to wingtip vortices from even the smallest aircraft.

All this points out the fact that, as licensed pilots, we must be vigilant when flying in known areas of ultralight operations. As much as the industry is trying to educate the buyers of ultralight vehicles within the FARs, there are many bought through newspaper and magazine ads. These buyers may not even be aware of a regulation which tells them where and when they should fly.

All pilots can be helpful in promoting safety by tactfully explaining to the uninformed ultralight pilot when he/she is in non-compliance with Federal Aviation Regulation Part 103.

Qualifiers Named for NIFA Tournament of Champions

by Pauline Gilkison

To date the following collegiate aviation teams have qualified to participate in the 36th National Intercollegiate Flying Association Tournament of Champions, April 26-28 at the Air Force Academy in Colorado Springs, Colorado. Three more schools will be added to the list after the Region II competition, traditionally held on Palm Sunday weekend, is completed.


Auburn University, Auburn, Alabama

Boise State University, Boise, Idaho

Central Missouri State University, Warrensburg, Missouri

Delaware Technical Community College, Dover, Delaware
Dowling College, Oakdale, Long Island, New York
Florida Institute of Technology, Melbourne, Florida
Inver Hills Community College, Inver Hills, Minnesota
Kent State University, Kent, Ohio
Louisiana Technical University, Ruston, Louisiana
Mercer County Community College, Trenton, New Jersey
Metropolitan State College, Denver, Colorado
Middle Tennessee State University, Murfreesboro, Tennessee
Nicholls State University, Thibodaux, Louisiana
Ohio State University, Columbus, Ohio
Parks College, St. Louis University, Cahokia, Illinois
Southern Illinois University, Carbondale, Illinois
St. Cloud State University, St. Cloud, Minnesota
University of Illinois, Champaign-Urbana, Illinois
University of North Dakota, Grand Forks, North Dakota
University of Texas at Arlington, Texas
Western Michigan University, Kalamazoo, Michigan
Western Oklahoma State University, Altus, Oklahoma

Air Force Academy team members continue to work with NIFA Executive Director Harold Wood and the staff to make this Safety and Flight Evaluation Conference (SAFECON) a unique experience for all. Please make donations payable to NIFA, c/o Pauline Gilkison, 131 Walker Ave., Clarendon Hills IL 60514.



AERO INSURANCE, INC.

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Phone: (208) 383-3304
3200 Airport Way
Boise, Idaho 83705



A serene part of the Forest of Friendship is Memory Lane, where plaques honoring important names in aviation are placed.

seek & keep

by Guest Reporter Virginia Dare Mattiza

All of us love the 99s or we would not be members. It is the most prestigious organization of women pilots in the world.

As a member of the International Membership Committee, I always carry a folder of membership information; a newly updated 99s flyer by Robbie McBride; and copies of articles, "The History of the 99s" and "The 99s Today," expertly compiled for our PR Kit by Marie Christensen. Whenever I meet a prospective member, I have "membership ammunition" ready. The same thing goes when I read about a lady pilot not listed in the Directory; I send her all this exciting information about 99s and, most importantly, always explain the two membership options: (1) joining on the chapter level or (2) joining on the section level. (Membership requirements are listed on page 138 of the Directory.)

Let's all work to advise every woman pilot in the world of the many advantages of being a 99. We are indeed a unique organization, and we invite all women pilots to join in pursuit of our common goals.

One goal is to surpass the 7,000 membership count by August's International Convention. With all 6,161 current members working, I think we can do this — that means each of us is responsible for recruiting 0.1382113 new members, but I'd be happy with every seventh member signing up one. You are the seventh member!

66 NEWS

by 66 Chairman Carol Zander

- Student Pilot
- Intently training for license
- X-ing the dates of 99 activities on her calendar
- Talking to 99s about flying
- Young or old —
- experiencing the same trepidations
- Sharing her joy upon passing her checkride
- Immediately applying for 99 membership
- X marks the day! Another new 99!

Celebration at the Forest of Friendship

by International Forest of Friendship Co-General Chairman Fay Gillis Wells

Atchison, Kansas is the little city in the heartland of America with its eyes on outer space. Way back in 1934, Amelia Earhart, Atchison's world famous citizens and the 99s' first International President, said, "There are no new worlds to conquer this side of the moon."

The feasibility of the airplane had been proven to Amelia's satisfaction. To her it was just a question of how big, how far and how fast airplanes would fly. Amelia logically concluded the next great adventure was the search for green cheese on the Moon.

So we will celebrate the golden anniversary by highlighting the transitions from airplanes to helicopters to rockets, Moon rovers and space stations. Dr. Steven Hawley, husband of 99 Dr. Sally Ride and half of the first husband and wife team in space, will project some of the mind-boggling plans for the next 50 years. (Sally wanted to be with us, but she has been scheduled for her second flight to outer space in August.)

NASA is also cooperating on updating the transition from aviation to aerospace. The director of NASA has July 27-29 ringed on his calendar, as have other dignitaries in aviation/aerospace industries.

Fritz Widick, the fuel injector rocket expert, was born in Atchison and works for Rockwell International, which also has a plant in Atchison.

Irvin Industries has run the gamut of parachuting since the '20s when Charles Lindbergh parachuted to safety four times before his electrifying solo flight to Paris, to the safe return of the Gemini, Mercury and

Apollo capsules. In Atchison, Irvin Industries will show us some of the parachutes of the future, made from special fabrics for tomorrow's projects.

The big day is July 28. The children's program in the International Forest of Friendship begins at 9:30 a.m. with Woodsy Owl, Smokey the Bear and Spunky the Squirrel.

The official program at the Forest begins at 10:15 with the colorful Parade of Flags. Girl and Boy Scouts march through the Forest, placing flags beside the trees from the 50 states, the territories and 33 countries around the world where there are 99s. A special tribute will be paid to new honorees, who will join the hundreds of others already in Memory Lane. Certificates of Recognition will be given to the honorees or their sponsors. After the ceremonies, a barbecue will be available for those who want to stay and wander through the Forest.

The afternoon is filled with tours and sightseeing for those interested.

The Banquet of the Future will be held in the cafeteria (the largest hall in town) on North Campus at Benedictine College.

As usual, we will stay in Newman Hall on North Campus — \$7 per night per person for twin bed rooms with connecting baths. Reservations should be sent to the 99s, P.O. Box 99 AE, Atchison KS 66002.

The July 27-29 dates were chosen so 99s from the south and east who are flying to International Convention in Alaska can touch down at the AE Airport in Atchison en route.

Letters to the Editor

Dear Editor:

Our chapter is trying to get Hobby Airport to allow us to put a 99 display case in the terminal. They want us to provide photographs of 99 display cases in other airport terminals around the United States or anywhere.

Can you please put a request to other chapters to forward us such photographs? Any help would be appreciated.

— Judy Covin
4532 Luella
Deer Park TX 77536

Dear Nancy:

A very happy New Year to you and Dick.

Thank you for your greetings, and the news that my story will appear in the January/February issue of *The 99 NEWS*. The money raised from my trip has enabled the Intensive Care Unit to be fully operational now. The doctors sent me to Sydney to buy the latest equipment for the room — because of our isolation, this is a necessity.

In June of this year, I am coming

to the Wesley Medical Center, Wichita, to do some tutorial paramedic work. I will contact Marilyn Copeland in reference to getting an aircraft. If I can get time off, I will try to get to the Convention.

There has been no flying for me this year... On returning from my flight in 1982, the Australian Department of Aviation refused to recognize my flying time in the USA and made me do another bi-annual flight test. As I could not go to Australia at that time, they sent an air examiner to Norfolk Island, who flew the rather delapidated Cessna

172 that was privately owned. (Incidentally, it cost \$120 an hour.) Since I had not flown it often, the examiner was so scared that he passed me and then grounded the a/c. So I will have to try and catch up on some hours when I come over.

Thank you once again. I always look for news of you in the magazine each month, and hope to catch up with you when I come over.

Happy flying!

— Bonnie Quintal
P.O. Box 128
Norfolk Island 2899
South Pacific

NOTAM

The movie, "On a Wing and a Prayer," has been purchased by the International Board of Directors. The 14-minute film concerns Amelia Earhart's life and dedication to the challenges of early aviation, including interviews with her flight instructor, Nita Snook, her friend, Bobbie Trout, and others. The rental fee is \$25 from Charlene Falkenberg, 618 S. Washington, Hobart IN 46342, (219) 942-8887.

Also available are two slide presentations, "For the Fun of It" and "For the Fun of It, Too!" for \$15 each.

AE Scholarship Recipient Report

One of the seven AE Career Scholarship winners in 1981 was Carol Clarke, Utah Chapter, who had applied hoping to obtain her multiengine instructor rating. Within two months of winning the scholarship, she had not only earned her MEI rating, but had logged enough time and proficiency to earn her ATP as well. So her AE Scholarship money earned her two ratings for the price of one.

Carol started flying in 1973 soon after the birth of her third daughter. She soon obtained her instrument rating, and she says, "I was skeptical as to whether I would ever be brave enough to become an instructor. I eased into it, first with the ground instructor ratings and then as a new CFI, giving BFRs and check-outs to trustworthy friends. Soon I was busy instructing and added the CFII and multiengine ratings. Having the ME didn't mean I ever got to fly them; hence my decision to apply for an AE Career Scholarship to help me obtain the 15 hours PIC prerequisite for the MEI rating. Thompson Beechcraft was in need of a chief flight instructor, and I was fortunate to have the required hours. Instructing at the Beech Aero Center made the MEI an even more important goal. I was thrilled when I learned that I was a 1981 AE winner. It was exciting to be able to return to my home state, Massachusetts, to accept the award. Two of the outstanding events of my life have taken place in the Grand Ballroom of the Copley Plaza Hotel — the AE award and, 20 years earlier, being crowned Winter Carnival Queen."

Carol now manages the Beech Aero Club in addition to her duties as chief flight instructor. Most of her students are going for their ME and ATP ratings. Carol also is serving her second year as governor of the Southwest Section of the 99s. The AEMSf trustees are indeed proud of what this active and enthusiastic 99 and AE Scholarship winner has accomplished.

AMELIA EARHART MEMORIAL SCHOLARSHIP FUND CONTRIBUTORS

MIDDLE EAST SECTION

Maryland	\$ 25.00
West Virginia Mountaineer ...	100.00

NEW YORK-NEW JERSEY SECTION

.....	\$ 55.00
Garden State	200.00
Greater New York	75.00
Hudson Valley	25.00
New York Capital District	25.00
Western New York	25.00

NORTH CENTRAL SECTION

.....	\$ 50.00
Cape Girardeau Area	25.00
Central Illinois	100.00
Chicago Area	100.00
Greater Detroit Area	100.00
Greater St. Louis	100.00
Indiana	202.00
Kentucky Blue Grass	25.00
Minnesota	125.00
Three Rivers	25.00
Buckeye Air Rally (All-Ohio)	450.00

NORTHWEST SECTION

.....	\$ 50.00
Alaska	25.00
Greater Seattle	100.00
North Dakota	100.00
Southern Cascade	25.00

SOUTH CENTRAL SECTION

Arkansas	\$ 10.00
Aspen	20.00
Cimarron	25.00
Dallas Redbird	60.00
El Paso	25.00
Golden Triangle	100.00
Heart of Texas	10.00
Houston	10.00
Kansas	15.00
Lubbock	25.00
Northeast Kansas	10.00

Oklahoma	25.00
San Antonio	10.00
Shreveport	*744.00
South Louisiana	100.00
Top of Texas	50.00
Tulsa	25.00
Waco-Centex	75.00
Wichita Falls	10.00

SOUTHEAST SECTION

Alabama	\$ 25.00
Blue Ridge	25.00
Florida Goldcoast	100.00
Florida Spaceport	25.00
Kitty Hawk	25.00
Mississippi	50.00

SOUTHWEST SECTION

Bakersfield	\$100.00
Bay Cities	100.00
El Cajon Valley	30.00
Fullerton	125.00
Gavilan	100.00
Golden West	100.00
Las Vegas Valley	75.00
Mount Diablo	50.00
Orange County	500.00
Palomar	100.00
Phoenix	50.00
Redwood Empire	50.00
Sacramento Valley	85.00
San Luis Obispo County	100.00
Santa Barbara	50.00
Santa Clara Valley	100.00
Sierra Buttes	50.00
Tucson	150.00
Marilyn Copeland	50.00
Sweeney Family Foundation ...	500.00

WESTERN CANADIAN SECTION

Alberta	\$ 50.00
Saskatchewan	20.00

MEMORIALS AND TRIBUTES

.....	\$487.00
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* Shreveport Chapter accumulated funds in tribute to, and to honor, Dan Snow. Evelyn Snow added her generous contribution to her chapter's donation.



Past International President Lois Feigenbaum was honored recently by being named to the Illinois Aviation Honor Roll. Department of Transportation Secretary John Kramer and Space Shuttle Astronaut Dr. Story Musgrave make the official presentation to Lois at the recognition banquet.

Gifts to International Headquarters

ARCHIVES

Broneta Davis Evans
Past International President
Oklahoma Chapter

Charlene Falkenberg
Indiana Dunes Chapter

Edna Gardner Whyte
Past International President
Ft. Worth Chapter

CONVENTION FUND

El Paso Chapter

HEADQUARTERS

Eastern New England Chapter
Geneva Crawford
Monterey Bay Chapter

HEADQUARTERS BUILDING EXPANSION FUND

Oklahoma Chapter

LIBRARY

Nancy Smith
Oklahoma Chapter

AE MEMORABILIA

Anne Marie Rambo
Phoenix Chapter

MEMORIALS

Joy Harvey
Greater St. Louis Chapter
by Marilyn Copeland

Carol Odou Tatnall
Fullerton Chapter
by Eugene R. Odou

RESOURCE CENTER

El Paso Chapter
Aerospace Education Fund
Mather Air Force Base

Candidates for Election '84

PRESIDENT

Charlene Falkenberg
Indiana Dunes Chapter
North Central Section

A 99 since 1963, Charlene Falkenberg holds a commercial certificate with instrument and multi-engine ratings with 2,000 hours. She is an advanced and instrument ground instructor with 20 years of teaching experience. She is an FAA test examiner and accident prevention counselor.

Char has served as a Board member, Secretary and Vice President on the International level.

As your President, "I would hope to have every individual member aware she is the important one. I would like to see us continue in growth, in help to women in aviation, as a voice of general aviation, in aerospace education and as an active organization in flying and friendship."

Hazel H. Jones
Dallas Redbird Chapter
South Central Section

"It has been my privilege to serve in most appointed and elected offices of 99s during my 20 years of membership.

"I know that I, now, am prepared and eager to serve all 99s in the capacity of International President.

"Together, the only limits we have will be the ones we impose upon ourselves. By making our organization attractive and affordable to all women pilots, we will achieve success and recognition only dreamed of heretofore.

"I want to serve with dignity and an expertise derived from 40 years of sampling all facets of aviation."

VICE PRESIDENT

Barbara Goetz-Sestito
Sacramento Valley Chapter
Southwest Section

"The 99s — a breed apart. When deciding to become an International officer, I was very aware of the genesis of this organization. I will work to see that a Resource Center is a reality to preserve our heritage.

"Yet, what about the future? Our young pilots are going places we have only dreamed about. We must listen to their needs and provide something for everyone with the common bond of flying.

"As I progress through the offices, I realize that, instead of being at the top of this organization, I am really at the bottom. My function is to support you, the membership.

"I am qualified. I run three corporations. I also can fly and can hardly bear to let a race go by. I can do the job. I can and will represent the 99s with dignity, loyalty and love."

Betty Jane Schermerhorn
Eastern Ontario Chapter
East Canada Section

Betty Jane Schermerhorn has been an active 99 at chapter and section levels since she received her license in 1970. She has been a member of the International Board since 1979 and is presently International Treasurer.

B.J. has over 2,200 hours, senior commercial license, SMELS, instrument and CFII with endorsements to instruct floats, as well as private, commercial and instrument ground school. She was an AE Scholarship recipient in 1976.

She has held positions of responsibility in the 99s as well as in professional and recreational associations. She has filled these positions with dedication and thoroughness.

B.J.'s principle that there is need for good communication is demonstrated by her hard work in preparing chapter newsletters and reports to *The 99 NEWS* and the International membership newsletters. She follows up on questions and answers everyone who communicates with her.

SECRETARY



DAVIS



QUENZLER

Jean Managhan Davis
Mid-Columbia Chapter
Northwest Section

A 99 in the Intermountain and Mid-Columbia Chapters since 1975, Jean Davis is an instrument rated commercial pilot with 1,940 hours. Active in flying activities, aerospace education and air marking, she has served as section governor and secretary, chapter chairman and a member of both International and section Nominating Committees.

Jean chaired the Northwest Sectional in Jackson Hole, Wyoming, and she has been active in NIFA national competition and flights for the Direct Relief Foundation. She coordinated the Northwest FAA Density Altitude Clinic, served as ARC stop chairman and participated in the PPD Commemorative Flight. She flew an escort plane across the Rockies for the Boy Scout Bicentennial Flight, and she has conducted junior high aviation classes.

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FALKENBERG



JONES



GOETZ-SESTITO



SCHERMERHORN

Candidates for Election '84

continued from page 11

Jean has addressed Rotary and Zonta. She has volunteered blood bank flights and flights for children needing hospital transfers. She has attended 10 section meetings and seven International Conventions.

Bonnie Quenzler Florida Spaceport Chapter Southeast Section

Bonnie Quenzler has been an outstanding 99 since she joined in 1974. Her leadership has been proven popular, most recently as Southeast Section governor.

Bonnie is especially known for her organizational talents and her dependable reputation for following through.

She flies her own Beech Baron and actively gives flight instruction as well as teaching instrument ground school.

In addition to her spouse and children, Bonnie's other interests include sailing, writing, horsemanship, photography and community service.

Freely admitting to be inspired by 99s, Bonnie herself is the same kind of catalyst. She brings vision and youthful enthusiasm to the organization.

TREASURER



COZZI



HALL

Diane Cozzi Chicago Area Chapter North Central Section

"Being a 99 for over 10 years has meant a lot to me. It's been exciting, fun and rewarding.

"The 99s is a truly worthwhile organization, deserving of my involvement, dedication and time. I sincerely hope to serve as International Treasurer."

Currently governor of the North Central Section, Diane previously served as section treasurer; Chicago Area Chapter chairman, vice chairman and treasurer; and on numerous committees. She has attended nearly all International and section meetings since joining the 99s.

Diane is an air racer, CAP major, former squadron commander and director of aerospace education. She is a market analyst, who loves traveling and meeting 99s all over the world.



BELLINO



GAYLORD



ABBATE



BUDHABHATTI



LOGUE



CULL



FULLER



MATTIZA



DICKERHOOF

Judy Hall Deep South Chapter Southeast Section

Having served as an International Director and Life Member, Judy Hall is now College Member Program Chairman, coordinator of USPFT's Southeast Region and Courtesy Chairman on the International level, as well as Section 501(c)3/Bylaws Chairman. She has served as Chairman of the International Nominating and Air Marking Committees and in most section and chapter offices. She is an FAA accident prevention counselor.

Judy is an air racer and assistant director for the Air Race Classic. She served as start chairman for ARC in 1981, and she is terminus chairman for the 1984 race.

With COMM, IFR and ASMEL/ASES ratings, she has flown her Skyhawk to most of the 11 International and 28 section meetings she has attended.

Judy has 15 years of experience as an office manager, professional secretary/bookkeeper and computer operator.

A 99 since 1971, she desires to serve the organization as International Treasurer and "in whatever other capacity needed."



HERBERT



MERCER

INTERNATIONAL BOARD OF DIRECTORS

Clarice Bellino
North Jersey Chapter (formerly Palisades)
New York-New Jersey Section

Clarice Bellino joined the 99s in 1973. A charter member of the Palisades Chapter (now the North Jersey Chapter), she has served in most chapter offices. She incorporated the chapter and initiated its first newsletter. Multiengine and IFR rated, she flew in the 1975, 1976 and 1977 Powder Puff Derbies.

Section chairmanships include NIFA, International Luncheon for the 50th Anniversary Convention and a fall sectional. Serving in most section offices, Clarice has attended six International Conventions and 23 section meetings. She is an FAA safety counselor and has conducted numerous safety seminars. Other memberships include AOPA, International Flying Nurses and Zonta International, where she serves on the AE Committee.

"I consider it a pleasure and a privilege to serve The Ninety-Nines, Inc."

Chanda Sawant Budhabhatti
India Section

A 99 since 1965, 1976-80 section governor, section charter member and founder and president of the Indian Women Pilots Association, Chanda holds COMM, IFR and AIGI (USA) ratings. Having chaired the World Aerospace Education Congress and serving as vice president for Asia, she is an Advisory Board member for the International Women's Air Museum, Aero Club of India, AOPA and Ultralight Zonta, the Australian Women Pilots Association and NAA.

Chanda has attended eight International Conventions and 11 section meetings, and she chaired the 1977-78 committee for public relations outside the USA. She was honored as the third woman commercial pilot of India, presented the 99 "See the USA" portfolio to Prime Minister Indira Gandhi, opened the 99s' library in Bombay in 1978 and received the Order of Merit for outstanding leadership and support of Aerospace Education in 1983. Chanda has 15 years of experience in public relations and publicity.

"Traveling yearly to India gives me the opportunity to promote and popularize 99s' projects in different countries and strengthen the ties of goodwill among 99s internationally."

Harriet Fuller
Eastern New England Chapter
New England Section

A 99 since 1967, Harriet Fuller has served in all chapter offices and has been section secretary, vice governor and governor. She served as registration chairman for the 1981 International Convention in Boston and worked on AWNEAR and NEAR race boards, participating in several of the races.

Harriet has attended the last 15 consecutive International Conventions and 32 section meetings.

She flew fire patrol for two years under a contract with the Massachusetts Department of Environmental Protection, and she is currently working with Girl Scouts as resource person for the Aerospace Badge.

Harriet holds a commercial license with instrument and seaplane ratings and has flown over 1,500 hours.

Nanette Gaylord
Colorado Chapter
South Central Section

Presently serving as International Scrapbook Chairman, Nanette Gaylord has been an active member since 1971. Since then, she has added AMEL, CFI and ATP ratings, for a total of 1,500 hours.

She was trained at Ross School of Aviation in Tulsa, Oklahoma, and worked there as ground instructor, flight instructor and general

manager until 1974. From 1975 through 1980, Nan owned and managed Aviation Ground Schools in Denver, Colorado.

Currently a member of the Colorado Chapter, she has served as chairman of all committees and held all offices.

Air racing has included the 1976 PPD and 1977 IAR. She was co-winner of the 1977 PPD.

Judy Logue
Wyoming Chapter
Northwest Section

"I feel that from the line girls working overtime for flying hours to the women owning their high-performance corporate aircraft, the resulting 99 network is so important — as is recognizing our aviation heritage and being proficient pilots. Our Board's function is to direct efficient, enthusiastic support."

Judy Logue organized reactivation of the Wyoming Chapter and served four terms as chairman. She chaired the 1983 section meeting and also served the Northwest Section as AE chairman. She has participated in ARC as stop chairman and chief timer.

Judy, who is married with three children, built her own hangar and house. She owns a video production company and is an artist who has taught the handicapped for six years. She flies a 1960 C-172.

Virginia Dare Mattiza
Heart of Texas Chapter
South Central Section

"In 1977, my Oregon high school classmate, Evelyn Urban, encouraged my learning to fly with a gift certificate. That and joining 99s really turned my life around as I've been 'awe-ing' ever since, air racing and flying all over the US and Mexico, spreading the 99 word."

Virginia attended the EAA Convention at Oshkosh, MAPA at Kerrville and AOPA at Albuquerque. She has served on the International Membership Committee, signing up many new 99s, including our first lady in space. She acquired from NASA an American flag flown aboard Challenger 7 for the Resource Center at International Headquarters.

"Being a 99 is fun, and working for the great growth we've experienced is very gratifying."

NOMINATING COMMITTEE

Doris Abbate
Long Island Chapter
New York-New Jersey Section

Life Member Doris Abbate is an active pilot, worker and competitor in proficiency flying. She has served on numerous committees since joining in 1961, as chapter treasurer, BOD, AE Scholarship chairman (netting two AE winners), section secretary and currently as section treasurer.

Internationally, Doris helped create the new 99 exhibit, and currently she is Committee Chairman to Read/Condense Convention Minutes and regional coordinator of USPFT.

49½-er Ron, a strong 99 sup-

porter, has accompanied Doris to most of her eight International Conventions, 20 section meetings and two Forest of Friendship ceremonies, where both are honorees.

Doris is accountant/administrator of her husband's exhibit firm. Other aviation memberships include the Aerocats, Republic Aviation Action and AOPA.

Thelma Cull
Sacramento Valley Chapter
Southwest Section

Thelma Cull joined the Sacramento Valley Chapter in 1965. In 1966, she was aerospace education chairman, followed by

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Candidates for Election '84

continued from page 13

secretary, vice chairman, 1969-71 chairman and PPD start co-chairman in 1976. She continues to work on chapter projects and committees.

Her first Southwest Section responsibility was 1970-72 aerospace education chairman, then membership chairman, secretary, vice governor and 1980-82 governor. Currently she serves as Region 1 USPFT coordinator.

For seven years, Thelma worked on the International Credentials Committee, meeting many 99s. She has participated in 22 air races, 30 section and 12 International meetings.

"Ninety-Nines has added new dimensions to my life, and I would like to serve on the International Nominating Committee."

Dorothy Dickerhoof Kansas Chapter South Central Section

Dorothy received her pilot license in 1968 and joined the 99s in 1971. She has held several committee offices and has been treasurer (two terms), vice chairman and chairman (two terms) of the Kansas Chapter.

Dorothy has attended 14 section meetings and five International Conventions. She is currently serving as Forest of Friendship chairman for the South Central Section.

She has a commercial license with instrument and multiengine ratings and all ground instructor ratings. She is assistant chief pilot for Armstrong Aviation and has been Part 135 certified since 1975. She has flown in the Angel Derby, Powder Puff Derby and Shangri-La Grand Prix races.

Bobbie Herbert Northern New England Chapter New England Section

Bobbie Herbert has been a 99 since 1966. She holds commercial, ASEL and IFR ratings.

She has served as secretary, vice chairman and chairman of her chapter, each a two-year term. On the section level, she has held the positions of acting secretary, vice governor and governor, as well as serving on the Legislative, Nominating, International Convention and AE Scholarship Committees. On the International level, Bobbie chaired the 1981 Convention Site Selection Committee.

Other memberships include AOPA, American Bonanza Society, EAA, NIFA and Westchester County Pilots Association.

Dorothy Mercer Columbia Cascade Chapter Northwest Section

A private pilot and Columbia Cascade 99 since 1966, Dorothy Mercer has served as chairman (two terms), secretary, membership chairman and news reporter, as well as participating in flying companion seminars, aerospace education sessions in schools, publicity and exhibits.

Dorothy, who has attended 12 International Conventions, has served as section treasurer and conservator for the Section Convention Fund. She is a member of AOPA and Northwest Antique Airplane Club.

"I have enjoyed racing in the Palms to Pines, Air Race Classic and Oregon Petticoat Derbies. Friendships formed in these years, I believe, will enable me to solicit the best candidates for your choice in future elections."

NOTAM

Don't forget to plan for the April 5-7 National Aerospace Education Congress in Houston, Texas.

Thursday's activities include such speakers as Hans Mark, deputy administrator of NASA; General James Hartinger, commander of Headquarters Space Command; Dr. Paul E. Garber; Brigadier General Chuck Yeager and Mr. Scott Crossfield.

Friday's activities include a full day at the Johnson Space Center, with a banquet planned for that evening, while Saturday's sessions cover the morning with conclusion at 1230 hours.

Registration fee is \$55. Registration forms are available from the National Congress on Aerospace Education, HQ CAP/EDF, Maxwell AFB AL 36112.

NOTAM

1984 INTERNATIONAL CONVENTION

100 Reserved Seats
to Anchorage, Alaska
for \$501

50 Seats from Long Beach
50 Seats from Burbank

Leaving August 4 and Returning August 12

\$50 Deposit — Final Payment Due June 15

Contact:
June Leach
1005 Tularosa Ave.
Orange CA 920666



LOCKWOOD



WESTERMAN-SCHMALZ

AE SCHOLARSHIP TRUSTEE

Gertrude Lockwood San Diego Chapter Southwest Section

A 99 since 1956, Gertrude Lockwood holds ASEL and IFR ratings. She has served several terms as chapter treasurer and was seated on the 1969-70 International Nominating Committee. Her AWTAR contributions have included 1958 start chairman, 1961 publicity chairman, 1960-61 member of the Board of Directors, 1973 chief timer and 1977 registration assistant.

Gertrude, who manages her own investment business, has missed only two International Conventions in 17 years. She has helped with AE Scholarship projects and has encouraged contributions from local chapters.

Carolyn Westerman-Schmalz Kansas Chapter South Central Section

A member of the Kansas Chapter since 1972, Carolyn Westerman-Schmalz has served on most committees and held most offices, including chairman. Having previously served on the South Central Section's Safety Education and Nominating Committees, she currently chairs the AE Scholarship Committee.

With 700 hours, Carolyn holds a commercial license with instrument and multiengine ratings.

Employed by Beech Aircraft Corporation for 29 years, she supervises plant tour programs and has been a member of the Beech Employees Flying Club for 13 years, currently serving as secretary.



Patty Livingston and Barbara Bowerman pan for gold.
Photo by Saliye Werner



Mt. McKinley (or Denali — "The Great One").
Photo by Bob Nobmann



One reason we like mountain flying!
Photo by Patty Livingston



A view from the Denali Highway.
Photo by Saliye Werner



Mom and the kids out for a stroll in McKinley Park.
Photo by Saliye Werner

Alaska... Convention 1984

by Clare Drenowatz

LODGING

To quote *The Hitchhiker's Guide to the Galaxy*, "Don't panic!" We've got plenty of hotel rooms.

Anchorage is a small city. At the height of the tourist season in August, no hotel is large enough for a convention. We knew this when we started planning for 1984 five years ago. We also figured this would be the largest convention since Puerto Rico. So we've got four hotels and 450 rooms (150 more than the St. Louis or New Orleans Conventions). In order to keep track of everyone and to make our logistics easier, all hotel reservations should be made through our travel coordinator, Travel Enterprises. The hotels, the Alaska Chapter and Travel Enterprises will work very closely together, and we need your cooperation. Travel Enterprises does not get a commission on the hotel rates. We asked them to put together the travel package outlined in the January-February issue. We've established a good relationship, and they've offered to put their computer to work for us to keep hotel reservations straight.

If you've already tried to make reservations and were turned down, try again, this time using the form on pages 18-19. The Convention is Monday through Friday, August 6-10, but we have rooms on both weekends for early arrivals and folks who can't bear to leave. If you expect to need accommodations before or after August 4-12, don't delay.

The Sheraton Anchorage, "Elegance in a Wild Land," is our main hotel. Owned by one of Alaska's Native Corporations, it is a showcase of Alaskan art with marble murals of Eskimo scenes, photo murals of Alaska's native peoples and artifact displays on every floor. The jade and brass staircase in the airy atrium lobby is a masterpiece. Josephine's, on the 15th floor, is a gourmet's delight, and the view is spectacular.

The Hotel Captain Cook, named after the great explorer, uses warm teak, vibrant South Sea colors, artifacts and memorabilia which evoke visions of the lands he explored. Anchorage's largest hotel, the Cook has three restaurants and three lounges. The Crow's Nest, high in Tower 3, provides excellent French cuisine along with a superb *view of Cook Inlet*.

As you can see from the schedule, we will have activities in both major hotels. In addition, we have rooms at two other hotels — The Sheffield House, a small, quietly

elegant hotel, which features balconies in all rooms as well as a gourmet restaurant, and the Holiday Inn, newly remodeled throughout and featuring a large swimming pool, a super restaurant and a jumpin' lounge.

Because it's the busy season for the hotels, we have deadlines on room guarantees. After June 15 at the Holiday Inn, and July 5 at the other three, all rooms on which deposits are not received will revert to the hotels and will be available only as space allows. We'll have shuttle buses running on a constant loop from hotel to hotel. Bus passes will be sent, along with your reservation confirmation, by Travel Enterprises.

SPECIAL EVENTS

Alaska's silver anniversary of statehood is being celebrated in 1984. The Northwest Sectional, hosted by the Cook Inlet and Midnight Sun Chapters, will be held August 3-5 in Homer, Alaska. Registration information will be mailed to Northwest Section members in March, and we encourage others to contact Ruth Jacobs, P.O. Box 237, Anchor Point AK 99556, (907) 235-8007 after March 15. Ninety-Nines who plan to attend both can pick up their prepaid International registration packets at Homer (please check box on registration form).

The Trans-Alaska Air Race Classic, with more than \$10,000 in prize money, sponsored by Competition Aircraft and Narco Systems, is tentatively scheduled to leave Homer for Kenai, Anchorage, Fairbanks and Nome August 11. It will be a time-speed-distance-fuel proficiency race with a bonus poker run. For entry forms, write J.F.S. & Associates, Inc., 17806 32nd Ave. South, Seattle WA 98188.

NASA, in conjunction with the Alaska Air Carriers Association and the Alaska Department of Commerce and Economic Development, will hold a major international conference August 6-10 concerning VTOL and STOL aircraft and their applications to commercial bush flying.

The Alaska Airmen's Association will sponsor an August 11 air show at Merrill Field, our small plane airport. Planning includes static displays and fly-bys (both military and civil), ultralights, skydivers, balloons and possibly a hangar dance.

The Northway Mall, a shopping center across from Merrill Field, will hold its annual "Salute to Flight" August 9-12 inside and outside the mall.

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SEMINARS

History of Aviation in Alaska: A display of historic aviation photographs, movies and slides will be sponsored by the Alaska Aircraft Historical Society and Wien Air Alaska.

Float Flying: The Seaplane Pilots Association of Anchorage will make it possible for you to earn your water rating while you're here. This will be an introduction to float flying by J.J. Frey of EDO, the float people, and local SPA members (see "Float Plane Instruction Reservation," page 20).

Wilderness Survival: For anyone who flies out of gliding distance to the nearest airport, this session is sponsored by the survival experts from Elmendorf AFB.

Resource Exploration and Aviation: In Alaska, aviation support starts with exploration — in some cases, it's the only line of supply. This session is sponsored by Alyeska Pipeline Service Company.

Mountains, Passes and Glaciers: Alaskans think nothing of flying between 18,000-foot mountains at an altitude of 3,000 feet — and some land on our glaciers as a matter of course. This session is hosted by Lowell Thomas, Jr., former lieutenant governor, and others.

Careers: A different look at aviation careers shows that not all the jobs are with airlines and air taxis!

Resume' Writing and Interviews: Lillian Leblanc, Eastern New England Chapter, will outline how to present yourself in order to get that special job.

AOPA Radar: For those of you who have a radar environment to fly in, here's how to make the most of it. The charge of \$25 (at the door) benefits USPFT.

The Iditarod (eye-dit-uh-rod): Every March, teams of mushers and sled dogs take off from Anchorage to Nome, 1,049 miles, in the "Last Great Race on Earth."

FEATURES

Camai (chuh-my) is an Alaskan welcome, and you'll find plenty in our Camai Suite, sponsored by the Cook Inlet Chapter.

Cache is a raised cabin where early settlers kept their "stores" from the bears. The term is now used to mean store, and it's where you'll find 99s raising funds. In addition, combined with "The Cache," Alaskan native artisans will demonstrate and sell their baskets, ivory carvings and scrimshaw in an informal wander-by-or-stay setting.

Don't miss the Welcome Breakfast. We are going to get this International Convention off to a rousing start.

The cocktail party on Tuesday, sponsored by the Idaho Chapter, is strictly

informal — wear your Calvins or your "Can't Bust 'Ems" for a couple of hours of attitude adjustment. There is no (serious) program — just the Sheraton's superb hot hors d'oeuvres and no-host cocktails. Catch up with old friends and meet new ones.

The Amelia Earhart Luncheon, sponsored by the Columbia Cascade and Willamette Valley Chapters, will be different. (no hints, except to say that you'll have a hard time getting the centerpieces home!)

"The Way It Was" Luncheon, sponsored by the Midnight Sun Chapter, features a multi-media show on what flying was like in Alaska in the old days.

NASA has promised Dr. Kathryn Sullivan as speaker for the banquet, and we're keeping our fingers crossed that schedules don't change. Lowell Thomas, Jr., former lieutenant governor, will also present a spectacular show on glacier flying.

The local 49½ers will host a barbecue for 49½ers on the shores of Lake Hood, Anchorage's float plane base and the largest in the world. This optional event is definitely informal (check box on registration form).

Elmendorf Air Force Base and Ft. Richardson Army Base are on the optional agenda for a Wednesday tour, including the wildlife museum, hangars and F-15s on a fly-by (check box on registration form).

Registration includes the Welcome Breakfast, hors d'oeuvres at the cocktail party, the Amelia Earhart Luncheon, "The Way It Was" Luncheon, the banquet, all seminars and meetings and the shuttle buses.

GETTING HERE

We've heard that, because of the Olympics, airlines serving southern California aren't offering discount fares this August, which makes it difficult to get to Wien's "Gateway Cities." May we suggest flying your own aircraft to Seattle and going commercial from there? The Western Washington Chapter will meet you at Boeing Field in Seattle, help arrange your parking and take you to Sea-Tac for your flight to Alaska or to your hotel if you prefer overnight lodging. (Of course, you don't have to be from southern California to take advantage of this offer!) Contact Dorothy Wolfstone, 417 N.E. 81st, Seattle WA 98115, (206) 522-5322, to make arrangements.

If you're planning to fly all the way to Alaska in your own aircraft, and you will enter Canada at Vancouver's Boundary Bay (the new small plane airport), contact Chairman May Primeau, British Columbia Chapter, 3364 Marquette Crescent, #333, Vancouver BC, Canada V5S 4K4, (604) 430-2902, for hospitality information.

For any flight through Canada, Dr. June Mills will act as liaison, putting 99s together to convoy if desired. As noted in the December issue Saskatchewan has put together a packet of information. Send \$4 US or \$5 Canadian to June Mills, P.O. Box 231, North Battleford, Saskatchewan, Canada S9A 2Y3, (306) 445-4415, for the packet.

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Preliminary Schedule for 1984 International Convention

MONDAY, AUGUST 6

0800-1800 Registration, Hospitality, Credentials Sheraton
1300-1700 Seminar, "History of Aviation in Alaska" Sheraton

TUESDAY, AUGUST 7

0730-0900 Gala Welcome Breakfast Sheraton
0800-1800 Amelia Earhart Scholarship Meeting Sheraton
0900-1800 Registration, Hospitality, Credentials Sheraton
0930-1200 Seminar, "Ski and Float Flying" Sheraton
0900-1200 International Board of Directors Meeting Sheraton
1200-1330 Governors Luncheon Sheraton
1330-1600 Future Planning, International Board, International Chairmen Sheraton
1330-1600 Seminar, "Survival" Captain Cook
1600-1800 International Board Meeting (if necessary) Sheraton
1830-2030 Welcome Reception, informal cocktail party Sheraton

WEDNESDAY, AUGUST 8

0700-0800 Past Presidents, Charter Members, International Board Breakfast Sheraton
0800-1100 Registration, Hospitality, Credentials Sheraton
0800-1030 Seminar, "Resource Exploration and Aviation" Sheraton
0800-1030 Seminar, "Mountain and Pass Flying" Captain Cook
0800-1030 How-To Projects Presentations Sheraton
0900-1100 Cache and Native Arts Demonstration and Sales Sheraton
1130-1400 Amelia Earhart Luncheon Captain Cook
1430-1600 Seek & Keep Membership Meeting Captain Cook
1430-1800 Registration, Hospitality, Credentials, Cache Sheraton
1600-1800 Business Meeting Preview Sheraton
1830-1930 USPFT Slide Show Sheraton

THURSDAY, AUGUST 9

0700-0745 Credentials 4th Avenue Theatre
0800-1200 Business Meeting 4th Avenue Theatre
0800-1200 Hospitality, Cache, Native Arts Sheraton
1230-1430 "The Way It Was" Luncheon Captain Cook
1430-1630 Round Tables Captain Cook
1500-1800 Hospitality, Cache, Native Arts Sheraton
1600-1700 Post Board Meeting Sheraton
1630- AWTAR Cocktail Party (location to be announced)
1800-2200 Tentative Salmon Bake

FRIDAY, AUGUST 10

0800-1800 Hospitality Sheraton
0800-1200 Cache and Native Arts Sheraton
0900-1100 Careers Seminar Sheraton
0900-1300 Seminar on AOPA Radar (benefit USPFT) Captain Cook
1100-1300 Careers Seminar Sheraton
1130-1700 Seminar, "The Iditarod" Captain Cook
1300-1500 AOPA Radar Seminar (benefit USPFT) Captain Cook
1830-1930 Cocktails Sheraton
1930-2200 Banquet Sheraton

(Cache, 99 sales, Native Arts and Native Artisans will demonstrate and sell their crafts. The "Iditarod" is a 1,049-mile dog sled race from Anchorage to Nome, held in March year, which depends heavily on aviation for logistics support.)



Under a midnight sun, 99s and friends enjoy a campfire on the bank of the Koyokuk, near Bettles, Alaska.
Photo by Bob Nobmann

There are no direct jet flights from Kotzebue to Barrow, nor from Bethel to Dillingham. While Alaskans are the flyingest people in the Union, there are only 400,000 of us.

Even with the summer tourist influx, the airlines don't find it economical to do "milk run" routes — for one thing, the cargo is all out of Anchorage.

Sorry, Canada and Alaska, Travel Enterprises' toll-free number doesn't work for us. Their new "real" number is (907) 561-5030.

PACKING

What to wear, what to wear? If you're planning on any activities outside, bring at least a warm coat. If you'll get near a float or raft trip, make it waterproof. Down jackets are a "no-no" in the wet; stick to synthetic fibers like Polarguard and Hollofil because, when they get wet, they will still keep a good amount of warmth in the body.

The climate in Anchorage is mild — 70 degrees is warm, and 50 degrees is about average for nights. It can freeze in Nome, Kotzebue and Barrow if you're planning a trip to the northern part of the state.

Anchorage is a casual town. Blue jeans is not unusual dress downtown, and a down parka over an evening dress won't get a second look. (If you don't want to pack two coats, go for the warm one.)

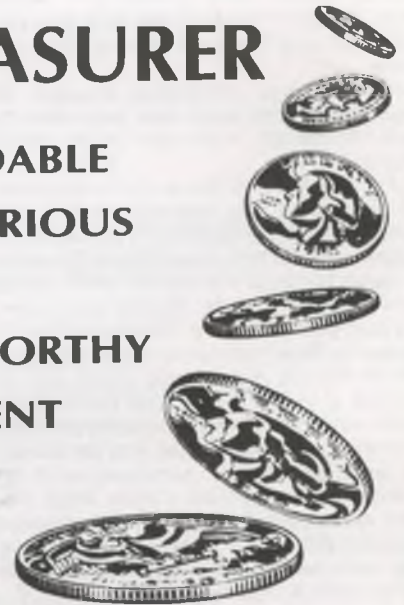
When you get to the reservation form on pages 18-19, again, "Don't panic!" Just read it over before starting to complete information. Under the travel and tours sections, fill in the dates you wish to travel. No arrangements will be made in your behalf until you have been contacted by Travel Enterprises to approve the itinerary (except for the short one-day trips).

We hope you'll be able to spend some time when you come. Alaska is a wonderful place, and as much as we like Anchorage, we'd hate for you not to see more of the state.

DIANE COZZI for TREASURER



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INDUSTRIOUS
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*Our Treasury will be
in mint condition
with Diane at the
helm.*

chapter

News, Activities and Projects



Caribbean Section members gather for their fall meeting at West Palm Beach, Florida.



CARIBBEAN SECTION

Section 99s recently held their fall meeting as members from Freeport flew to West Palm Beach International Airport where they were joined at Becket Aviation by Southeast Section Governor Alexis Montague-Ewanchew and other Gulf Stream Chapter members, including Joyce Kimberly, Gloria Rinke, Barbara Cochrane, Mina Elshner and Cathy Young. Guests included Erika Moultrie, student pilot, and Tyrone Sweeting, 49½er of Leona.

An interesting, informative program on preventive maintenance was presented by Chris Rhinehart, A&P with Palm Beach Aviation.

After luncheon at the airport's Squadron 221 Restaurant, the business meeting was called to order by Governor Yvonne Smith. Reports of the Third International Fly-Away by Esme Williams and the 99 International Convention of 1983 by Yvonne were given. The past year's activities included a fly-in to Nassau on New Providence Island, contribution to the AE Scholarship Fund and air marking at Freeport and West End Airports on Grand Bahama Island. Proposed plans are air marking at Treasure Cay and Marsh Harbor on Abaco Island, participation in the Grand Bahama Schools' Career Week program and development of the 66 program under the direction of Chairman Gina Clarke. Fran Davis was appointed 99 *NEWS* reporter and scrapbook chairman.

by Fran Davis

WESTERN CANADA SECTION

Greater Winnipeg Chapter

Winter and the holiday season are slow weeks for some of our members as far as active flying is concerned, but a few pilots are busy. Gina Marino completed her night rating

and is halfway through her commercial license, while Janice Cannell continues her aerobatic lessons. Members with commercial licenses volunteered their services for the Christmas Cheer Board of Winnipeg at the "Flight Over the City" fund-raising project.

Karen Bandorf, 1983 scholarship winner, has received confirmation that she has been accepted into the Canadian Forces Pilot Training Program. After completing basic training at Chilliwack, British Columbia, she begins primary flight training at 3CFFTS Portage la Prairie, Manitoba.

Beth Candlish has just returned from an interesting trip to South America. A member of the Canadian Grain Commission, Beth traveled commercial and was a passenger on 16 different aircraft. Her travels took her to Mexico, Colombia and Brazil.

In December we viewed educational films from MOT on winter weather and flying.

Lynda Gregg now has a position with Perimeter Aviation as a flight training coordinator.

Shirley Render continues her travels in connection with her Amelia Earhart Research Grant. She was guest speaker at Eastern Ontario Chapter 99s meeting, Winnipeg Zontas and two WD-RCAF groups, one in Hamilton and the other in Winnipeg. These gatherings were most interested in Shirley's research on Canadian Women in Aviation.

Greater Winnipeg's annual post-Christmas party was a fondue afternoon at the home of Irene Henley—a time of fun and relaxation!

by Edna Fowke

NEW ENGLAND SECTION

Eastern New England Chapter

Wow! Would you believe that Alaska is warmer than New England? Drat! Eastern New England would like Alaska to be cool in August. Why, you ask? So that the weather will be conducive to your buying our sweaters. We have two brand new, absolutely gorgeous sweaters that will be debuting in Anchorage. Come see us, you'll love them!

December was the month for putting on our aprons and baking those Christmas cookies. Chapter 99s presented cookies to towers, flight service stations, fixed base operators, flight schools and aircraft owners and managers throughout eastern Massachusetts and Rhode Island. The purpose of our "cookie bookies" is to spread goodwill and thank those people who have helped us with our aviation activities throughout the year.

Frank MacIntire, instructor at East Coast Aero Technical School, presented the program at our January meeting held at Hanscom Field in Bedford, Massachusetts. He spoke on the maintenance aspects of owning your own aircraft. The discussion centered around FAR Part 43, which allows the owner-

pilot to perform certain types of inspections and maintenance on her airplane.

The chapter has a special revolving loan fund called the Marie Lepore Fund that enables our members to acquire greater proficiency in any phase of aviation. The most recent recipient of the fund is Lillian LeBlanc. Lil received a loan from the fund to pursue an instrument rating.

by Jean Doherty and Sherry Edmonds



Marie Lepore, Eastern New England Chapter, presents Christmas cookies to Barbara McKeon, the Worcester Airport manager's secretary.



Admiring the VariViggen built by Carol and Frank Stites are Marie Lepore, Ginnie Ursin, Diane Cassavant, Carol Stites and Harriet Fuller.

Northern New England Chapter

Boston Center, the FAA Traffic Control Center, isn't in Boston. It isn't even in Massachusetts. It is in Nashua, New Hampshire, and January 14 their doors were opened to 99s. This was a rare occasion (since the controllers' strike) and the FAA rolled out the red carpet. Twenty-one 99s and 49½ers, including New England Section Governor Billie Downing, toured all sectors of radar control. Boston Center has the unusual distinction of being the only center that mans an airport approach control—Manchester, New Hampshire. Approach control is normally located in the airport tower building. The controllers' training rooms and the new weather reporting station were also open for perusal.

After lunching with FAA personnel, plans for the spring section meeting were discussed.

Diane Norton arranged the Boston Center tour but didn't get to attend. Diane and Aileen Anderson couldn't get back in time from a business trip to the Lake Aircraft-Kissimmee facility in Florida. Reports of freezing rain all the way up the East Coast gave them a good excuse to stay and play on the Florida lakes with Diane's new Lake Amphibian.

(P.S. Atlantic City (Bader Airport) charges \$7.50 landing fee even to just stop for fuel!)

by Aileen Anderson

MIDDLE EAST SECTION

Central Pennsylvania Chapter

Our Christmas party was held December 10 in Harrisburg. A festive dinner and hilarious gift exchange were enjoyed by 10 members, their 49½ers and two pilot guests.

Due to the record-breaking bitter cold and long distances over the mountains between our towns, it was decided not to meet in January or February.

The USPFT regional competition will be held May 5 (rain date May 12) at Montoursville Airport.

Helen Sheffer has been appointed to the Lycoming Airport Board of the Montoursville Airport. We are proud of this new recognition as Helen has done so many exciting and worthwhile things in the aviation world.

by Margaret Wellington

Hampton Roads Chapter

Some of our members donated their time and fuel to fly children, wards of the court of Chesapeake, Virginia, in an effort to promote among them the love of flying.

August 7 we held our "Penny-a-Pound" day. It was again a success, with another scheduled in May.

Our group was represented at the New Orleans Convention, and they came back full of tales that made a lot of us wish we had gone, too.

We have sponsored several safety seminars. We have treated our guests to cookies and appetizers, and we are really packing them in.

by Josy Koushel



At the Hummel Airport air marking are Hampton Roads members (on ladder) Sandra Villanova, Pamela Williams, Connie Zoot, (left of ladder) Dawn Kinard holding Bandit, Joan Brockett, Mary White, Edith Fischer, Linda Hollowell and (right of ladder) John and Libby Mesick.

Maryland Chapter

Approximately 20 members and guests helped our chapter celebrate our 20th anniversary, which was combined with our Christmas party. Chapter charter member Doris Jacobson presented a 20-year recap of our history. Doris, who is also our historian, brought two mammoth scrapbooks filled with memorabilia and photos. Also present were three other chapter charter members.

The gals co-sponsored a safety meeting, chaired by Kay Hanson, at Martin State Airport. The film, "Stalls and Spins," from AOPA was shown.

Some of our members participated in the annual Holly Run to Tangier Island to bring Christmas to the people of the island. This is

the only way they get decorations. It was a great experience.

We were also presented with an excellent program on "Cold Weather Flying and Pre-flight" by Ed Henry of Martin State Airport.

Our 66 program is progressing very well, presenting us with two new 99s—Jet Hobbs and Barbie Vogel. Pam Owen, a student pilot, became our newest 66.

Convention plans for 1985 are going full steam ahead under the able leadership of Joan Bates.

by Joan M. Kosek

At a safety meeting at Martin State Airport are Maryland Chapter members (front row) Maureen Larkin, Janice Colvin, Kay Hanson, Ginny Vogel, Doris Jacobson, (back row) Sabrina Kipp, Lucy Browne, Jane Toskes, Madeline Burris, Betty McSorley, Kay Bays, Jet Hobbs and Barbara Feader.



Potomac Chapter

Our January meeting, in College Park, featured the "Dynamic Duo" from the Maryland Chapter—JoAnn Bates and "Jet" Hobbs. They discussed the chapter's duties for the 1985 International Convention in Baltimore. Loretta Haskell, a new CFI, described two support groups she is hoping to establish in the Washington area—the Corporate Angel Network and the American Medical Support Flight Team. These groups coordi-



JEAN M. DAVIS

FOR

SECRETARY

Mid-Columbia Chapter

Northwest Section

Immediate Past Governor Northwest Section

Commercial - Instrument Pilot

1940 Hours

a majority of which have been accumulated while

FLYING

FOR

AND

WITH

THE NINETY-NINES

doing the things that I like to do best!

My faithful Skylane, "N-799 JD," is always ready for action, of which, thanks to The Ninety-Nines, there is never a shortage.

HOWEVER WE VOTE, LET'S ALL BE SURE TO VOTE!

nate activities which transport patients, organs and blood in general aviation aircraft.

We were surprised and pleased to see Marcy Deckelbaum, who flies Beech 99s and Navajos for Air New Orleans and who came from Panama City, Florida to attend the meeting. The meeting adjourned to the home of Edna Dragoo, where we were served a super luncheon. After such an elegant repast, we need a lecture on exceeding the gross weight limitations of our aircraft.

The 89th Military Airlift Wing at Andrews AFB and the Maryland State Aviation Administration co-sponsored a safety seminar January 28 at Andrews. The seminar was coordinated by chapter member Elizabeth Matarese. Response was overwhelming. Eleven members were privileged to attend, and three of us (Elizabeth Matarese, Loretta Haskell and Marilyn DonCarlos) received permission to land at Andrews. Having participated in PAR approaches to Andrews many times in the past, it was a real thrill to put the wheels on the runway for the first time.

We were briefed on TCA and low altitude high speed military procedures and operations of the 89th Military Airlift Wing, which includes transporting the President and other government officials. We were shown F-4s, simulators and jet preflight procedures, and we saw a demonstration of the base's fire-fighting capabilities. Elizabeth, Major Kit Wright and the many others who contributed to the seminar made it a memorable and valuable experience.

by Marilyn DonCarlos

airport and the historic town where we shopped and enjoyed an excellent brunch. Taking advantage of the superb VFR conditions were Gerda Ruhnke, Jean Marsom, Lin Clayberg, Maureen Long, Polly Carico, Julie and John LeKander and five guests.

January 11 found a handful of us at the Zonta Amelia Earhart dinner at Amelia's Restaurant in Crystal City to hear Velta Benn, recently inducted into Virginia's Aviation Hall of Fame, speak on "Amelia, Nancy and Santiago Blue," recalling the early days of the WASPs. Representing the chapter were Beverly and Ed Sharpe, Hedy Jaffe, Bea Wilder, Gerda Ruhnke, Barbara Rohde, Betty Fisher, Lin Clayberg, Karen Griffith and Jean Ross Howard.

At another Zonta Amelia Earhart Luncheon three days later at the Legion Hall in Alexandria, Rosemary Doud, Betty Fisher and Irene Wirschafter heard Grace McGuire describe the progress of Project Destiny, her plans to fly around the world next July to complete AE's 1937 trip. Apparently Grace almost didn't make this trip! So many planes at Newark were iced up, the airport ran out of de-icing fluid. Fortunately for the Zontas who waited almost two hours, fluid for Grace's plane was obtained from another airport!

by Lin Clayberg

West Virginia Mountaineer Chapter

September 10, 1983 marked a momentous occasion for the chapter. We accomplished our very first air marking at Pineville.

CHAPTER NEWS, ETC.

Shenandoah Valley Chapter

Pat Knight, flight instructor and charter pilot from Waynesboro who said that he would speak anywhere and anytime for a free meal, offered suggestions for flying in and out of large airports. His lively and humorous talk was aided by Debbie Wooten, controller from Richmond, and Graham Pitsenberger, FAA retiree. This gave an interesting triad of suggestions—from the instructor/charter pilot, study your charts and be well prepared; from the controller, state who you are, where you are and what you want; and from the retired FAA inspector, don't call him on the telephone and start a fight.

Mary and Russ Horner were hosts to members and their families as well as visitors from Waynesboro, Mt. Sidney and Churchville, Virginia.

by Virginia Thompson

Washington, D.C. Chapter

Congratulations go to Gerda Ruhnke for earning her Part 135 air taxi and charter certificate January 5. As president of her own corporation, Dulles Air Service, a veteran tour guide in Washington and fluent master of three languages, Gerda is now in a unique position to offer quick hops to any tourist attraction (or quiet get-away spot) within 600 miles of Dulles, home base for 2896G.

Perfect CAVU weather December 17 lasted all day for our annual fly-in to Williamsburg, organized by Rosemary Doud and hosted by Edith Fischer of the Hampton Roads Chapter and two other gals who ferried us between the

We were blessed with great flying weather that day (after two earlier postponements). We had hoped for an airport with a shorter name for our first attempt, but we worked diligently and still flew off at 1630 hours, leaving behind a pleased group of friends in Pineville.



West Virginia Mountaineers who flew in to Checkpoint Charlie Airport for a picnic included (front row) Barbara Baron, Sharon Peters, Betty Olivilo, Sharon Watson, (back row) Pat Hines, Jean Pickering, Mary Lou Lewis and Kathy Brown.

In July we enjoyed a fly-in picnic at Checkpoint Charlie Airport, which is a grass strip located on Jean and Charlie Pickering's farm near Lowell, Ohio. We even squeezed in a poolside business meeting between all the trips to the picnic tables.

We conducted our annual Pinch-Hitters Course in Charleston in November. Fifteen people signed up for the course, and nearly half of them were able to take advantage of their flight lesson the day of the course. Members who volunteered their time included Lois Fida, Morgan Hapeman, Jean Picker-

ing and Barbara Baron. Mary Lou Lewis shared medical facts about flying with the group. All participants turned in good reviews.

by Sharon Watson

NY-NJ SECTION

Garden State Chapter

The chapter sponsored a Pennies-a-Pound event September 24 at Trenton-Robbinsville Airport for the benefit of the Mercer County College Flight Team. With the help of many friends, dedicated 49½ers and fellow 99s from neighboring chapters, we were able to introduce nearly 400 people to the world of general aviation and gave many the opportunity to view New Jersey from 1,500 feet for the first time in their lives. It was truly an exhilarating experience to work alongside fellow pilots in a day of good fun and fellowship and, yes, hard work, to make this possible. In addition, we were able to present the Mercer County College Aeronautics Department with a sizeable check to help defray the expenses of the flight team at the NIFA regional meets. We had such a great time it has been unofficially agreed to make this an annual event.

Our October meeting was held at Marlboro Airport with a spot landing contest following the business meeting. The winner of that contest was none other than Jim Pifer, Betty's 49½er, in his Bonanza.

Three of our members attended the fall section meeting, hosted in Syracuse, New York by the Central New York Chapter. Alice Hammond and husband John made the 10-hour drive in the family car (that's dedication!), while Racquel McNeil and Mary Helfrick took the easy route, flying in Mary's Archer.

Betty Pifer and Racquel McNeil placed fifth in October's Empire State 300.

On a gorgeous November day, a few of our "magic markers" air marked Cross Keys Airport in southern New Jersey. From all reports, they did a super job despite a lot of difficulties with the paint.

Our chapter has done such a terrific job this year with fund-raisers that we were able to institute a scholarship fund for a 99 from our chapter to further her aviation skills and/or career. She will be selected by members of the scholarship board on the basis of merit and need. This scholarship was named the Alice Hammond Scholarship in honor of Alice, who emulates 99s and flying wherever she goes. The award will be made at the Garden State 300 banquet June 9. The racing event will be chaired by Cheryl Hoyt.

These Garden State Chapter members look pleased with the proceeds from their Pennies-a-Pound event.



Greater New York Chapter

Enthusiasm soars with plans for the May 18-20 sectional meeting as even New Yorkers with homes of their own are signing up for a weekend at the grande luxe Vista Hotel. One feature at Saturday's luncheon will be Lisa Hebo's drill team and honor guard of CAP cadets who will perform in full regalia. Lisa is a WAVE and a lieutenant colonel unit commander of CAP, as well as coordinator of the ticket counters for Pan Am.

Heidi Hafner is busy collecting favors and prizes for the section meeting in her hometown of Stroudsburg, Pennsylvania. In New York for the last chapter meeting, she had just come from a reunion of "Miss Subways." Heidi was Miss Subways of 1976.

Wendy Sussman, who keeps her Archer at Westchester Airport, just passed her instrument and commercial written exams. Penny Amabile is off to the interior of Panama and will visit 99 Carol Glickenhau.

by Julie Talbert

Long Island Chapter

We have a new 66. Myrta Enzler, who regularly attends meetings, air markings and other events, soloed December 10. Terry Caputo, a brand new 99, has become an engineer with the Grumman Aerospace Corporation, and Mira Rosen moved up to instrument pilot. Chairman Pat Bizzoso has become a part-time charter pilot for Mid-County Flyers. This job was promised to Pat by 99 Diane Fisher when Pat was working on her commercial license, which she needed for the job. Pat now has that license and is working toward her multiengine rating on the 1983 AE Scholarship. She hopes to eventually make flying a full-time career.

December held many parties, including the annual 99 party. This year it was attended by a record number of 70 members and guests. The Aerocats Flying Club had their Christmas party at the home of 99 Joyce Malkmes, who is vice president of the Aerocats. She had been voted the 1983 Aerocat of the Year and has long been known as "the hostess with the mostest." Most or perhaps all of the female members of the Aerocats are also 99s, and many of them attended, including Mae Smith, Aerocats secretary and safety and APT chairman for the chapter.

January saw the chapter without its home of six years. Our FBO closed the morning of the meeting. The FAA took us in and we held a safety seminar that night, viewing several wonderful films provided at the last minute by Allen Darwin of the Farmingdale GADO. The next two meetings will be held at Mid-County Flyers until we find another meeting place large enough to accommodate our rapidly growing group.

by Patricia Rockwell

Western New York Chapter

During January the chapter was busy helping local Zonta clubs celebrate Amelia Earhart Day. Deborah Tallman spoke at the Amherst Zonta meeting, Rose Marie Sutherland at the East Aurora Zonta Club, and Pat Tolsma at the Grand Island Zonta Club.

The 99s were guests of the Buffalo Aero Club at their annual Ladies' Night.

NORTH CENTRAL SECTION

All-Ohio Chapter

Our January meeting was held on a cold morning at the Dayton General South Air-



All-Ohioans Elinor Kline, John Warlick, Vi Blowers Stamm, Cindy Woodward, Debbie Wilson and Judy Westerleide enjoy a "hands-on" visit with the Wright "B" Flyer, while Sandy Gordley (below) tests the controls.



port, hosted by Elinor Kline. After the business meeting, a delicious box lunch was served. During lunch, Roger Bullock, a friend of Elinor's, presented a slide show and talked about his trip to Alaska several years ago. The pictures of the trip were beautiful and really whet the chapter's appetite for International Convention this summer. Afterward, we had a "hands-on" visit with the Wright "B" Flyer,

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Charlene's twenty-one years of experience, dedicated service to the Ninety-Nines, Inc. and aviation, assures continued growth and success of women in aviation!



THE 99s WILL GO FAR WITH CHAR

which is based at the airport. The flyer is a reconstructed model of the original. Vi Blow-ers Stamm made all the upholstery and the wing patterns for the aircraft.

CFIs Barb Golan, Sandy Gordley and Sharon Haucke passed their checkrides and are mission pilots/cadet orientation-cadet pax-associate member pilots and check pilots for the Ohio Wing of CAP.

Elinor Kline recently received a promotion at Wright-Patterson AFB. She formerly negotiated and wrote contracts for research and development. Now she will be reviewing the contracts that others write and helping formulate R&D policy.

by Jayne Herman

CHAPTER NEWS, ETC.

Central Illinois Chapter

Our chapter was proud to accept the sectional air marking trophy for 1982-83. Airports air marked in 1983 included Paxton, Paris, Lincoln, Pontiac and Springfield.

Greg Vale, Bloomington Avionics, addressed the chapter on radio equipment and the Loran-C navigational system at the conclusion of our December meeting.

Lynn Trupin and 49½er Dr. Lou flew to various Caribbean Islands in January in conjunction with the Flying Physicians. They visited Georgetown, Tortola, Martinique and St. Kitts, sharing equally the 32 hours of flying.

Our chapter was represented at the January 28 Super Seminar in Springfield by Jean and Bob West, Deed and Max Holcomb, Libby and Bob Kaiser, Anita Albert and Linda Hamer.

Chairman Anita Albert and Linda Hamer were speakers at their local Zonta Club in January. Anita discussed the 99s, and Linda shared some of her experiences with aerobatic flying.

by Mary Waters



Chicago Area Chapter member Sue Zucher pins new member Shirley McCann.

Chicago Area Chapter

Ellen O'Hara reports that her high school aviation class is going very well. Ellen was invited by the Air Force to tour Sheppard AFB. As part of a distinguished educators tour, she spent three days in Wichita Falls, Texas, going through the training area for pilots and instructors.

Kathryn Urbaszewski has been named aviation education coordinator for the Illinois

Division of Aeronautics. She has been assigned to the Chicago Office of the Bureau of Aviation Education and Safety, where she will concentrate on aviation education programs directed toward youth and schools.

Mary Panczyszyn spoke to the Waukegan Chapter of Zonta International January 18. She also presented the film, "For the Fun of It, Too," and the group was truly impressed with the 99s' accomplishments.

Our monthly chapter meeting was very special since we were celebrating our 50th anniversary with a luncheon and program at the Weston Hotel. Chairman of this event, Diane Cozzi, and her committee members, Bev Greenhill, Karen Mansfield, Connie

Miller-Gruberman, Madeleine Monaco, Mary Panczyszyn, Sharon Schorsch, Marge Sundmacher and Gail Wenk, really made the occasion very special with a lovely lunch, decorations and a memorable program. Our special guests included International President Marilyn Copeland and Vice President Charlene Falkenberg. Former chapter chairmen in attendance included Diane Cozzi, Ellen O'Hara, Marjorie Anderson, Gail Wenk, Joan Kerwin and Nita Fineman, as well as our current chairman, Mary Panczyszyn. Gini Sutherland came in from the Greater Detroit Area, and Virginia Mattiza and Robbie McBride flew in from the Heart of Texas Chapter. We also welcomed new member Shirley McCann.

by Mary Story

Greater Detroit Area Chapter

Mardi Drebing, Mearl Frame, Nancy Hecksel, June Jarvis, Gini Sutherland and Phyllis Wood represented our chapter at the North Central Fall Sectional. Phyllis Wood made and donated a beautiful 99 compass rose needlepoint pillow; the lucky raffle winner was our own Bernice Millar. Chairman Mardi Drebing, bursting with pride, returned with two trophies awarded to our chapter for "Aviation Activities" and our "66 Program." Special thanks go to Jan King for keeping track of and recording all of our chapter's aviation-related activities, and to Phyllis Wood for her successful efforts with our 66s.

October 15 began with thick ground fog which luckily burned off, providing a beautiful day for our annual Treasure Hunt. Most of our chapter participated in this fun event as workers, competitors or both. Competitors departed Owosso Airport, solving many clues to find and land at Ionia, where they received new clues leading to Gratiot Community Airport near Alma for a spot landing contest and new clues leading to Marlette. Then it was back to Owosso for a celebration banquet and awards presentation. Maisie Stears, Michigan Chapter, took first place, with our own Sue Siporin as copilot in second place and Nancy Walters, Michigan Chapter, third. Chairman Mardi Drebing aced the spot landing challenge. Sue Siporin's daughter, Denise (a prospective 66) won the poker run. Many thanks go to Julia Black, Sheila Devlin, Jan King, Marie Littler, Sue Siporin and Melba Smith for their time-consuming preparation and organizational efforts, culminating in this successful chapter project.

Sue and Sandy Siporin hosted our October 20 meeting in their large home. We were particularly delighted to have former member Doris Kilanski join us following her return from Yemen.

Lillian Snyder, the new manager of Detroit City Airport, arranged our November 13 joint meeting with the Michigan Chapter at the Detroit Boat Club. A short business meeting was held prior to the Sunday brunch, followed by slides, film and a presentation by Dennis Norton, co-founder and president of the Yankee Air Force. Sponsor Gini Sutherland pinned new members Sally Flynn, Judy Gray and Jeanne Scavone.

Another joint effort was a gathering to celebrate the holiday season December 3 at McKinley Airport. Both chapters donated wrapped children's Christmas gifts, which were presented to the Methodist Children's Home in northwest Detroit. We all enjoyed the large, joint 49½er initiation. Sponsor Nancy Hecksel pinned recent member Dorothy Price Gillis. A very informative slide presentation was given by Mary and Don Cantrell, covering their 1978 trip to Alaska in their Turbo Aztec with all four young children and governess. We particularly appreciated their emphasis on proper survival gear, comprehensive pre-planning, VFR pilotage refresher training and altitude for safe flying enjoyment.

Both chapters got together again January 10 to sponsor an FAA Safety Seminar on winter flying in Fraser. We were expecting approximately 100 attendees, but between 400 and 500 braved the zero degree weather, putting quite a strain on our refreshment supplies.

Pontiac Airport's Terminal Building hosted our January 19 chapter meeting devoted to old and new business with a very informative presentation on winter flying by Esther Wolf Bennett of the Lake Michigan Chapter.

by Dorothy Price Gillis



Indiana Chapter's newest members being officially welcomed by Membership Chairman Midge Moore are Mary Nicholson, Bunny Outlaw and Sylvia Topper.

Indiana Chapter

Hot coffee and square (!) donuts were most welcome when we arrived at Hulman Field, Terre Haute, for our January 15 chapter meeting, hosted by Chairman Betty DeBaun.

We were happy to have Bonnie Crumrin, Terre Haute, a guest of Mary Nicholson, and prospective member Nancy Dwyer, a sky diver with some 600 jumps to her credit. Nancy, who received a grade of 98 on her private written and passed her flight test December 29, flew from Indianapolis with her



Anne Black, air marking chairman, gives a final touch to the newly painted roof at Attica, Indiana. The arrow points to Riley Field.

husband, Dr. David Dwyer. David is a non-pilot and a non-parachutist.

Nellie Reynolds had just returned from four weeks "down on the farm" where she went to await the birth of a new grandson to daughter-in-law Pam Reynolds and son Randy. Pam is a former member of the Indiana 99s.

June and Joe Norman spent a week on San Andres, an island just 145 miles off the coast of Nicaragua.

Safety Education Chairman Esther Wyandt has given three BFRs recently to Lois Hawley, Barbara Simmons and 49½er Dick Kennard.

Air Marking Chairman Anne Black reported that the roof of the C&D Batteries plant in Attica was marked October 29. In October 1973 another building in the same area had been painted. It is hoped this one will last as long.

Before adjourning for the program, Membership Chairman Midge Moore officially welcomed and pinned newest members Mary Nicholson, Bunny Outlaw and Sylvia Topper and presented them with the 99s roster, history and corsages.

Bunny Outlaw introduced our speaker, Carol Sutkowski, a student in the aerospace program at Indiana State University in Terre Haute. She discussed the university's aviation program, which has been in existence for the past 12 years. Carol has her commercial, instrument, instructor, multiengine and is working on her multiengine instructor rating.

by Rae Cawdell

Indiana Dunes Chapter

To help celebrate the Amelia Earhart Month in January, Phyllis Webb, Zonta/Indiana Dunes member, invited Charlene Falkenberg to give a presentation for the Muskegon, Michigan Zontas. Charlene treated members to a talk and a film about AE entitled "On a Wing and a Prayer." In addition, Margaret Statzell, Zonta/Indiana Dunes member, invited Charlene to give her presentation at the South Bend Zonta meeting.

Joy Black, a member of CAP, gave an excellent safety presentation on ELTs at the January meeting. She also reported on her flight as a passenger in a two-place ultralight — "flying just like a bird!"

Paula Debois, who flies as first officer for Air Illinois, has been furloughed but hopes to be in the air again soon.

New 66 Joyce Hamady attended her first chapter meeting in January at the home of Barbara Gross.

by Christine Murdock

Lake Erie Chapter

Chapter members held their 10th anniversary charter banquet at the Reliance Hangar, Cuyahoga County Airport, January 19. Following a sumptuous buffet, it was "certificate"



Lake Erie charter members Edye Maxim, Helen Keidel, Bernice Barris, Helen Sammon, Dodie Jewett and Jeannette Dudek pose with the 10th anniversary cake.

night, with members honored for race participation, Wings program, past chairmen and the 66 program. New member Irene Burkhardt's hubby was initiated as a 49½er.

Winning a quarterly drawing based on attendance at chapter meetings was Judy Cross of Cortland, and Dodie Jewett, who is also treasurer of the North Central Section, was recognized for 10 years of perfect attendance at chapter meetings.

Meigs Adams, chapter legislation chairman, had no trouble getting signatures as she recently garnered 445 on her copy of *Plane and Pilot News* to capture a \$1,000 prize in scrip, good on Windjammer cruises.

by Marg Juhasz

Minnesota Chapter

It was "strictly business" when 40 Ninety-Nines gathered at Chairman Joan Sommerfeld's home for a January potluck dinner and business meeting. Carol Erickson, legislative chairman and member of the Metropolitan Airports Commission, reported on proposed improvements to the seven airports under MAC jurisdiction. Other committee reports of coming flying activities, air age education,



HARRIET FULLER

for

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Eastern New England is PROUDLY spreading the word

NIFA, 66s, Red Cross Lifeguard and American Cancer Society flights, air marking and Explorers left no doubt the chapter offers something to interest every woman pilot in the area.

Seven prospective members joined 25 chapter members for a Sunday afternoon poolside membership meeting hosted by Vice Chairman Terry Ludtke. The recently revised bylaws were approved, followed by brief descriptions of various social and service activities of the chapter.

Ellie Nelson and Sally Woodburn are the chapter's most recent aircraft owners. They found a Mooney M20E in Iowa and are flying it happily around Minnesota!

Clara Johansen was honored by the Minnesota Department of Transportation Division of Aeronautics for her service on the Advisory Council. As chapter chairman, Clara attended every meeting of the council during the past two years. She was cited for her "service to aeronautics." Joan Sommerfeld currently serves on the council.

by Hope Isaacson

Wayne. Chapter Chairman Judy Graham's name was drawn to be the model, and we all watched with interest as they began with a facial, make-up and color analysis.

by Linda Rice

Wisconsin Chapter

The January meeting was held in Oshkosh with good attendance and good weather. Cindy Lee Duckert showed slides of a recent trip to California where she toured the Spruce Goose and saw the new Starship being tested by Beechcraft.

We are excited about the Americana Grand Prix Air Race that will start and finish at the Americana Airport in Lake Geneva—even non-racing chapter members are asked to join in the activities. Carolyn Arnold and Cindy Schofield attended the January 28 drawing for the first six racers.

Best wishes go to Ray and Terri Donner, who are expecting their first baby. They have moved from Wisconsin to Kentucky.

by Carolyn J. Arnold

viewers the importance of checking the weather prior to takeoff and during flight, as well as leaving yourself room to turn back if necessary. The second film, "Prop Strikes," concerned the importance of being aware of the prop in motion even though the eye cannot see it.

by Kathy Layman

Idaho Chapter

The annual tradition of meeting in Ontario, Oregon for Hawaiian Tacos at Joyce Blankendecker's home was continued this year. It's the kind of treat you really need after weeks of dreary fog and cold, even though we had to resort to ground transportation. Pamela Knox was awarded the prize for traveling the farthest; she came 150 miles from Kings Hill. A potential member was welcomed—the six-month-old daughter of Debbie Hubler already has several hours under her belt.

Our Christmas party was held in a hangar at the Boise Airport. It was great fun trimming the airplanes and dancing to a live band. A white elephant auction raised over \$250 for a South American charity.

by Barbara L. Sall

CHAPTER NEWS. ETC.

Scioto Valley Chapter

Our chapter's January meeting took us all on a different flight path as 13 members and 49½ers were certified to perform CPR. Hostess JoAnn Prater is to be commended on her "Save a Heart" theme for the meeting.

January also brought our fourth successful Project Aware meeting. Fifty-seven quite enthusiastic non-pilots were in attendance. Chapter Chairman Beverly Griffin, Don Scott and Jerry Morgan, airport tower controller, completed an impromptu emergency to show all the non-pilots what they might expect if they are faced with being "found" by radar and having to land the airplane.

by Janie McIntire

Three Rivers Chapter

November 10 our members traveled to Kendallville on a foggy, rainy night to find hot cider and donuts waiting for us when we arrived. Ellen Warford and 49½er Dick were our hosts for the evening. We even got to see their future 99, Jessica, until time for our meeting and off to the babysitter.

After our general business meeting, Paul Williams, Williams Airmotive of Kendallville, gave a very informative talk on preventive maintenance. Dr. Joe Greenlee, who owns the Kendallville Municipal Airport, is a first class medical examiner who discussed many aspects of winter survival techniques. He also answered questions from the group (which included members of the Kendallville Aviation Association) regarding medicals and some of the problems involving waivers.

December 8 found us traveling to Bluffton for our first Christmas party and gift exchange, hosted by Paula Hook and Sally Hawkins. We had a delicious steak dinner, followed by musical entertainment as Sally made bell-ringers of members and guests.

January 12 we had a non-flying program when Linda Rice invited us to her home in Ft. Wayne. "Don't Dream Beautiful, Be Beautiful with ELYSEE to Color the Way" was presented by Dave, Pat and Jacque Covault of Ft.



Columbia Cascade members "de-bug the Buck and a Half."

NORTHWEST SECTION

Columbia Cascade Chapter

The year 1984 appears to be a big one for us! Members Gayl Ratigan, Dorothy Mercer and Betty Prakken assembled our 99 display at the Oregon Museum of Science and Industries' Annual Aviation Week Exhibit, which always draws interest from the public.

We then dove into a very enlightening meeting planned by Billie Dutcher and our very new member, Judy Orton, who arranged the "de-bugging of the Buck and a Half" at 49½er Doug's hangar and place of business at Evergreen Airport. We were glad to welcome four 66s and seven prospective members.

Aerospace Chairman Gayl Ratigan, assisted by Billie Dutcher and Florence Lee, scheduled three classes of high school students at Oregon City for their Career Education Day.

Never in slow flight, we are now planning our annual Flying Companion Seminar.

by Pegge Blinco

Eastern Idaho Chapter

Chapter members and the Idaho Falls CAP cadet program sponsored an FAA Safety Seminar in Idaho Falls with approximately 30 in attendance.

The program consisted of two movies. "Pressing the Weather" impressed upon the

Mount St. Helens Chapter

Our January meeting, at Vagabond Aviation, Olympia Airport, was an open session for prospective members and volunteers who will be working during our July air show.

We held a January 25 Pilot Proficiency Program at Pearson Aircraft, featuring Scott Gardiner, who spoke on "Aircraft Maintenance: What can you do yourself (legally)?" Bill Turpen, Seattle FSS, spoke on "The Format Weather Briefing and Northwest Weather Patterns." Over 50 people from the local area attended the meeting, along with several chapter members.

by Marilyn J. Britt

North Dakota Chapter

The eight members attending our November meeting in Bismarck (the Fargo meeting was weathered out again) planned an exciting 1984 agenda, including a hangar pizza party with South Dakota women pilots, air marking, a poker run, aerospace education program and a picnic at the Peace Gardens with the Winnipeg Chapter. Travel to International Convention in Alaska was discussed extensively as eight of our members plan to attend. In addition, Karen Werner, our chapter educator, had a challenging quiz for us.

Thirteen members, their 49½ers and six guests met January 21 at Jamestown for the Christmas party with special speaker Mike Baenen, president of Sky Riders of Jamestown. The company assembles, sells and trains people to fly ultralight aircraft.

Other topics discussed were the booth we are planning at the North Dakota Aviation Council Convention in March, the AE Scholarship Fund and the UND Scholarship program. We voted to establish a scholarship to help a North Dakota woman pilot gain a rating above that of private.

by Lorraine Boehler

Oregon Pines Chapter

February 15 was a celebration of the heart for members and our growing group of 66s. We met at Betty Griffith's home for a demon-



"The best fly-in ever!" agreed Oregon Pines 99s when Columbia Cascade members met them in Cottage Grove for brunch. Sated with good food and flying talk and ready to depart in Meg's plane are Ann Littrell, Meg Albright, Patience McArthur and Karen Farrand.

Photo by Jane Roach

stration of cardiopulmonary resuscitation. We invited other pilot guests to share this important CPR knowledge with us.

Our planned January 21 fly-in became a drive-in as 10 of us met in the fog for brunch in Albany. Inventor Roy Wright showed us a working model of his new "poor man's autopilot," which he hopes to have on the market soon. Its heat-sensor concept is fascinating.

Oregon Governor Vic Atiyeh compliments women pilots as he accepts the Forest of Friendship seedling and First Day Cover from Oregon Pines 99s. With the governor are Jane Roach, Betty Wittmer, Betty Griffith, Lois Bish, Patience McArthur and Mary Roscoe.

Official Oregon Aeronautics Division Photo



Nineteen 99s, 49½ers and one guest couple celebrated the 80th anniversary of man's first powered aircraft flight with a December 17 potluck at Betty Wittmer's home. Lisa and John Dahl managed to hold off the production of a future 99 long enough to come to the dinner. December 22 Kara Jeanne Dahl made her entry into the world, and within three weeks, her CFII mother and pilot father had her in the air for her first flight.

We're still glowing over the success of our second Flying Companion Seminar. Our hearty thanks go to CFII Lisa Dahl for organizing the outstanding program, and to CFII Ann Littrell for assisting her. Conducting the instruction were Lisa, Ann, CFI Larry Mishler, CFII Bret Henry and FAA Controller Patty Viall. Willamette University Graduate School of Business Administration lent us a fine lecture room at no cost.

Betty Wittmer earned her Phase III gold wings in the FAA national Safe Pilot program.

We welcome new member Meg Albright, and we are pleased to have some active 66s — Lois Bish, Lisa Hadley, Tricia Hanna and Edith McDermand. Edith comes all the way from Falls City for our meetings and fly-ins.

Two of our meetings have concentrated on possible flights to Alaska for the International Convention. At one session at Karen Farrand's home, Karen and a friend showed slides of airports along the route from Oregon to Anchorage. At a follow-up meeting hosted by Betty Griffith, Ron and Tricia Hanna showed slides of campouts along the route and explained precautions they took on a family flight to Anchorage. Ron recommends the buddy system with two or three planes traveling together.

by Betty D. Wittmer

Southern Cascade Chapter

Last October during our Emergency Preparedness Clinic, it was recommended that all of us should have a first-aid course in order to increase our survival chances. So 99s and husbands spent eight hours January 12 working toward our First-Aid Card and Emergency Airways Card (No, Emergency Airways has nothing to do with declaring an emergency in the air; it has to do with choking!) We had lots of fun while learning to bandage each other, and we left feeling more competent to handle an emergency should it arise when one of us is pilot in command. We traded box lunches and then adjourned to a local pizza parlor at the end of the day.

Laura Smith attended the International Council of Airshows Convention in El Paso, Texas in preparation for directing the 1984 Medford Airshow. Laura is also president of the Southern Oregon Regional Airshow Society.

Ten 99s attended a luncheon honoring 66 Linda Pons' January solo flight. We continued our money-making idea of a raffle ticket sale for a small gift to be won at each gathering.

by Molly Hufford

Willamette Valley Chapter

The January business meeting was preceeded by a demonstration of "Selecting and Packing a Wardrobe for Alaska."

Sixth-grader Erica Gieschen read the essay that won her the first place award in her category in the National Aviation Essay Contest, which was sponsored by the Oregon Aeronautics Division and the FAA.

by Velma Lemco

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SOUTH CENTRAL SECTION

Dallas Redbird Chapter

Chairman Bryant Hutchinson returned to Dallas from Hawaii just in time to lead our January meeting at the home of Jessie Bilbo. A tour of Jessie's art studio was a delightful added bonus. Incidentally, Jessie's 49½er was a recent centerfold (with his plane in the Confederate Air Force magazine).

Dallas Smith, a retired Air Force pilot who has flown all types of planes, presented an informative program on ultralights, covering history, construction, training and utility. His enthusiasm for the little planes and his thorough knowledge gave us all a good understanding of ultralights and put to rest some reservations about their safety.

Helen Wilke, treasurer of the Air Race Classic, had flyers about the race for us. She and Pat Jetton, race vice president, are working on preparations. Helen and Elinor Johnson plan to fly the June 27-30 race.

Kathy Long, a designated FAA safety counselor, reported attending a council meeting and discussed our chapter's participation in an all-day seminar in March.

personnel. We are pleased to have the support of our major airport for this meeting as the officials were such a great help when the last section meeting was held in El Paso.

by Lynn N. Stover

Golden Triangle Chapter

Our annual Christmas potluck dinner was a big success despite 15-degree weather. About 30 members, 49½ers and guests invaded Jacque and Charlie Boyd's newly finished home for dinner and a Chinese gift exchange. John Robertson and Helen Hill smugly walked away with the hot item for the night—a set of coffee mugs decorated with biplanes. They must have changed hands 25 times and ended up back where they started.

January's meeting was a bit warmer, but icy roads still kept quite a few members at home. The refreshment crew made it, and there was plenty for those present.

Once again we joined with Tarrant Aero Association to sponsor an FAA Safety Seminar at Tarrant County Junior College. This discussion session was both informative and a fun sharing of ideas with neighboring pilots.

by Suzanne Frias

Kansas Chapter

While flying through our Kansas skies, you may encounter 99 Karen Tucker "barnstorming" in her recently restored Tiger Moth. She and husband Sid recently made their first test flight and both are still smiling. At our Christmas party, they shared an interesting and humorous film about "Learning to Fly the Tiger Moth."

Our chapter will soon be losing member Pam Mitchell to Florida. She has many new things happening to fill her life with excitement. Pam was recently offered a position as pilot for Republic Airlines, and she is now attending Boeing 727 school in Atlanta. She will be flying as a second officer on the 727, based out of Detroit, and after May, will be commuting from Jacksonville, Florida, as she is marrying a Navy carrier pilot who is also an ex-Blue Angel.

An informative and interesting program on "Keeping Current" was presented to us in January by member Mary Aikens, who is director of flight operations at Yingling Aircraft.

by Deb Nichols and Ethel Ward

Nebraska Chapter

We enjoyed a sneak preview of the Alaska Convention trip at the November meeting. Glen Davenport, principal at Chester-Hubbell Public School, has flown VFR to Alaska six times in a Cessna 172 and 182.

The Air Race Classic will be making a stop at Scottsbluff, and members will be especially interested since Jan Foote and Betty Edison are hoping to be in the race. They are now lining up sponsors.

We are pleased to share the news that Florence Boring and Dr. Gilbert Lueninghoener of Fremont will marry March 17 at Lakewood Christian Church in a Denver suburb. Dr. Gilbert is the retired head of the Geology Department at Midland Lutheran College, Fremont, and is still serving as director of the college planetarium and observatory.

We will be flying daffodils again this year as we join with the American Cancer Society for March 30's Daffodil Day. ACS - Nebraska Division was very pleased with the assistance provided last year by the 99s in getting the delicate cargo quickly dispersed across the state, and the project raised \$15,000. Attention other chapters: It's a great way to get in some spring flying, and you can deduct the expenses from your income tax!

by Heloise Bresley

Oklahoma Chapter

Our annual membership meeting was held January 8 at International Headquarters in Oklahoma City. Thirty members and 13 guests attended the champagne brunch.

Membership Chairman Sue Halpain welcomed the guests and then asked everyone to introduce themselves and tell a little about their flying experiences. The program was then turned over to Jan Million, who presented information about the 99s organization and history for the benefit of prospective members.

International President Marilyn Copeland then spoke briefly, and announcements were made by Chairman Lu Hollander. Guests and members were invited to tour our Headquarters building and view the articles on display.

CHAPTER NEWS, ETC.

Hazel Jones has been in Colorado Springs, involved in plans for the NIFA national meet in April. Several of our members are enthusiastic helpers.

by Elizabeth Jordan



El Paso 99s Ruth Deerman and Kay Barnett at the Deming, New Mexico fly-in.

El Paso Chapter

El Paso and Chaparral Chapters flew to Deming, New Mexico's FBO (by invitation from 99 Mary Sweetser, FBO owner-operator) January 21 for a meeting and lunch. Twenty-five 99s and several 49½ers attended. A very informative program was presented by 99 flight instructor Linda Pecotte. Chaparral Chapter offered assistance for the May 4-6 South Central Sectional in El Paso. We plan to fly to Alamogordo, New Mexico February 11 for lunch.

A planning meeting for the section meeting was held at the home of Chairman Didi Shaffer. Didi, Louise Austin and Edna Lavezari made a trip to Juarez, Mexico looking for possible (and unusual) "goodie bags." Door prize donations are coming right along, and Didi met with El Paso International Airport

Heart of Texas Chapter

Virginia Mattiza represented the chapter at the January 4 Zonta International Amelia Earhart Fellowship Banquet.

Marlin Airport was spiffed up considerably by Waco Centex Chapter, who invited the HOT Chapter to join them in the January 7 air marking. Virginia, Imogene Chamberlain, Robbie McBride and 66 Beverly Gibson joined several Waco Centex members and friends. Within two hours, the numbers had been diagrammed and painted, including a small 99 logo as signature. The group, hosted by Helen Jessup from her motor home, enjoyed chili, dips, drinks and decorated cakes. The cakes were part of baby shower festivities for Nancy Birdsell.

Virginia and Robbie flew to Chicago to join the Chicago Area Chapter's 50th celebration. Along with Marilyn Copeland, they were houseguests of Mary Panczynszyn.

66 Judy Carpenter made her first solo cross-country January 7. Friend Carlin Johnston is in the hospital for about six weeks for ankle surgery and grafting from injuries sustained when their LongEze crashed last September. Another 66, Beverly Gibson, has taken her long cross-country and is eager "to get it all over with!"

by Robbie McBride

Robbie McBride, Gail Wenk, Charlene Falkenberg, Virginia Dare Mattiza and Diane Cozzi enjoy the 50th anniversary party for the Chicago Area Chapter.



Beginning in February, the chapter will be represented at monthly Oklahoma City Aviation Advisory Council meetings by Nancy Smith, past SCS governor.

by Nancy Smith



Guests at the recent Oklahoma Chapter membership meeting included (seated) Jean Chaffin, Dawn Mills, Gayle Pray-Fritts, Shirley Haward, (standing) Joan Seward, Gretchen Strombeck, Connie Allen, Terry Neece, Sherri Taylor, Vicki James, Cindy Pugh and Franny Lower.

Shreveport Chapter

We did it again! Our members watched with pride at the January 9 Zonta banquet when Renee Sharp accepted the coveted Amelia Earhart Award for her contributions to aviation. She is the fourth 99 in our chapter to receive this honor.

Jere Saur has proved that radio problems while IFR solo aren't all bad. With the help of a Delta pilot, who relayed her transmissions to Center, she completed her trip to Houston and spent a long Christmas holiday there due to ice and freezing rain.

Evelyn Snow traveled via American Airlines to Sacramento, California for a well deserved

vacation and visit with daughter Betty Heise, also a 99.

Our favorite activity in January is our salad supper where we have prospective members as guests. This year we met with Joan Carroll and are happy to report that we have a bumper crop of soon-to-be members—a PhD university teacher, a resident pediatrician and a flight engineer for American Airlines. Marjorie Hardcastle provided our program and held us spellbound with an account of her Lufthansa vacation to Vienna, Austria. She waltzed the old year out at the Imperial Ball held in Hofburg Palace and was privileged to hear the famous Vienna Boys Choir.

by Helen Hewitt

Space City Chapter

We held our great Christmas party December 2 at the Monterey House. One of our avid supporters, Mel Brewer, picked up the tab for this party. The food was great and our gift exchange was such fun.

Debby Rihn won a spot on the US team for the International Aerobatics Championships in Hungary this year.

Judy Covin, Kitty Havens and Della Lynch made up the scholarship committee for our chapter, and we were pleased to award two \$500 scholarships to members of Explorer Post #9106, which we have sponsored for several years. One went to 14-year-old Abe Daly, who has five and a half hours of flying time, and the other went to 16-year-old Leslie Lyon, who has 20.3 hours.

Maybelle Fletcher has been trying to convince Hobby Airport to let us put a display case in the lobby. They will consider it if we provide samples of 99 display cases in other airports around the country.

HAZEL JONES

QUALIFICATIONS:

- Proven Leader
- Devoted 99
- Past Chairman, Governor and Vice-President
- General Aviation Enthusiast

EXPERIENCE:

- College Graduate
- 27 years with F.A.A.
- Flight Instructor
- Air Traffic Controller
- Vice-President, R.C. Jones Co.
- First Woman, International F.A.I. Judge

AWARDS:

- 1963 - FAA Special Achievement
- 1968 - A.E. Scholarship, 99s
- 1969 - FAA Special Achievement
- 1970 - AOPA Outstanding Contribution to Aviation
- 1970 - FAA Special Achievement
- 1971 - FAA Meritorious Service - Silver
- 1972 - DOT Meritorious Achievement - Silver
- 1979 - Jimmie Kolp Award
- 1982 - FAA National Award - APC
- 1982 - AOPA Appreciation for Outstanding Contribution to General Aviation

PRESIDENT

Della Lynch gave a very good program on "Proficiency and the Private Pilot."

Governor Mary Byers has been out of town for several weeks due to a death in the family.

We were sorry that Cheryl Baker had to resign as chairman of our chapter, but Kitty Havens, our new chairman is doing a fine job.

by Judy Covin

CHAPTER NEWS, ETC.

Tulsa Chapter

Bill Ellis, assistant chief controller at Tulsa International Airport, brought us up to date at our January meeting on changes at the tower since August 1981. In the last two years, the itinerant military traffic has increased more than 100 percent, while local military traffic has increased 500 percent. Air carrier traffic is also on the rise. Staffing at the tower should be stabilized by the end of 1984. He told us about changes in the tower environment—an NDB at Pogue Airport and a new antenna at Mohawk Park. Later we can look for Tulsa tower operations to be moved to Kansas City and FSS to McAlester. He answered practical questions for us, including CFI Deanna Robertson's inquiry about the best time to practice landings and approaches.

Melissa Whitehead has been elected the only woman on the six-member Bristow Airport Authority Board for a two-year term. She also helped plan the organizational meeting of the Green Country Pilots Association. A potluck dinner was held at Bristow Airport in late January to promote aviation in Creek County and surrounding areas.

by Janet Minnerath

SOUTHEAST SECTION

Florida Spaceport Chapter

The first meeting of the year for the chapter was held January 11 at the New Smyrna Beach Airport. Members were pleased to have guest Adele Binsfield, Michigan Chapter, and to welcome three prospective members of the same family—two pilots and their student pilot mother.

Before the meeting, members had a chance to look at photographs taken on New Year's Day in St. Petersburg. Several Spaceport 99s and their 49½ers had been present for the events that surrounded the 70th anniversary of the world's first scheduled airline flight and the reenactment of the flight of the Benoist across Tampa Bay. On a crisp and sunny winter morning, it was spectacular to see the biplane lifting from the waters of Tampa Bay. For chapter members who so often have the

Spaceport members Jeannie Ball, Irene Wirtshafter and Carol Gosling pose near one of the old "birds" that gathered at the reenactment of the Flight of the Benoist.



thrill of a space launch, it was a fascinating glimpse at commercial flight's beginning.

The chapter held a preventive maintenance seminar, a favorite chapter fund-raiser, January 21 at New Smyrna Beach. It was a "hands-on" affair, and instructors included 99s, 49½ers and friends.

by Jeannie L. Ball

Florida Suncoast Chapter

We met January 11 at the St. Petersburg home of Barbara Sierchio. FAA Principal Operations Inspector Tom Inglima, Clearwater Airport Flight Standards District Office, presented a program on FAA's role in accident investigation. It was interesting to learn about the minute details and detective work involved in aircraft accident investigation.

We welcomed former member Joyce Teetor, new member Connie Farrell, and prospective member May Belle Fish, a newly licensed pilot.

Plans are underway for a February spot landing contest at Crystal River. Frank Kingston Smith will speak at our March dinner meeting in Lakeland, and our April poker run will include several airports—Albert Whitted, Clearwater Executive Airpark, Winter Haven, Lake Wales and Bartow, terminating at Lakeland Airport. Ethel Gibson will chair the event, which is open to the public.

by Barbara Sierchio



Visiting on the patio at the home of Caroline Cheek are (standing) Virginia Midgette, Gail Lofdahl, Liz Sandor, Glorice Wills, Doris Bevon, Helen Drane, Martha Bowling, Ramona Young. (seated) Jerry Sumrall, Miriam Loe and Caroline Cheek.

Mississippi Chapter

Eight women traveled to McComb in November for a tour of the FSS given by two women FAA personnel, one of whom was also a pilot. Denise O'Malley volunteered to serve as the chapter's aviation activities chairman. Ramona Young was selected as an applicant for the AE Scholarship to obtain her instrument rating. As a safety project, the chapter decided to make signs to read, "99s say CLOSE YOUR FLIGHT PLAN," to place at exits of airports throughout the state.

A delicious Christmas brunch was prepared by Gail Lofdahl in her Gulfport home. We welcomed new member Betsy Hopson, who holds the Soaring Society of America All-Feminine Distance Altitude and Altitude Gain Record for the state of Alabama. Helen

Drane and Miriam Loe reported on their December 4 visit for the unveiling of the bust of Amelia Earhart at the Southern Museum of Flight in Birmingham, Alabama. Virginia Midgette volunteered to serve as chapter 49½er chairman. "For the Fun of It" was shown, after which gifts were exchanged.

The chapter co-sponsored a "Super Safety Seminar" December 14 at the Jackson County Airport in Pascagoula. FAA Accident Prevention Specialist Billy Miller presented a film, "To Be a Pilot," and a slide presentation, "Flying Multiengine Safety." The 99 slide show, "For the Fun of It," was also shown. Ramona Young, Janet Green and Faye Shearer provided refreshments and door prizes and welcomed several potential 99s.

66 Ruby Robinson greeted 21 members in a big way at the January meeting in Meridian. Local news media were on hand for photos and interviews. A huge "Welcome 99s" sign was located on the terminal building of Meridian Aviation, and motor homes took the group to the private club of the world famous Weidemann's Restaurant. War stories and tall tales were heard, and new members Charlie Carruth and Dr. Jan Duker were welcomed. The motor homes carried members to the Meridian Naval Air Station for a tour of Approach Control. The jet mounted at the gate entrance of the NAS was a surprise as members saw the tail numbers—99.

Peggy McCormick attended January's Flight Instructor Refresher Clinic hosted by the Mississippi Association of Flight Instructors in Jackson. Ramona Young gave a 99s presentation during one of the clinic's sessions and provided a display with brochures and applications.

by Ramona O. Young

New Orleans Chapter

Chairman Lisa M. Cook hosted the annual Christmas party at the home of her fiancé, Charles L. Johnson, MD. They are to be married February 25.

There was a contest to see who could predict the closest flying time and fuel consumption during January's meeting in Baton Rouge. The winner received a "king cake," a Mardi Gras tradition.

The chapter is co-sponsoring, along with the EAA, Lakefront Airport's 50th anniversary the weekend of February 10-11. A dance is scheduled for the 10th and static displays of airplanes from the '30s to the present may be viewed the next day. Eastern Airlines will be on hand, along with a tri-motor airplane.

by Lisa M. Cook

North Georgia Chapter

We welcome new members Virginia Carlisle and Zona Daniell.

After installing officers at our September meeting, we had a fly-in to Callaway Gardens for brunch in October, and 49½er John Daniell presented an excellent program on safety for the November meeting.

The chapter met in Atlanta's Terrace Garden Inn for a Christmas brunch. January is not a time for flying activities, so a business meeting was in order to plan spring activities.

Beth Cowart has started work on her instrument rating. Carolyn Baker is off to Germany, and this reporter is making reservations with 49½er Barrie to go to Alaska!

by Sara Hiern

SOUTHWEST SECTION

Arizona Sundance Chapter

Vi McLean of the Australian Section is now our "permanent" visitor.

Plans for the First Annual Shamrock Air Derby are being finalized. The March 17 round robin speed race will cover 400 statute miles from Stellar Air Park in Chandler. Janna Shea and Marge Thayer co-chair the event.

The chapter won the second place Air Marking Trophy at the Southwest Sectional.

All of Arizona's chapters participated in the 99 booth at the Arizona State Fair. November 2 was designated Women's Day at the fair.

by Daphne Downs

Bay Cities Chapter

Meetings have been held in the Clear Lake area with one of the chapter's long-time members, Kathy Walton, proposing the formation of a new chapter sponsored by Bay Cities. The March 10 installation and charter meeting will be at Clear Lake in conjunction with Bay Cities' 52nd anniversary. Invitations to many California and Nevada 99 chapters have been sent.

A delightful December 10 Christmas party was held in the Tiburon home overlooking San Francisco Bay of Chairman Marge Carmine and 49½'er Duane. After a delicious dinner, everyone enjoyed an enthusiastic gift exchange.

January was the time of our very successful Right Seat Safety Seminar at Imperial Savings in Alameda. Response and feedback to this event was outstanding.

We feel a real sense of our international status with the addition of our newest member, Ellen Strom, a native of Norway. Ellen

came to the United States as a student and likes it here so much that she wants to stay. Flying costs in Norway, as in other European countries, are much higher than in the US. Ellen has her commercial and instrument ratings, and is working on her CFI.

Patty Tormey, 18-year-old 99, arranged for a February 25 tour of Oakland Airport for 15 YWCA teenage girls. The emphasis was not especially on women as pilots, but on women working in the field of aviation, such as in the tower, at flight service stations, teaching ground school and in maintenance. Several members "chaperoned."

by Vonne Anne Heninger

Mt. Shasta Chapter

We now have a new format for our monthly meetings. A topic pertaining to flying will be thoroughly discussed each month, along with any other special program. After a fatal weather-related crash in our area, our first topic will be "Emergency Procedures."

We are now supporting our local CAP financially and with rides for cadets. It is probably more appreciated than getting lost!

A project is underway for a booth to protect members from the 110-degree heat that we experience here at our concessions at Red Bluff, Redding and during the Palms to Pines Air Race.

Fog prevented us from any fly-outs until the wind came up. Most of us are VFR pilots and do not venture forth when we have ceiling zero and visibility 10 feet. Antique pilot's tip: If you become lost, fly low enough to see a sign that will give you the name of the place!

Orange County Chapter

We welcome new members Bette Wilkey,

Margaret Logan, Mary Lee Merschon and Susan Shepard to our chapter.

"Fly the airplane all the way down, open the doors a bit, and don't panic once in the water" was the subject of the program following our January meeting at the home of Cheryl Elder-Moeller. CFI and 49½'er Pat O'Brien and Ben Poltrock, Vietnam veteran, spoke about aircraft ocean ditching and water survival.

A group of 10 flew to Lake Havasu, Arizona, an easy flight from John Wayne Airport, January 21 for a delightful lunch. We were happy to have a fly-in scheduled there as Lake Havasu Airport will be closing sometime this year to be rebuilt inland.

Our April 6-7 Flying Companion Seminar had its first organizational meeting January 24. It promises to be another successful event judging from the support lined up to date by Pam Mahonchak.

by Adrienne O'Brien

Ready for takeoff to the fly-in at Harris Ranch are Orange County members Marci Mauthe and Pam Mahonchak.



VIRGINIA DARE MATTIZA

Heart of Texas 99s

Austin, Texas

INTERNATIONAL DIRECTOR

There's no *maybe* to Mattiza!

★★Principled, persistent, progressive★★

We in Central Texas appreciate the many contributions Virginia has made to the 99s and general aviation and are proud to support her candidacy for International Board of Directors, 1984-1986.

Advanced Coatings Tech.
De Ann Ambrosio, CFI
Royle and Nancy Berry
Moline Bingelis
Tony Bingelis, EAA Designee
Howard E. Chamberlain
Imogene K. Chamberlain, CFII
Irene Hatfield
Heart of Texas 99s
Hill Avia. Ins., Ingram

Lago Petroleum Corp.
Lynne Dixon McMillan, Owner
Carol Villandry, President
Lago Vista Rentals, Inc.
Paula Latimer, Atty.
Gina Mattiza
Bob & Robbie McBride
Chet & Edna Rankin
Rankin's Roost Airport, Ross

Bob Smith & Assoc., Inc.
Consulting Geologists
Tejas Avionics, Georgetown
Ellen C. Temple, Publisher
WE CAN FLY: Stories of
Katherine Stinson and
Other Gutsy Texas Women
Waco Cen-Tex 99s
Browning Aerial Service
Glen & Martha Kirby, EAA

Palomar Chapter

The 66s and 99s, under the guidance of Syd Dolbec, got together January 7 for coffee and conversation. Syd, in talking with 66s, has found that there is a need to discuss their doubts and anxieties with more experienced pilots. Syd is also planning to arrange for the students to fly with pilots other than their instructors as a confidence-building measure. After this meeting, some of the 66s and 99s met for lunch to help Carol Emerick celebrate her promotion to air traffic controller at Lindbergh Field in San Diego.

About 10 ambitious members showed up January 14 to paint Fallbrook Airport and were sadly disappointed to find that the airport manager had neglected to order the paint.

Chairman Lois Delay received her Phase I Wings this past month. She also had surgery, which is curtailing her activities somewhat.

alny to Deer Valley, Litchfield, Sky Harbor, Stellar, Chandler, Falcon and Scottsdale Airports. The gifts were a token of our appreciation to the people who help us all year long by fueling planes, sweeping ramps, giving weather briefings, clearing takeoffs and landings, and all the many other things airport workers do for us daily.

Cindy Wilson's 49½er, Bill, really showed his colors by stepping in at the last minute to replace our scheduled guest speaker. Bill presented a lecture, complete with slides, on desert survival. He stressed the importance of being prepared mentally and physically, as well as equipped, to survive emergency situations.

by Mary Lou Brown

Sacramento Valley Chapter

December's main activity was the annual Christmas party, which was held at the home

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.

attending the upcoming International Convention in Anchorage. Shirley Sendrak distributed several brochures and maps for planning flights to Alaska for the event.

Joan Steinberger has 20 Girl Scouts who want to earn aviation badges. Members are very enthusiastic about this project, so it promises to be fun for both the girls and the 99s.

Our new 66 program is getting off the ground. We welcomed four new members to this program.

Shirley Hopkins had a thrilling flight with Renate Tesch in her Super Decathlon, and she was especially impressed with Renate's skill with her aircraft maneuvers.

Rachel and Bob Watkins now have a flight simulator, which they have made available to anyone who would like to keep IFR current.

Jenny Wright, Joan Steinberger and Erma Christian attended the January 22 Zonta International District IX Amelia Earhart Luncheon in Los Angeles. Moya Olsen Lear, a dynamo of energy, charm and humor, was the speaker at this outstanding event. She has earned the affectionate title of "Queen Lear" by carrying out her husband's dying wish to finish producing his revolutionary aircraft. She is truly an inspiration to all women. Several 99 chapters were represented at the meeting, and they were graciously introduced during the program.

by Erma Christian

Santa Clara Valley Chapter

"Five... I have a five... who'll bid 10..."

Our January general meeting was a combination potluck dinner and white elephant auction for the benefit of NIFA. Bidding was enthusiastic, thanks to lively auctioneers Vera Arnold and Ruth Theriault. (This is not Vera's only volunteer work for NIFA; she also helped judge at the national competition of the college flying clubs last spring in Battle Creek, Michigan.)

When the auction was over, Lois Letzring went away with a satchelful of homemade jelly. ("My husband loves it!") Willy Gardner got a pottery creature that can, when watered, sprout a grass-like coat! And Pat Rowe will not be able to cook and dance simultaneously with her newly-acquired pressure-cooker and tap dance shoes. Thanks to all who took part, our chapter can present a sizeable contribution to NIFA.

Congratulations go to Sue Schiff and her 49½er, Lew. On the same fog-shrouded morning in early January, they both passed their flight tests for instrument ratings. Sue plans to immediately begin work on her commercial.

by Kathy Pelta

CHAPTER NEWS, ETC.

We hope to see her on the many fly-ins scheduled for later this spring.

Ami Erickson keeps her flying skills up to date delivering the *Pacific Flyer* each month to Palm Springs and the surrounding desert areas.

by Vi Pfeiler

Phoenix Chapter

Roseanna Ballard, Whirly-Girl #375, has been awarded the First Annual Dr. Doris J. Flint Memorial Scholarship for advanced helicopter training. [See the January-February issue of The 99 NEWS, page 8, for details.] Roseanna earned her private helicopter rating a little more than a year ago, starting "from scratch" in the helicopter; she has no fixed wing time. The unassuming Roseanna, after being notified that she was the scholarship winner, re-read her application and wondered aloud why she had been selected. Her supportive 49½er, Larry, doesn't wonder at her selection—he's busting his buttons with pride. And Phoenix 99s are proud that she is one of their own.

Following Santa's example, a dozen members took to the air to deliver boxes and baskets of holiday goodies to our friendly flight supporters at seven valley airports. Shirley Rogers in her C-175, June Bonesteel in her Apache and Stacy Hamm in her Bonanza were joined by Martie Pearce, Ann Newcombe, Carolyn Chard and Bonnie Krentler to deliver the treats that were prepared by Eloise Taylor, June Cleverly and Ruth Spit-

of Shirley and Ernest Lehr. This festive affair was a potluck and attested to the fact that the chapter has many gourmet cooks. Santa Claus made an unexpected visit, both entertaining the group and distributing among the guests the gift exchange presents. Santa was played by Ernie Lehr, who displayed an excellent sense of humor and charm.

Many members combined a business and pleasure trip by flying medical supplies to Solvang in January. This Direct Relief Flight originated in Sacramento with planes destined to land at Santa Inez Airport.

Twice a month the chapter has a fly-in breakfast at Woodland. Most husbands also attend this function, which creates an excellent opportunity for fellowship.

by Sharon Ormosen

Santa Barbara Chapter

Members are very grateful to Bill Tally and Mercury Air Center for providing us with the use of their beautiful new flight school headquarters for our monthly meetings.

There are film and slide programs readily available at our new permanent location to make us more knowledgeable and safer pilots. We will also have our own display area for 99 activities and information.

Bill Tally, guest speaker at our January meeting, discussed his aviation background and great interest in aviation safety. (The 99s have co-sponsored two of his FAA Safety Seminars.)

Several members are looking forward to

Aircraft Portraits
done in oils

by

LYNN DeFOREST

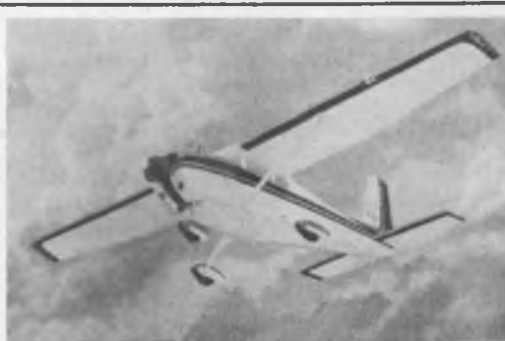
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AIR RACE. What image does that create in your mind? Do you visualize super high performance airplanes flying at 90 degrees of bank around pylons on a short course? This is the image most people conjure. So when you suggest that they come air racing, they think they have to find the biggest, fastest thing with wings and risk their lives to compete. Even when you tell them it is a cross-country air race, they are still looking for that P-38 Lightning or Thunderbolt. This is not the kind of air racing I am writing about. I am writing about handicapped, cross-country air racing.

Handicapping in air racing is analogous to that in horse racing where certain horses are required to carry more weight in order to give everyone a sporting chance. The difference in air racing is that, instead of extra weight, the faster airplanes are assigned higher par speeds (handicaps) than slower planes. In this way, a Cessna 152 can compete fairly with a Beech Baron. The scores in these races are computed as actual ground speed minus the handicap. For example, let's say the 152 averaged 135 mph over the race course and the Baron averaged 230 mph. Obviously, the Baron has finished the race in much less time, but who won? If the 152's handicap was 105 and the Baron's was 210, then the 152's score would be plus 30 (135 minus 105) and the Baron's score would be plus 20 (230 minus 210); the 152 beat the Baron. The other thing you may have noticed is that in both instances the airplanes have beaten their handicap speed. Although this is not always the case, it is the norm. Over the years, it has become traditional to set the handicap 20 mph below the expected top speed of the airplane to ensure positive scores.

Although it would be nice, and work is being done in that direction, there is no standard set of handicaps nor method of assigning them. This means that, even though the handicap for your Archer is 130 in one race and 135 in another, it does not mean that the 130 mph handicap is necessarily better. If all handicaps are proportionately lower or higher, then your chances have not been improved nor reduced; only the scores have been raised or lowered.

If there are no set standards for handicaps, then how are they determined? For the Grand Prix Air Race, there are three determining factors: (1) manufacturer's specifications, (2) actual timings and (3) actual race experience.

When a new aircraft, or one that has not raced before, enters a race, the initial handicap is based on the manufacturer's specification of maximum cruise speed. This is the least desirable method. Various manufacturers have different criteria for their specifications, so a handicap assigned this way may not be the fairest to all competitors. A preferable method is an actual timing of aircraft over a known distance. By timing several different planes, the impact of the individual differences in aircraft is reduced.

Finally, after the airplane has flown in several races, the results of those races can be used to fine-tune the handicaps. Great care is taken to gather as much data as possible and to try to take into account the skill of the pilots involved. For example, you would not want to lower an airplane's handicap if you knew that three of the five pilots flying that particular make and model had gone off course. Remember that the purpose of handicaps is to neutralize to the greatest extent possible the importance of the aircraft in the race and instead focus on the pilot and navigator skills in the cockpit. This desire for fairness is shown by the fact that each year all handicaps are re-evaluated to ensure that they are "in line."

What if, even with all the revisions, you do not think your airplane's handicap is correct? Then you can appeal. Contact the Grand Prix Air Race and bring your airplane to Chicago to have it timed over a known course. In conjunction with this, a mechanical inspection will be performed to ensure that the engine and airframe conform to manufacturer's specifications. This would also be the procedure you would follow if you wanted to race in a modified aircraft. (The Grand Prix is the only major race where modified aircraft can be flown.) In the case of modified aircraft, the handicaps are assigned by serial number.

This procedure of determining handicaps appears to be working very well because in the three-year history of the race, no single model airplane has dominated. Three different models of airplanes have won the race, and in no single year have any of the top six airplanes been of the same make and model.

AIR RACE. Hopefully the image that now comes to mind is that lots of pilots just like you fly their everyday airplanes in a test of pilot skill and judgment.

See you at the next race!

by Jerry Conners

Palms to Pines Air Race

Members of the Palms to Pines Air Race Committee are putting together race information kits. These will be available April 1 for \$3 each from Claire Walters.

Usually held in July, this year's race, from Santa Monica, California to Bend, Oregon, has been moved to September 7-8 due to the Olympics in Los Angeles this summer.

by Betty M. Loufek

Air Racing News

Americana Grand Prix Air Race

Amid the snow and sleet, a group of nine braved the elements to meet at Lake Geneva, Wisconsin to complete drawings from Americana Grand Prix race entries received by January 28 for the first seven slots.

Starting positions went to (1) brothers George and Ike Athans, Crystal Lake, Illinois, Grumman American Cougar; (2) Jerry P. Conners, Bartlett, Illinois, and Kim Lucas, St. Charles, Illinois, Cessna 172RG; (3) Virginia Miller Smith, Wintersville, Ohio, Cherokee 140; (4) Patricia Judges, Clearwater, Florida and Toronto, Canada, Cessna 310; (5) Pat and Ken Keefer, Dallas, Texas, Twin Comanche; (6) Van and Caroline Grubbs, Greer, South Carolina, Cessna 172RG; and (7) Dr. Philip Reames, Long Beach, California, Cessna 310.



Ginny Sayles, Mary Panczynsyn, Marjorie Sundmacher, Marion Jayne, Bill Mehihan, Carolyn Arnold, Jack Anderson, Cindy Shofield and Jerry Conners helped with the first day drawing for positions in the Americana Grand Prix Air Race

Air Race Classic Route Announced

The 1984 Air Race Classic will begin at Pasco, Washington and terminate in Gainesville, Georgia. Designated fuel stops include Twin Falls, Idaho; Rock Springs, Wyoming; Scottsbluff, Nebraska; Dodge City, Kansas; Joplin, Missouri; and Paducah, Kentucky.

The race begins June 27 and ends June 30. Race kits are now available, with entry opening date on March 1 and closing deadline on April 14. For information and race kits, contact Pat Jetton, ARC Headquarters, P.O. Box 1343, Crested Butte CO 81224.



by Merry Robertson

