

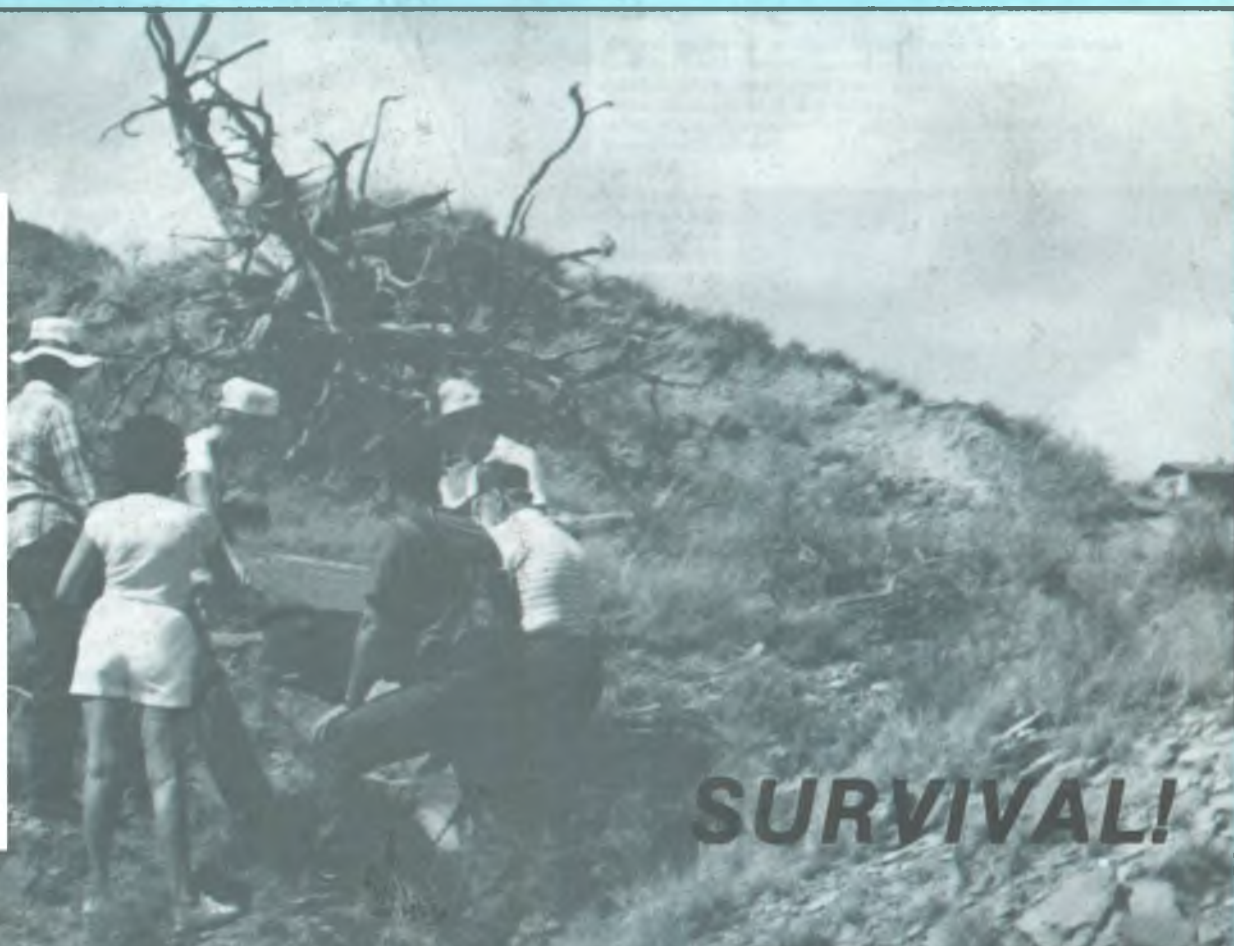
the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 11

APRIL 1984

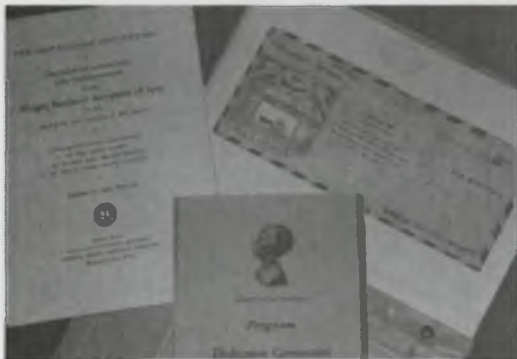
NUMBER 3



AE Memorabilia Received

Anne Marie Rambo was active in World War II teaching US Navy Air Cadets and serving in the WACs. She is listed in *Who's Who in American Women* and *Who's Who in the West*. In 1952, Edward R. Murrow invited her to be one of the 100 Americans to write their philosophies of life, published in the book, *This I Believe*.

Anne Rambo, chairman of the AE Memorial Committee in 1949; Mrs. Amy Otis Earhart, Amelia Earhart's mother; and Grace Wells Parkinson, sculptress; view the bust of Amelia (right) which Mrs. Parkinson created for the Smithsonian's memorial to AE.
(Photo by Victor Barnabe)



Among the items (left) donated by Anne Rambo are a program of ceremonies attending the presentation of the Wright Brothers' 1903 aeroplane and the program for the 1949 ceremonies.

In the background is the opening page of the USS Colorado's account of that ship's participation in the search for Amelia.

A portion of the 1949 AE exhibit (below) at the National Air Museum in Washington, D.C. holds medals awarded to Amelia.
(Photo from the Smithsonian Institution)



Dignitaries (right) at the Ae Memorial ceremonies included Paul E. Garber, curator; officers of Amelia Earhart Post 678, American Legion (California), Ann Tobin, Anne Marie Rambo, Mary Alexander, Pauline Saylor and Lauretta Schimmoler; and Captain Clarence S. Williams, USNR.
(Photo from the Smithsonian Institution)



Dear Ninety-Nines:

Anne Marie Rambo, at the age of 86, was recently reinstated as a member of the Ninety-Nines (Phoenix Chapter). Anne has asked me to send the enclosed material as a gift to The Ninety-Nines, Inc.

Anne, who was governor of the Southwest Section of the Ninety-Nines in 1950 or thereabouts, and who was governor of the Amelia Earhart also a junior commander twice for the 1949 of the American Legion in Glendale, California. that capacity, she served as coordinator for the dedication ceremonies for the Amelia Earhart Memorial Exhibit at the Smithsonian Institution.

This package contains the following: two phonograph records (four sides) of the ceremonies; one copy of the printed program of the ceremonies; 16 photographs made at the ceremonies; one copy of "In Memory of Amelia Earhart," an account by the crew of the USS Colorado of that ship's participation in the search for Amelia Earhart; one printed program in the printed program, presentation of the Wright Brothers' aeroplane of 1903; one copy of a biographical sketch of Anne Marie Rambo; and one copy of the printed program, "As You Wuz," a play produced by the Women's Army Corps, Stewart Field, West Point, New York.

Anne is a most interesting person. Her health is frail, but her mind is robust. She has enjoyed the renewed contacts with people who fly. I count it a real privilege to have met her.

Sincerely,
Mary Lou Brown
Phoenix Chapter

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
Gene Nora Jessen
Hazel Jones
Pat Roberts**

The 99 NEWS

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

**POSTMASTER: Send address changes to
The Ninety-Nines, Inc., P.O. Box 59965,
Will Rogers World Airport, Oklahoma
City OK 73159.**

CIRCULATION INFORMATION

The 99 NEWS is published monthly except bimonthly January/February and July/August. Annual subscription rate is \$17.50 and is included as part of the annual membership of The Ninety-Nines, Inc. Subscriptions are available to non-members at the rate of \$17.50 per year. Postmaster: Second class postage paid at Oklahoma City and additional entry offices (ISBN 0273-6085).

Membership Count 6,192 as of March 19, 1984

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 11

APRIL 1984

NUMBER 3

FEATURES

- 2 AE Memorabilia Received
- 11 Three 99s Hold Positions on US Aerobatic Team
- 12 Survival in the Sawtooths
- 14 A Balloon Safari: "Floating Over Africa"
- 18 The Last Great Race on Earth

DEPARTMENTS

- 4 Calendar
- 4 New Ratings
- 4 Seek & Keep
- 5 President's Message
- 5 Gifts to International Headquarters
- 6 Aviation Activities
- 6 Aviation Insurance
- 6 Book Review: "The Lady Who Tamed Pegasus; The Story of Pancho Barnes"
- 7 Safety Education: "Survival"
- 7 Public Relations
- 8 New Horizons
- 9 Focus on USPFT
- 9 World Aerospace Education Congress: "Ancient Lessons in Aerospace Technology"
- 10 AE Scholarship Candidate Omitted
- 10 Air Marking: "Some of the Ins and Outs"
- 10 Letters to the Editor
- 10 Job Marketplace
- 20 Chapter News
- 31 Let's go air racing!

ADVERTISING

- 5 Aero Insurance, Inc.
- 17 Wien Air Alaska
- 31 Classified



ON THE COVER: SURVIVAL!

See pages 7 and 12
for articles on this
important facet of flying.

New Ratings

MIDDLE EAST SECTION

Patti Epstein, Hampton Roads — COMM, CFI
Linda Hollowell, Hampton Roads — CFI, AMEL

NORTH CENTRAL SECTION

Diane Cozzi, Chicago Area — IFR
Madeleine Monaco, Chicago Area — AMEL
Phyllis Petcoff, Indiana Dunes — IFR
Mary Dodson, Minnesota — IFR
Debbie Kaeder, Minnesota — AMEL

NORTHWEST SECTION

Denise Van Grunsven, Rainier — ATP

SOUTH CENTRAL SECTION

Angela Armstrong, Golden Triangle — CFI

SOUTHEAST SECTION

Diane Tunnell, Kitty Hawk — BGI
Lorrie Tunnell, Kitty Hawk — BGI

SOUTHWEST SECTION

Joann Painter, Hi-Desert — CFI, ATP
Cathy Shanahan, Santa Rosa — COMM



by Charlene Falkenberg

Is your "cap" on? Do you wear your "cap" at all times? Do you communicate and participate (CAP)? Did you make an effort to speak to new members at your last chapter meeting. Especially if yours is a large chapter, seek out new 99s and make them feel welcome. Very few of us push ahead and make ourselves noticed when we join a new organization. We feel lost and unknown.

We all worked hard last year bringing in new members. It's time now to make sure we are letting these new members be a real part of us. Do this by communicating and keeping them participating. If you did not give them specific responsibilities, do so today! They want to feel needed. Do you remember to call and invite them to come with you to a meeting?

Section meetings are coming up soon. Encourage new members to come along with you. Make sure they know what a section meeting is. They won't always ask for fear of appearing ignorant.

Does your chapter give each new member a membership packet? Informed members will be interested members — and soon they will be wearing CAPs, too. Communicate and participate!

Calendar

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 Southwest Sectional, MGM Grand Hotel, Reno, Nevada. Sponsored by Reno Area Chapter.

Apr. 30: The 99 NEWS deadline for June's special issue.

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, Ramada Inn, 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

In the past few weeks, I have had several responses to our comments regarding the prototype section chart changes from the FAA, Secretary of Transportation Elizabeth Dole and several US senators and representatives. The charts are being further reviewed and test flown in the Washington, D.C. area.

Brooke Knapp, Southwest Section 99, completed a second record-breaking trip February 15. Again in a Gulfstream III, she circumnavigated the globe — this time in 45 hours, 32 minutes and 53 seconds. This record makes her the pilot-in-command of the fastest aircraft (of all types) to ever circle the globe in a recorded flight.

Two of our Eastern Pennsylvania 99s, Eileen Reider and Gayl Henze, were featured in the February *Aero* magazine. The good article with pictures is entitled "Not Your Everyday Macho Pilots — These Women Mean Business."

Not all of our members are out breaking records or corporate flying. Often they are asked to set up displays regarding women in aviation and the 99s. The handy, professional cardboard 99s display booth sold by the Kansas Chapter for \$60 is ready to go at a moment's notice. All 99s would be proud if they could see the fine public relations kit produced by International Public Relations Chairman Marie Christensen. Each chapter chairman has a kit for use in radio and TV interviews, newspaper articles and other promotions. This is the first year that we have had such a complete public relations package for all of the membership to use.

The 100th anniversary issue, January 1984, issue of the *Ladies Home Journal* is filled with articles about women, past and present. The only woman pilot mentioned and quoted was astronaut Sally Ride. The magazine featured a summary story of a questionnaire answered by 86,000 middle-class women with an average age of 38. The range of subjects included motherhood, feminism, marital problems, careers and about everything except women pilots. Some 71 percent had children, 72 percent work outside the home, and 71 percent had attended college. Incidentally, they were all glad they had the opportunity for self-expression in those fields. (What if they had learned to fly? We really have it all!)

During February, I made two flying trips to Oklahoma City to meet with members of the Airport Trust and the Director of Airports regarding future expansion of our International 99 Headquarters. When we dedicated it in 1975, we discussed this expansion on our six acres of land at Will Rogers World Airport. (Incidentally, we have a 99-year lease.) The present Airport Trust and management are pleased with our past record, and they are anxious to plan with us for this much needed additional Headquarters space.

We are so pleased to receive contributions of memorabilia from Charter Member Viola Gentry for our Resource Center. Her book, *Hangar Flying*, is a welcome addition to our library. Viola is the member holding flowers in the original Charter Member picture taken November 2, 1929. Thank you, Viola, for your part in

chartering our great organization — as well as the recent contributions.

Work on the oral history project for the Resource Center is in full swing, thanks to the \$25,000 contribution of Past President Gerry Mickelsen. Judy Logue, talented Wyoming 99, has been videotaping some of our early women aviators.

Each and every chapter needs to exert every effort to save our early aviation history, as well as send this year's current history to International Scrapbook Chairman Nanette Gaylord, Colorado Chapter. Thanks for the recent contributions from individual members, chapters and sections which have been received for our Headquarters expansion.

The detailed plans for the International Convention in Anchorage are unique and beautiful. There will be educational seminars, a radar seminar sponsored by AOPA to benefit USPFT, 99 "how-to" and round tables on project work, some very important 99 business, as well as a series of spectacular events starting with August 7's welcome breakfast and continuing through August 10's grand banquet. Registration information was published in the March issue of *The 99 NEWS*.

Gifts to International Headquarters

Archives

Viola Gentry, *Charter Member, Florida Goldcoast Chapter*
Nema Masonhall, *Oklahoma Chapter*
Brigadier General B.B. Talley
(Manila Talley Photos)
Eastern Pennsylvania Chapter

Library

Viola Gentry, *Charter Member, Florida Goldcoast Chapter*

Memorabilia


Heart of Texas Chapter
(Challenger 7 Flag, Photograph, Patch and Autographs)

Resource Center

Irma Hooks, *Houston Chapter*
(by the Houston Chapter)

NOTAM

There is a \$10 charge for all returned checks, and please allow three to four weeks for items ordered from Headquarters, including membership supplies.

**AERO INSURANCE, INC.**

GENE NORA JESSEN

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



How about an activity that would involve your members and prospective members — specifically 66s? (If you do not have a 66 program, you could invite female student pilots to participate.)

The Phoenix Chapter had a very successful "66-99 Fly-Out" last fall. It was designed to let the 66s do some looking out of the cockpit, since much of their training flights with an instructor require concentration on the instruments.

To quote Shirley Rogers of the Phoenix Chapter, "We wanted them (66s) to learn that what was on a chart is really on the ground,

and this was also a bit of a test for the 99s since we covered all instruments, except the altimeter, airspeed, compass and engine instruments."

They used a true-false questionnaire and a local sectional chart. Since many of the members rent airplanes, the course was short so they could have a good time without a large expense. Copies of the questionnaire and "panic" instructions (for anyone straying into "No Woman's Land" and missing the ice cream social afterward) are in my file; I will forward these aids upon request.

AVIATION INSURANCE

by Gene Nora Jessen

When I ask my customers what liability limits they want quoted, they all too often respond, "I don't know. What do you suggest?" That's a tough one we'll now address.

Remember that an aircraft insurance policy is composed of two basic parts. The first is liability protection, and the second insures physical damage to the airplane itself. Physical damage, or hull coverage, is never written without underlying liability protection; liability can, however, be written without hull coverage.

Liability insurance protects the owner of the property against lawsuits. If the aircraft owner is sued, the insurance company will defend the insured up to the limits of the policy, even if it is a frivolous suit. The difference between liability and hull is that liability generally comes into force only if you are sued. Hull coverage pays automatically (unless the contract has been violated).

There are several areas in which your airplane can damage someone else. You can inflict bodily injury with the airplane (example — someone walking into the prop). Liability also includes property damage (ex-

ample — an uninsured mechanic taxiing your airplane to the shop and running into another airplane). One of my customers taxied too close to another airplane and scraped the stranger's nose. Of course, that nose had the radar in it and the loss got expensive. In this case, my insured's liability was obvious and the policy paid for repairs without litigation even though it was a liability claim. The insured's hull coverage paid for his own wing tip.

The third area of liability — passenger liability — is the most volatile. In an accident, you're more likely to hurt your passenger than to inflict bodily injury or property damage outside the airplane. And that passenger will sue.

So we've come full circle. How much liability insurance is enough?

We used to see a lot of split limits on aircraft policies (example — \$100,000 for bodily injury, \$100,000 for property damage, \$100,000 for each passenger, and a total of \$300,000 for the occurrence.) Aircraft agents are discouraging customers from even considering such low limits today, for with the legal climate and awards coming

out of the courts, those limits just don't provide adequate protection. Probably the lowest limits we like to quote today are \$1,000,000/\$100,000 (\$1 million combined single limit with \$100,000 per passenger). Single limit allows the entire \$1 million to be available any way it needs to be spent, but there is still only \$100,000 for each passenger. These limits are likely the highest available to a low-time or high-risk pilot at any premium within reason.

For most folks, the lowest liability limit they should consider is \$1 million level (no passenger limitation). The \$1 million can be applied anywhere it is needed. In addition, \$2 million and \$5 million are available at surprisingly little increase in premium. At least have your agent quote the higher limits so you can take a look at them. One of my customers carries \$75 million in liability. However, his wealth is very visible, making him attractive for a lawsuit. At the other end of the spectrum, you sometimes see \$50,000 passenger liability advertised. There's no way I would quote this low limit to a customer because it's just not enough.

There are people who self-insure their hull, and I consider this a valid option, particularly with older, lower-valued airplanes or in Alaska where insurance rates are almost prohibitive. However, very few of us can bear the risk of not carrying liability insurance. In my own 99 chapter, a young college girl held down several jobs so that she could rebuild an old airplane with the help of a local master builder. The result was a true jewel, but she "couldn't afford" insurance. One day while propping it, the airplane got away from her and proceeded to eat up a neighboring Cessna 206. Just because she was a penniless college student didn't insulate her from a lawsuit. She had one thing of value — her airplane.

Discuss liability limits with your insurance agent so that you can determine your requirements based on knowledge — not guessing.

Book Review

Tate, Grover Ted. **The Lady Who Tamed Pegasus; The Story of Pancho Barnes.** Bend, Oregon, Monarch Publications, copyright 1984, 104 pp., ill. ISBN 0-89288-092-9, \$8.95.

The author spent many years with Pancho and during that time made tapes of her many stories. It is from these tapes that this book was written.

Pancho was controversial and flamboyant, but she was a pioneer flier. A participant in the first women's transcontinental air race in 1929, Pancho did not become a Charter Member of the 99s. Her career ran the gamut from air racing to stunt flying for the movies. Many of today's leading test pilots remember Pancho as the owner of that favored spot near Edwards AFB — the Happy Bottom Riding Club. It was here that the author first met Pancho and became her friend during her last years.

Since this book is Pancho's story and in her own words, the language is a bit salty, but those who knew Pancho are well aware of that fact. To those who never knew Pancho, read this and get to know her as a free spirit who could not and would not be bothered by convention.

by 99 Librarian Dorothy Niekamp

The pilot of a general aviation aircraft in the USA is not required to have survival training, or even to carry medical supplies aboard. The FARs hold the pilot-in-command responsible for the operation of the aircraft but do not specify any actions that must be taken after an accident in tending to the needs of injured passengers. Not many pilots can be persuaded to prepare themselves fully for an accident followed by an extended period of isolation in the wilderness.

The first few minutes — or seconds — can be critical in terms of survival, especially if the impact is severe and the environment is hostile. Any crash can be a frightening experience, and injured persons can easily slip into a state of shock and helplessness, or rush off in a panic and become lost in dense woods or deep snow, unless a responsible person takes charge. The pilot is the most suitable person to assume this role.

The first and easiest investment a pilot can make in post-crash survival costs no money at all and only a few minutes of time. Before each takeoff, spend a few minutes discussing the possibility of an emergency landing with non-pilot passengers, showing them how to unlock doors and push out windows and explaining the urgency of getting out of the cabin at once because of the danger of fire. If the pilot is tactful, this can be discussed without unduly frightening non-pilots.

Passengers should also be told about the rescue function of the emergency locator transmitter and how to use the panel radio to call in a MAYDAY. The

advantages of staying near the wreckage should be stressed, and the location of any survival equipment on board should be outlined. This should all be known in case the pilot becomes incapacitated.

Safety education

SURVIVAL

by Marilyn Miller
International Safety Education Chairman

The second major preparation a pilot should make is to take a Red Cross First-Aid Course, possibly followed by cardiopulmonary resuscitation (CPR). The Red Cross also instructs what *not* to do, which sometimes can be as important as what to do.

One of the most important things to do, especially in areas where it is cold even on summer nights, is to conserve body heat. Make sure everyone has some type of headgear. Body heat loss can be increased by as much as 50 percent with the head uncovered.

The third major contribution the conscientious pilot can make toward post-crash survival consists of the survival equipment on board the aircraft, including sources of warmth and light as well as

essential medical supplies.

An ingenious survival kit can be compiled and carried in the pocket like a pen. Empty the barrel of a pen or penlight flashlight and fill it with matches, water purification tablets, a magnetized needle (for a compass), safety pins, a knife, a candle, thread, wire and foil. The matches and tablets are waterproofed by sealing with wax in a plastic straw; the magnetized needle can be suspended from a thread and its north-seeking end identified; the safety pins will help keep makeshift bandages in place; the knife consists of a narrow single-edge razor blade (injector type); the candle is a birthday miniature that could give you extra minutes of sorely needed light; the wire can be used with the foil to form a water utensil; and the foil can be used for signaling. Survival in your pocket! Or make one for each of your passengers and increase your chances.

Another suggested item is a blanket that can be rolled to fit inside a cigarette packet. One type is the "super insulation rescue sheet," made of highly reflectorized polyester foil with a gold-colored outer surface that can paint a good radar as well as provide solar reflection to attract rescue aircraft while you are snugly wrapped inside.

Pilots fly many years without the unexpected happening, but the accident files of general aviation show conclusively that the unexpected does occasionally happen — even to the best of pilots.

So take some time. Being prepared, as any good scout can tell you, is a good idea.



PUBLIC RELATIONS

99 PHOTO CONTEST

Sporty's Pilot Shop in Batavia, Ohio will sponsor a photo contest for 99s. The winner's photo will be featured on the cover of the November or January issue of Sporty's catalog. In addition, Sporty's will grant \$500 to the winner and another \$500 to the 99s.

The subject matter of the photo must promote the theme of "Women in Aviation." All entries must be 35mm or 2 1/4" color slides. Entries should be sent to the 99 Photo Contest, Sporty's Pilot Shop, Clermont Airport, Batavia OH 45103 by August 31. Entrants who would like to have their slides returned must include a stamped, self-addressed envelope. The winning slide becomes the property of Sporty's Pilot Shop.

Put your thinking caps on and get your shutters clicking to find a unique way of showing the real spirit of women who fly. Perhaps you already have a slide or photo that will be the winner — or our Alaska Convention should provide you with some excellent ideas. This is a wonderful opportunity to promote the 99s, women in aviation and your photographic ability.

"A.M. WEATHER"

Each Thursday morning, beginning April 1 and continuing through June 30, the 99s will co-sponsor "A.M. Weather," shown on most PBS stations. A listing of all stations carrying the program has

been sent for each of you to your chapter chairman. This is a very handy brochure to carry in your flight bag for those times you RON in an unfamiliar city or town.

We are delighted to be associated with this award-winning program and hope you all enjoy and use it daily.

by Marie Christensen

A.M. WEATHER

No joking. Just the weather.

Award-winning national weather every weekday morning on public television.

- National map of current weather
- Satellite motion sequences
- National radar summary
- 12, 24, 48 and 72-hour forecast maps
- Long-range temperature and precipitation outlooks
- Soil temperature and moisture reports
- Snow cover information
- IFR/VFR/MVFR flying weather
- Winds aloft and turbulence reports
- Severe weather advisories and warnings

Make A.M. Weather part of your morning in 250 cities nationwide.

A.M. Weather is a program service of the Maryland Center for Public Broadcasting produced in cooperation with the National Oceanic and Atmospheric Administration. Production grants are provided by the Federal Aviation Administration, Aircraft Owners and Pilots Assn., AOPA Air Safety Foundation, National Business Aircraft Assn., Hilton Hotels Corp., Phillips Petroleum Co., Continental Grain Co., United States Aircraft Insurance Group, AVEMCO Insurance Co., CSX Beckett Aviation Corp., Embry-Riddle Aeronautical University, Flying Physicians Assn., Hughes Aviation Services, Lawyer Pilots Bar Assn., PDQ Air Service, Inc. and Showalter Flying Service.

New Horizons

KAREN J. McCULLOUGH Tucson Chapter

Tucson Chapter 99 Karen J. McCullough was killed February 4 in an aircraft accident near Patrick Henry Airport, Newport News, Virginia. Weather was IFR at the time, and the Cessna 206 reportedly suffered electrical failure during approach. Karen, age 39, was alone in the aircraft.

As an experienced flight instructor, Karen had worked briefly for Alpha Air in Tucson, then went to Hudgin Aircraft, the local Piper dealer. She was multiengine and ATP rated and had just begun a new career with Flight International in Newport News as director of its flight training program.

Karen was also a sensitive and talented artist, specializing in jewelry manufacture, even to the casting of her own designs. She always responded to life, even when things were tough, with courage and a smile. She leaves that inspiration to all her friends.

by Mary A. Mercker

HELEN WETHERILL Michigan Chapter

The Michigan Chapter has suffered a great loss with the passing of Helen Wetherill, who died February 6 at age 77.

Helen was "hooked" on flying when she had her first plane ride in 1935 in Richmond, Indiana. She earned her license in 1936 and joined the 99s.

Helen was a very talented lady who worked 33 years as a producer and director of automotive industrial films for Henning & Cheadle. She also produced and directed training films for the men in service in the 1940s.

Helen was 1942-45 North Central Section governor and held many offices with the

Michigan 99s. She loved to travel and, after her 1974 retirement, made numerous trips all over the world.

The chapter has lost a fine lady who touched many lives while she was with us.

by Nancy Walters

K. ANN YOUNG Houston North Chapter

The Houston North Chapter sadly reports the death of chapter charter member Karen Ann Young. She finally lost a 17-month battle with cancer, establishing medical records and beating the odds all the way until the end.

Ann earned her license in March 1979. She and 49½er Jim flew all over the country with their two children in their Mooney, N231GS. Their more recent trips were to the states of Washington and New York and a jaunt to the Bahamas, as well as several

trips to Kansas to visit Ann's family.

Her enthusiasm and dedication inspired everyone in our small chapter and those beyond our circle. She held vice chairman and program director positions and was largely responsible for getting our air marking program rolling by securing most of the equipment needed for the first effort. It was her idea to sponsor a poker run and, appropriately enough, she and Jim won the run in their Mooney.

Ann was a dedicated medical technologist, with 25 years of experience. Her last seven years were with Houston Northwest Medical Center. She often said her medical background helped immensely to deal with all the medical jargon and trials she was put through during her fight with cancer.

We will greatly miss Ann. Her enthusiasm and bright attitude helped us all see life from a better angle.

by Andrea Chay



Birthplace of Amelia Earhart, owned by Paul and Winney Allingham.

PAUL AND WINNEY ALLINGHAM

Ninety-Nines lost two true friends when Paul and Winney Allingham died in January — Winney, unexpectedly January 20, and Paul, two days later after a long illness. There were no services in Atchison, and their burial was private in Amarillo, Texas.

The 99s first met Paul and Winney 21 years ago in 1963, when ceremonies were held in Atchison for the Amelia Earhart Commemorative Eight-Cent Airmail Stamp. They hosted a reception for the 99s in their home, the house where Amelia Earhart was born.

For many years, Winney and Paul were the owners and publishers of the *Atchison Globe*, known throughout the newspaper world as one of the most innovative papers in America. They devoted a three-section issue just to Amelia, her stamp, her hometown friends and the 99s. The issue is now a collector's item.

The Allinghams did it again 10 years later when the 99s returned in 1973. Groundbreaking ceremonies for the Forest of Friendship, a joint gift to America on her 200th birthday from the 99s and the city of Atchison, were held. The Allinghams, through their campaign in the *Globe*, were the driving force behind the fund-raising for this bicentennial project.

The friendship between them and the hundreds of 99s who came to Atchison each year continued to grow, and they held an open house each July during Forest ceremonies.

Paul and Winney were both fascinated by space exploration. They agreed with Amelia, who said in 1934, "There are no new worlds to conquer this side of the moon." To Amelia, the feasibility of the airplane had already been proven — it was just a question of "how big, how fast and how far."

Paul and Winney would thrill at the mind-boggling space plans astronaut Steve Hawley will outline for us this July. Steve, husband of 99 Sally Ride, will be back from his venture into space in June, and he is the featured speaker for Saturday night's Banquet of Space.

It is only fitting that a memorial be established at the Forest of Friendship to honor Paul and Winney Allingham. Details will be announced during July 27-29 ceremonies in Atchison. Contributions may be sent to the International Forest of Friendship, P.O. Box 99 AE, Atchison KS 66002, marked "Allingham Memorial."

ROSEMARY FIELDER Wyoming Chapter

Dear Rosemary,

DAMMIT!

damn those feds asking license surrender
their best for all concerned
you bet "they ain't a-gittin' it"

DAMMIT!

damn those people down on the street
slouching through their anemic lives
here your eyes shining fist held high

DAMMIT!

damn those pneumonia
cause of death medics
you always called a spade a spade
that frenzied strangler cancer

DAMMIT!

damn it, Rosemary
good-bye
we'll be seeing you

Love, Judy



FOCUS ON USPFT

by Hazel Jones

Pat Roberts and Hazel Jones present FAI President Amos Ishai an invitation to the 1985 international precision flying competition, hosted by The Ninety-Nines, Inc. and the US.

Observing at the recent CIAG (International General Aviation Committee) meeting in Palma De Mallorca, Spain were USPFT officials Hazel Jones and Pat Roberts. CIAG is a committee under the Federation Aeronautique Internationale (FAI), the ultimate authority for world flying activities. As most of you who have raced know, USPFT was required to have a sporting license from FAI, and be sanctioned by them, in order to compete internationally.

While in Spain, Jones and Roberts presented an invitation to committee members to come to the 1985 international competition to be held in Kissimmee, Florida, hosted by the U.S.

They also met with the sub-committee on rules, chaired by David Hamilton from the United Kingdom, to petition for a rules change having to do with the pattern flown in international competitions. The US team flew great patterns in Norway this past summer, but did not do well in the competition because they did not slip and float as the other teams did. It was agreed that some possible modification of the rules could be considered after the 1985 competition.

Three judges from the US — Hazel Jones, Jody McCarrell and Pat Roberts — were approved.

There was also a working dinner with Peter Costello, last year's chief judge in Norway; Arne Mathison, 1983 competition secretary; and Bill Ottley, second vice president of CIAG and National Aeronautics Association representative to FAI. Precise rules for selecting judges and juries were discussed, and suggestions were made for handling 1985's competition.

While we were in Mallorca, Peter Costello officially invited the US to participate in August's European precision flying championships. If funds are available, the winner of the US championships (to be held May 31-June 2 in De Queen, Arkansas) will be sent to participate. Others may go if they provide their own financing.

It was an exciting trip, to say the least. To participate in activities on an international level is exhilarating. (We also recruited a 99 while there — the wife of the president of the Spanish Aero Club, who didn't know whether she would be eligible for membership with only 1,000 flying hours! She also wants to host a precision flying activity in Spain, and we sent her our "how-to" information.)

International competition in 1985 in Florida will be an exciting time for 99s and for the USPFT.

WORLD AEROSPACE EDUCATION CONGRESS

Ancient Lessons in Aerospace Technology

by Betty Jane Schermerhorn

Dr. Gene Phillips, founder of the Ancient Astronaut Society, addressed the World Aerospace Education Congress on "Ancient Lessons in Aerospace Technology." Dr. Phillips founded the Society after seeing a television program based on Erich Von Daniken's book, *Chariots of the Gods*. He decided that new labels might have to be assigned to old explanations given by archaeologists of the past because of recent advances in space technology. He saw a definite need to upgrade the interpretation of a lot of old evidence. For instance, in the light of new technology, items once thought to be a fruit basket on someone's head might now be interpreted as a space helmet.

One could go overboard with this type of new interpretation, of course. However, the Society hopes to review ancient evidence and to find new evidence. It is a non-profit, tax-exempt organization which hopes to give the lay person the opportunity to present ideas and an opportunity to view the evidence. They do not wish to be constrained by dogma, doctrine or scientific principles, but they do wish to give free reign for ideas from individuals.

They expected to meet criticism from religious groups, but this has not been the case. In fact, there are many from the clergy among their membership. However, scien-

tists are bothered when their interpretations are refuted by the Society.

Their two basic objectives are: (1) to search for evidence to determine whether or not a highly developed technological civilization existed on Earth before recorded history, and (2) to determine if Earth was visited by intelligent beings from outer space thousands of years ago.

Dr. Phillips maintains they have found evidence to prove their first aim and illustrated his proof with many slides taken in many countries. The Society believes they have found circumstantial evidence that the Earth was visited by intelligent beings from outer space many years ago, but they have not found conclusive evidence on the matter.

Activities of the Society include the publication of a bi-monthly newsletter, the holding of a world conference with noted speakers and arranging member expeditions to various archaeological sites around the world. So far they have visited 24 countries on six continents.

The symbol of the Society is derived from an object that is on display at the Smithsonian. It is an object over 1,000 years old, about four inches long, made of gold, and it comes from Colombia, South America. When shown a replica of the object, all pre-



The symbol of the Ancient Astronaut Society — is it a space shuttle or an insect?

sent guessed it to be a form of space shuttle; the Smithsonian has labeled it a stylized insect. The Society theorizes it to be a one-way space shuttle to Earth that ancient peoples of Colombia saw arrive with people and cargo. It has a cargo door and a heat shield. They believe the native peoples adopted this as a method of carrying the souls of the dead, and they placed images of it in coffins at the time of burial.

As with Von Daniken's book, nothing has been proven conclusively. However, Dr. Phillips offered a new light on old, accepted interpretations of archaeological evidence that was provocative and interesting.

JOB MARKETPLACE

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

Lightning Express is a new small package courier based at Love Field in Dallas, Texas. Beginning June 11, it will provide scheduled cargo service throughout Texas and the surrounding states, using the Piper Malibu.

Initially, 15 qualified pilots will be hired, with a total of 40 to be hired by year's end. Minimum requirements for consideration are:

Airman Certificates:

Commercial ASEL

Instrument

Current Class II Medical

Radio Operator's Permit

Education: High School Diploma

Total Time: 1,500 hours

PIC: 1,000 hours

Instrument

(Including actual, hood and simulator):

200 hours

Must provide a list of references, be willing to relocate and available by May 15, 1984.

NOTAM

Applications are available for the Marion Barnick Memorial Scholarship, awarded annually by the Santa Clara Valley 99s. Each year a \$1,000 award is given in the field of aeronautics; last year, an additional \$500 scholarship was also awarded.

For information, contact Stella D. Leis, Scholarship Chairman, Santa Clara Valley 99s, 101 Oak Hill Way, Los Gatos CA 95030. Deadline for applying is May 1.

Letters to the Editor

Dear Editor:

Do you remember that I wrote a memorial for Ninety-Nines which was read two or three times at International?

Shortly thereafter it was used in the FFA Pilots Association magazine in the Queen's column (or whatever it is — she was a 99), which made me feel wonderful.

But more recently, a retired Braniff pilot asked me if I wrote a poem beginning, "They lived on earth a little while" (or something like that — I don't really remember what it did say, but it was mine). I said yes, and he said that it was signed Betty McNabb. He wondered if it were I.

I said, "Where on earth did you come across it?" (He lives in Dallas.)

And he told me it was used for a memorial by Piedmont Airlines! He's trying to find the copy for me!

Best to you and congratulations on the really beautiful job you're doing with the *NEWS*.

Betty W. McNabb

Dear 99s:

I cannot thank you enough for your generous assistance during my recent visit to International Headquarters.

Until now, I thought the National Air and Space Museum couldn't be beaten for cooperation and courtesy, but I think you may have outdone them.

Please let me know if you hear or see anything pertinent to my research, and don't hesitate to call collect if you're too busy to write.

Thanks again for all your help.

Sincerely,
Doris L. Rich
Author

AE Scholarship Candidate Omitted

Apologies are in order to Miriam Davis, whose write-up for her candidacy on the AE Scholarship Board was overlooked in the last issue of *The 99 NEWS*.

Miriam S. Davis

Miriam S. Davis, Florida Goldcoast Chapter, earned her private, multiengine, commercial and instrument ratings in 18 months. A member of the 99s since 1962, Miriam is corporate pilot and owner of the research and development firm founded by her late husband, C. Hubbard Davis.

She has held chapter offices, including chairman, served on committees of the Southeast Section and on one International committee. Presently she is a member of the AE Scholarship Board and serves as its secretary.

Also active in community affairs, Miriam has served as president of the Dade County Federation of Women's Clubs and the Women's Cancer Association of the University of Miami.



SOME OF THE INS AND OUTS

Third of a three-part series by Mary Hill

Air marking should be read from the downwind leg of the pattern. Check this before you start to lay out your letters. Using the Air Marking Guide, lay out your letters and don't forget the runway numbers. Be sure to have swept the surface clean first. Use rollers with long handles or brooms, whichever you prefer.

After several hours of hard work, the job is complete. Doesn't it look fantastic?! Now comes the clean-up. Pick up everything. Be careful to miss nothing. Call the FSS and inform them you have finished and the paint is dry. There's nothing more exasperating than to finish and have someone taxi a plane across wet letters. This is where black touch-up paint comes in handy. So don't take down your barriers until all letters and numbers are dry.

Everyone climb into an airplane and go see your "masterpiece" from the air. Wow! What a neat feeling! Pass that feeling along with a follow-up thank-you letter to the owner or manager for promoting air safety. Lastly, fill out the Air Marking Report (I have forms) and mail to your section air marking chairman.

It wasn't that hard, was it? And such fun! Let's do another very soon.

Three 99s Hold Positions on US Aerobatic Team

by Carol Clark



The 1984 US Aerobatic Team includes (standing) Gene Beggs, Harold Chappell, Henry Haigh, Kermit Weeks, Alan Bush, (kneeling) 99 Debby Rihn, 99 Brigitte de St. Phalle (also inset at top right), 99 Julie Pfile (also inset at bottom right) and Linda Meyers.



In August 1984, the world's finest aerobatic pilots will be competing at the XII World Aerobatic Championships in Békéscaba, Hungary. The USA will be represented by an outstanding team that includes four women — three of them are currently 99s. From varied beginnings in aviation, each has won a prestigious position on the team.

Brigitte de St. Phalle began flying lessons in 1971 when she saw a sign advertising \$5 demo rides. She didn't really like the first flight, but the concept of flying was "interesting" to her. After several lessons, she found she liked stalls, particularly accelerated stalls. She wanted to experience spins, but her instructor did not. Brigitte's first aerobatic lesson was with Amelia Reid in San Jose. Right away she loved aerobatics, but it was four years before she entered her first contest. Brigitte flew a Decathlon in competition for several years, but she became frustrated watching the more maneuverable Pitts Special. Eventually, ownership of a red and white Pitts speeded her advancement to the Unlimited Category and to a spot on the 1982 USA team that competed in Austria.

Brigitte also flies air shows. The Lake Tahoe Chapter, of which she is a member, annually features her in a local show. Her home is in San Jose, where she works as a computer programmer for Lockheed Data Plan. She holds a commercial license, instrument rating and CFI. She has enjoyed ferrying airplanes to the West Coast, but flying aerobatics is Brigitte's real love.

Judy Pfile's flying career began when she was in medical school in Colorado. Riding a mountain wave to 22,000 feet with a friend in a glider got her "hooked" on flying. She completed her private training in just six weeks, flying three mornings a week at 0600 before going to the hospital where she was an intern. She soon continued for her commercial and instrument, and she flew a lot of cross-country, including a trip to the Bahamas.

Julie started doing some aerobatics soon after receiving her license. After moving to Salt Lake City for an oncology fellowship, she was introduced to Pitts flying and began flying aerobatics seriously. At this time, she also became a member of the Utah 99s. Julie took delivery of her own Pitts, 30JP, on Memorial Day 1977. Since then she has flown it over 1,200 hours, competing throughout the USA. Beginning as a Sportsman competitor, she has worked her way through each category to Unlimited on the team position.

Julie practices hematology/oncology in Albuquerque, New Mexico. She loves skiing, backpacking and anything to do with mountains, and she enjoys playing the bassoon with the Albuquerque Philharmonica. She still flies early in the morning, greeting the sunrise with a loop, roll or tailslide.

Debby Rihn was born to flying. Her father and two older brothers flew, and grandfather had a small commuter service. Debby started logging time in 1965 at age 14 in

sailplanes and an Aeronca 7AC. She soloed at 16 and obtained her private license at 17. By the time she had completed college and was preparing for a career in medical technology, she had her CFI, single and multi-engine ratings.

After moving to Texas, Debby decided she would rather fly, and she got a short-lived job flying night freight out of Houston. As often happens, the job did not last and it was back to the medical laboratory as a supervisor.

During this time, she met a doctor who was an avid pilot and had flown competitive aerobatics. Debby taught his children to fly and later became a partner with him in an aviation business. Doing some loops and rolls in an Aerobat led to flying her first contest in a clipped wing Taylorcraft. Interest in aerobatics was growing in Houston, and Debby helped revive an IAC chapter, serving as president for two and a half years. Continuing to compete, Debby had to borrow a plane for her first Unlimited contest, and she beat the owner! Knowing that he would never let her borrow it again (her own plane had mechanical problems), she and her partner bought a newer Pitts in time for her to try for a team position in the 1983 national competition.

Debby now owns and manages an FBO in LaPorte, Texas. She is a pilot examiner and FAA safety counselor, and she is active in EAA, IAC, AOPA and the Spaceport Chapter of the 99s.

SURVIVAL IN THE SAWTOOTH

by Onalee Metcalf

Operations Manager Bill Chism
demonstrates construction of a simple trap.



**"WHATEVER YOU NEED
CAN GENERALLY BE
FOUND WITHIN 30 FEET
OF YOU."**

The group constructs a shelter.
The finished product is shown at far right on the facing page.



In July 1982, I was afforded the opportunity of attending Sawtooth Outfitters and Guides (SOG) "Basic Pilot Survival Course." I had learned of the course at a 99 chapter meeting in March, and from the course description it interested me very much. Three days of instruction on the basics of survival, then two days and two nights in the wilderness with only pocket-knife and jacket, practicing what I had learned, seemed a challenge. Also included was an optional 24-hour solo experience for those who wished to go it alone. I had always thought about taking a survival course since my family spends lots of time camping in the mountains during the summer. I decided to give it a try.

The Sawtooth survival school is located 60 air miles northeast of Boise, Idaho in the Sawtooth Wilderness Area. It is easily accessible via automobile or airplane. There is a US Forest Service airstrip just five miles from the base camp with a 3,400-foot grass landing strip and tiedowns. I chose to drive the 88 miles from Boise via US Highway 21.

The trip was relaxing, and it felt great to

get away from the hustle and bustle of the city and into the quiet embrace of the mountains. I could feel the pressure of the eight-to-five routine gradually leave my body the further I got away from the city. The same "freedom" feeling I get when I'm flying pervaded my being. Smelling the cool, clean air of the mountains... seeing the towering, majestic pines... hearing the calls of the birds... slowly the clamour of the man-made city was replaced by the peacefulness of God's world.

I was the first participant to arrive at the site and its sole occupant for about 30 minutes. So I had the chance to familiarize myself with my surroundings before meeting new faces. Three tepees were set up around the site, each spaced about 100 yards apart, with the main one close to the center near the fire pit. Apples, oranges and eating utensils hung in burlap sacks from the branches of a huge pine tree. A large wooden table was positioned beneath the tree, and under it cooking utensils and staples were stored in wood crates and trunks. Not far away was a large hole in the

ground with ice and ice chests filled with supplies. Two 50-gallon barrels of water on stands — one near the table, the other on the far side of a tree — completed the basic needs for survival... fire, water, food, shelter and fresh, pine-scented mountain air. This was Two Ravens at Tall Pine, the base camp for SOG's 47-acre retreat, my home for the first three days of the course.

I was enjoying the serenity of my surroundings and the serenade of a coyote when the Becks drove up. Mark and Susan are apprentice guides and herbalists who taught us about edible and medicinal vegetation. Then Garn Christensen, chief instructor and founder of SOG, and Bill Chism, operations manager and guide, arrived. The remainder of the staff — Jan Worsencroft, lead guide; Jamie James, apprentice guide; and Patty Dee, apprentice guide. Two other class participants — Pat Frasier, a 99 from British Columbia, Canada, and Anne Studebaker, AOPA journalist and student pilot from Maryland — arrived the next day. One other class participant, Dave Gelfin, an FAA representative,

"I DISCOVERED THAT MANY PEOPLE HAVE NEVER HAD THE EXPERIENCE OF SPENDING 24 HOURS TOTALLY ALONE."

- Garn Christensen, SOG

missed the first two days of instruction but joined in the simulation. Robert Keller, M.D. specialist in wilderness and trauma medicine from Carmel, California, arrived the third day for a special medical lecture. I had been apprehensive about meeting new people and spending six days and nights with total strangers, but after meeting the staff of SOG, my fears were dispelled. They were friendly, honest, open, sharing, caring people. And I was comfortable with them.

The first day of the course was centered around the philosophy of survival, survival needs and plant identification. We learned about fire-making without matches and gathered materials to make a digging stick and bow drill. The digging stick would aid us in gathering edible roots and bulbs, and the bow drill would supply the spark for our fire. We learned about the medicinal values and edibility of vegetation in our locale.

The second day we learned about water, solar stills and signaling. We had a discussion about survival kits and reviewed emergency crash procedures.

Day three we built a shelter and fires, learned emergency medical skills and discussed the philosophy of death. The classroom was the outdoors, the tools and material for survival provided by nature. We could have learned all the data from books

in a stoic classroom, but being in the proper environment was a much more practical approach. One learns by doing, and practicing what's been learned reinforces the process.

The fourth and fifth days were spent using what we had learned in a crash simulation. We were divided into two groups. Each person was provided a blanket and could take his jacket, pocketknife, hand-crafted tools and fire-building materials already gathered from the environment. Then we hiked about a mile and a half from the base camp to the crash sites. The sites were positioned far enough apart so that one could not be seen by the other. Each group had an airplane hulk to aid in the simulation. After arriving at the site, we had a scenario to act out, adding to the reality of the situation. We then constructed our shelters, built fires by starting them with either bow drill or flint and steel, obtained water and foraged for food. We endured for two days and two nights, using skills we had learned the first three days of our course.

After our rescue, both groups met and hiked back to the base camp, sharing experiences with one another. We shared the feelings of being tired, hungry and wet. (Mother Nature was her same unpredictable self. It rained the second night!)



We also shared the pride of carrying on with the simulation, persevering and surviving!

Survival, I learned through experience, is adaptability, determination, fortitude. Survival is a positive attitude. Survival after an airplane crash is being able to adjust, from the comfort of the cockpit in the air, to the stark reality of being grounded in strange surroundings, perhaps injured or with injured or dead passengers. Some 80 percent of crash victims are rescued within 72 hours, but after surviving the crash, how will you survive on the ground until those rescuers arrive? And what can you do to speed or aid your rescue? No one really knows how she'll react in such a situation, but the SOG "Basic Pilot Survival Course" affords the opportunity to be prepared for such a situation before an actual crisis exists. SOG provides some basic information — add to that the confidence you will have gained from participating in a crash simulation, and you should have the faith it takes to survive.

This year, SOG will hold two "Pilot Survival Courses" — one July 1-5 and another August 22-26. Cost per individual is \$280; if families are interested in participating as a group, the cost is \$420 per couple plus \$70 for each additional family member.

For further information regarding this type of survival course and others, contact Garn Christensen, Sawtooth Outfitters and Guides, Inc., P.O. Box 2204, Boise ID 83701, (208) 336-9741.

"SURVIVAL IS THE CONSERVATION OF ENERGY."



Foraging for food is British Columbia 99 Pat Frasier — blueberries for dinner!



"Floating Over Africa"

A Balloon Safari by Trish Bianchi

Five o'clock in the morning arrives early anywhere in the world, but that cold August morning was one I eagerly awaited. Despite the chilly darkness in the tent, I got up immediately and fumbled for the flashlight. The camp generators had not been turned on yet, so the relative quiet was still enjoyable. I had come to love that time — that early morning stillness surrounding an African camp. In the distance, I could faintly hear rumblings as families of elephant stirred, starting their daily search for food. Lying on the fringe of the Masai Mara Game Reserve in southwest Kenya, Cottar's Camp is a haven for curious wildlife. Each morning at the crack of dawn, sleek vervet monkeys and bossy baboons begin their playful antics, scurrying over rolling hills and tent tops with equal vigor. This morning, however, I was up before anyone — man or beast!

The sun, a pink-purple ball, was just cresting the horizon as I skipped up the path leading to the dining area. A few dying embers still flickered in the large circular campfire — the last vestiges of a roaring blaze that had provided warmth and camaraderie the evening before. My excitement was high for, not only was I back in Africa, but I was about to embark on an adventure I had dreamt about for years.

We left camp at 5:30 a.m. for the 37-kilometer drive to Keekorok. As the land rover stiffly navigated the corrugated and dusty roads, I could not help but glory in the view of earth awakening. No matter how often I observe an African sunrise, the thrill is always there. Vivid colors — pink and yellow reflecting the radiant sun, shadows of brown and green, a patchwork dotted with muted grays — and an array of wildlife adding motion to the design.

Despite the jostling, I managed a few photos of gazelles romping over the plains. Wildebeest were everywhere since this was the time of their annual migration.

At the lodge, we met the pilots — John and Dudley. Attired in green jumpsuits and black boots, they both projected an air of extreme casualness. Not having much experience with balloonists, I was amazed at their lightheartedness, especially at that hour of the morning! The short drive to the launch site seemed like an eternity. Even the two huge male lions we stumbled upon feasting on a fresh kill did not detract my thoughts of what lay ahead. I guess I did

experience some anxiety; but, after all, wasn't I a power pilot, and surely ballooning couldn't be that different?

The clearing where our balloon lay was spacious but not overly open. Acacia trees and dense thickets of scrub surrounded the area. Most of the reserve is flat woodlands, bisected by the Mara River and its tributaries, and sprinkled with gently rolling hills and riverine forest — a perfect place for ballooning. By now the sun was 20 degrees off the horizon, making the lighting just right. With camera in hand, I slid from the land rover and watched my dream unfold. Seven Africans dressed in brightly-colored orange jumpsuits were assembling the ropes and nylon components which made up the yellow and orange balloon. In what seemed like only a moment, the huge balloon began to fill, taking shape and gently rising above us. The enormity of its size tended to overshadow everything. At full inflation, the "Lengai" stands as tall as a 10-story building. Measuring 80 feet across its equator, it is the same size as the Double Eagle II. Capable of lifting tremendous loads, the balloon's capacity is limited in Kenya due to the altitude — over 5,000 feet.

With the Lengai swaying, the ground crew held the basket as I tried to climb aboard gracefully — no easy task considering the height of the basket and its contents. With five on board, it was a tight squeeze. A gas cylinder occupied each corner of the square wicker basket. Fuel line hoses draped in front of us, and strong hemp ropes held the basket to the balloon. A center section divided the inside area in two. On the panel sat two instruments — an altimeter and a fuel pressure gauge. John held a walkie-talkie. (So much for sophisticated cockpits!) Above our heads on a thin frame sat the two burners. It hardly seemed like much to sustain flight. Despite the relatively calm air, the balloon continued to sway, making the ground crew work even harder to hold us earthbound. By now, my heart was on overload. What I was feeling is hard to describe — nervousness, perhaps a little apprehension and definitely euphoria.

In his crisp British style, John announced, "Ladies, only a few rules to follow — nothing to be alarmed about." He smiled broadly, revealing perfectly white teeth. The blonde hair, blue-gray eyes and sleek physique completed the picture of perfection.



"Do not touch or pull the fuel lines," he explained. "Do not lean over the edge." (As if we would!) "And during the landing, at my signal, squat in the basket." It all sounded so simple — no seat belts, no flap check and definitely no clearance delivery!

With my feet firmly planted at the bottom and my hand gripping the edge of the basket, I waited anxiously for that first movement. John signaled Dudley, who was ready in the other balloon, and with a blast from the burner, we lifted off. The rise was so gentle that I wasn't sure we were airborne. The sensation of flight was non-existent, but as we gained altitude, the feeling of floating was present. Around 15 feet AGL, John activated the burner again, and while the roar drowned the solitude, the hot air carried us skyward. The initial climb was more thrilling than that first solo moment when I felt the wheels of our Grumman Tiger break free from earth. The plains below, its vastness and lack of color, suddenly took on new dimension. I had traveled over the Mara and Northern Tanzania before — both tracking over the rugged terrain in a land rover and zipping overhead in a Piper Aztec — but hot air ballooning was different... very different.

Most of the animals seemed to ignore us as we glided over row after row of wildebeest and zebra. Occasionally the burner blast would startle some unsuspecting gazelle, but during the quiet times, we just floated... silently, undisturbed. At around 1,000 feet, the landscape was unobstructed for miles. The sky was a sharp blue with only a faint wisp of cirrus above. For a time, I almost forgot that I was an earthbound human. Suddenly I had the strange sensation of not wanting to return to the ground. I began to realize perhaps a fraction of what the astronauts must feel floating in space. The African savannah below as so vast and remote, and I above so insignificant. Powered flight was never like this.

John, a skilled pilot, maneuvered the balloon expertly, rising high above and then gently letting her sink slowly downward. At times, we were only inches from the ground, brushing wispy yellow grass, and then we would rise 30, 40, 50 feet above a herd of browsing elephant — the old matriarch keeping a watchful eye on this yellow and orange intruder, trumpeting her disapproval as we continued westward.



The openness of the Mara and neighboring Serengeti was beyond our comprehension. I was seeing a familiar sight with different eyes. My balloon companions were equally as excited. While each of us held private thoughts, occasional expressions of amazement were heard. None wanted the experience to end — even those unfamiliar with flight wanted to hang on to this dream. But, as with all good things, the balloon safari was drawing to a close. We crested a small hill, and there in the distance sat the chase vehicle. Relishing these last moments, I longed to imprint all my feelings, knowing that I would surely wish to relive this adventure over and over again.

Losing altitude rapidly, we brushed a small tree during our approach, shaking the basket and making me realize that ballooning could have its hazards. John was intently watching the touchdown area during this final approach phase. The land below looked rather rugged for a landing, but before I could worry too much, he signaled us to squat. While the next few moments were in reality only several seconds, it felt like forever as we hit the ground with a crash and tumbled over the rough terrain. Even though the basket had made contact with the earth, the balloon continued to fly, dragging us over the ground. I wondered where the ground crew was. Soon strong hands and joyous voices surrounded us. The Africans seemed as excited as we were. The basket was righted, and the Lengai above billowed as she lost air and began to flutter down. By the time we had disembarked, the once mighty balloon lay in a heap.

A champagne breakfast had been laid out on a red-checkered tablecloth covering a small, fairly level patch of earth. Empty gas cylinders were set down as seats and before long we were being toasted for having survived our first flight! A traditional balloon safari breakfast of cold chicken, muffins, fresh pineapple and, of course, plenty of champagne, was enjoyed by all. I could easily say I was tipsy that morning, but not from the alcohol. What filled my head were visions and memories — fleeting moments of an incredible experience. Africa has always been special for me, but now I could add a new level to my safari adventures. I wondered how much of the thrill was due to the place or the flight itself, for flying, too, held a mystique — and certainly this balloon safari over Africa was nothing less than spectacular.

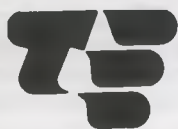


Wien Air
Alaska

A L A S K A PASSPORT

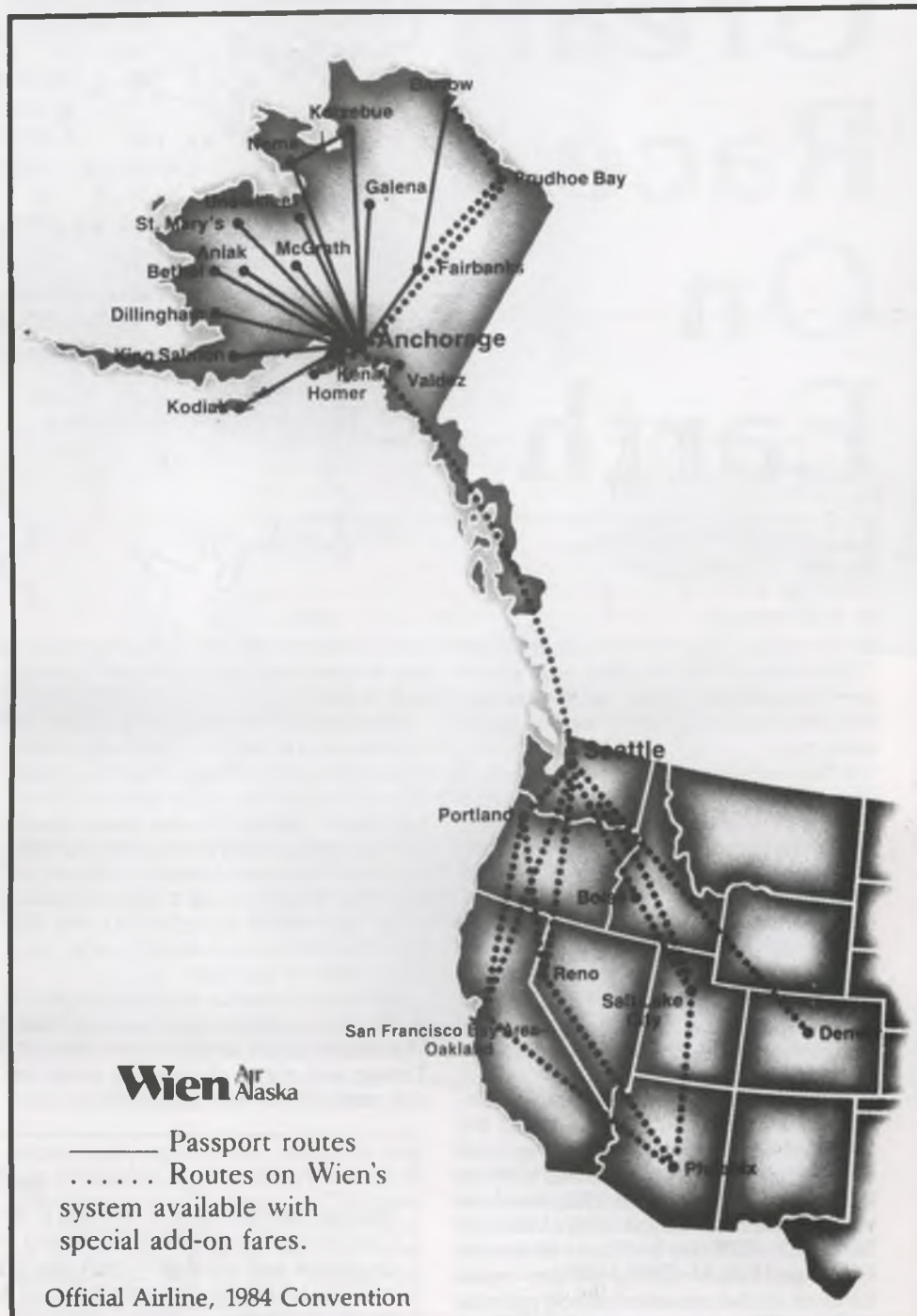
Unlimited Mileage
\$63900*
(from Seattle)

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



TRAVEL ENTERPRISES, INC.
P.O. Box 4-2393 Anchorage, Alaska
800-544-2207

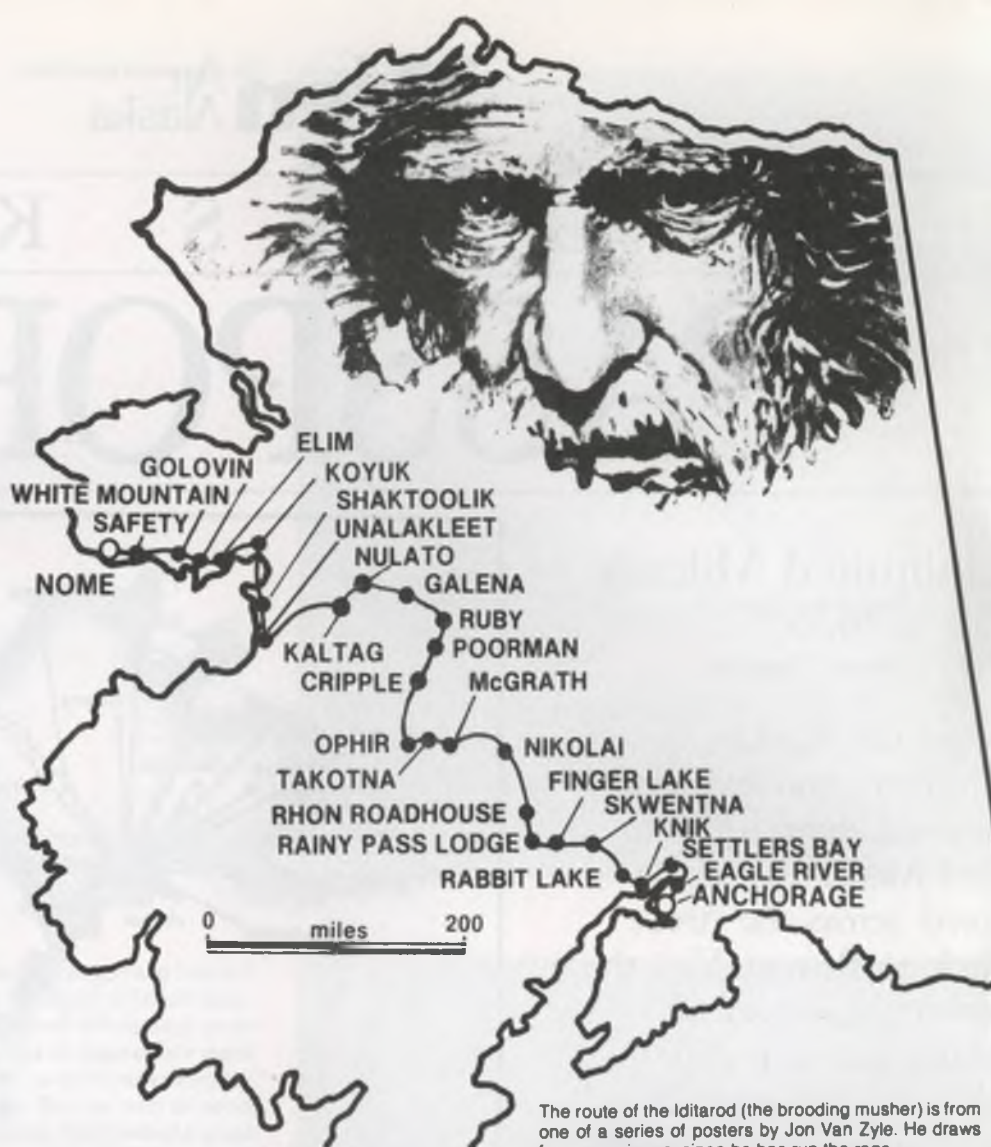
Official travel agency, 1984 Convention



Subject to conditions and change without prior notice. Plus tax. Effective January 1, 1984 through December 31, 1984.

The Last Great Race On Earth

by Janet Sprague



The route of the Iditarod (the brooding musher) is from one of a series of posters by Jon Van Zyle. He draws from experience, since he has run the race.

The Iditarod Sled Dog Race is an endurance struggle pitting men and women and their dog teams against the harsh Alaskan wilderness.

It begins the first Saturday of March in downtown Anchorage and does not end until the mushers cross under the burlwood arch in Nome on the coast of the Bering Sea. The distance, traditionally noted as 1,049 miles (because Alaska is the 49th state and the distance is always over 1,000 miles), is actually more than 1,100 miles. Imagine a race from Florida to Maine. The route varies each year; in odd years it goes south through the ghost town of Iditarod, and even years north through Ruby on the Yukon River.

The annual running of the Iditarod commemorates the heroic undertaking of the 1925 sled dog relay in which mushers carried diphtheria serum sorely needed in Nome to combat an epidemic. In 1983, the three surviving mushers of the original Iditarod race — Charlie Evans and Edgar Nolimer of Galena and Billie McCarthy of Ruby — were honored at the annual mushers' pre-race banquet. The mushers draw their starting positions at this banquet by pulling num-

bered poker chips from my 49½'er's beaver/wolf mukluk.

After leaving the fanfare in the congested Anchorage area, the mushers face a long, cold, lonely trek to Nome. The trail crosses two towering mountain ranges and numerous jagged ice floes on the frozen rivers. Tripods and surveyors' tape mark the trail, but many times snowstorms obliterate all signs. There are no roads in western Alaska. After the mushers leave Settlers Bay and Knik, the only way to observe them is by air, snowmobile or dog sled.

It is a race of considerable hardship, and it is difficult to estimate how long it will take. The mushers start at two-minute intervals. Time in and out of checkpoints along the way, and at their mandatory 24-hour rest

stop, is adjusted so that the first musher across the finish line in Nome is the winner. The record time of 12 days, eight hours, 45 minutes and two seconds was set by Rick Swenson in 1981. Usually it takes two to three weeks, sometimes a month for the straggling "red lantern" finishers.

The purse is \$100,000 in prizes, with first place taking \$24,000. Each musher must check in and out of each of the 27 checkpoints, and must be carrying all the requirements in his/her sled (a mail cache of letters, dog food and booties, survival gear, etc.) plus all the dogs. Tired dogs must be carried on the sled and may be left only at official checkpoints. Volunteer pilots (including me and a couple of other women) transport the dogs back to Anchorage.

NOTAM

Wanted: someone who is going to fly their own plane to Alaska for the 1984 Convention. *The 99 NEWS* would like to have an article about your trip, complete with photos — perhaps a brief diary of daily adventures. Please contact Lu Hollander, editor, if you are interested in writing such an article for the magazine.



Note the booties on the dogs' feet to protect them from rough snow as the team pulls into Galena.



Dogs in harness, resting for the next leg, are bred for strength and endurance. The huskies are as eager to race as the mushers.

No fresh dogs may be harnessed en route. The same huskies run every inch of the way. A musher may start with as many as 18 dogs, and he must reach the finish line with at least five. The dogs are well-kept year-round, and they start training as soon as the snows start. Veterinary inspection is made at each checkpoint. Checkpoints are mostly solitary wooden cabins where the mushers can stretch out on the floor in sleeping bags, but few stay. They drive on, guided at night only by the sixth sense of their lead dogs, moonlight when available, and a thin torchbeam from a miner's helmet. When exhausted, they scoop out revetments in the snow and sleep on their sleds, surrounded by huskies, in temperatures averaging minus-30 degrees.

As we go to press, the 1984 Iditarod is underway, under the toughest conditions in years — it's too warm. Temperatures well above freezing and rain in some areas make the trail soft and slow. A veteran woman musher, Susan Butcher, is in the lead at McGrath. Of course, by the time you read this, it will be all over — but for a while, we'll be hoping for colder weather for the racers.

Air support is crucial to the race. Race

officials and veterinarians, reporters and tons of supplies for 70 mushers and up to 1,200 dogs all must be flown in. This year, the Alaska Air National Guard helped, staging an air drop exercise for their own proficiency — and to drop supplies by parachute at caches along the trail.

In daylight and darkness, across dangerous terrain and in unpredictable weather,

sleeping rough and eating rougher, and in constant proximity to wild animals, the mushers are retracing the Gold Rush trail of the 1890s. The Iditarod is a fantastic adventure for the mushers, their dogs, the supporters, pilots, ham radio operators, volunteers and fans around the world — especially Alaskans. It is truly the last great endurance race on Earth.

chapter

News, Activities and Projects



With Chanda Budhabhatti (center) are Jung-Hoon Kim and Dr. Il-Kyoon Yoon with the Korea International Airport Authority as well as Mrs. Kyung O Kim Lee and Mr. General Sang Mook Kim with the Korea Air Terminal Service Company, Ltd.

INDIA SECTION

Chanda Sawant Budhabhatti, executive chairman of the World Aviation, Education and Safety Congress, recently stopped in Seoul, Korea on her way to India to discuss the forthcoming Congress to be held March 8-12, 1985 in Bombay.

She met with International Advisory Board members Dr. Il-Kyoon Yoon, chairman and president of the Korea International Airport Authority, and Mrs. Kyung O Kim Lee, executive vice president of the Korean Aeronautical Association. Dr. Yoon and Mrs. Lee were most gracious to visit with Chanda on very short notice, and despite a busy schedule, escorted her around the Kimpo Airport.

WESTERN CANADA SECTION

British Columbia Chapter

Kate Merry and 49½er Doug were perfect hosts for the annual Christmas party. The social event was well attended with several prospective 99s and 66s.

A January 28-29 swap meet raised \$300 for the 1987 International Convention. Many thanks go to Marg Glover for making arrangements for a table and to May Primeau,

Clustering around Expo Ernie at a recent safety seminar are British Columbia Chapter members Helen Boulbee, May Primeau, Myra MacLure, Gretchen Matheson, Dianna Sweet, Mary Lee Burns, Joan Lynum and Alison Jeffery.



Joan Lynum, Alison Jeffery, Kate Merry, Marilyn Nouch, Lee Williams, Myra MacLure, Lillian Varcoe and Diana Sweet for assisting.

Another chapter tradition took place February 11 when our safety seminar, "Changing the Odds," was presented. Co-sponsored by the BC Aviation Council and Coastal Pacific Flight Centre, Ltd. (CPFC), the seminar, held at Abbotsford Airport, was a huge success. Despite poor weather, 100 people heard presentations on recurrency training, aircraft airworthiness and preflight inspections by Cole Shelby, CPFC, and Harold Townsend, Ministry of Transport (MOT). A representative of Expo '86, Hamilton McClymont, gave a talk about aviation displays along with Ernie, the Expo '86 robot. The afternoon ended with a flight safety panel featuring Dr. Bill Rozecki, Air Canada; Harold Townsend, MOT; Al Hunt, Abbotsford Flight Service Station manager; and Brian Penner, CPFC. Many pertinent questions were raised concerning aviation medicals, PIREPS and flight planning. Alison Jeffery, APT and safety chairman, organized the seminar.

by Judith B. Hess

MIDDLE EAST SECTION

Maryland Chapter

Annabelle Fera, FAA designated examiner at Frederick Airport, was the main speaker for our February 11 meeting. Twenty members, prospective members and guests from the Potomac Chapter enjoyed the very informative talk on what to expect when taking an FAA flight test. We also listened to Boris Orent from the Las Vegas Chapter of the American Medical Support Flight Team, who explained the purpose and operation of the team. A chapter is being formed to serve this area. We also heard the CAP presentation of a survival course and have decided to have an additional one-day course on this. The Maryland Aviation Historical Society flew in a fully-restored T-28 that was used as a trainer for the astronauts; it was parked on the ramp for our convenience after the meeting.

by Joan M. Kosek

Potomac Chapter

Following a luncheon meeting in Greenbelt, Maryland, members and guests toured NASA's Goddard Space Flight Center February 18. We viewed the satellite tracking facility—the "back-up" for Mission Control in Houston, the huge computer facility, the communications room and a number of exhibits in the visitors' center. What incredible progress in just 25 years!

Our own Mary Feik, renowned restoration specialist, guided us on a February 25 tour of the Smithsonian's Paul E. Garber Facility. The purpose of the facility is to preserve

technology, and we saw how meticulously each aircraft is restored—piece by piece. Did you know that ground-up walnut shells are the best thing to remove corrosion?

by Ellen Hahn

NY-NJ SECTION

Garden State Chapter

We know that the holidays are well past, and we sincerely hope you all had happy ones, but we'd like to share with you the details of our lovely Christmas party held December 11 in Monroe Township, New Jersey with some 35 Ninety-Nines, 49½ers and friends in attendance. The room was festively decorated for the holidays, and timely music was played by a live band for the cocktail hour. Betty Pifer, our chairman, pulled every string she knew at the North Pole to arrange a surprise visit from Santa, who gave candy canes to everyone present. Even some children from other parts of the restaurant wandered in to place their last-minute orders with Santa. We had a lovely dinner and lots of good conversation, and the affair got us all off to a good start for the holidays ahead.

Presenting the winner's plaque to Jim Pifer at the spot landing contest are Garden Staters Alberta Bachman, Betty Pifer and Diana DeLange.



Bill Dade, Diana DeLange, Betty Pifer and Racquel and Joe McNeil enjoy the beauty of the late fall day during the Cross Keys air marking lunch break.





Posing with Santa, portrayed by Rich DeMartino, at the Garden State Christmas party are Racquel McNeil, Betty Pifer, Bev DeMartino, Mary Helfrick, Clarice Bellino and Alice Hammond.

Our January meeting was held at Trenton-Robbinsville Airport and was a planning session for the Garden State 300. Committee chairmen were appointed, and once again we are knee deep in plans for the June 9 contest to be held at Mercer County Airport [see calendar on page 4].

After the business meeting, we were treated to a slide presentation prepared by Alice and John Hammond, which included some of the pictures they took at last summer's Forest of Friendship ceremonies.

Janis Blackburn has been named an FAA safety counselor, and Pat Valdata, one of our glider pilots, is in training for her power rating.

by Mary Helfrick

Long Island Chapter

Kathy Lusteg, social studies chairman of three middle schools on Long Island, once again made good use of the chapter's slide show program, "Instruments and Preflight," showing it to inquisitive children and adults in her area. The slide show was originally prepared by the chapter for last year's flying companion seminar.

Chapter Chairman Pat Bizzoso has been asked by the Farmingdale GADO to become an FAA safety counselor, and Joan Malden recently attended an FAA safety counselors' meeting at the TRACON in Garden City.

Pat Rockwell and son Kenneth were pleasantly surprised in January when they received a trophy from members of the Capital Classic Air Race Committee in Albany. The letter enclosed with the trophy read in part, "...it was decided that you and your copilot son had earned this safety award. Because you decided to abort the course due to poor visibility, it was felt that you exercised good judgment, an intangible but essential element of pilot proficiency." It was an unhappy decision at the time, but the experience has served as a lesson to be discussed with many of her students. If a flight instructor can do a 180 in the face of an uncomfortable situation even though others are going on, perhaps some day the student, even after licensing, will look at that option more favorably and use it if necessary. Thanks to help from her AE Scholarship, Pat has graduated her first student pilot from absolute scratch lessons (no previous instructors) to a first-class private pilot. The event, by chance, would have taken place 30 years to the day Pat earned her PPL, but due to weather the flight test came about two weeks later. Thirty years is a long time to wait, but if it wasn't for the AE

Scholarship, Pat still would not be an instructor. And as always when the opportunity presents itself, she wishes to again thank the committee for her dream come true.

A group of 99s joined the Long Island Aerocats on a tour of the well-known Mattituck Aviation Facility. They are specialists in rebuilding airplane engines and owners' hopes. Doris Abbate and Barbara Evans finished first in the proficiency air race sponsored by Mid-County Flyers, and Ruth Dobrescu and Doris Abbate attended the annual Valentine's Day Luncheon at the Wings Club.

We have many wonderful gals in the chapter. One of them, Ida Van Smith, is becoming fairly well known to *The 99 NEWS* readers. She has probably received more awards than any other 99 in our area. Her most recent accomplishments began February 11, when she was honored by more than 500 of her Alpha Kappa Alpha Sorors on the sorority's 76th anniversary. Her plaque reads: "In recognition of tireless devotion and inspiration to youth in aviation...." On the same day, Ida Van was surprised with the presentation of yet another award — a Silver Medallion, the same as was presented to Astronaut Lieutenant Colonel Guion S. Bluford. The following day, Ida received the Black History Month Award given for "superlative community service to youth in aviation."

by Patricia Rockwell

NORTH CENTRAL SECTION

Central Illinois Chapter

Linda Hamer has been elected secretary of the Board of Directors of the International Aerobatics Club (IAC), a division of EAA.

David Smith, son of Nanette and Dr. David Smith, earned his wings while serving with the Navy in Pensacola, Florida. He will fly multiengine aircraft. The Smiths are particularly proud of this latest achievement in their family as all three of their sons, as well as the parents, now hold pilot licenses.

Our chapter was honored to have Kelly Carson, a former member of the Kansas Chapter, drop in at Peoria Airport during the January meeting to introduce herself. She and her husband had stopped at the airport and she heard about the 99 meeting in progress.

Barbara Jenison is encouraging all 99s to write to their politicians to ask for help in opposing plans to close FAA Flight Service Stations.

Lindalou Foellner completed her BFR and received Phase II Wings.

Nancy Hunter and 49½er Ted are celebrating their 30th wedding anniversary in Hawaii.

The Zonta Club in Springfield has initiated a drive to have the VIP room located on the premises renamed the Amelia Earhart Room. Our chapter voted to support the Zontas in this project.

by Mary Waters

Chicago Area Chapter

It's hard to believe that our busy members have time to fly with all the chapter projects we are working on, but we make sure that there is time to fly. Connie Miller-Gruberman and Linda Forness flew to the Bahamas and,

while there, visited Caribbean 99 Leona Sweeting. Bobbie Raske flew from Baltimore to Ocean City, exploring the Chesapeake Bay area, and Wendy Wenk flew to Palm Beach, Florida and back for a little fun in the sun. Meanwhile at home, Diane Cozzi spoke to the Chicago Suburban Aviation Association and presented slides on the Chicago Area 99s.

Our monthly meeting was held February 19 in the Midway Airlines auditorium. Unfortunately the weather didn't cooperate, and we had to drive there. Our hostesses were Diane Cozzi, Dolores Pavletic and Annette Weimer, and we have two new members. Carmelita Rhymer was pinned by sponsor Yvonne Warren, and Ardyth Martiny was pinned by her proud mother, 99 Marie Hamann.

by Mary Story

Greater St. Louis Chapter

Nikki Caplan and Jane Buckles shared stories and slides of their international ballooning adventures during our January meeting at Linda Gal's home.

Ninety-Nines, 49½ers and friends enjoyed a cold, cloudy, snowy January Sunday at an open house held at Nelda Lee's new home, while several 99s and 49½ers attended the annual Aviation Safety Education Seminar at McDonnell Douglas Corporation. This one-day event was sponsored by local aviation groups in cooperation with the FAA.

Val Johnson and Nelda Lee attended the Whirly-Girls, Inc. Hovering and the Helicopter Association International (HAI) Convention in Las Vegas, Nevada.

January was a good time for a couple of our members to go to warmer weather in the Bahamas. Amy Laws, husband Jack and Tex Wickenhauser enjoyed a windjammer cruise.

The February business meeting was held at Libby Phillips' home to discuss the 1984 fall section meeting. Husband Arn let us peek at the construction of his Long-Eze.

Valentine's Day featured a dance and feast for aviation groups and friends when Dorothy and Elmer Haupt celebrated their 40th wedding anniversary.

by Nelda Lee

Indiana Chapter

Two prospective members attended our February meeting at Indianapolis International Airport. It was the first meeting for Glory Van Arsdel, who came as a guest of Nellie Reynolds. Dorothy Niekamp's guest was Ruth Engs, a student pilot. Ruth is an RN EdD associate professor of health and safety at the University of Indiana.

Anne Black was one of several people honored December 16 for longevity of service to Purdue University (25 years on the Purdue Libraries' staff). The university president presented each honoree with a specially-selected gift befitting the occasion; in Anne's case, it was a ladies' Seiko Quartz wristwatch. In connection with her work at the university beginning in 1958, she became eligible for membership in the campus student-staff flying club—Purdue Pilots. It was through this club that she earned her private pilot license in 1968 and her instrument rating in 1977. Anne gave a January 25 talk on Amelia Earhart and 99s for the Zonta Club of Frankfort.

Betty and Curt DeBaun are flying their Skylane to Florida for some sun and fun.

Betty says they will have all their maps for the flight to the International Convention in Alaska, and they will show them at the spring section meeting. Curt will show how they sleep in a tent instead of a Holiday Inn.

Our February program featured a slide show of last year's International Proficiency Flight Team competition in Norway.

by Rae Cawdell

Indiana Dunes Chapter

The chapter had a special guest at the February meeting. Jane Templeton Wilson earned her license in 1936 and was a charter member of the Indiana Chapter. She served as secretary, treasurer and vice chairman in 1939. Now retired, she will be reinstating her 99 membership and become active in the chapter. Members enjoyed her story of learning to fly while an undergraduate student at Purdue University. It was during this period that Amelia Earhart joined the faculty and was given the plane in which she made her last journey. She came to the campus for lectures, meeting with the brass, coffees with women students in an attempt to get as many as possible enrolled in an active flying program, and to promote the cause of women in aviation in general.

The new film, "On a Wing and a Prayer," was shown by Charlene Falkenberg. This film captures the spirit of Amelia Earhart as she pursued her dedication of the challenges of early aviation. Charlene also attended the Minnesota Chapter Achievement Banquet.

Safety Chairman Joy Black led a discussion on disorientation in the clouds, and she encouraged all members to earn their FAA Proficiency Wings.

by Sue Mohnssen and Christine Murdock

Michigan Chapter

The February meeting was a special celebration of the chapter's 50th anniversary. Special guests included charter members Alice Hirschman Hammond and Gladys Hartung Naleed, who, along with Babe Ruth and Leah Higgins, reminisced about flying in the 1930s. Alice noted with a smile that, during her private pilot checkride, the examiner stood on the ground and watched her fly the prescribed patterns in her Curtis Wright, Jr. Leah attested to the fact that the airport parties at Hartung's Gratiot Airport were something else.

We were happy to have Joan Kerwin, section vice governor, as our guest. Faye Davis Kirk, another chapter charter member, was unable to attend because of illness.

Following the chapter meeting, the celebration continued at the 28th Annual Amelia Earhart Commemorative brunch in Troy, hosted by the four Michigan chapters with Nancy Walters as chairman. Featured speaker was Major Kelly Hamilton, test director for the Strategic Air Command, Castle AFB, California, and a member of the Intermountain Chapter 99s. Two of the young people in the audience—Natalie M. Richard and Lynn J. Webster—who heard her message were this year's winners of the Mary Von Mach Scholarship, presented by the chapter to female CAP cadets to enable them to attend summer encampment and pay for flight instruction through solo.

by Linda Druskins

Minnesota Chapter

Dr. Richard Reinhart, author of "The Pilot's Manual of Medical Certification and Health Maintenance," spoke on "The Doc's View of the Pilot" at our second annual awards banquet held at St. Paul Downtown Airport in

February. Char Falkenberg was guest of honor.

Debbie Kaeder won the Flying Achievement Award, with Terry Ludtke placing second and Rita Orr third. The Ground Support Award was won by Terry Ludtke.

MICHIGAN CHAPTER NINETY-NINES GOLDEN ANNIVERSARY

1934 - 1984



Alice Hirschman (Hammond) and Bob Storch (Storch) at Detroit City Airport, August 1932, prior to taking off for Washington D.C. at Bob's Traveling Sport Trainer.

On February 17, 1934, the Michigan Chapter of the 99's was born at Gratiot Airport, Roseville, Michigan. The purpose of the Chapter was to provide a closer relationship among women pilots in Michigan and to further aviation in the State.

The eight women pilots present became the Charter Members: Mary Von Mach (later a Charter Member of the National Organization), Gladys Hartung, Mahel Britton, Helen Lehto, Jeanette Lempke, Sovereign, Alice Hirschman Hammond, Faye Davis Kirk and Margaret Horton.

Gladys Hartung was the Chapter's first Chairman and Margaret Horton, Secretary-Treasurer.

Since its founding, the Michigan Chapter has been host to two International Conventions. In 1951 with "Becky Thatcher" as Chairman and in 1956 with Mary Clark as Chairman.

The photos on this page were generously shared by surviving 99's who were part of the original Charter Group.



Faye Davis Kirk with Heath Powerball by the propeller in the picture. It was powered with a 2-cylinder Henderson Mustang engine.



Group of early 99's at Hartung's Gratiot Airport. (Seated from left to right: Gladys Hartung, Mrs. Hartung, Corinne Ruby, Gladys Eggen, Alice Hirschman (Hammond), Margaret Horton, Margaret Horton, Vera Brown, Sylvia Wankala, Jeanette Lempke and Mary Von Mach.)



Mary Von Mach in her famous plane, "Mary Ann."



HERE ARE EARLY MICHIGAN CHAPTER NINETY-NINES.

HOW MANY CAN YOU RECOGNIZE?



LOMA MAY — THE NINETY-NINE WHO BROUGHT US TO BRUNCH

Commemorating the career of Amelia Earhart has been a permanent international project of the Zonta Club. In addition to an annual scholarship program, a yearly brunch was given to honor Amelia Earhart. Loma, both an active Zonta and Ninety-Nine took over the brunch activity for the Zonta Club locally. In 1956, Loma decided it would be a good idea to invite the Ninety-Nines from all the local Chapters to participate.

Clearly, the rest is history! From a joint venture that saw attendance dwindle annually, the Ninety-Nines have since withdrawn from a shared responsibility and annually host their own Amelia Earhart Commemorative Brunch. Until recently, Loma May has been the chairman at each of these Brunches and today is Chairman Emerita.

Congratulations, Loma and thanks for "having us to brunch."





At the Minnesota Chapter's awards banquet are Clara Johansen, Terry Ludtke, Char Falkenberg, Joan Sommerfeld and Hope Isaacson.

with Bev Anderson second and Debbie Kaeder third. Both of these awards were made on the basis of points earned for participation in chapter-sponsored flying and non-flying activities.

Sally Woodburn, long-time chapter member and "behind the scenes" worker, was named the chapter's "Unsung Hero."

The Chairman's Award was presented to Clara Johansen in recognition of her many contributions to the chapter, the section and International. Clara will be the chapter's candidate for the Section Service Award.

Hope Isaacson received the traveling Membership Award—a silver Revere bowl donated by Rita and Bob Orr and engraved with each recipient's name.

Safety Chairman Jan Orr presented Safety Pin Awards—colored felt strips denoting licenses and ratings attached to diaper pins—to all chapter members who had submitted safety forms.

Mystery awards were given to recognize memorable events occurring to 99s and 49½ers in the air or on the ground during the past year. Rachael Westermeyer remarked after receiving a Captain Fury Light Gun, "You can't hide anything from this group!"

Marci Glaesmann and her husband are the new operators of the Albert Lea FBO. Marci graduated from the University of Minnesota with a degree in airport management and has been employed as a CFI/CFII as well as in non-aviation positions for several years. She was awarded an AE Scholarship in 1983 to earn her multiengine rating. The move to Albert Lea represents a long-awaited opportunity in aviation for Marci and her husband.

The chapter has developed four air age education programs for presentation to people of various ages and interests. "Airports, Airplanes and Your Community," "The Airplane and How It Flies," and "The Compass Rose" are scripted poster presentations suitable for children as young as kindergarten age and can also be used with groups of adults. "Ninety-Nines in Service to Aviation and the Community" is a slide presentation suitable for people of high school age and older. Chapter members are receiving many invitations to speak to school classes and community groups. Clara Johansen recently spoke to three classes of children in three elementary schools in one week.

Joan Sommerfeld was a recent guest on the late afternoon KSTP-AM radio talk show. She spoke about the upcoming Grand Prix Air Race, which will stop in Minneapolis-St. Paul in May.

by Hope Isaacson

Scioto Valley Chapter

Our February meeting was hosted by Berneta Mosher with the theme, "For the Love of Flying." Berneta shared with nine members and one prospect her library of assorted flying books, which she willingly allowed members to borrow. She also shared several magazine articles dealing with what's new in aviation and many interesting slides of locations where anyone could fly.

Julie Roane has been appointed our chapter's new bylaws chairman. Julie also suggested that at each of our chapter meetings we set aside 10 minutes to have a mini-ground school lesson to be presented by a different member each month. All members present agreed that it was an excellent suggestion and felt we all could use some "refresher" information.

by Janie McIntire

Columbia Cascade Chapter

When Marilyn says, "Promote growth in our organization," Chairman Mary Wohlgenuth presses forward. One year ago 34 members... today we are 44 with four active 66s. Before Mary retires her gavel in the fall, she intends us to be 50 strong! We find the new members give us renewed energy and interest.

A mid-year section board meeting is a great way to spur interest, reminiscing about the super fall sectional of '83 in Casper, Wyoming and looking forward to the International Convention in Anchorage and the Northwest Sectional—"The Land's End"—in Homer.

by Pegge Blinco

Idaho Chapter

February was our month to become educated. After two months of fun and recreation, including a hangar party and Hawaiian

CHAPTER NEWS, ETC.

Wisconsin Chapter

The chapter held its annual dinner meeting February 11 in Oshkosh. In spite of the foggy weather, 26 were able to attend.

Kathy DeLaura from the American Cancer Society spoke about finalizing the late March flying of daffodils for the Society.

Kathy Dempsey was presented the chapter's annual Achievement Award, honoring her as this year's outstanding 99. This award is earned by commitment to furthering women in aviation, working on committees, attending meetings and seminars, speaking at 99 and non-99 functions about women in aviation and chairing special committees and work projects. Kathy has also been a real asset in our 66 program.

by Carolyn J. Arnold

NORTHWEST SECTION

Alaska Chapter

The chapter was very happy to receive a second prize ribbon in the Fur Rondy Parade. We spent three hours the night before the parade "planing" the car, then we dressed in flying outfits to march in the parade the next day.

We are pleased to be helping two new 99 chapters to form in Alaska—the Ketchikan and the Mat-Su. We hope to have them both established by International Convention.

Many of us will be participating in a fly-in to Dawson, Canada for their March 17-18 Winter Carnival.

Along with the Alaska Airmen's Association, we are petitioning the possible removal of the Anchorage FSS facility.

by Denise Saigh

Alaska 99s parade their "planed" car in the Fur Rondy Parade.



tacos, 13 of us trooped off to the Boise Weather Bureau to see first-hand where all this bad weather has been coming from and when, if ever, we might expect some dependable flying skies. The results were not all that encouraging, although we did gain a lot of information on the origins of weather for our area. We also learned that there are fewer weather radar reporting stations out west and that our prognosis charts are usually less reliable as a result. We had all wondered why we never saw any participation "blips" for local thunderstorms on the evening weather programs. No radar, no blips.

To our great delight and surprise, we continue to draw members from over 100 miles east and 150 miles west of Boise to winter meetings. If this keeps up, we should expect a great crowd for our spring and summer fly-in sessions.

by Barbara Sall

Thirteen Idaho 99 faces shine at the January taco feed.



Intermountain Chapter

Members and guests met January 14 at Machen, Inc. Aircraft Engineering and Development Center, Spokane, Washington, for a tour of the facility led by 66 Susie Evans. Machen began in Spokane in 1971. Numerous EAA STCs have been awarded to Machen for its aircraft modifications, including engine conversions, structural changes and aerodynamic modifications. Success with these modifications has resulted in a full-service facility, including engineering, drafting, parts manufacturing, quality assurance, installation, sales and marketing operations. Susie Evans handles production control and inspects the kits that are sent out.

Machen makes the kits for the AD on the Aerostar and modifications and conversions for the Aerostar, Bonanza, Rockwell 112 and Swift aircraft. Susie's husband, Hugh, is a partner in the company. They have designed the Merlyn engine, a new design concept for a powerful, lightweight, fuel-efficient aircraft engine. They also have the Laser Jet, a new generation, high-speed, efficient fan jet. It was a very interesting tour, and we are looking forward to Susie receiving her pilot license and becoming a 99.

Shirley Kirk, 66, now has her private pilot license. Linda Layton, daughter of 99 Gladys Buroker and sister of 99 Sally Simundson, also has her license.

by Beryl Fitzpatrick

CHAPTER NEWS, ETC.

Mid-Columbia Chapter

With all the changes occurring with weather briefing and the new format, FSS Specialist Dick Allen from Walla Walla presented an education program during the February meeting. The purpose of the talk was to clear up questions we, the flying public, had. Through the presentation, it is hoped more information can be passed on to help make flights safer. For some of the pilots who have gotten rusty in obtaining weather briefing, this was extremely helpful. To others who fly regularly, it was a chance to meet one of the voices at the other end of the phone line and ask questions.

The Air Race Classic begins June 27 in Pasco, Washington. Various duties this entails were discussed as we are the hostess chapter. Since membership is small, various community groups will be asked to assist.

Our newest member is instrument rated pilot Missy Peterson.

by Anne English

Mount St. Helens Chapter

Barbara Smith and Bonnie Banker set up a display in the Olympia Public Library depicting "Women in Aviation." The display at the entrance to the library looked great and stayed up during the month of January.

We also held our annual fund-raising auction February 25 in Tumwater. Country singer Don Shane put on a great show during the evening. Funds will go toward our July 15 "Lakefair Airshow." Local merchants in the area, 99s and their supporters donated over 65 items to be auctioned during the evening. We had scenic flights to Mount St. Helens, helicopter rides, aerial photographs, several dinners for two at local restaurants, balloon arrangements, homemade cheesecake, introductory skydiving lessons, dried flower arrangements, picnic baskets, haircuts and styling and lots of other great items. We also gave away door prizes donated by Rainier Beer.

by Marilyn J. Britt

North Dakota Chapter

Twelve members hosted four prospective members February 18 in Bismarck. Further plans were made for August's Alaska Convention, which a large group from North Dakota is planning to attend.

The North Dakota Aviation Council is meeting in Bismarck in March, and the 99s are manning an information booth. We will spread the good word about 99s and hopefully attract new members.

Our chapter has volunteered to help the "Heal the Children" organization of Spokane, Washington by flying children from a major airline terminal to smaller cities where they will receive needed medical attention. Diana Dwelle is coordinator for this activity.

After our luncheon meeting, we adjourned to the airport, where we viewed the NASA film, "A Man's Reach Should Exceed His Grasp." The film was obtained by Wynola Thornton-Eide, our chapter's aerospace education chairman.

Lorraine Smith showed home movies taken at the 1973 section meeting hosted by the Alaska Chapter.

by Lorraine Boehler

Oregon Pines Chapter

The March meeting at the home of Ann Littrell, chapter secretary, emphasized safety and included a report from Chairman Betty Wittmer on the Northwest Section Board meeting. Betty is the new section achievement awards chairman, and she returned from the board meeting with a mound of material about Alaska. (That's the kind of enthusiasm generated when you sit next to Claire Drenowatz at an all-day meeting!)

Our February Valentine program spurred great interest for all of us in taking further CPR training. A skilled paramedic, Dan Rogers, showed us a dramatic film on care of heart attack victims. Using a life-size model, he then demonstrated the proper method of cardiopulmonary resuscitation. Betty Griffith hosted the program at her home in Independence Airpark. A guest was Loraine Gabel, a 99 transfer now living in the airpark.

Ann Littrell has earned her Phase II Wings, and Betty Wittmer served as a judge in the Oregon division of the FAA essay contest on "The Importance of Aviation to Our Society." The nine judges represented various parts of the aviation community, and she represented The Ninety-Nines, Inc. All three winning essays for the state were written by girls—maybe some future 99s!

by Betty Wittmer

Rainier Chapter

The February meeting included a tour of the Museum of Flight on Boeing Field. Georgia Franklin narrated the tour through the historic Boeing Red Barn for Merry Maccini, Juanita Morrison, Debra Thompson, Barbara Cerise and Elise Adams. The Blue Max was the next stop where Chairman Debra Thompson made a heroic attempt to conduct business above the music.

New 66s Donna Wilson and Juanita Gresham joined our January meeting, which was hosted by Carol Oschsner at her home on Crest Airpark. A film was shown on the 1983 USPFT efforts in Skien, Norway.

A free January 21 FAA seminar in Bellevue was attended by Juanita Schumacher, Laurel

Pagliaro, Debra Thompson, Dorene Fookes and Elise Adams.

We are delighted to have new members Denise Cherry and Dorene Fookes. Debra Thompson is working on her A&P license at South Seattle Community College and is a candidate for the AE Scholarship. Denise Van Grunsven has the latest rating in our group—an ATP—and she is going for the flight engineer rating through Central Washington University in Ellensburg.

by Elise Adams

Western Washington Chapter

At our January meeting, Brian Dalton gave a presentation about his 1928 Travel Air 4000 restoration project. He has been working on the biplane for about seven years, starting from parts of a bent fuselage frame and a box of engine parts. He showed some of the techniques used in rebuilding an antique plane, such as constructing wings, doping and stitching fabric. He also showed slides of his project, which included traveling all over the US to find authentic parts.

The February meeting was devoted to preparing for the March 17 and 31 Flying Companion Seminar to be held as a joint project between the Greater Seattle and Western Washington Chapters. We also watched movies provided by the FAA about the air traffic control system and pilot disorientation.

by Jean Kope



Enjoying the Western Washington Christmas party are (rear) Carolyn Carpp, Jean Kope, Pricilla Cook, Ada Mottet, Doris Wolfstone, George Koss, Della Koss, (front) Pat Erickson, Eunice Brees and Leslie Alberts.

Willamette Valley Chapter

Sally Plumley, past chairman and very active member of the chapter, was chosen Corvallis' "First Citizen" February 21. Co-owner of Sizzler Family Steak Houses, Inc., she is president of United Way of Benton County, past president of the Maple Branch Auxiliary of the Boys and Girls Aid Society and the Oregon Pilot's Association. She is a member of the Oregon State University President's Club, the Airport Task Committee and the Altrusa Club of Corvallis. She has also chaired the Greater Corvallis Retail Committee of the Chamber of Commerce.

The chapter is proud to have Sally as a member, and we appreciate her support.

by Velma Lemco

SOUTH CENTRAL SECTION

Arkansas Chapter

The chapter worked registration for the annual Flight Instructor's Revalidation Clinic in February, and we were honored with a luncheon at the Riverfront Hilton.

Emmy Hall attended Mardi Gras in New Orleans. She is serving on the Board of Directors of the Arkansas Aviation Historical Society.

Aline "Kay" Newth is serving her third term as first vice president of both the Arkansas Aviation Society and the Arkansas Aviation Hall of Fame.

by Marguerite Nielsen

Dallas Redbird Chapter

After an enjoyable dinner, aerobatic flying enlivened our February meeting, thanks to the video talents of Chairman Bryant Hutchinson. Charlie Jiriak, who has the distinction of being Bryant's instructor and an aerobatics pilot at Aero County Airport, was our guest speaker and narrated two delightful films produced by Bryant. For the first film, Charlie flew a Pitts while Bryant and her camera recorded his beautiful maneuvers from the airport. In the second film, Charlie flew a Citabria with Bryant as passenger, holding the camera on her shoulder (a neat trick when you are hanging upside down in a barrel roll).

Sharon Smith, a stockbroker with 200 hours in gliders, was our February guest. She passed her checkride for a pilot license the prior week, and we look forward to having her as a member of our chapter.

Hazel Jones has been in Spain attending a meeting of the Federation Aeronautique Internationale. She is one of only three women in the US to be appointed an international judge by that organization. While there, she learned that their international precision team has accepted an invitation to attend the 1985 USPFT meet in America. After returning home briefly, Hazel departed for Kissimmee, Florida to help plan and make arrangements for that 1985 event.

Ruby Fudoli, Greater St. Louis Chapter, was visiting in Dallas and spent a day with Elizabeth Jordan at the University of Texas in Dallas exploring their wonderful History of Aviation Collection, one of the few internationally recognized aviation history research libraries. Ruby, a board member of the new St. Louis Aviation Museum, was gathering advice and information from G. Edward Rice, the library's curator.

by Elizabeth Jordan

El Paso Chapter

The February 11 fly-in to Alamogordo, New Mexico was a great success with a good attendance of 99s and 49½ers. New member Bettie Storie was our hostess for this potluck luncheon. An excellent program was presented on "Stall and Spin" by Accident Prevention Counselor Joe Rooney.

New El Paso Tower Chief Frank Boone was welcomed with a February 21 party at Coors. The March 15 chapter membership drive "get-together" was held at the home of 99 Betty Ligon.

There have been many "extra" meetings for all the work related to our May South Central



Gathered to make plans for the 1984 spring section meeting in El Paso are Chairman Didi Shaffer, Margaret Thompson, Mary Fran Seidl and Suzie Azar.

Sectional in El Paso. We have had great participation! Those attending will enjoy a welcoming party in one of the model homes at Cielo Dorado Fly-In Estates, a well-planned luncheon on Saturday with a special speaker and an evening visit to Indian Cliffs Ranch for dinner and live music. El Paso visitors could sign up for an extra side trip to Juarez, Mexico for lunch and shopping on Friday. Seminars are scheduled for Saturday. Registration packets were mailed to section members the first week of March, and the chapter is expecting a record crowd for this romping, stomping weekend!

by Lynn N. Stover

Ft. Worth Chapter

The chapter held its annual Christmas party December 12 at the Ft. Worth Club. The evening included cocktails, dinner, Colonel O.K. Lewis, the new base commander of Carswell AFB, as the evening speaker, and singing by a local high school glee club. A photographer from *Sports Illustrated* accompanied Edna Gardner Whyte and took a lovely photo of her and some of the members. It appeared in an article about Edna in the January 16 issue of the magazine.

In January, members met at Chairman Nan McNamara's home for a presentation from well-known acrobatic pilot Duane Cole. We viewed a new training film he had just finished and now has for sale. He also brought along several of the books he has written.

February found 14 of us at Carswell AFB crawling all over an F-4 fighter aircraft. We received a demonstration on the ejector seat



Ft. Worth Chapter Chairman Nan McNamara (above) gets the feel of sitting in the F-4 cockpit, while another 99 (below) reviews the instruments.



(no, it wasn't set off) and took rides in the simulator. We have gained a new appreciation of the F-4 pilot's visibility restrictions and will continue to be careful when flying in the area of Carswell.

by Nan McNamara

Golden Triangle Chapter

Golden Triangle has finally conformed. We've changed our bylaws so that our fiscal year coincides with the international 99 year. The vote was taken at our February meeting to confirm the amendments. Also at this meeting, Jacque Boyd presented some helpful information on aerospace education.

Mary Wheelock is still pushing us to get our FAA Wings and upgrade our ratings, and Angela Armstrong took her up on it and earned her CFI rating.

Again this year, Golden Triangle 99s are going to serve as judges for the March 17 USPFT local meet at Aero Valley.

by Suzanne Frias



Offering congratulations to Beverly Gibson, who just passed her checkride, are Virginia Mattiza, Instructor John Waller and Examiner Bob Reese.



Austin 99 Carol Towerton and HOT Chairman Virginia Mattiza welcome Army helicopter pilot Janet Flowers to the 99s. Bob Reese was Janet's examiner for her fixed wing checkride.

Heart of Texas Chapter

Guests and members met February 7 at Browning's, Mueller Airport, for a talk on the ARSA by Controller Nancy Fornwalt. Later we toured the tower and RAPCON facility. Visitors were Cathi McNeil, Ruth Massingill and John Ridley.

A small celebration took place February 3, when Beverly Gibson passed her checkride at Tim's Airpark. Chairman Virginia Mattiza presented Beverly with yellow roses and offered congratulations from the chapter members.

February 4 saw Carol Towerton, Austin Chapter, and Virginia Mattiza meeting Janet Flowers, Army helicopter pilot, to sign her to 99s on the section level. Virginia also signed NASA pilot Marsha Ivans to the section.

Robbie McBride posted a 99s flyer at Phillips Airport, Bartlesville, Oklahoma, February 15, and Imogene Chamberlain wrote us an update on her British Isles trip. We're all Irish green with envy!

by Robbie McBride

Kansas Chapter

Carol Lanning and Janet Yoder started February by assembling our display booth at Beech, while the Chamber of Commerce held an open house and offered a chance to view the new Beech Starship. Several Kansas 99s toured the new plane. It was a good chance to publicize our group, and we did get some prospective members and flying companion seminar hopefuls.

Janet Yoder, Kay Weber, Kay Alley and Carol Lanning are to be congratulated for a tremendous February 11-12 flying companion seminar at the GADO office. Fifteen students are now more familiar with flying with their companions and know all about 99s. We received some nice coverage in the *Wichita Eagle/Beacon*.

Our chapter is supporting Kansas 99 Pat Mlady for vice governor of the South Central Section.

There was a nice article in the *Cancer Society* newspaper out of Topeka concerning our March 20 flight to deliver daffodils.

We toured the new tower and radar room at Mid-Continent Airport prior to our February business meeting and luncheon. We had around 40 for lunch, including students from the flying companion seminar.

by Deb Nichols and Ethel Ward



Oklahoma seminar participants (above) study their sectional charts while 99s Charlene Davis, Carol Sokatch and Phyl Howard assist. Jan Million (below) adjusts the overhead slide as she takes seminar attendees through a cross-country flight.



Oklahoma Chapter

Our sixth annual flying companion seminar was held in February. Twenty persons were enrolled in the seminar co-chaired by Charlene Davis and Norma Vandergriff. Critiques



Ninety-Nines who checked out Puerto Vallarta include (back row) Gwen Crawford, Betty Jo Hammer, Phyl Howard, Rita Eaves, Jan Million, Lu Hollander, Mindy Redwine, (front row) Nema Masonhall, All-Ohioan Jeanne Wolcott, Norma Vandergriff, Helen Holbird, Diana Monday and Nancy Smith.

were read by chapter instructors following the sessions, and suggestions were incorporated where feasible. There was a real feeling of accomplishment among all participants.

While seminar sessions were being held in the next room, chapter members met to conduct chapter business. Our new members in February were Terry Neese and Joan Seward.

Shirley Brown, Pam Jones, Carol Sokatch, Carolyn Grider, Lu Hollander, Norma Vandergriff and Nancy Smith attended Operation Raincheck presented by the FAA at Oklahoma City TRACON. The 12-hour course offered many helpful suggestions on how to get along better with the air traffic controller and his counterparts.

Ben Baysinger, Lu Hollander and Nancy Smith registered 180 aircraft mechanics for a statewide IA Seminar at the FAA Aeronautical Center.

Twelve Oklahomans and one All-Ohio member took to the beach in Puerto Vallarta, Mexico in February. Not only did they escape the cold weather, but making plans for future 99 projects seemed to come a lot easier without interruption on a warm beach. Hopefully, we will be able to look back on success and say we developed that idea during our southern migration.

by Nancy Smith

San Antonio Chapter

The chapter had an appreciation dinner for our 49½ers, and we thought perhaps you might consider worthwhile the poem written by Virginia Spikes, former chairman.

by Mary Ann Greer

Enjoying San Antonio Chapter's 49½er appreciation dinner are June Meyer and Leroy Nichols.



You men are a certain kind of people
Who have special thoughtful ways,
You did so many wonderful things
To brighten our 99 days.

And since you're just that kind
In every single thing you do,
This dinner of warmest gratitude
Is given especially for you.

You all have a certain way
Of pleasing us very much.
A certain way of doing things
With just that special touch.

The pleasure that you bring us
Is more than you could ever know,
That's why this dinner brings more thanks
Than mere words could ever show.

Because you did such thoughtful things
With such a special touch,
This dinner says, "YOU'RE WONDERFUL"
And "THANK YOU VERY MUCH."

Shreveport Chapter

Two new airplanes have joined our fleet! We are rejoicing with Joan Price, now the proud owner of a Navion which will replace her Ercole recently overturned in the high winds plaguing our area. Ray Hardey, already owner of a beautiful Mooney, has placed a second plane in her hangar—a Cessna 152II, fully IFR-equipped.

Another first for our chapter! Mary Jo Voss has been attending dispatch school in Houston and has already passed the written exam with a very high grade.

Our big project now is the complete refurbishing of our local headquarters—Hangar 99. The icy weather played havoc with the water pipes and flooded us, so we're facing a giant task. We'll all have to roll up our sleeves and pitch in.

Mary L'Herisson has just returned from Morocco, North Africa, where she and 49½er Larry attended a medical meeting. We'll get a full report when she recovers from her jet lag. Mary, regent for Pelican Chapter DAR, sponsored an interesting February 14 aerospace education event. Over 70 area women toured Barksdale AFB and climbed aboard KC-135s and A-10s. Afterward they were privileged to hear General William C. Campbell, commander of the Eighth Air Force. General Campbell's wife, Peggy, inquired into the

possibility of the DARs and the 99s assisting with the Eighth Air Force Museum, which has been proposed for Bossier City. Another opportunity for aerospace education has presented itself!

One of our newest members, Lisa Readhimer, surprised us at our February meeting with a shiny sparkler on her left hand. We also bade farewell to Elaine Snow, who will jet over the Pacific to the Philippines and make an extended visit to her daughter and son-in-law who are missionaries in a very remote area. She'll also become acquainted with her new granddaughter.

by Helen Hewitt

CHAPTER NEWS, ETC.

South Louisiana Chapter

The chapter held their January meeting at the residence aircraft factory of engineer Eleanor Lowry and husband John in Baton Rouge. Eleanor showed the members the internal spars of the RV-3. Luncheon was served and plans were discussed for spring programs.

by J. Mary French



Viewing the internal spars of an RV-3 are South Louisiana Chapter members J. Mary French, Eleanor Lowry, Pat Ward, Judy McLane, Ann McMahon, Kim McGrath and Chairman Polly Baughman.

Texas Dogwood Chapter

In November, we held our last business meeting for 1983 at Cherokee Aviation in Gladewater, and we made plans for projects for the new year. We were happy to welcome back 99 Bonny Feather, who had been living in Washington, D.C. for the past two years.

In December, Chairman Kathy Collum and husband Jim opened their home to 99s and 49ers for a "Spud Party." Baked potatoes with every trimming you could possibly imagine were served.

The new year started with a meeting at Rusk County Airport in Henderson. The weather was awful, but it didn't stop us from making plans for our May poker run.

J.C. Harder, FAA examiner and director of the LeTourneau College Flight Department, was our guest speaker in February at Aviation Enterprises in Longview. Unexpectedly, he asked us questions on the meaning of some of the symbols on the sectional charts. The results were very interesting! We all went home and examined our charts again. Afterward he answered questions for us.

Tulsa Chapter

Fran Rankin is teaching ground school to several students on an individual basis. This should keep her mind off her Mooney, which is in the shop with damages from an unfortu-

nate encounter with three deer on the runway at Western Hills. Son Chris was at the controls when the accident occurred at dusk.

Carol Thompson is teaching ground school for the Skyways Flying Club, and Kathy King is the newly appointed executive director of Whole World Publishing, Inc.

Melissa Whitehead is instructing a course on "How To Be a Better Me" at the Bristow Crisis Center. The session utilizes materials developed by Dennis Waitley, astronaut and psychologist.

Membership Chairman Hazel Watson is developing a membership packet for new and potential members.

Jean Wills hosted the February meeting. The group reviewed goals and objectives for the year. Designer outfits for the October section meeting are now in the hands of the chapter's tailors.

by Janet Minnerath

SOUTHEAST SECTION

Alabama Chapter

The chapter recently gathered at the Cypress Tree Golf Course at Maxwell AFB for the monthly meeting. Lieutenant Colonel Jerry McQuitty, CAP's National Safety Officer of the Year, was the guest speaker. His one-hour presentation included the USAF movie, "Mid-Air Collision Avoidance," a statistical briefing on actual mid-air collisions and an open discussion concerning military air routes.

Hilda Ray, chairman, presented Colonel McQuitty with a certificate of appreciation and a history booklet about the 99s.

After lunch, the group toured CAP-USAF National Headquarters. Major Don Giglio, director of public affairs for CAP-USAF, gave a slide presentation and took photographs of the group in front of the O-1 "Bird Dog," a recently dedicated memorial to CAP members who have given their lives in service to their country.

Hostesses for the meeting were Juanita Halstead, Marie Carastro and Rhoda King, all of Montgomery.

Alabama Chapter members pose in front of the O-1 "Bird Dog" at CAP-USAF Headquarters at Maxwell AFB.



Hilda Ray (left) and Harriet Hall (right) smile broadly over the reinstatement of Nancy Batson Crews. Nancy was one of those very special women — the WASPs.



Betty McNabb (center) presents a seedling from the Forest of Friendship to Alabama State Forester C.W. Moody. With her are Marie Carastro, Irene Wirtshafter and Judy Hall.

In ceremonies at the Alabama governor's office, Marie Carastro presented a seedling from the Forest of Friendship in Atchison, Kansas to Governor George Wallace. During additional ceremonies — attended by Betty McNabb, Florida Panhandle; Irene Wirtshafter, Florida Spaceport; Judy Hall, Deep South; and Margie Pohl, Rhoda King and Marie Carastro, Alabama Chapter — 99s presented the seedling to State Forester C.W. Moody.

by Rhoda W. King

Florida Gulf Stream Chapter

Our annual Christmas fund-raiser was staged at Shirley Zillig's home on Ft. Lauderdale's sparkling Intracoastal Waterway. Because Shirley was called out of town, mother Mildred Henry, with best friend Joe Casaletta, hosted the affair.

Dense fog forced members to drive to the January meeting at Pompano Airport. The spot landing contest was canceled, but sharpest eyes for finding preflight faults on a deliberately altered airplane belonged to Barbara Cochran. Barbara won the free



Checking a deliberately deficient Musketeer for pre-flight faults are Cindy Rouse, Lee Leger Ayers and Sue Perrigo.

lobster lunch at the Lantana Airport where, following the meeting, Gulf Stream 99s and five Zonta chapters celebrated Amelia Earhart Day with an airshow and lobster cook-out. This event was a fund-raiser for Zonta's AE Scholarship Fund.

Stuart was the site of the February meeting where Dr. John Wubbena spoke on the effects of the newer drugs on flight efficiency and safety. Goldcoast member Ursula Davidson, now Aviation Technology Department head at Broward Community College, also flew in, bringing student pilot Marjan Jalilian from Iran. Gloria Rinker provided additional excitement when she dramatically saved the life of a choking diner.

by Virginia Britt

Hosts for the chapter's Christmas fund-raiser were Mildred Henry and Joe Casaletta.



Iranian student pilot Marjan Jalilian was the guest of Ursula Davidson at Florida Gulf Stream's February meeting.



Florida Panhandle Chapter

Our February meeting was held at the Beechcraft FBO at Pensacola Regional Airport. Since our territory covers the entire panhandle section of the Sunshine State, we rotate our meetings between Panama City to Pensacola with Destin, Ft. Walton Beach, Crestview and DeFuniak Springs. We obtained new members Sharon MacDonald and Debi Staib, who is a CFI. Sharon is a new pilot who learned about the 99s from Chairman Barbara Bethea while refueling on her long student solo cross-country.

Congratulations go to Barbara Bethea for earning her Phase II Wings. We are lucky here in the panhandle to have monthly safety meetings at the Eglin Flying Club in Ft. Walton Beach.

by Cam Westberry



Enjoying the fly-in to Crystal River are (above) Nancy Wright, Skipper Fernandez and Grace Whitecar. Spot landing contest winners are (below) Diane Baynard, second; Barbara Sierchio, first; and Connie Farrell, third.



Florida Suncoast Chapter

Our Crystal River members must have special connections with the Flight Service Station. The February 11 meeting was on a perfect flying day. Hostesses Dorothy Mott and Gudi Lashbrook arranged a spot landing contest for arrivals. The grass strip was marked with a flour line, and the winners were Barbara Sierchio, first; Diane Baynard, second; and Connie Farrell, third. Nine planes arrived with 32 people.

Attorney Waldense Malouf presented a program on aviation law, and we welcomed back Carolyn Gross and Nancy Cadorette. Carolyn has moved back to Florida from Georgia, and Nancy has returned from Arizona. Guests included Helen Sailer, member of the Chicago Area Chapter, and Holly Davis, who just received her private certi-

ficate on her 17th birthday. Holly is still in school and works for her dad at the Crystal River Airport.

by Barbara Sierchio

SOUTHWEST SECTION

Gavilan Chapter

Chapter members and guests celebrated Christmas at the November 30 dinner party given in honor of the Garlic Festival volunteers in appreciation of the hours spent selling souvenir programs, working in Gourmet Alley and counting money. The chapter treasury is \$1,606 richer as a result.

Verna West and 49½er Harry, Santa Clara Valley Chapter, were both subject and presenters of the "camping-by-air" trip to Alaska. Along with two teenage daughters and very compact camping equipment, they flew via a Cessna Skylane from Palo Alto across Canada, entering Alaska on its northeastern border. Verna's photography made the viewers feel as if they were also flying along. The trip was beautiful and appeared to be so easy that some of us plan to fly to Alaska sometime, hopefully for the International Convention.

The January meeting covered another challenge in flying. Carol Bouch, International and Southwest Section NIFA chairman, flew from Long Beach to South (Santa Clara) County Airport to show her slides relating the NIFA story. Mary Shogrin, a new 99 and current NIFA chairman for Cerritos College, accompanied Carol on the 300-mile trip. This kind of sharing and dedication to the cause is typical of 99s. Gavilan members were pleased to entertain Carol and Mary for dinner at the Flying Lady Restaurant. A special treat for them was a close-up view of the Ford Tri-Motor. Time permitted only a glimpse of the antique airplanes and cars in the museum.

Janet Hitt gave us an overview of the FAA in the future and showed the latest film on spins during our most recent meeting. It's great to have her back at the San Jose GADO office.

by Jean Blake

HI-Desert Chapter

The chapter began the new year with a January flight to Death Valley. Landing below sea level is interesting. Members took a short walk into town for sightseeing and shopping.

We air marked California City Airport in February. When we arrived at the field, the sun was blocked by clouds, making it a bit chilly, and there was a hint of a brisk wind. But before long we had sunshine, the wind was calm, and everyone was soon shedding outer garments. As we finished our clean-up, the wind decided to get serious, and it was around 20 knots when we walked off the field. Our timing had been excellent. Our new air marking chairman is Shirley Williams.

We are proud of our chairman, Jo Ann Painter. She is now a CFI.

by Elaine Levesque

Los Angeles Chapter

The January meeting was a trip to the Flying Tigers 747 simulator. This was a great experience with 15 members and friends attending and all getting to fly. The simulator

is really amazing with the visonics of LAX at night. Each of us got to do a takeoff. After we reached altitude, the simulator was magically set for an approach to LAX, and we got a chance to make an approach. They seemed happy to have us and even suggested we could do it again.

The February fly-in was a weekend trip to Death Valley. The weather was beautiful and warm during the day but cool in the evening. Friday evening a trip was made to the Amargosa Opera House to see the famous one-woman show. Saturday was a half-day tour to Scotty's Castle, Ubehebe Crater and the sand dunes. On the return to Santa Monica, some flew over Titus Canyon and stopped at Inyokern for lunch. For those interested in flying to Death Valley, bus tours are available at the Death Valley Ranch. This makes a great weekend during the winter and spring months, but we don't recommend it during the summer!

CHAPTER NEWS, ETC.

Sally La Forge, Virginia Showers, Rachel Bonzon and Eugenia Rohrberg went up, up and away in a hot air balloon. The first attempt was New Year's Day. After leaving Los Angeles at 0400 and driving to Perris, the wind was too strong, so it was rescheduled for two weeks later. Again up at 0400, no wind but fog. We finally got off at 0900 and had a great ride. The first hour was low skimming the treetops. After landing in a front yard for more fuel, we were off this time to higher altitudes. After another hour, we finally found an unplanted field and landed. By now the wind had come up, so the landing was rather exciting. As the owner of the field didn't show up, we had to drink the champagne ourselves.

by Sally La Forge

Monterey Bay Chapter

The chapter sponsored an air tour for officials of the city of Scotts Valley in Santa Cruz County. Over the Presidents' Day weekend, 99s Lynne Kastel, Diana Peterson and friends Dana Dumont and Marty Jackson flew 14 city planning officials and newspaper reporters on a detailed flight of the county, four cities, the Santa Cruz Mountains and coastal areas. The four pilots, talking plane-to-plane, stayed in close proximity to one another. While the citizens enjoyed seeing their city from the air and getting a broad perspective of the town in relation to its neighbors, the pilots enjoyed the camaraderie, the unlimited visibility and making passes over now-closed Santa Cruz Skypark Airport.

One final note on public relations—in a town that closed one of Santa Cruz County's two public airports, the 99s and general aviation received headline stories in both newspapers (with accompanying aerial photographs). The citizens are still talking about the beauty and wonder of that flight.

The chapter also joined Zonta in celebrating Amelia Earhart Month in January. Lynne Ulicki spoke to the Salinas Chapter of Zonta and was enthusiastically received. She talked about her career as an air traffic controller and pilot as well as her future goals in aviation. Diana Peterson, Judi Wing and Lynne Kastel flew to Santa Monica for Zonta's

District IX (comparable to the Southwest Section) AE Luncheon. Despite being Super Bowl Sunday, some 350 people turned out.

In other activities, Dell Hinn, Sandy Pratt and Diana Peterson flew three airplanes filled with medical supplies on a DRI flight to Santa Barbara. Sandy Pratt and Geneva Cranford gave a talk on flying to fourth graders at Seaside Elementary School. Lynne Kastel flew the Monterey County clerk and assistant registrar of voters to their state county clerks' conference in Santa Barbara, while Bobbie Garin, Kay Harmon, Dell Hinn and Sandy Pratt toured the Christen Eagle factory in Hollister, conducted by Frank Christensen himself.

by Lynne Kastel

Mt. Shasta Chapter

Do you understand and really know how to use your VOR?

When you receive a weather briefing from flight service, do you really know the significance of what was given?

These were some of the questions that were answered by our local Red Bluff FSS at our last meeting. They explained that many people who become lost are not fully familiar with the operation of their VOR and probably have never done a practice DF steer. We appreciate all the help and cooperation we receive from our FSS.

We purchased a collapsible canopy to mount our banner in order to be more visible and keep the sun out at our air shows. Most of our summer activities are done in 100-degree-plus temperatures.

Our theme for this year is to promote flying females and recruit them as members. It is called the "Big Spring Push."

Corny Corner: It must have been gremlins ... who left the oil filler cap off and painted the plane black...who forgot to untie the tail... who said to fly downwind on the right side of the runway for a right-hand pattern. And the ATC controller is the superhuman being who sits in a glass tower and throws stones.

by Beverly Ann Tickner

Orange County Chapter

The February potluck at Lois Dillman's home had a large turnout. After the terrific "sampler" dinner and following the meeting, we enjoyed videotapes on aerobatics. Recent new members include Cathryn Morse, Jan Pederson, Peggy Hart and Carol Ford (one of our former members who rejoined).

We are proud to have recently sent \$200 to PCIFA and \$500 to the AE Scholarship Fund.

by Adrienne O'Brien

Phoenix Chapter

You've heard it before, and you'll probably hear it again—these Phoenix 99s are "bizzy people." Their activities include poker runs, air marking, NIFA, Fly Without Fear Clinics, flying companion seminars, Girl Scout support, FAA Safety Seminars, pennies-a-pound airlifts, 99s' speakers bureau and the Kachina Doll Air Rally. They fly the Air Race Classic,

Pacific Air Race, Tucson Treasure Hunt, Sundance Shamrock Derby and other races and rallies. They staff their own booth at the Arizona State Fair and other public events, park planes and cars at the Desert Sport Pilot Association (DSPA) and participate in dozens of other aviation-related happenings.

Speaking of poker runs, they are great treasury builders. At the latest one, February 11, 105 hands were sold along with 75 spaghetti lunches. Five area airports saw a lot of traffic coming in, pausing long enough to receive cards and taxiing back out for takeoff. It seemed that every participating airplane was flying the same route—Deer Valley, Falcon, Chandler Municipal, Stellar and finishing at Phoenix Litchfield.

Thirteen alumni from the four previous Fly Without Fear Clinics had a February 21 reunion on board an American Airlines DC-9. Their families and friends attended the gala event, which was a real testimony session. Most of the alums have been flying regularly since graduating. They have traveled without fear in all directions within the US as well as overseas. One lady said she had made 18 trips to Las Vegas. (Her course may have proved expensive; but, on the other hand, maybe it has "paid off" for her.) Another said that being relieved of her fears has enabled her to fulfill a lifelong dream of traveling to Australia, New Zealand and Europe. After the testimonials, the FWF psychologist led the group in a fantasy flight as a brief refresher and reinforcer for those who had not had the opportunity to exercise their new-found fearlessness. It is difficult to say who gains more from the clinics. From the 99s' standpoint, it is most satisfying to help people shake their fear of flying.

Another Phoenix 66 has emerged as a full-fledged 99. The new "legal eagle" is Phyllis Borges. Sharon Webber, who was already a pilot when we found her, is another new 99.

by Mary Lou Brown

Reno Area Chapter

The first five people to arrive at our Christmas party at Nellana and John DeGraff's home brought dessert; but after that scare, everything turned out all right with plenty of great all-around food. We enjoyed browsing through the rooms, looking at all the goodies collected by the DeGraffs and admiring the large "Airplane II" movie prop of the space shuttle on one wall. Nellana won the balloon ride drawing, and Linda Draper has donated two glider rides for another drawing.

With the Southwest Sectional coming up, which we are hosting April 27-29, everyone is busy. Chris Bullington, a 66 I met at EAA, recently attended her first meeting. She and husband Tom are building a Starduster II, and Chris works on the Lear Fan airplane at Stead AFB. At the January meeting, members completed the mailings of registration forms for the section meeting.

by Hazel Hohn

San Diego Chapter

All through the Christmas holidays, Phyllis McDaniel had been making arrangements and taking reservations, and 30 members, husbands and guests flew/drove to Warner's Hot Springs Ranch for a January 14-15 overnight outing. Warner's is located 65 miles northeast of San Diego in the mountains.

Where else can you swim in 102-degree water while admiring the snow on a nearby mountain peak?

We all traveled to Long Beach February 25-26 to tour the *Queen Mary* and the recently opened Spruce Goose exhibit.

We are hoping to stimulate attendance at section meetings by voting to pay travel and lodging expenses for our chapter chairman or her representative. We are also urging those with airplanes to go and share the ride with those who don't.

The Pacific Air Race, co-sponsored by the San Diego and El Cajon Valley Chapters, is scheduled for October 13, and the route will be from Gillespie Field to Santa Maria, Bakersfield and Sacramento.

by Betty Wharton

CHAPTER NEWS, ETC.

San Fernando Valley Chapter

Program Chairman Monie Pease presented the first in a series of educational seminars January 12 at the home of Barbara and John Black. Approximately 40 people gathered at this first seminar called simply, "Survival Seminar." Our speakers were Toby Alvis (aka "Shark Bait"), who is a ferry pilot; Wally Funk, National Transportation Safety Board; and Al Linebaugh, CAP.

Toby ferries aircraft and does so oftentimes over the water. He has also had the distinct displeasure of being picked out of the water by the Coast Guard. As a result, Toby now carries not one ELT, but five, with him when ferrying aircraft.

Wally Funk brought her slides to show us the types of places aircraft go down. She explained the entire procedure NTSB follows from the moment they receive a call advising of a downed aircraft.

CAP was well represented by Al Linebaugh, who brought along his survival kit and Nomex flight suit for us to inspect. (Nomex is a completely flame-retardant fabric.) He told us what kinds of things to carry in a survival kit and what to do to attract attention if your aircraft goes down, such as burning tires after removing them from the aircraft.

Monie Pease presented "Flying to Alaska," the second in the series, February 16. Barbara and John Black again opened their home and hospitality to us. Approximately 40 persons attended the presentation given by Julia and Don Downie. Julia is a 99 from the nearby San Gabriel Chapter.

We had the opportunity to view many slides of the beautiful yet treacherous country along the route to Alaska. The Downies shared their experiences and suggestions with those of us planning to fly to Anchorage for August's International Convention.

by Sylvia Sanderson

Santa Barbara Chapter

Our February meeting was held at our new permanent meeting place at Mercury Flight Center.

Our Santa Barbara weather has been so gorgeous we have to be reminded that lots of pre-planning is necessary for flying to an event like the International Convention in Alaska. Jenny Wright and Joan Steinberger attended a most interesting and informative

"Flying to Alaska" seminar sponsored by the San Fernando Valley Chapter. They also brought back important news from the section board meeting and chairmen's meeting in Santa Monica.

Tarry Nelson, Lydia Meissner and Jenny Wright recently participated in a fly-in to Furnace Creek in Death Valley, and Connie Howerton and Marion Fickett are "flying low" in their motor homes—Connie to San Simeon and points north and Marion to the Grand Canyon.

Santa Barbara will be housing athletes who will be participating in the Summer Olympics boating events on Lake Casitas. If you are planning to attend the Olympics, be sure to pack your 99 Directory so you can call us.

by Erma Christian

Santa Clara Valley Chapter

International Director Pat Roberts attended the January 22 Zonta District IX AE Luncheon in Los Angeles, featuring speaker Moya Lear.

Janet Hitt, accident prevention specialist with the San Jose GADO and also a member of our chapter, provided the program for the February meeting. The FAA slide presentation, "On Weather," dealt with frontal systems, icing and other signs and hazards of weather. It was an effective reinforcement of the adage, "When in doubt, wait it out."

Air Age Education Chairman Alice Robertson recently took two groups of Cub Scouts from the Stanford Area Council on tours of Palo Alto Airport. The boys had a chance to visit the tower and go for an airplane ride.

Early spring weather brought 99s and 49½ers out in force for the fly-in to Columbia. Twenty-nine of them invaded the historic spot in the foothills of the Sierras for lunch and a tour of the state park. This was once one of the richest mining towns in California, and it has been partially restored to Gold Rush Days appearance.

Jackie Petty and Nancy Rodgers joined 99s from the Monterey Bay Chapter for a February 18 fly-in to Christensen Ranch near Hollister. They enjoyed a two-hour tour of the place where the Eagles are made. A week later, Jackie and Marge Standish attended a

reunion with nearly 50 WASPs from northern California. Site of the get-together was the Flying Lady Restaurant near South County Airport.

by Kathy Pelta

Santa Rosa Chapter

The highlight of our February meeting was listening to Emitt Soldin, a native son of Alaska. Emitt lives in Anchorage, and for those of us planning to attend the International Convention, we were delighted to have him at our meeting. Emitt has two loves—Alaska and aviation. Born in Skagway, he knows the terrain like the back of his hand. He gave us much information on weather conditions and routes to fly during the month of August. During his earlier years, he worked for the Alaska Coastal Airline in Juneau and the Fish and Wildlife Department. He also tested ground communication systems for the FAA in a C-123. He rebuilds Piper P-18s and P-12s so that they will be useful in the Alaskan environment.

We honored our 49½ers with a Valentine dinner party when 14 members met at the home of Cheryl Brown for cocktails and hors d'oeuvres. The evening ended with the main entree and dessert served at the home of Joy and Jim Reinemer.

Congratulations go to Cathy Shanahan on receiving her commercial license.

by Betty LaGuire

Utah Chapter

A welcome afternoon of sunlight broke through the fog and snow February 11. The 99s' Flight Rally, which had been postponed once due to fog, might take place. Nine planes took off from Salt Lake and Ogden, following clues that would lead to Logan and return to Salt Lake City. Stubborn low clouds tried to obscure some of the landmarks, but most of the planes completed the route. Pizza and beer were waiting as the fliers returned and compared their flights. Sid Hendricks and Pat Sullivan were the first place winners, Terri and Leonard Wojcik won second place (a repeat from last year's rally), and Ruth and Ron Kendrick were third. The winners all received RON kits.

The chapter has been collecting used eyeglasses, which will be sent to Direct Relief International.

by Carol Clarke

Enjoying the Zonta AE Luncheon in Los Angeles are Santa Clara 99 Pat Roberts, guest speaker Moya Lear, and 99s Hazel Jones and Thon Griffith.



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.

In addition, *The 99 NEWS* is requesting feature articles on the topic, "The Best Aviation Career is..." for a future issue. Please submit typed, double-spaced copy limited to no more than two pages to *The 99 NEWS*, P.O. Box 59965, Oklahoma City OK 73159. Photos will be welcome.

Classified

FOR SALE OR TRADE

Parachute: Pioneer para-commander TP26. Like new, includes carrying case, \$450. Also Bugatti Replicar less VW engine, \$4,000. IRENE KRAMAR, 213 Ferrol Rd., St. Augustine FL 32084, (904) 824-6740.

HON FOLDING BICYCLE

The Ultimate Folding Bicycle

Stainless steel, full-performance, three-speed folds to 9"x18"x28", 28 lbs. Will fit in all planes (Pipers, Cessnas, etc.). Will fit persons from 4½' to 6½' tall. \$330. Add 6¢ tax in California. JANE McNEIL, 2728 Indiana Ave., South Gate CA 90280, (213) 648-5170.

PROPERTY NEAR LAS VEGAS

Private airport, skiing, championship golf course, horses. Reasonable. G. PALM, 9518 28th Ave., N.W., Seattle WA 98117, (206) 783-6005; 0800-0900 hours best.



AVIATION ART PRINTS — BEAUTIFUL 48-PAGE COLOR CATALOG. SEND \$2 TO AEROPRINT, 405 MONROE ST., BOONTON NJ 07005.

LONDON ENGLAND PARIS FRANCE ATHENS GREECE CAIRO EGYPT

Four cities that the winner of the TWA Mini Grand Prix Air Race may visit. Kind of long for a race course? True, the TWA Mini Grand Prix is only a 275-mile race, but first prize is two round-trip tickets to any city on the TWA international or domestic route structure.

In the past, the only rewards out-of-the-money participants in a major air race could anticipate were maybe a leg award or two, a certificate of completion, the experience and the awards banquet. This year the Americana Grand Prix Air Race has changed all that with the creation of a Mini Grand Prix sponsored by TWA.

The Mini Grand Prix is a short, three-leg, round-robin, cross-country event open to all entrants of the Americana Grand Prix Air Race who finished lower than sixth place.

The TWA Mini Grand Prix is similar to many other weekend races around the country, such as the Illi-Nines Air Derby and the Michigan Paul Bunyon Race. It will be approximately 275 statute miles starting at the Americana Lake Geneva Resort with fly-bys at two pylon airports and return to the Americana. The same handicaps will be utilized in both races. Trophies will be awarded to the top three finishers, and the winner will pick up two round-trip tickets for anywhere in the world where TWA flies.

For those who have not flown in a short cross-country race, or have never even raced before, there are some slight differences between a longer race and a shorter race.

While both require superb navigational and pilot skills, the TWA Mini Grand Prix will be less forgiving than the Americana Grand Prix. Normal times for the Americana Grand Prix will be nine to 13 flying hours. Obviously, the longer race

affords a greater chance to make up for minor errors,, although some of the Grand Prix races have been very close — 30 seconds to two minutes between first and fourth place. However, that does not approach the four seconds separating first and second in an Illi-Nines Air Derby several years ago.

have the advantage of a shorter turning radius at the pylons and, therefore, a shorter track for the route. In addition, navigation at lower altitudes is easier in a slower plane.

Imagine navigation at 500 to 1,000 AGL at 230 mph — that is, one mile every 18 seconds.

Let's go air racing!

The shorter race course puts less emphasis on weather planning as everyone must fly at the same time, and the legs are short so that climbing to very high altitudes is not practical. In a long race, the faster airplanes sometimes find it advantageous to lay back for better winds.

In a short race, where seconds mean so much more, the slower aircraft

One other big difference between the Grand Prix and the Mini Grand Prix is that racers will not have a chance to "scout" the shorter race route. Unlike the Americana Grand Prix where the route is announced in advance to allow for adequate planning, the race route for the TWA contest will be announced at the Americana after the airplanes are impounded.

MOVING?

Let the 99s know if you are moving. One report of address change takes care of all mailings from International Headquarters, including *The 99 NEWS*. Let us know six weeks in advance to avoid delays and forwarding. Send to: The 99s, P.O. Box 59965, Oklahoma City OK 73159.

AFFIX OLD LABEL HERE

NAME _____

OLD ADDRESS _____

CITY/STATE/ZIP _____

NEW ADDRESS _____

CITY/STATE/ZIP _____

FOR WOMEN ONLY...



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



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

Name: _____

Address: _____

Phone(s): _____

Ratings: _____

**Send to: The Ninety-Nines, Inc.
P.O. Box 59965
Oklahoma City, OK 73159**