

me99news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

VOLUME 11

JUNE 1984

NUMBER 5



The Ninety-Nines...
yesterday, today, tomorrow

The 99 NEWS... past, present, future

A look at the past, present and future of The Ninety-Nines, Inc., would be incomplete without a word about the organization's publication, *The 99 NEWS*.

Begun shortly after women pilots formed their organization in 1929, the first publication produced by, for and about women pilots was edited by Clara Trenckmann Studer, a non-pilot friend of the 99s.

In fact, Clara was mainly responsible for the historic first gathering of women pilots at Valley Stream, New York. Inspired by Margery Brown, a licensed pilot, who maintained that women fliers ought to band together, Clara rounded up four of them — Neva Paris, Frances Harrell, Margery Brown and Fay Gillis — who sent out the call letter to every licensed pilot in America and abroad. Clara handled the responses, arranged for a meeting place, provided the food and wangled transportation for out-of-townners.

For the first years of its existence, the 99s

kept in touch with each other through a weekly bulletin, which was put out by Curtiss-Wright and edited by Clara.

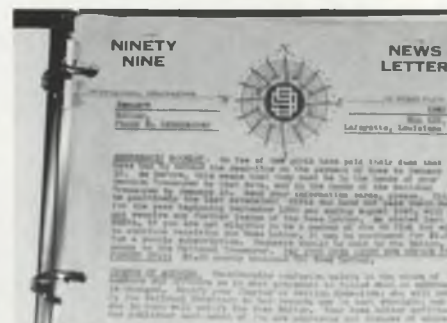
The Depression took its toll on this publication; however, first President Amelia Earhart considered it so important she paid Clara's salary for a year, as did President Margaret Cooper Manser. The publication became *The 99er*, and in the fall of 1934 was expanded into *Airwoman*, with Clara continuing as editor until 1936.

In the '40s, '50s and '60s, contact between members was maintained with an eight-plus-page monthly newsletter, with various 99s serving as editor.

As the organization grew (1,000 members in 1946 and over 6,000 in 1984), the role of this regular publication for members became even more meaningful. In the 1970s, the newsletter became a full-fledged magazine. *The 99 NEWS* currently ranges from 24 to 56 pages, and it is published 10 times yearly.



First editor of *The 99er* and *Airwoman* was Clara Trenckmann Studer.



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 6,233 as of May 22, 1984

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

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ON THE COVER: Located on the grounds of Will Rogers World Airport in Oklahoma City, Oklahoma, is the International Headquarters building for The Ninety-Nines, Inc. Photo by Ray Jacoby



Areas include displays, art, meeting areas

International Headquarters

The International Board of Directors meets in Oklahoma City twice each year. At the spring meeting (below) are Vice President Charlene Falkenberg, Hobart, Indiana; Immediate Past President Janet Green, Ocean Springs, Mississippi; Director Pat Roberts, San Jose, California; Director Marie Christensen, Prairie Village, Kansas; Executive Director Loretta Gragg, Oklahoma City; Director Gene Nora Jessen, Boise, Idaho; President Marilyn Copeland, Wichita, Kansas; Secretary Barbara Sestito, Fair Oaks, California; Director Hazel Jones, Dallas, Texas; General Counsel Sylvia Paoli, Tustin, California; and Treasurer Betty Jane Schermerhorn, Dunrobin, Ontario, Canada. At right is another view of the Board of Directors meeting facility.



Above, several display cases contain memorabilia belonging to first President Amelia Earhart and other early-day women pilots/99s. The bust of Amelia was recently completed by sculptor Don Weigand of St. Louis and donated to the 99s by Jack and Debbie Scharr. Far left, members of the Heart of Texas Chapter located in Austin, donated a flag signed by the astronauts of the seventh shuttle mission. Near left, interlocking 9s form door handles for the main entrance to International Headquarters.

THE PRESIDENT'S MESSAGE



by International President Marilyn Copeland

Ninety nine women declared their wishes to be included in a women pilot's group led by Amelia Earhart, the first President, in 1929.

These women, many still members today, wanted an organization for women pilots which would provide peer support and promote aviation.

Now, 55 years later, we are striving for the same purposes. We engage in strictly educational, charitable and scientific activities. To assist in the achievement of these goals, we provide a peer support group, promote the growth of general aviation and continue to be a strong, recognized voice in aviation.

We promote safety and aerospace education, better communication within our organization, preserve our history, promote future growth of the 99s, encourage young student pilots in their aviation pursuits, recognize supporters of our group, promote scientific and charitable activities and attempt to upgrade the image of the 99s.

As stated in my goals when taking office, "I will strive to support activities to enhance the image of the 99s; my energies will be devoted toward positive and constructive projects to benefit the entire membership; I will represent our organization as a professional woman pilot of the 1980s, as well as to take the time to do a job of which you will be proud."

Thanks to an excellent International Public Relations chairman and a progressive Board of Directors, as well as professional help by some 49½ers, great strides have been made in increasing the visibility of our organization.

We have obtained a large professional 99 display for use at association and trade shows, and chapters have had the opportunity to purchase smaller exhibit displays. For the first time, professional Public Relations Kits, including photos, were provided every chapter.

Support of the "AM Weather" program was begun with appropriate TV advertising for the 99s. A new modern 99 wings logo was designed for window decals for cars and larger decals for aircraft.

Not only has emphasis been placed on public relations, but also on increased membership and projects. An organizational chart has been developed for better understanding of our fine network of women pilots, and the membership directory was delivered shortly after the Convention.

The Seek & Keep Committee was established to promote new memberships, reinstate former members and maintain our present membership. The student pilot program (66s) was reactivated to encourage women student pilots to complete their flight training and become more involved in 99 activities.

International committee chairmen have done an excellent job writing explanatory articles for *The 99 NEWS*, as well as furnishing directives and materials to sections and chapters. Section governors have written newsletters and established good communications with their members. The Ways and Means Committee has added many new items for sale from Headquarters, including duffle bags, decals, Cross pens, Christmas ornaments and luggage straps.

Representing over 6,200 women pilots has been a tremendous responsibility these past two years. Events where I represented the 99s included NASA VIP guest for the STS7 launch of Sally Ride, Kennedy Space Center; reception for Sally at the Oklahoma Air and Space Museum; World Aerospace Congress, Washington, D.C.; National Aerospace Congress, Houston; AOPA Plantation Party, Albuquerque; FAA Accident Prevention Conference, Las Vegas;

Helicopter Association International and Whirly-Girls Hovering, Las Vegas; head table guest at Wright Brothers Dinner, Washington, D.C.; and two Flight Instructor of the Year award ceremonies where 99s have been honored.

It was fun serving as a speaker at the Oklahoma Pilots Association, Oklahoma City; St. Louis and Wichita Zontas; Wichita Daedalians; Flying Aggies, Stillwater, Oklahoma; and the Arizona Department of Transportation Super Safety Seminar in Phoenix as a co-host with Hugh Downs of ABC-TV.

Attending 99 section meetings in Seattle, Portland, Baltimore, Casper, Reno, Santa Rosa, Rocking Horse Ranch (New York), New York City, Miami, Greenville, Corpus Christi, San Antonio, Amarillo, Shreveport, DuPage and Springfield was great fun and provided good opportunities to become better acquainted with members while listening to their comments and suggestions.

The joint Canadian Section meeting in Vancouver was highlighted by a special C-172 aerial tour of the area.

Since 99 Headquarters is only one hour by air from Wichita, it has been easy for me to attend the Amelia Earhart bust unveiling, simulator presentation, TV interviews, board meetings, work with the Headquarters' staff on business matters, and speak with the Oklahoma City Airport Trust regarding our 99 Headquarters expansion plans.

It was a treat to attend NIFA Nationals in Colorado Springs and the USPFT Nationals in Carbondale, Illinois and De Queen, Arkansas. We are looking forward to the World Championships of Precision Flight Teams, sponsored by the 99s, in Kissimmee, Florida, in August 1985. Hopefully, several of our overseas chapters and sections will have teams in these "Flight Olympics."

Another 99 project of world scope is the World Aviation, Education and Safety Congress, March 8-12, 1985 in Bombay, India. I am planning to visit both the India Section and the British Section this year in preparation for the Congress. I only wish it were possible to visit our other overseas members in Australia, New Zealand, Japan, Korea, Germany, Italy, Saudi Arabia, Morocco, Egypt, Spain, Netherlands, Belgium, Pakistan, Jordan, Israel, France, Sweden, Finland, Mexico, Chile, Brazil, Switzerland, the Caribbean, South Africa, East Africa and other countries.

Not only are the 99s interested in our members who fly aircraft, but also those who are a part of the space program. US women astronauts who are 99 members include Drs. Sally Ride, Rhea Seddon and Mary Cleave. I understand from my recent Johnson Space Center tour that Sally Ride and Rhea Seddon are scheduled for an August 1984 launch together. Mary Cleave, too, has her launch ticket number assigned. The first Canadian woman astronaut, Dr. Roberta Bondar, is a member of the Maple Leaf Chapter.

My fine family and I have already started packing our bags for Homer and Anchorage, where we hope to see you at the Northwest Section meeting and the International Convention.

Without the understanding and support of my husband and family, I could not have accomplished my goals. I have enjoyed flying the airlines as well as flying my own plane to meetings. This joy of flight and the honor of serving as your President would never have been realized had not my 49½er encouraged me to learn to fly. Thanks, John!

NOTAM

Emily Howell Warner has made captain with Frontier Airlines as of Friday, May 4.

The Ninety-Nines...

yesterday, today, tomorrow

by Lu Hollander

"Nine nine? What's a nine nine?" is an often-asked question when the double 9 symbol appears, either in pin form, on stationery or in conversation.

It's always a thrill when I can answer that question by saying, "Well, it's an international organization of women pilots." "Oh, is that right? Do you fly?" "Sure, I've been a pilot for some 12 years now." "Well, aren't you scared? I would be so afraid of crashing!"

How many times has this, or a similar, conversation occurred in the life of any 99? Often, I'd be willing to bet. Even though the organization has grown from its original 99 Charter Members to some 6,200 worldwide, there are still many people who are amazed to learn that a woman actually can pilot an aircraft.

In fact, women have been trend-setting in the world of aviation since before Orville and Wilbur Wright. In 1784, with the skill of ballooning only seven months old, Madame Elisabeth Thible ascended as a balloon passenger in Lyons, France.

Women were piloting aircraft by 1798 — France's Jeanne Labrosse made a solo balloon flight in that year — but the first woman to demonstrate she could be something other than a novelty in the air was Madeleine Sophie Blanchard, who first flew solo in

1805. By 1834, no fewer than 22 women in Europe had piloted their own balloons.

In England, Margaret Graham became almost a fixture of Victorian life during a 30-year career in which she popularized flying by taking passengers aloft for a fee. In the US, Mary H. Myers set an astonishing world altitude record in 1886 — soaring four miles above Franklin, Pennsylvania, without benefit of oxygen equipment.

France, the birthplace of ballooning, became host for the first woman to earn her pilot's license — Raymonde de Laroche. She was barely 23 in 1909 when she presented herself at the Chalons Air Field where Charles and Gabriel Voisin built and tested their airplanes. After a minimal amount of verbal instruction, she taxied once around the field, then applied power (although she had been instructed not to take off) and skimmed through the air some 15 feet off the ground. She passed qualifying tests in 1910, and obtained, from the Aero Club of France, the first license issued to a woman anywhere in the world.

Bessica Raiche and her French husband built a biplane piecemeal in their living room and assembled it outside. Made of bamboo and silk, it was in this machine that Bessica, without any instruction or a

First woman to earn her pilot's license was France's Baroness Raymonde de Laroche.



Harriet Quimby was the first woman pilot in the US, and the first woman to fly across the English Channel.



trial glide, rose a few feet off the ground in a solo flight in 1910, becoming the first American woman pilot.

Following her quickly, Harriet Quimby was the first American woman to receive her pilot's license in 1911 from the Moisant Aviation School at Hempstead, Long Island. Mathilde Moisant became the second, only to retire at the age of 26. "My flying career didn't last awfully long," she told an interviewer a few years before her death in 1964, "because in those days that was man's work, and they didn't think a nice girl should be in it."

Given that attitude, it is remarkable not only that so many women flew before World War II, but that a few even taught men to fly. Germany's Melli Beese opened a flying school in Berlin; in the US, Marjorie Stinson became almost legendary as the teacher of Canadian trainees preparing for service with the British Royal Flying Corps.

And a black woman, against staggering odds, gained renown in aviation. One of 13 children, she had picked cotton to make money for school. As a black and as a woman, Bessie Coleman found the doors locked at flying schools. So she studied French and sailed for Paris to learn to fly. She returned in 1921, the world's first licensed black pilot.

The early years exacted a horrendous toll of aviation's pioneers. We can hardly comprehend the machines they called airplanes. Nevertheless, more eager aviators followed, and aviation grew with the women pilots competitive and yet supportive of each other.

By 1929, there were over 100 American women, and numerous women in other countries, licensed to fly. In conjunction with the Cleveland Air Races a Women's Air Derby was launched, which began in Santa Monica and finished in Cleveland.

After all the racers had arrived in Cleveland, Amelia Earhart, Gladys O'Donnell, Ruth Nichols, Blanche Noyes, Phoebe Omlie and Louise Thaden gathered under the grandstand and, at the suggestion of Phoebe, considered forming some kind of organization just for women pilots.

Others were also thinking along the same lines and Clara Struder, not a pilot herself but in public relations at Curtiss-Wright, galvanized some of the East Coast pilots into action. An organizational letter went out to all the licensed pilots in the US, signed by Frances Harrell, Neva Paris, Margery Brown and Fay Gillis (Wells). Of the 117 licensed women pilots in the country, 86 responded to the call.

On November 2, 1929, 26 women gathered at Curtiss Airport, Valley Stream, New York. Since the weather was bad, most drove in or came by train. Neva Paris was selected as temporary chairman, and club eligibility and purpose were quickly decided. Membership would be open to any woman with a pilot's license, and the purpose was "good fellowship, jobs and a central office and files on women in aviation."

Several names for the group were suggested, and it was finally decided to use the final number of Charter Members as the name — thus the group became the Ninety-Nines.

AE's pilot's license is one of many personal items of hers on display at International Headquarters.



Commemorating the first meeting of the 99s is a bronze plaque placed in the shopping mall which is now on the site of Curtiss Field.

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The 99s



"Official Headquarters for the Ninety-Nines and for all women pilots in the United States are at the office of the national Secretary-Treasurer, Lauretta M. Schimmoler, at Cleveland Airport, Cleveland, Ohio. On December 11, the national President, Amelia Earhart, presented a flag which says — Women Pilots "99" Headquarters — and this completed the designation."

(Excerpted from the January 15, 1933 edition of *The Ninety-Niner*.)

Since these ladies were of strong will (or they wouldn't have been flying in that day and age), leadership problems arose. Opal Kunz became acting president until a formal election could be held. As Neva Paris, who was in charge of the election, was killed while en route to the air races in Florida, the club remained informally structured until Amelia Earhart became the first elected President in 1931.

In the early years, officers of the organization handled the business of the club themselves. As the 99s grew, some more permanent arrangement seemed desirable, and in the early '40s, arrangements were made to have the National Aeronautics Association in Washington, D.C. handle the organizational records. Continued growth made it feasible to set up a separate office, attended by Alice Klutas, in New York City in 1951.

Headquarters was moved to Oklahoma City in 1955. Office space was rented in the Will Rogers World Airport terminal building, and Dorothy Morgan was hired as the first secretary with the task of setting up the books and records.

The concept of our own separate Headquarters building was presented in the early '70s. A six-acre plot was made available by the Oklahoma City Airport Trust on Will Rogers World Airport, and a 5,000-square-foot facility was built and dedicated in 1975. Currently, a little over one-half of the space is used by the organization, with the remainder being leased to AOPA's Title Search offices.

As well as containing the organizational records and business offices, Headquarters houses treasured memorabilia given to the 99s over the years. On display are many items which once belonged to Amelia Earhart, including the bracelet and scarf which she wore on many record-breaking flights.

Plans are now being formulated for a further building expansion, doubling the present size. A Building Expansion Fund has been established, and many donations have already been received for this important project. As the organization continues to receive important memorabilia and records from women in aviation, and our membership grows, this additional space will be utilized.

In 1946, members numbered 1,000, with the US having over 5,000 women holding airman's certificates; by 1951, 99s were 1,200 strong. Dues were raised to \$5, with \$4 going to International, 25¢ to sections and 75¢ to chapters. With a \$1 initiation fee, dues totaled \$6. Today's member renews for \$32, and new memberships are \$37.

The 99s have always been international. Australian Jessie Keith-Miller competed in the '29 Women's Air Derby and attended the first organizational meeting. A German, Charter 99 Thea Rasche, was for several years the only woman in her country with a pilot's license and a plane of her own. Another German, 99 Hanna Reitsch, is recognized even today as the world's first and foremost female test pilot.

Other outstanding early international members included Nancy Bird Walton, Lady Maie Casey and Nancy Ellis Leebold from Australia; Ada Rogato and Anesia Pinheiro Machado from Brazil; Amy Johnson Mollison, Sheila Scott and Charter 99 Lady Mary Heath from England.



Below the wall of photographs of past International Presidents is the scrapbook collection belonging to the 99s. Among others is a scrapbook containing many news clippings of Amelia Earhart's flights.



Executive Director Loretta Gragg and Secretary Pam Mackey look at one of the many books in the 99 library. Behind them are just a few of the files for archival material.



Back to 1929! The Women's Air Derby, launched as a part of the Cleveland Air Races, established straightforward rules — whoever got to Cleveland in the least time won!

The race started in Santa Monica, California, with the racers flying over Yuma, Phoenix, El Paso, Abilene, Ft. Worth, Tulsa, Wichita, Kansas City, Cincinnati and then to Cleveland. The most famous names of the day were in the lineup, with Will Rogers on hand at the takeoff. He prophetically remarked that the start looked like "a powder puff derby."

In 1947, when the 30 fantastic years of the Powder Puff Derby began, the race had but two entries, Dianna Bixby in a military A-26 and Caroline West in her Ercoupe. They were to start at Santa Monica, as the 1929 racers had, and finish in Tampa as part of the Florida Chapter of the 99s' All-Woman Air Show. The race was flown by the "honor system" for time, with no authorized stops. Not till they reached Tampa did they discover that Dianna had never started due to engine trouble.

In that they "raced against their own advertised air speed, this 'Amelia Earhart Memorial Race' could be called a contest," related Mardo Crane, pioneer chairman, "and the possibility of an annual all-woman transcontinental light plane race was now more than just an exciting idea."

Thirty years later, in its last "commemorative" race, the Powder Puff Derby became history, falling to a combination of problems including the energy crunch, the difficulty in planning new race courses due to escalating Terminal Control Areas and the never-ending search for funding.

Today several long-distance races continue in the tradition of the PPD — the Air Race Classic, Palms to Pines and the first long-distance male or female pilot race, the Grand Prix, to name a few. A number of local 99 chapters also hold 300-sm or less proficiency or speed races each year.

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Contestants in the first Women's Air Derby in 1929 prepare for takeoff at Santa Monica, California. Winners included Louise Thaden in the faster aircraft division, and Phoebe Omlie in the second division.



Heading for the Albany Peticcoat Derby are 66 Tammy Armour and Jan Mlnarik in their 1946 Champ.



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The 99s -

Another type of competition which has drawn 99s both as competitors and workers is the National Intercollegiate Flying Association (NIFA). College fliers compete individually and as teams in spot landing contests and navigation events.

One of the first 99s to become really involved was All-Ohio's Arlene Davis. Her chapter continues that tradition by awarding a magnificent Arlene Davis trophy at the annual college meet.

From the rolls of female college fliers have come many 99s, and workers for NIFA include many 99s. The International budget contributes money to the trust fund for college fliers; 99s work as judges and scorekeepers. The young people who compete at this level are the future of aviation, and 99s are proud to be a part of it.

And what is USPFT? In 1981, the 99s agreed to assume the responsibility of managing the United States Precision Flight Team, previously managed by the National Pilots Association until NPA was dissolved.

The concept of holding first local, then regional, competitions in



A collegiate team borrows the ramp for a strategy meeting at the NIFA national meet.



1983's USPFT team and their baggage await the train in Skien, Norway, site of the world precision competitions.

A spot landing over a flag barrier is accomplished by a 1984 competitor in the USPFT Nationals at De Queen, Arkansas.



order to field a national team that would compete in bi-annual world competitions was ideal for the 99s organization.

Since competitions include navigation and spot landings similar to those held during NIFA meets, many 99s are already familiar with judging and operating such events.

USPFT competitions are open to any pilot holding a private license with at least 100 hours of flying time. Past participants have mostly been men from all areas of aviation, from airline captains to local flight instructors, and have included dentists, ranchers, computer programmers, etc. Only one woman, 99 Carolyn Pilaar, has been a team member until this year, when 99 Chris Kurianowicz earned a position on the 1984 team.

In 1985, the 99s and the US will host the international competitions in Kissimmee, Florida. Plans for this major event are well under way, with a number of local competitions already scheduled.

The air marking program had a very timid birth in 1935. In those days, pilots didn't have OMNI, ADF or DME, and even their charts were doubtful. Where a pilot was could be a major problem. Water tanks, warehouse roofs, drag strips and airports, have all felt the furor of 99 paint brushes.

But the start came from the pushing of Blanche Noyes, Helen Richey, Louise Thaden, Amelia Earhart, Phoebe Omlie and Nancy Love, many of them Charter Members of the 99s. They began through government channels, and Blanche remained the FAA's chairman of air marking until the '70s.

Today, nearly every chapter has participated in at least one air marking, and many endorse this activity as one of their most important.

A beautiful sloping Kansas hillside in the heartland of America is the site of the International Forest of Friendship, a gift to America on her 200th birthday from the Ninety-Nines and the city of Atchison, birthplace of Amelia Earhart.

The Forest is made of trees from the 50 states, territories and 33 foreign countries around the world where there are 99s. Winding through the Forest is Memory Lane, tying American's flying past to its future by honoring contributors to all facets of the advancement of aviation. Embedded in this ribbon of concrete are granite plaques engraved with the names of many honorees, including Charles Lindbergh, Wiley Post, Amelia Earhart and Moya Lear.

Celebrations occur annually near AE's birthday, July 24. This year festivities are scheduled July 27-29 in Atchison.

Ninety-Nines are busy women... flying blood, flying daffodils and patients for the Cancer Society, collecting eyeglasses and medical supplies for Direct Relief International, sponsoring survival and aviation safety seminars, taking children on airport tours, teaching Flight Without Fear clinics, baking cookies for airport tower personnel... the list is endless. Many of these activities are detailed in the numerous chapter reports beginning on page 28 of this issue.



In 1954, Air Scouts sponsored by the Phoenix 99s created the world's largest air marker.

A stroll through Memory Lane at the International Forest of Friendship provides visitors an opportunity to view plaques honoring men and women in aviation.

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

Air marking 99s have special paint-speckled clothes just for this important activity. Arizona Sundance 99s are just beginning this paint job.



cont. on p. 12

NOTAM

A Ninety-Nines oral history priority list is currently being formed. Do you know a Ninety-Nine who should have her oral history in our archives? If so, send her name and tell us why you think her oral history should be included.

Contact The Ninety-Nines, Inc., Att: OH, P.O. Box 59965, Will Rogers World Airport, Oklahoma City OK 73159.

WISCONSIN 99 CHAPTER Sponsors Sixth Annual

99 COOKOUT

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Tuesday, July 31, 1984

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The 99s-

Promoting general aviation and aviation safety is a top priority for many 99s. Santa Clara Valley Chapter, for instance, conducts an annual guided Air Tour for county government personnel and other interested groups. The tour is designed to give participants a new and wider perspective of their county, their airports and the impact general aviation has on the local economy. The goal is to create an environment of cooperation and to help officials make informed aviation-related decisions.

High on the list for many chapters is working with young people. Greater Seattle Chapter sponsored a one-day Career Fair for Girl Scouts. Barbara Green found herself with a coordinating job which filled her free time for many months as she worked with Scout leaders to set up this event. The group was limited to 60 girls (with 100 on a waiting list), who heard 14 speakers, many of them women, from various aviation-related career fields. The Fair proved so successful, plans were made to make it an annual event.

A diverse group, the 99s today include notables such as Dr. Sally Ride, first American woman in space; Charter 99 Ila Loetscher, the "Turtle Lady" of southern Texas; Charter 99 Fay Gillis Wells, co-chairman of the International Forest of Friendship in Atchison, Kansas; Dr. Dora Strother, chief of the Human Factors lab at Bell Helicopter; Wally Funk, first woman accident investigator on the National Transportation Safety Board; and Dr. Dorothy Bondar, first Canadian woman astronaut.

Others, just as unique or "first" in their own right, are much too numerous to name, but the extensive list would make a Women's Hall of Fame. All of us... domestic engineers who love the sheer thrill of flying, flight instructors, salespersons, bank tellers, teachers, nurses, grandmothers, airline pilots... strive today for the same goals as those Charter Members established so long ago... "good fellowship, jobs" ... a support group for aviation-minded women.

"There are no new worlds to conquer," said Amelia Earhart, "this side of the moon." Tomorrow, there is the other side of the moon.

Sources for this article include *Women Aloft* by Time-Life Books, *History of The Ninety-Nines, Inc.* and the archives of the 99s.



Astronaut/99 Sally Ride floats free as she performs tasks during her history-making STS-7 flight in 1983.



Honored for having flown for over 50 years are 99s Alice Hammond, Betty Huyler Gillies, Connie Wolf, Edna Gardner Whyte, Evelyn Waldren, Melba Beard and Nancy Hopkins Tier.



Commercial helicopter pilot Ilovene Potter answers questions from Girl Scouts at the Greater Seattle Chapter's recent Aviation Career Fair.



Pete Johnson demonstrates the capabilities of the AST 300 simulator to Hazel Jones and Marilyn Copeland.

AST Simulator Installed at Headquarters

A recent gift to the 99s is an Aviation Simulation Technology Model 300 multiengine simulator from Charlie Mann and Judy Dill of Aviation Simulator and Flight Training in Phoenix, Arizona.

Delivered to Oklahoma City through special arrangements made by Ft. Worth 99 Carole Wheeler, President Marilyn Copeland and Director Hazel Jones took official possession March 16.

With an instructor console, navigation plotter and visual system, the 300 provides real-world navigation with the ability to fly in and out of clouds. Its computer-generated visual display can present any navigation area in the Oklahoma City area, as it contains all of the airports and nav aids in Oklahoma.

Complete with RNAV, dual VORs and the ability to "freeze the action," the AST 300 also has the ability to fail any or all of the instruments, simulating a system failure.

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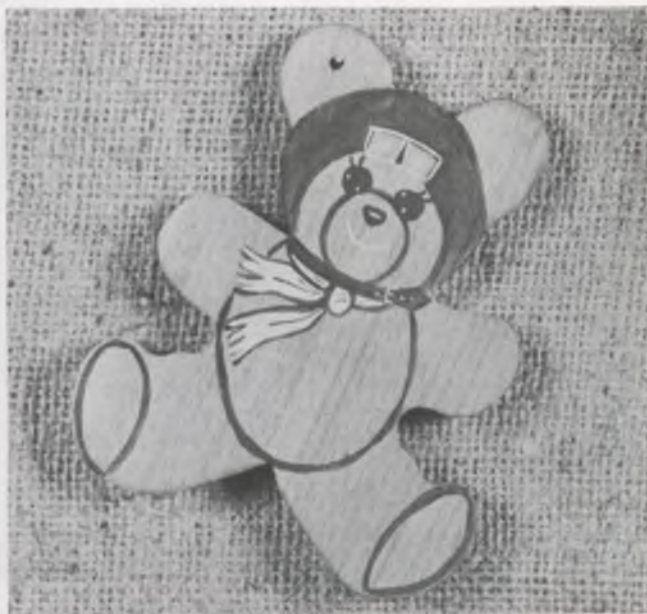
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Move Over, Sally Ride

by Peggy Smith

Maple Leaf Chapter and the East Canada Section were both delighted and very proud to sponsor a lecture in January at the London Flying Club by Dr. Roberta Bondar, one of six astronauts selected for the Canadian astronaut program. Proud, especially, because Roberta has been a member of the Maple Leaf Chapter since 1979.

Roberta has accomplished so much, yet remains sincere and down to earth (??) with a great sense of humour. She has degrees in zoology, experimental pathology, neurobiology, medicine and neurology.

Roberta began flying in Sault St. Marie, Michigan with her uncle and then obtained her private pilot's licence in August 1968 at Milwood Air Services at the Soo Ontario Airport.

Roberta heard about the astronaut training on the radio and applied, along with 4,300 others. That eventually was reduced to 1,200, then to 68 and to 19. Voila! It was down to the present six. The project she will be involved with is in the area of motion sickness, considered the key medical problem confronted by astronauts.

Training over the next two years for the six astronauts will take place in Ottawa, Toronto, Montreal and Houston, Texas.

One of the astronauts will be selected for a flight in the fall of 1984. Other scheduled flights include the fall of 1985 and 1986.

The winds of time and graduate work in London, Toronto, Hamilton, Toronto (again), London (again), Boston and Toronto (once again) have dictated to Roberta that flying take a back seat for a while. However, over the past year, she is back in the sky, and with the aid of another astronaut, Bjarni Tryggvason, as her flying instructor, is looking forward to at last getting her night endorsement and perhaps her float endorsement later this summer.

Roberta's closing remarks at the lecture were worthy to note: "I'd like the opportunity to fly in the shuttle. I'd like this to happen before I'm 80 and have cataracts or something." (Really indicative of how things move in Canada!)

As well as being a member of the Ninety-Nines, Roberta is also treasurer of the Canadian Society for Aviation Medicine and a member of the Canadian Society for Aeronautics and Space Institute, Canadian Owners and Pilots Association and the Flying Physicians.

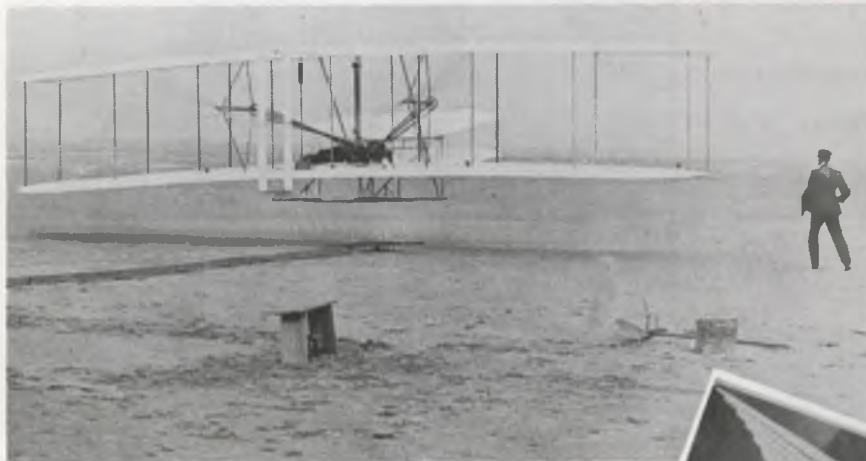
Roberta is off to a wild and hectic two-year period, and we all wish her the very

best now and when she takes off in the shuttle at the Kennedy Space Center in the near future!



Dr. Roberta Bondar

Ninety-Nines to Receive "Spirit of Flight" Award



During Dayton's International Air Show week, July 20-21, the National Aviation Hall of Fame will award the Spirit of Flight Award to The Ninety-Nines, Inc. This prestigious award is a beautiful painting of the Wright brothers' first flight, and recognizes the 99s for their long-term contributions to aviation. Receiving the award for the organization will be Marilyn Copeland, International President.

At the same program, gold enshrinement medals will be awarded to John Leland Atwood; Maj. General Albert Boyd, USAF; Henry Ford; and Brig. General Joseph F. Foss, ANG (retired).

New Decals Available

Beautiful blue and gold 99 decals are now available from International Headquarters. The smaller (6"x2½") decal (specify either inside or outside type) is \$1 ppd. The larger decal (12"x4¼") is \$2 ppd. Order from International Headquarters, P.O. Box 59965, Oklahoma City OK 73159.



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These offers available only on selected new 1983 and 1984 models through participating Dealers in the U.S. (excluding Hawaii), for sales to U.S. citizens, or U.S. registered businesses. Other restrictions may apply, including qualification by Cessna Finance Corporation.

AE Recipients Pass on Benefits

by Jean Pearson

Not only have Amelia Earhart Memorial Scholarships helped many women pilots achieve their career goals, they have advanced considerably the status of women in aviation.

Established 42 years ago, these scholarships have made it possible for their recipients to make their dreams become reality.

They are administered by six trustees of the Amelia Earhart Memorial Scholarship Fund for The Ninety-Nines, Inc. Four of the trustees are elected for three-year terms by the membership, and two are appointed by the Ninety-Nines to permanent trusteeships. All serve voluntarily, donating their time and expenses to govern the Fund, assist in its growth and develop additional opportunities for women in aviation.

Award monies each year come from interest on invested capital in the AE Scholarship Fund, plus one-half of donations and individual gifts received from chapters of the Ninety-Nines each year. The other half is added to the Fund to increase the interest on income capital. A memorial or special donation may also be especially designated for the Fund during the year.

Not all of the scholarships requested or presented are for flight training; they range from training for an instrument flight rating to airline transport pilot certificate. Women pilots seeking academic degrees in aviation fields or obtaining certification in technical skills, such as aircraft and power plant repair and maintenance, are also eligible.

Also, the Fund has a financial assistance program for academic research that will increase the world's knowledge on participation of women in aviation and aerospace. Research may be in the disciplines of history, medicine, psychology, physiology, economics, sociology, administration or other academic fields related to women's aviation activities.

During the past 42 years, 128 scholarships have been awarded women pilots who have successfully proved their ability and interest in pursuing aviation careers.

In 1941, the first Amelia Earhart Scholarship (a modest \$150 grant for an instrument flight rating) was awarded Pat Gladney, Los Altos, California. Gladney, who learned to fly at age 16 while in high school, joined the Ninety-Nines in 1935. She became a flight instructor, participated in 26 All-Woman Transcontinental Air Races, and is still instructing flight students in California.

In 1983, 10 scholarships amounting to nearly \$17,000 were awarded. Each stipend depends upon well-documented evidence of the sum needed for the advanced training requested.

Among the international winners of AE Scholarships are Nancy Ellis Leebold and June Perry, Australia; Lorna Vivian de Blicquy and Betty Jane Schermerhorn, Canada; Yvonne Van den Dool, South Africa; Janet Ferguson and Yvonne Pope, England.

Three past winners are currently serving on the Ninety-Nines International Board: Barbara Goetz-Sestito, Schermerhorn and Hazel Jones.

The first AE Research Scholar Grant in 1978 went to Dorothy Neikamp, who developed an annotated bibliography of women in aviation. Shirley Render, Winnipeg, was awarded a similar grant in 1983 to research and write about Canadian women pilots. She is finishing this project in the near future.

Trustees of the Fund have administered the five American Flyers/ATE certificate/scholarships given annually to deserving Ninety-Nine members. Each of these scholarships provides a \$1,000 credit toward ground or flight training at one of the several training centers operated nationally by American Flyers/ATE. Winners of these awards have distinguished themselves in their professional approach and high standards of performance.

Underscoring the fact that women have succeeded in pioneering in all phases of aviation is the lengthy list of historical "firsts." The first woman pilot was Jeanne Labrosse, who soloed a balloon in France in 1798. Fourteen years earlier, Elizabeth Thible, Lyons, France, had become the first woman aloft as a passenger in a hot air balloon.

In 1903, Aida de Acosta was the first

woman to make a powered flight, piloting a dirigible over Paris, France.

The first license for powered aircraft issued any woman in the world was presented March 8, 1910 to Baroness Raymonde de Laroche after she passed her qualifying tests to the satisfaction of the Aero Club of France. She had been taught to fly in 1909 by Charles Voisin in the double kite-box-appearing plane he and his brother, Gabriel, built at the Chalons air field in France.

American women first went aloft in balloons in the 1800s, and Mary H. Myers set a world balloon altitude record in 1886 by soaring four miles above Franklin, Pennsylvania.

Harriet Quimby, first licensed American woman pilot, was the first woman to fly solo across the English Channel in 1911, and more than 50 years ago Amelia Earhart completed her history-making solo flight across the Atlantic.

Charter Member and first President of the Ninety-Nines, Earhart was enthusiastically devoted to helping other women succeed in aviation careers.

Whether the winners have gone on to impart their special skills to other pilots as instructors, developed aerospace education courses in schools and colleges, risen to responsible positions in aviation administration or become corporate, airline or military pilots, they have also served as excellent representatives of aviation in general and women in particular.

They have consistently expressed appreciation for the help they received through AE Scholarships and are actively contributing to passing their benefits along to others.

Nancy Ellis Leebold (left), at the controls of a DeHavilland Twin Otter, wears decorations under her pilot's wings representing awards from Queen Elizabeth for service to aviation. She gives credit for this to the AE Scholarship of 1954 which permitted her to gain engineering qualifications in Australia, a land where outback engineering facilities were very limited. Ginger Mitchell (center), who used her 1982 AE Scholarship to obtain an ATP, is now a captain with San Juan Airlines. Gabrielle Anita Thorp (right) also won an AE Scholarship in 1982, obtained her multiengine ATP in October, joined the Arizona Air National Guard, received her Air Force pilot's wings and went on to KC-135 transition training.





Flight simulation officers, Second Lieutenants Dale Hawthorne and Julie Tizard, check the controls in a KC-135 simulator at the First Dynamics Laboratory at Wright-Patterson AFB, Ohio.

US Air Force photo

A long, hard climb

Making it in the Military

by Liz Burdette

"Fun, frustration and uncountable new challenges and experiences — some good, some not so...." US Navy Ensign Colleen Nevius' description of her seven years' experience as a Navy pilot has been echoed by many other women pilots in the military.

The first woman naval aviator to become a test pilot, Nevius shares, too, the desire to be trained and treated like any other pilot, with no special considerations or restrictions.

"Ability is more than gender," she said. "It doesn't matter which locker room I use."

Air Force CWO Marcia Bagby, who was the first woman helicopter pilot in Korea, assigned to medical evacuation, maintains a sense of humor about the attitude of some men pilots toward women.

"I just stay cool and refuse to be ruffled when I sense male hostility."

Having encountered restrictions in the nine years she has been in the military, Lieutenant Lucy Young, who flew an A94 tactical jet aircraft at Barbers Point Naval Air Station in Kauai, Hawaii before becoming the Navy's first woman instructor in advanced A-4 training, points to great strides made by women in the military.

"When I entered the Navy in 1975, we couldn't go near a jet, hit a boat or make an amphibious ship helicopter landing."

Women are prevented from taking combat roles in all military branches through the US Code, Section 6015, passed by Congress in 1948. House hearings in 1980 indicated that Defense Department officials and others find 6015 a cumbersome restraint on the flexibility of assignments to many military jobs.

Kathleen Carpenter, deputy assistant secretary of Defense for equal opportunity, told the *Armed Forces Journal* magazine that the Pentagon will seek repeal of 6015 at every budget hearing.

Admiral Thomas Hayward, chief of naval operations, said he is against women in combat, but that repeal of 6015 is an issue for Congress and the American people, not the Pentagon, to settle.

"I have mixed feelings about that," said Young. "Society and the nation don't seem quite ready for women flying in combat."

Because of their minority status and the relatively short span of time in which they have been active participants in the military, women continue a long list of "firsts."

Secretary of Transportation Elizabeth Dole is the first woman to head a department which also contains a branch of the armed forces — the US Coast Guard.



Ensign Colleen Nevius, Navy test pilot, delights in showing a non-helicopter pilot (especially Navy fighter pilots) what a challenge and how much fun the helo is. Women aviators in the US Navy numbered 65 pilots and 21 naval flight officers as of June 1983.

cont. on p. 18

Making it in the Military

cont. from p. 17

Many women have become impatient with the slow progress of women pilots since Ensign Gail Ann Gordon became the first woman to solo in a Navy training plane March 25, 1966.

"My personal story," said Nevius, "has been one of leaping at opportunities as they presented themselves."

In her first three years' tour of duty, she and Karen Thornton were two women of 90 pilots assigned to their squadron.

"It was terrific flying, and being two women on a ship with 400 or so men was not the problem many would envision. The pace was such that we rarely had time to 'sweat the small stuff.' We weren't 'dropping bombs on Hanoi' or anything very radical, but we were accomplishing a vital Navy mission, that of keeping supplies moving, which is critical in both peacetime and war. That was very satisfying."

Lieutenant Judy Neuffer, who was in the first group of females to undergo Navy flight training, and the first woman pilot to fly into the eye of a hurricane, has positive feelings about her situation.

Recognizing that it is hard for some people to accept change, she stresses that she has personally received outstanding acceptance as plane commander from her male crew. "Each and every one of them is a special friend and will remain close friends forever. They've made the difference between doing a job and loving a job."

Other "pioneers" in Naval aviation include Lieutenant Joellen Drag Oslund, first woman officer helicopter pilot in 1974; Lieutenant Lynn Spruill, first woman Navy pilot to carrier qualify in a fixed wing aircraft, and Lt. Commander Barbara Allen Rainey, first Navy woman to receive her wings. All these women remain active.

In March 1983 a milestone was reached in carrier aviation when an all-female crew, the "Truckin' Traders," conducted an operational mission in a C-1A Trader that terminated in a carrier arrested landing aboard the *USS Ranger*, a carrier unit operating off Central America.

The Army, which contained 116 women pilots as of January 1982, boasts Sally Murphy, first woman aviator in the Army; Mary Reid, instructor pilot, and Captain Linda Horan, first to check out in an armed Cobra helicopter.

Secretary of the Air Force Verne Orr announced March 16, 1982 that women would be assigned to air crews in AWACS. Presently, three women have completed training at Tinker AFB in Oklahoma City as mission ready copilots. They are members of operational crews on E-3A aircraft in the 552nd Airborne Warning and Control Systems squadron.

A history-making Military Airlift Command (MAC) mission featured an all-woman crew of seven which flew from McGuire

AFB May 9, 1983, to Rhein-Main Air Base, Germany. It was also the first time an all-woman crew was drawn from the same squadron — the 18th Military Airlift Squadron at McGuire. Heavy media coverage was accepted graciously by the crew.

Proving that motivation, perseverance and self-discipline are the keys to success in military flying, Gabrielle Thorp has progressed steadily into her present position as an operational crew member, flying a KC-135 with the Arizona Air National Guard.

"From the day of my first flying lesson in September of 1977, I have been in awe of military flying. Thoughts of becoming a military aviator flying a jet-powered aircraft were the furthest thing from reality as I struggled to master flying the Cessna 152."

But she kept reflecting, regrouping and revising her plans for the future. First, she made it through officers training and was assigned to undergraduate pilot training, where she was the only woman among 33 flightmates.

After receiving her wings, she spent six days in the USAF survival school. "Six days in the woods of mountainous northern Washington state in January was a real shock for this desert-oriented city girl. We walked over 10 miles in snowshoes with 60-pound backpacks, and I thought I'd never

survive the minus 20-degree nights."

Thorp finally made it to the KC-135 training program at Castle AFB, California, a concentrated three-and-a-half-month academic and flight training school.

"Although a part-timer, I will fly the same missions as the active forces. This set-up is what I consider to be the best of two worlds. The opportunity for growth with the Guard is an exciting one, and I am both honored and proud to be a Guard pilot."

The personal stories of Nevius and Thorp closely parallel those of thousands of other women military pilots, and their numbers are multiplying daily.

The integration of women into the many areas of military life has not been without problems.

Commander John M. Quarterman, commanding officer of HM-12m, Norfolk, Virginia, said, "We went from 11 to 44 women within three months. We had no place to house them, a shortage of small helmets, and even the smallest ones were too big for some of the women. Five even had to have a size three shoe, and the smallest foul-weather jackets didn't fit some."

Numerous women have demonstrated that they can combine a career in military flying with a family. Lieutenant Jane O'Dea,



Making a preflight check on the wheel of her T-38 trainer at Williams AFB, Arizona, is Captain Susan Rogers, member of the first group of women entering undergraduate pilot training in the Air Force in 1976.

US Air Force photo

the first Navy woman to qualify as a flight instructor, has managed to develop suitable family arrangements with her two daughters and civilian husband.

A brother and sister, Frank and June Groffs, are both second lieutenants with the New Jersey Air National Guard's 170th Air Refueling Group at McGuire AFB. He flies KC-135 Stratotankers, and she will be join-



Lieutenant Commander Rosemary Mariner, USN, in front of an A-7E, and currently flying off the USS Lexington, is completing a book about her experiences and feelings about women in the military and female aviators.

ing him when she completes the training program at Mather AFB, California, and KC-135 training at Castle AFB, California.

More often, women pilots have married men who share their profession. Astronauts Dr. Sally Ride and her husband, Steven Hawley, and Dr. Rhea Seddon and Robert T. Gibson are famous examples.

Expressing strong feelings about the role of women in the military is Lt. Commander Rosemary Mariner, whose credentials rank her as one of the foremost women in aviation.

A long list of her prestigious achievements includes being the first female aviator to fly a front-line tactical A-7E jet, first to qualify as Officer of the Deck on an aircraft carrier, five years in weapon research and development as A-7 project pilot, probably the only female aviator to have any significant experience with weapons and tactics, with approximately 3,000 hours of military/civilian flight time.

Carrier qualified, LCDR Mariner is assigned to the USS Lexington. She recently flew off the USS Carl Vinson out of San Diego and spent another two weeks in the Gulf of Mexico.

Concerning her experiences, Mariner said that military aviation is a great profession, but until the combat restrictions are removed, women are playing in the minor leagues.

"While many young women may believe they have equal career opportunities, they are kidding themselves. The real 'players,'

the first rate men who will some day become generals and admirals, would never settle for flying in protected roles.

"One way this will change is when the 'women in combat' issue receives political support as a result of public support. The public will not support that concept until military women themselves — and our civilian supporters — articulate the problems and basic injustice of the situation.

"The other way it will change is — Heaven forbid the day — when the country gets involved in an all-out war. Sooner or later, depending on the casualty rate, women will

go into combat. The projected young male population in the 1990s alone makes this a sad reality."

But Mariner believes that, despite the problems, young women should be encouraged to enter military aviation. From a pilot's viewpoint, there is no better place to get real world experience, and no other place one can fly airplanes like the F-15.

"But there is a great deal more to it than simple flying," she added. "We are military officers and sworn to defend our nation — and that means risking the day when the bad guys are trying to shoot you down."



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

Stephanie Wells - third woman instructor pilot in the US Air Force.

Ursula Gilgullin - fixed base operator, Leadville Airport, Colorado.

Grace Harris - author, former secretary of the National Aeronautic Association.

Rosemary Mariner - Navy pilot; first woman pilot to become carrier-qualified.

Broneta Evans - past International 99 President; International Flying Farmers 1983 Woman of the Year.

Edna Gardner Whyte - past International 99 President; 82-year-old flight instructor.

Nikki Caplan - record-setting balloonist; recipient of the Montgolfier Diploma.

Corporate Angel Network Receives Volunteer Action Award

At a May 7 luncheon at the White House, President Ronald Reagan presented the 1984 Volunteer Action Awards. Among the recipients was our own Pat Blum, co-founder (along with Jay Weinberg) of the Corporate Angel Network (CAN).

Pat commented, "I can add that the luncheon and awards presentation ceremonies were absolutely splendid. President Reagan, a warm and gracious host, gave the recipients the ultimate recognition when he suggested that the Volunteer Action Awards, given for high achievement in civilian life, could be compared to the Congressional Medal of Honor Awards, given for exceptional service in the Armed Forces.

"All in all, we're still flying high on excitement!"

Pat and Jay founded the Corporate Angel Network in 1981 to provide free transportation for cancer patients to the 21 comprehensive cancer centers and 50 institutions that offer additional specialized cancer care across the United States. Blum and Weinberg, both recovered cancer patients, realized that empty seats on corporate aircraft were an important underutilized resource.

It is frequently necessary for cancer patients to spend large amounts of money on transportation to and from treatment centers, costs that generally are not covered by insurance. CAN is a major innovation because corporations can offer an invaluable service — the use of empty seats on already scheduled flights for cancer patients traveling for treatment — at no cost to the corporation.

Referrals to CAN are made by physicians and staff at the cancer treatment centers. CAN is coordinated by a group of 15 volunteers and one paid staff member headquartered at the Westchester



Co-founders of the Corporate Angel Network are 99 Pat Blum and Jay Weinberg.

County Airport in White Plains, New York, and each month approximately 20 flights are coordinated.

Still growing, the program now includes more than 750 aircraft belonging to over 250 participating corporations and a number of labor unions.

Bronwen Searle - Australian 99.

Simona Yammine - first female commercial pilot in Lebanon.

Jerrie Cobb - first woman to complete NASA's Mercury astronaut tests.

Janice Brown - Harmon Trophy winner for her work with solar-powered flight.

Grace McGuire - 99 re-creating AE's last flight.

Mary Anglin - corporate pilot.

Inkeri Kurkela - governor of the Finnish Section.

Fran Bera - FAA pilot examiner; only woman to win Beech Aircraft Million Dollar Sales Award for aircraft sales.

Mary Feik - first woman civilian engineer in the US Army Air Corps in World War II; presently a restoration specialist at the Garber facility in Silver Hill, Maryland.

Sandi Pierce Melvin - El Paso 99; air show pilot.

Susan Horstman - National Airlines' first woman copilot.

Dr. Sally Ride - physicist/astronaut with NASA.

Maria Eliana Christen - Chilean 99.

Gwen Bellew - balloonist; governor of the British Section.

Mary Jo Voss - instructor and dispatcher for Royale Airlines.

Mary "Joan" Reindl - 1983 Flight Instructor of the Year.

Dorothy Ruether - Long Beach 99 who became a pilot in 1934.

Betty Miller - Los Angeles GADO; Pacific ferry pilot.

Pauline Glasson - over 30,000 flying hours; avid air racer.

Carolyn Curles - named 1980 Elementary Educator of the Year by the American Society for Aerospace Education.

Laura Jobe - Texas Aeronautics Commission.

Doris Renninger - Whirly-Girl #49.

Jane Templeton Wilson - first vice chairman of the Indiana Chapter, recently reinstated; earned license in 1936 and attended Purdue at the same time as AE; now resides in Michigan City, Indiana.



Pilot/Lawyer, Executive

Rising to the Top

Impressive credentials of Arlene Feldman, director of aeronautics for the state of New Jersey, would qualify her for top billing in anybody's "Who's Who" of American women.

An active 99 in the Eastern Pennsylvania Chapter, Feldman was the first honorary member of the Professional Women Controllers.

Before assuming her present post, she was the supervising attorney in the Law Department of the United States Railway Association (USRA), where she represented the federal government in legislation resulting from the reorganization of the Penn-Central Railroad and other bankrupt railroads under the Railroad Reorganization Act of 1973.

She has also served as an accident prevention counselor for the Federal Aviation Administration and a consultant in aviation law to members of the legal profession and to aviation groups.

Major achievements in her fields of expertise include serving as regional vice president of the National Association of State Aviation Officials and chairperson of the Regional Airport Systems Advisory Committee of the Delaware Valley Regional Planning Commission.

She is a member of the Women's Transportation Seminar, Lawyer-Pilot Bar Association, Zonta International and the Wings Club. Other significant responsibilities include memberships in the American Association of Airport Executives and the Standing Committee on Aviation of the American Association of State Highway and Transportation.

Also an author and lecturer, she has written numerous technical works for trade journals and spoken to groups on aerospace

Lorna de Blicquy - Canada's first Ministry of Transport woman inspector.

Sandra Simmons - Braniff International's first woman pilot.

Deana Robertson - pipeline pilot.

Wally Funk - first woman air safety investigator with the National Transportation and Safety Board.

Connie Huffman - All-Ohio air traffic controller.

Jean Pearson - WASP; retired Navy lieutenant commander; aviation author; AE Scholarship Board member.

Dr. Carol A. Roberts - Ph.D., P.E., chief of Laboratory Services Division, National Transportation Safety Board.

Ada Mitchell Barrett - one of the organizers of the Maryland Chapter and its first chairman; the chapter is honoring her in the Forest of Friendship and recently presented her a bonsai tree.



education, aviation law and safety.

Although her myriad of official duties leaves her little time for recreation, she has managed to participate in some "fun" activities, such as the All-Women Transcontinental Air Race (Powder Puff Derby), and has been recognized by the FAA, Eastern Region and Eastern Pennsylvania Chapter of the 99s for her contributions to aviation.

HISTORY OF



All-Woman Transcontinental Air Race, Inc.

is publishing a coffee table, hard-back cover book featuring the *THIRTY TRANSCONTINENTAL SKY TRAILS* of the Powder Puff Derby.

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(Price after September 1, 1984 will be \$20.)



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Network (CAN).

Terri Donner -
airport inspector for the state of
Wisconsin.

Sharyn Emminger -
Aloha 99.

Sharon Fall -
first officer with Federal
Express.

Gladys Morrison -
1982 Flight Instructor of the
Year.

Jayne Shiek -
chairman of the Women's
Forum at Oshkosh; first woman
to serve on the Board of
Directors of the Experimental
Aircraft Association.

Bonnie Quintal -
pilot/registered nurse from
Norfolk Island.

Sheryl Jones -
Bell Helicopter's only
saleswoman.

Pam Collings -
New Zealand aerobatic pilot.

Viola Gentry -
Charter Member who had her
license temporarily suspended
in 1926 for flying under the
Brooklyn and Manhattan
Bridges.

Dr. Dora Strother -
chief of Human Factors
Engineering and Cockpit
Arrangement, Bell Textron
Helicopter.

Nancy Keith -
rode in and piloted the
Goodyear blimp, "Enterprise."

Alice Roberts -
first place winner of the 1957
Powder Puff Derby.

Diana "Ace" Abramson -
first female A&P for Flying Tiger
Airlines.

Fifty-Three Years a Pilot

by Grace H. Lienemann

As a member of the Ninety-Nines, I've met many interesting pilots. We have willingly shared experiences among ourselves. One such pilot is one of the founding members of the Michigan Chapter. She shared some of her experiences with us.

I met Alice Hirschman Hammond at the Amelia Earhart Memorial Brunch, a gathering that also commemorated 50 years of activity for the Michigan Chapter. Alice had been invited to be one of our speakers, and she elected to talk about her early years of flying.

She invited us to ask questions.

"How old were you when you began flying?"

"Oh, dear," she replied, "I was just a girl."

"How long have you been a pilot?"

"Fifty-three years," she answered firmly.

"Would you tell us about your check ride?"

"Yes, I'd love to."

Listening to Alice Hammond talk about her early flying experiences was hypnotic. You could imagine how this silver-haired lady in her lavender and lace dress must have looked as a young girl. She stood tall today, and yesterday did not seem so far away. This slender lady was a tall, slim girl with honey blond hair and vivid blue eyes. She described the tailored shirt and jodhpurs that were the uniform of the day for aviators. The leather helmet, the goggles and, of course, leather boots to keep the feet warm. One could begin to see her climbing into the cockpit of her airplane.

She was saying, "Every story has a beginning. I'll start mine by telling you what airports were like in the days when I learned to fly.

"First off, you must know that airports were round. Yes, complete circles! There were no paved runways or taxi strips. One took off into the wind, regardless of its direction.

"I did my flying from the Gratiot Airport (Roseville, Michigan). A shopping center stands there now. Nonetheless, many of us old-timers flew from the old Hartung Airport, more commonly referred to as the Gratiot Airport.

"The plane I took my check ride in was a Curtiss Wright Jr. The fuselage looked like a canoe. The wings were high, and the engine was a pusher. It was a rather odd airplane. The engine was a three-cylinder OX-5 with 38.5 horsepower. It was easy to see the mains; they were directly beneath me. The tail had a skid, not a wheel. There were no brakes on the planes of those days, so we stopped with the skid scraping and digging into the ground. There was a real trick to that kind of landing.

"Now let me tell you, sometimes the instructors I worked with would have me take off and do a '180' and land back on the spot I took off from. Other times we would take off and do a '360' and land on the takeoff spot. It was a maneuver I was expected to perform well. But, that is getting ahead of the story a bit.

"Also, I must tell you that there were no written tests in those days. The examiner would ask questions concerning the airframe,

and you'd better have the right answers. Then he would ask about meteorology, another subject to be very knowledgeable about. I had to know navigation well, and the inside workings of the engine. He talked to me for a long, long while on those subjects.

"Then he had me climb into the plane. He never got in with me. He stood on the ground and watched while I did the maneuvers he had instructed me to do. Mind you, he drove his car onto the field and instructed me to takeoff beside it. To lift off, I mean. He ordered me to fly three shallow lazy eights using a nearby tree as center point. After I completed the shallow lazy eights, he wanted me to do three steep lazy eights and then to land back beside the car.

"Well! I went up and did the things he had asked me to, and then landed beside his car. He walked over to me and asked that I do a '180' takeoff and landing, and then do a '360,' circling the complete field, and then land over his car.

"So, I did the takeoff and '180,' and then the takeoff with the '360' and the landing over his car. He motioned for me to meet him in the airport building. Just a wave of his arm. Not a word about how I had done.

"I taxied the plane back, tied it down, and ran to catch up with the examiner. We walked into the building together. He turned and handed me the certificate I had just earned. What a thrill! He congratulated me and shook my hand. And that, dear people, was my check ride!"

More questions came from the audience.

"How many hours did you have when you did your check ride?"

"Actual flying hours? About 13 and a half. Plus many hours' study about the plane, engine, weather and navigation," she replied.

This caught everyone's attention, and another question flew her way.

"What did it cost to fly a plane in those days?"

"Well, sir! It was \$3 an hour for the plane, and the instructor was \$5."

"Who was your first passenger?" someone called from the back of the room.

"Oh, my dad, of course. I was so proud to show him what I had accomplished."

"What time of the year did you take your check ride?"

"It was November. November of 1930 around Thanksgiving Day. It was a cold day, a very cold day. And no heater in the plane!"

It was nice to share the memories of this gracious and very active 99. She learned to fly at a time when women were supposed to be content darning socks. Women who flew were considered to be wealthy eccentrics. Some of them were. But, two years later, in 1932, Amelia Earhart flew the Atlantic, and the role of women in aviation began to evolve in earnest. Fifty-one years later, Sally Ride became America's first woman in space.

99s You Should Know



Dorothy Niekamp - first Amelia Earhart Research Scholar recipient; the Research Scholar grant monies were used to prepare an annotated bibliography of articles on women in aviation.

Taghrid Akasheh - Jordanian 99; airline pilot for ALI.

Fay Gillie Wells - Charter Member; co-chairman of the International Forest of Friendship.

Ruth Deerman - founder of the 66 program in the early '60s.

Jill Richardson - Alaska Airlines pilot.

Lyn Clark - back country pilot.

Kathy Fox - served six years as president of the Canadian Sport Parachuting Association.

Ida Van Smith - retired New York public school teacher, founder of 11 flight clubs for children.

Arlene Feldman - director of aeronautics for the state of New Jersey.



Gene Nora Jessen - International 99 Director; 99s history advocate.

Gabrielle Anita Thorp - spray pilot; Air National Guard pilot.

Marilyn Copeland - 27th President of the 99s.

Nancy Hopkins Tier - Charter Member.

Dr. Anne Spoerry - flying doctor in Africa.

Nelwyn Choy - Hawaiian 99.

Ruth Reinhold - pilot for Senator Barry Goldwater.

Charlene Davis - grade school teacher; avid air racer.

Ellen Corder - helicopter pilot.

Fiorenza de Bernardi - Italian 99; president of European Women Pilots.

Patrice Clark - first female pilot for Trans-Island Airlines.

Carole Hallett - California assemblywoman.

Betty Rogers - first female airworthiness inspector for the FAA.

Yae Nozoki - founder of the Japanese Women Pilots Association.

Mary Gaffaney - 1972 winner of the Women's Championship, World Aerobatic Championships.

Rosella Bjornson - Canada's first woman airline pilot.



Judith A. Congreve - commercial pilot at age 18.

Senja Robey - helped to found the Australian Women Pilots Association; invested with the livery of the Guild of Air Pilots and Air Navigators.

Bette Davis - avid air racer.

Connie Wolf - record-setting balloonist.

Mildred Beamish - Saskatchewan Chapter's flying grandmother.

Michelle Stauffer - successful aircraft salesperson.

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About the contributors: Judy Logue is a teacher, artist and past chairman of the Wyoming 99s. Jan Kelleher is a nurse, artist and chairman of the North Dakota 99s. They are best known to the Northwest Section as the "Punch and Judy Show."

by Judy Logue

The four-board fence and the winter-bare oaks edging the road are silhouetted against a brilliant Texas sunset that could be rivaled only by the slow motion displays seen in Alaska. As we putt-putt along at 45 mph into the oncoming headlights, she tells me that this is the most dangerous highway in Texas, and takes off her glasses. In the back of this 30-year-old pickup are a dozen brim-full cans of gasoline. I'm riding a bomb with an 82-year-old woman at the wheel and having the time of my life! "This is the only way to go!" she says with a grin that she usually saves for that once cocky student who just lost his breakfast after "thunderstorms" under the hood. I'm hoping "go" doesn't mean "blow." The 82-year-old woman is Edna Gardner Whyte, a pioneer 99 who started flying in 1926. She's on her twice weekly "gas run," and I'm taking pictures.

Because of the generous grant to the Ninety-Nines' oral history program by former International President Gerry Mickelsen, I was able to haul my television equipment down to Texas and spend a short week with Edna. I'd planned to get a few shots of "a day in the life of" and then sit around and sedately record Edna's recollections of early aviation events and people.

Wrong! The minute I arrived, Edna whisked me off to a local cafe where the sound of "ya'll" was in the air, and grits, gravy and okra gumbo were on the menu. Then we toured her \$4 million airport, Aero Valley, where she'd replaced pastureland

with a paved strip, over 100 hangars and an assortment of aircraft unsurpassed anywhere. World War I collections, World War II collections, Pitts, classic restorations, plus the usual gathering of general aviation aircraft. Edna's house is on the airport (99 Monocoupe Lane), and one can sit on a lawn chair in the doorway of her garage/hangar to watch the aerobatic practice airspace just across the street and up.

We hopped into Edna's Cherokee and flew over to a grass strip nearby where other antiques were cherished. Leaning against a GeeBee, Staggerwing and Culver Cadet, we talked with other aviation devotees about races, records, design, crashes, speed. And Edna, quietly, was the center of the conversational flow. She knew of all those things.

Edna spent the evening taking the high-tech kinks out of her bench-mounted Loran C. She expressed aggravation at her difficulty in grasping the computer concepts. Knowing that most folks would never hear of a Loran C, let alone operate one, didn't seem to matter. You can be sure that it will be an integral part of her next race.

The next morning Edna was rattling breakfast pans before dawn. She was bright-eyed and ready to talk. That meant my equipment, and I, had to be ready, too. By 0700 the phone started ringing, students started dropping in and that was the end of that interview. That's how every day went. All day long there was a constant flow of people through Edna's house. Students to fly with Edna, students to work on the simulator, tourists from North Carolina wanting Edna to autograph her 12-page article in *Sports Illustrated*, tourists who

have seen her featured on Charles Kuralt's show or on "That's Incredible," someone wanting to lease a hangar, someone to sign up for lessons. Edna was on the go until dark. Even then there would be times a student would need night hours, and off she'd go again.

Edna's interest in preserving the history of women in aviation is outstanding. She has a large collection of clippings and historical material from the early days of aviation that she opens to anyone who expresses interest, even though the openness is accelerating the natural deterioration and loss of those materials. Being personally escorted to Ninety-Nine Headquarters in Oklahoma City by this former International President to view the historical files there was a very special treat for me.

There were other special moments with Edna: watching her race horse excitement when she got on cross-country with her racing plane; seeing her knowing smile when I said that after spending time with her I knew I had to get my CFI, and watching her quietly hug and kiss on the cheek that often unsung volunteer proofreading yet another 99 NEWS.

Did I get the history I went after? Well, certainly not the sedate recollections I'd anticipated. Of course, Edna would sit down whenever she could spare a few minutes and share her thoughts about early aviation. Having pictures of Edna in action is living history, and we now have a significant addition to the Ninety-Nines' file on this incredible pioneer 99.

Edna Gardner Whyte — it's been a pleasure!



Resource Center of The Ninety-Nines, Inc.

International Organization of Women Pilots

May 1984

RESOURCE CENTER UPDATE

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The Ninety-Nines' Resource Center is located in the organization's headquarters building in Oklahoma City. Copious archives consisting of photos, oral histories, film and memorabilia include women of achievement in aviation and aerospace. The collection is confined neither to pilots nor to women who have been members of The Ninety-Nines. Included is any woman who has been involved with aviation in any way dating back to aviation's birth.

Some Ninety-Nines particularly involved with the Resource Center include Judy Logue who oversees the ongoing oral history project. Due to Past President Gerry Mickelsen's generous funding of the oral history program, Judy plays catchup recording the voice and image of the pioneer pilots while also documenting the accomplishments of modern women aviators. Ruth Dobrescu helped make oral history guidelines a reality. Luanne King is locating and documenting early aviation film so that it can be preserved. Pat Roberts oversees accessions of the Resource Center and coordinates volunteers who locate and acquire archival material and memorabilia. Dorothy Niekamp builds and organizes the library. Executive Director Loretta Gragg is on the spot to assist the users of the Center. Gene Nora Jessen coordinates the efforts of the various components of the Resource Center and pursues funding for the Center.

The immediate need of the Resource Center is a clerk to work full time with the treasured acquisitions of the Center and supplies and equipment. Ninety-Nine-member gifts enable the Center to fulfill the needs of researchers, authors, historians and the media who come to us as the authority on women in aviation and aerospace. Additional funding is being sought to enlarge the Ninety-Nines' support of the history of women in aviation.

The Ninety-Nines Board of Directors is moving toward the expansion of the headquarters building. A generous part of the expanded building will be devoted to archives, library and the display of memorabilia. Financial support of the Resource Center is being sought from friends and members, and gifts of time and talent are gratefully accepted from those who have a special interest in our aviation heritage. Once again we remind Ninety-Nines to make positive plans for the future disposition of their own aviation treasure through a will or pledge document. This aviation Resource Center is a reality now . . . to care for your memorabilia safely, professionally and with great love.

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The Skylane RG

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Chapter News, Activities and Projects

AFRICA SOUTH SECTION

Lindsay Glaum shared a recent letter from a new 99 with *NEWS* readers. Marianne Leblanc recently obtained her license in Swaziland and set out on travels through East Africa before returning to her home in Connecticut. She wrote Lindsay a letter from Nairobi, which says it all... Marianne arrived in Kenya knowing no one, but armed with her 99 International Roster. Here is what she had to say.

Dear Lindsay,

Ninety-Nines are great! When I got back from the Ivory Coast I contacted them. I've been flying — no solo, as they say I have to have a flight exam to get a validation. I couldn't fly on the Ivory Coast because of the harmattan, a dust-laden wind from the Sahara that cuts visibility to a kilometre or less, and is constant during January and February.

As I said, when I got to Nairobi, I contacted Denise Morchand-Holz. She's an American who has lived in Kenya for 20 years, formerly a journalist and now owner of a Cessna 152 and 172, a CFI and occasional charter pilot. She's introduced me to a lot of people, even though some of the more prominent Kenya 99s are not in the country right now. It's bumpy and windy here — haven't been out yet without a gusty cross wind. With a bit more practice, maybe I can take the flight exam here. Though it might be cheaper in the States, flying seems more expensive when you're unemployed!

CARIBBEAN SECTION

A small band of women pilots with a mission — to join together for a common interest, and to promote aviation to others — was chartered in July 1973 as the Caribbean Section. The group included a bank official, doctor, airline stewardesses, an artist, a missionary, business manager and domestic engineers. They represented the US from coast to coast, international countries and the Bahamas.

The uniqueness of island living and a transient population affects membership, which may vary from year to year and currently includes 10 pilots on Grand Bahama Island and one in Nassau who has the distinction of being the first Bahamian woman airline captain. Other members are scattered from the Virgin Islands to Puerto Rico. These women form the Beachcomber Chapter of the section.

Project Emphasis has been established to promote aviation in the community with 99s conducting weekend White Knuckle seminars. Safety is accented with air marking at both Grand Bahama Island airports. The section planned a 99s Week which included proficiency exercises, spot landings, aircraft maintenance, a CPR course, ground school and weather refresher courses, films and a US Coast Guard survival course.

The constantly sunny days, deep blue skies and the proximity of emerald islands separated by small stretches of aqua blue-green seas make flying for this group a memorable event experienced almost year-round.

by Fran Davis

EAST AFRICA SECTION

Nancy Hopkins Tier visited Kenya last November, and we all enjoyed having her with us. Unfortunately, Aggie Robinson was then in Ethiopia as an instructor, training student pilots. As this appears in *The 99 NEWS*, Nancy Tier will have celebrated her 75th birthday May 16.

We met another illustrious pilot in Nairobi — Beryl Markham, author of *West With The Night*. She is now over 80 and still training horses.

by Madeleine Schneeberger



Madeleine Schneeberger, Nancy Hopkins Tier and Denise Morchand-Holz visit on Nancy's recent trip to Africa.

EAST CANADA SECTION

Eastern Ontario Chapter

Our Poker Run has been an annual event for most of the years of the chapter's existence. Usually scheduled early in the autumn, it has become a popular event with local and district pilots. Participating pilots (and their on-board friends) are required to fly to five different airports where they choose a playing card to complete a poker hand. Hands are turned in at the terminus where prizes are awarded for the best hands. Prizes are donated by local businesses and by chapter members, often in such quantity that poker hands with as little as a pair of aces or less have been known to win a prize.

Flying Companion Seminars are a more recent activity. Last year, in response to a need in the Ottawa area, the chapter presented its first seminar. The response was so overwhelming that the organizing committee had to schedule a second session to accommodate people who wished to participate. This year's course is concentrating on navigation, presenting two sessions for two levels of knowledge — an introduction to the basics of navigation for beginners, and be-

yond basics for those with more experience and knowledge. While the flying companions are busy working on their navigation, a course for pilots will also be underway.

"IFR Charts for VFR Pilots" and "Stepping Up to a High Performance Airplane" are the subjects the pilots will study.

by Isabelle Peppier

First Canadian Chapter

On a sunny spring day five years ago at Toronto's Buttonville Airport, Operation Skywatch took flight. The chapter formed a team with the Ministry of the Environment (MOE) and together we began a program of airborne environmental patrol.

The idea of Operation Skywatch began with Ron Johnson, chief photographer of the Communications Branch of MOE. Ron realized the potential of combining aerial photography with ground monitoring in controlling environmental quality.

By "sky-watching," details normally obscured at ground level are revealed and then recorded through photography. Abnormal changes in colouration and figuration of our atmosphere, landscape and waterways are easily recognized and defined.

Skywatch missions are always different and challenging. They include surveying sewage disposal lagoons, nuclear stations, oil spills in the Great Lakes, potentially contaminated land fill sites, aquatic vegetation growth... the list goes on.

Accompanying all patrols is a photographer, scientist or observer from the Ministry. It is their responsibility to identify and analyze the environmental problem. We Skywatch pilots volunteer our time and skills, while the cost of the aircraft and other expenses incurred are covered by MOE. The potential of an aircraft, and a 99 to fly it, has been recognized as an invaluable tool in environmental protection.

Operation Skywatch functions year-round and currently involves 25 pilots in southern Ontario. Summer months are mainly occupied by assisting the Water Resources Branch in studying the water quality of the Great Lakes and assessing the impact of



John Sweet from the Water Resources Branch instructs the MOE boat captain and 99s Sara Wochenmarkt and Carol Papas prior to the Humber Bay mission.

American and Canadian industrial discharges into the Niagara River. Winter flights are successful, too. For example, aerial photographs of tire tracks ending in the middle of a snowy field arouse suspicion and set off a series of ground checks which broaden the scope of the Special Investigative Unit (SIU). A permanent record of the conditions at the time of observation means that photographs taken during a Skywatch mission can be used by SIU as evidence in court.

Realizing just how valuable aerial photographs are in preventing and correcting environmental problems, MOE has expanded its services by installing a vertical camera system in the floor of a Cessna 172. For Skywatch pilots, this represents something we are always interested in — logging more hours and gaining flying experience.

by Alysia Pascaris

WESTERN CANADA SECTION

Alberta Chapter

On a bright Saturday morning in March in the classroom of the Edmonton Flying Club, 15 people are busily at work. They are assembling balsa wood airplanes and attaching tinfoil ailerons, elevators and rudders to those tiny structures.

When construction is completed, they move into the long hall outside the classroom and begin to test fly the little craft, using instructions given on a sheet of paper — e.g., "right aileron up, left aileron down, right rudder and neutral elevators." Using these controls, they learn how an aircraft flies.

This exercise has many advantages, not the least of which is the questioning looks and curiosity of passersby who stop and stare at this conglomerate group of adults of all ages and from all walks of life, engaging in this playful activity with much enthusiasm, concentration and discussion.

Upon completion of the flight tests, they reassemble in the classroom and a quiet-spoken lady in her mid-forties begins to talk about her experiences in learning to fly and the fears that she had.

After Mary speaks for a few minutes, there are a few tentative questions and soon the confessions start to roll in. "I've always been terrified when we come in to land because my husband pulls the throttle all the way back and the airplane starts to sink — and so does my stomach. I close my eyes and pray we will survive!" ...or, "I get really scared on takeoff because, just after we leave the ground, there's a loud clunk and I always think the engine just fell out!"

Conversations continue throughout the day between 99s and flying companions, and among flying companions themselves, during coffee, lunch and while working together on projects. This sharing prompts participants to say at the end of the day... "Well, if she can enjoy flying after all the obstacles she had to face, I guess maybe I could, too!"

by Jo Harris

British Columbia Chapter

Vancouver is the home base for this chapter, whose members span hundreds of square miles from the west coast of Vancouver Island far into the interior of the province.

As a relatively new chapter (six years), many of its activities focus on becoming

known to the local flying community. Already loyal followers look forward to our two major annual events — an Aviation Safety Seminar held in February and a Poker Run in July.

Fund-raising is a major concern for the chapter, both for sponsoring conventions and for donating to charitable organizations. Aside from the usual articles for sale, this year the Second Annual Manure Sale in March was a resounding success, bringing the chapter over \$350.

The Vancouver Sea Festival, an annual event in July, provides the chapter with its "fun flying" for the year. After one practice, we take to the skies in "formation," usually a straggly line of eight or nine Cessnas, Pipers and other exotic craft, to fly an otherwise forbidden circuit around downtown Vancouver at 500 feet AGL. Brief biographies of each pilot are broadcast through the city's streets while the air show goes on above.

by Judith B. Hess

Saskatchewan Chapter

In 1972, just a year after the chapter was formed, our first Poker Run was held, and July eventually became the best month for everyone concerned.

After a number of successful poker runs, in 1982 we decided to take a break from this effort because of economic hard times and the slowdown in aviation related enterprises. Since that time we have been searching for another project in which we could be both useful and still enjoy the camaraderie which had been the best part of poker run activity.

by Nadine Cooper

MIDDLE EAST SECTION

Central Pennsylvania Chapter

Pet project for this chapter was the Powder Puff Derby. We served in many capacities in support of this noted air race. The year we received our charter, we were called on to man the stop at the Martinsburg, West Virginia airport from Friday to Wednesday. We had 29 planes remain for two days due to bad weather. We were to impound the planes and see that pilots were housed, entertained and transported to and from the airport.

In 1967 we had more entries in the Powder Puff Derby than any other chapter, with many having flown such a race more than once. Our racers included Dr. Marjorie Pool, Mary Galbraith, Helen Sheffer, Florence Shirey, Shirley Weinhardt, Ester Michaud, Hazel Bartolet, Joyce Williamson, Mary Hull, Ann Turley, Roni Johnson and Betty Parthemer.

In 1983 we were the first chapter to have the USPFT local meet in our section. We also sent two people to the national competition.

Delaware Chapter

The chapter is preparing for two special activities — a Pennies-a-Pound May 5 at Summit Airport near Middletown and our June 16 Flying Companion Seminar. Fifteen to 20-minute plane rides over the Chesapeake and Delaware Canal and the nearby countryside will be provided during the Pennies-a-Pound event, while the day-long seminar will be the second given by the chapter.

Two particularly enjoyable programs during the past year were presented by Louise Sacchi and Elise Owen, each of whom re-

ceived her pilot's license before World War II. Their reports of experiences and the difficulties they encountered in what was then a "man's world" inspired those of us who follow the trail they helped to blaze.

by Ann Butler

Eastern Pennsylvania Chapter

The project with which we are most pleased because we believe that we were the first chapter to do it is now called Pennies-a-Pound, and it is used by many 99s all over the country as a fund raiser.

In 1957 we were searching for a way to make the public aware that there were women pilots — also, the treasury was in dire straits. We decided to have a "Ladies Day" and advertise in the local news media that on a certain Saturday in June any woman could come to Wings Field, and for a penny per pound of her weight, fly with a *woman pilot*! Her husband and children would be carried for a fixed fee — \$1 for children and \$3 for husbands. We persuaded the local FBOs to lend airplanes, and we used several member-



Ready for customers at the Eastern Pennsylvania Pennies-a-Pound event are Marie d'Alterio and Helen Zubrow.

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Stainless steel, full-performance, three-speed folds to 9" x 18" x 28", 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.

owned planes. Toledo Scale was happy to lend us a scale, and the fuel was donated.

The all-important Saturday dawned clear and pleasantly warm. Airplanes and women stood in readiness. TV cameras took pictures of women and planes. Print reporters asked questions, as we waited with bated breath for our first customer. Would anybody come? Or would they be afraid to fly with women?

The answer was not long in coming. We were soon swamped with customers. The women were delighted with a cheap ride if they were thin, and tried to avoid the scale if they were fat. Even though we had six planes going as fast as they could be unloaded and reloaded, the line grew longer. Fortunately, everyone was in a holiday mood, and there was plenty of action to watch. Anne Shields' Wing Scout Troop helped the ground crew load and unload the planes. The women on ground crew duty alternated with the ones on flying duty. We all answered hundreds of questions. It was a dead heat between the last passenger and twilight.

As a fund-raiser it was a success; as a means of introducing the public to women pilots, it was also a success. In future years we had many repeat customers, both male and female, who assured us that they only flew on "Ladies Day" because they liked flying with women pilots. Other local airports asked us to hold the "Ladies Day" at their facilities, so over the years most of the area airports have played host to this event.

Greater Pittsburgh Chapter

The chapter's favorite activity is the Allegheny Air Derby, which marks its ninth consecutive year in 1984. It has been successful due to support from members, 49½ers and the Westmoreland County Airport.

It all started after we hosted the 1972 stop of the AWTAR (Powder Puff Derby) at Latrobe. Enthusiasm for a race event was high. In addition, Latrobe Airport decided to have an air show and invited the chapter to do a high-speed fly-by as part of the show. We opted for a short all-woman speed race ending with the requested fly-by.

From this, the chapter tried a handicap speed/proficiency event and opened it to all pilots at Butler County Airport. Only 10 airplanes competed. However, there were many curious spectators who have since become regular participants. Most area pilots had never even heard of a proficiency air derby before. By the third Allegheny Air Derby, it was a true proficiency event — fuel and all. The format established is basically the same as today.

Because we have a TCA on one side and the mountains on the other, route planning, though different each race, is difficult. Also, the race is scheduled after daylight savings time returns so that low-time pilots can return home with a minimum of night flying.



Race planes line up at Latrobe during the 1981 Allegheny Air Derby

Hampton Roads Chapter

Being a 99 has special meaning to each of us. As individuals, we enjoy and share a mutual love — to fly. Through our local chapters, we find comradeship and a sense of belonging to an even greater structure. As women, we have taken some giant steps; but, as women in aviation, we have made quantum leaps in a still very male-dominated field.

In our search for an opportunity to become involved, we met Bill Cuthriell, a retired Air Force chaplain. Although Bill is not a pilot, he shares our love of flying. He flew often during his 20 years as chaplain, hitching rides with fliers who let him take the controls. Bill is now the volunteer coordinator for the Chesapeake Juvenile and Domestic Relations Court. His kids (if you will) range from 13 to 18 years of age and are first-time offenders on probation, living at home.

The idea was to create an aviation program where six kids would be chosen each month on an incentive basis. We begin with a pre-flight inspection, followed by a 30-minute plane ride and a question and answer period after landing. The kids have vivid imaginations, and are often awed by the experience.

To quote the Court newsletter, "Some are glad to get back on good old terra firma, some more terra than firma."

Throughout this endeavor we have been greatly rewarded. Not only have we given joy to these kids, perhaps but a smile on their faces, or made them feel special, but as a group we have succeeded.

With Bill's help, our second trip made local TV news. Participating members receive appreciation awards at the annual Volunteer Banquet, and the chapter contributes \$12 to each member per flight.

April 1984 celebrated our second year in the program which has been a great way to share, a good way to stay current and a unique experience.

by Sandra C. Villanova



Hampton Roads Chapter members introduce several teenagers to their first aircraft.

Washington, D.C. Chapter

We will sponsor the Third Annual Capitol Proficiency Race the weekend following Labor Day. Last year 12 competitors entered the 245 sm race beginning and ending at Dulles International. Scoring, using a formula devised by 49½er Lothar Ruhnke, was published for the convenience of others in the January/February issue of *The 99 NEWS*.

The friendly, cooperative and enthusiastic personnel at Dulles make this event a warm, enjoyable and memorable experience for all the contestants, many of whom are 99s. All three trophies in 1982 went to 99s, and in 1983 first and second places went to 99 pilot and copilot teams.

We love to fly-in somewhere, but our attempts seem to be characterized as much by the fly-ins that are perennially canceled because of weather (like Tangier Island) as by those that are faithfully accomplished (Williamsburg in December)! The most popular fly-in is the one in mid-October to Manteo, North Carolina for a fun weekend of camping, fishing and swimming.

Very few of our members own or have access to planes, and many are "retired" pilots. For this reason, we often enjoy the great participation at special dinners, such as the installation banquet, our annual joint dinner with the Washington OX-5 Club and our 50th Anniversary Celebration.

We are fortunate to be so conveniently close to the special FAA programs at the Smithsonian Air and Space Museum, to the Paul E. Garber restoration facility and to the nation's capital itself, which attracts 99s from all over the country and the world. It is our special pleasure to escort our 99 sisters whenever they come to town!

by Lin Clayberg

West Virginia Mountaineer Chapter

Twenty enthusiastic female pilots scattered over a range of beautiful mountainous country constitute the West Virginia Mountaineer Chapter. We have taken what could have been a disadvantage and turned it into an opportunity to fly to monthly meetings at airports throughout the state.

Communication plays an important part in our chapter's success, and we rely heavily upon newsletters and telephone calling lists to keep everyone informed. We also have a very active 66 program within our chapter, and we believe that the student pilots are a fantastic addition to the group!

We sponsor numerous events for the promotion of aviation safety and fellowship, including air marking projects, aerospace education for both children and adults, fly-in pancake breakfasts and poker runs.

Our favorite project is our annual Pinch Hitter Course. This one-day course is designed for non-pilots, and we teach participants the "basics" of flying. We cover familiarization with the aircraft cockpit and instruments, flight maneuvers, navigation and charts, radio communications, emergency landings and medical facts. At the end of the course, each pinch hitter is entitled to one-half hour with a certified flight instructor for a hands-on flight.

Instructors for the course are all chapter members. It's been our experience that everyone benefits — the participants feel more confident about what to do "just in case" something happened to the pilot in command, and many believe that part of the mystery of the unknown has been removed. We feel good about sharing our love of flying with someone else and doing our part to make aviation a bit more safe.

Amelia Earhart believed that it was important for female pilots to help one another and to promote women in aviation. In 1984 we established the Natalie Stafford Memorial Scholarship Fund in memory of one of our deceased members. This scholarship will be awarded every two years to a chapter member in order to further her aviation-related goals.

by Sharon Watson



Fly-In Pancake Breakfast workers include Jean Pickering, Sharon Watson, Lois Fida, Dottie Thompson, Pat Hines, Wanda Gabritsch, Estelle Peters, Mary Lou Lewis, Sharon Peters, Sonja Mobberly and Margaret Skeen.

NEW ENGLAND SECTION

Connecticut Chapter

With the inauguration of the Nutmeg Air Rally in 1983, this chapter has embarked on a special long-term campaign to promote air safety and education. NAR is a biennial cross-country proficiency flying event designed to test normal piloting skills. Contestants compete for awards based on time and fuel consumption performance over a 200-plus-nm course.

In addition to the victorious on rally day, there is another very important winner and beneficiary of the NAR. Funds not expended from the 1983 rally have been set aside to establish an educational scholarship. The chapter's goal is to build up the scholarship to a size that will permit regular awards to be made to candidates desiring to further their aviation education.

How has the NAR been structured to accommodate pilots when flying expenses have been in an uptrend? Looking ahead to the future when the 1983 rally was established, we decided to simplify the rules to reduce costs for both the chapter and contestants. A relatively short course (approximately 200 nm) was selected, and the rally was designed to be completed in one day. A Treasure Hunt was devised by creative members to add more challenge for participating copilots. The next Nutmeg, which embodies these parameters, is scheduled for June 1985.

by Leila Baroody



Connecticut 99s Sue Benva and Laurie Reeves start engines at the 1983 Nutmeg Air Rally.

Eastern New England Chapter

Air marking is the most repeated and necessary safety activity that we 99s perform. The capricious and harsh weather elements cause rapid fading and eroding of paint and runway surfaces.

When the friendly sun warms our bones and airports, we are off and running to which-

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Jumping over wet paint during an air marking is Eastern New Englander Jean Doherty.

ever airport has dibs. We realize that we are performing a much needed service as evidenced by letters received from lost pilots thanking us for the marking.

The air marking of which we are most proud is the downtown Boston heliport. This heliport, in addition to taxi service for area corporations, is the main location for life flights as it is located near all the famous Boston hospitals. Kidneys, hearts, livers, etc., plus physicians and patients, are flown in here. We believe that we have a small part in saving lives.

Other projects include the popular safety seminars and flying companion clinics, and members are currently working with the Girl Scouts to help them obtain an aviation badge. We also speak to high school students on aviation careers.

Our pet chapter project is the sale of sweaters, hats and scarves. One of our own 99s owns a knitting machine and personally designed these sweaters that identifies each of us as a 99.

by Jean Doherty

Northern New England Chapter

When your chapter covers three states and is at the very easternmost corner of the country, it has some special problems. If you know about the weather patterns of the US, then you know that every piece of weather you experience exits the country through New England. Whatever everyone else experiences on a local scale affects us in New England. And Northern New England Chap-

ter, covering Vermont, New Hampshire and Maine, gets all the leftovers!

Therefore, our special project is really trying to have our monthly meetings! Our regular meeting date is the second Saturday of every month, and a check of the weather on those days during the last two years would show that approximately two-thirds of those dates were IFR.

After having dealt with this problem for some time, and looking for a creative solution, it was finally decided by the chapter that, if the scheduled meeting day was VFR,

we would meet at whatever place we had planned to be. (Our meetings rotate among the three states, providing lots of cross-country flying time for members.) However, if the day dawned IFR at the point of meeting, then those of us who could would drive to our permanent IFR alternate (imagine, IFR alternates for cars!) where the meeting would take place.

So far, this place-plus-an-alternate idea has saved us from months of canceled meetings, especially during winter and spring when our weather is at its worst. Others having similar geographical problems with far-flung members and bad weather are encouraged to send their suggestions to us. In this part of the country, one learns to be creative!

We thought about sending pictures to accompany this article, but decided that a photograph of fog to the ground, snowdrifts or members on the telephone calling FSS for destination weather would be a little boring!

by Bea von Tobel

NY-NJ SECTION

Central New York Chapter

It's our 10th birthday in May and we are going to celebrate!

All past, present and even future members have been invited to a gala weekend at Joyce Revelle's lakeside camp at Pennellville, upstate New York.

We'll talk over the "old days," including the growing pains after our charter was granted May 29, 1974, to 13 enthusiastic women pilots.

Of course, we'll also be talking about the future, since women pilots are forward-looking and optimistic despite the gloom and doom routinely forecast for general aviation.

We'll also be planning our annual Pancake



Modeling their 99 vests are Central New York 99s Nancy Morgan, Joyce Revelle, Mary "Muff" English, Marolyn Wilson, Lorna Kaier, Elaine Roehrig, Virginia Breed, Millie Murray and Marcia Buller.

Breakfast at Kamp Airport, Durhamville, in July. This, our main annual project, gets bigger and better each year. We're hoping our newest idea, a big model plane, will be ready for our publicity display at the breakfast and at future events.

by Virginia Breed

CHAPTER NEWS, ETC.

Greater New York Chapter

The chapter has 47 members and most of them live and/or work in New York City.

Most have very busy full-time jobs, some of them in aviation. Bonnie Tiburzi flies for American Airlines; Pat Blum directs the Corporate Angel Network, flying cancer patients; Lisa Hebo works for Pan Am and is a lieutenant colonel and Manhattan Group commander for CAP; and Eleanor Friede co-publishes aviation books with Macmillan.

Most city dwellers don't own cars, because everyone here uses public transportation. One of our newest members, Lisa LaPrelle, who has some 70 flying hours and is about to buy her first airplane, had to spend five hours on a bus to fly one hour while she was getting her license at Caldwell, New Jersey.

Maybe one-sixth of our chapter members own their own airplanes. It's not easy when your local airport is JFK with LGA as an alternate. We're not big on air marking, but we do treasure our air time and the opportunity to stay in touch with other women pilots. We try to plan fly-ins and tower visits in good seasons, and take part in the flying activities of our sister chapters in New Jersey and New York and on Long Island where the airports are more accessible.

The one thing we can do rather well in the heart of New York City is give aviation related parties. In the '70s we teamed up with The Wings Club, where our member, Doris Renninger Brell, was the general manager, and we co-sponsored a series of annual "Authors' Night" dinners. Our guest speakers included Richard Bach of *Jonathan Livingston Seagull* fame; 99 Gay Dalby Maher, who wrote *The Joy of Learning to Fly*; Captain Bob Buck of the classic, *Weather Flying*; and Sally Keil with her book, *Those Wonderful Women in Their Flying Machines*. A few years ago inflation made the price of a good dinner in New York too high to manage, so we switched to a cocktail reception honoring several authors with recent books in the field of aviation. This works out even better than a dinner because it gives everyone a chance to meet and talk with the authors. At our 1984 event this April we were especially proud to honor our own Bonnie Tiburzi, whose life story *TAKEOFF!* has just been published.

by Eleanor Friede

Hudson Valley Chapter

Since 1974, this chapter's pet project has been the Empire State 300 Air Race. Historically, it began with a member saying, "Let's do something like an air race." Others naively, but enthusiastically, said, "Okay, let's go." It sounded like a great idea whose time had come.

The two-day proficiency race, handicapping both speed and fuel, has been entered by as many as 35 aircraft, and with as few as nine chapter members carrying on the

assault!

Weather has been a noted factor. Usually impound takes place in IFR conditions, but we are blessed by skies parting at the 11th hour in time for the race to go on. There are five place trophies with a perpetual trophy for first place; a professional and non-professional category for pilots has been used.

The chapter has its own unique headquarters building at Kingston-Ulster Airport, and restoration and upkeep have developed talents in roofing, paneling, painting and carpentry skills.

by June Simpson

Long Island Chapter

*If I were young, I'd learn to fly
For there is something in the sky
That lures the soul of young and old;
The timid, cautious and the bold.*

*Perhaps it comes from Him we love,
This constant call to rise above
The world and all its hopes and fear
Into a more peaceful atmosphere.*

— Nick Kenny, 1953

This poem was presented to a 17-year-old girl by a fellow employee one gloomy day 30 years ago while she was at her desk typing, instead of spending the day and her earnings at the airport learning to fly. These first paragraphs have stayed with her many years.

Long Island, known as the "Cradle of Aviation," has contained airports where young girls might sit and watch airplanes land. All their thoughts seem to have been the same: "One day I'm going to fly an airplane like that!" Not all of us have been able to fly the "big ones," but this chapter of 99s certainly has its share of "Yesterday's Heritage," "Today's Achievers" and "Tomorrow's Dreamers."

Member Marjorie Gray soloed in a 40-hp Taylorcraft from a 700-foot strip, and was in the first class of women to receive AAF flight training during World War II. She became a WASP, and later returned to the Air Force Reserve, retiring in 1972 as a lieutenant colonel. She was a recipient of the Lady Hay Drummond Hay Memorial Trophy for outstanding achievement in aviation. Today, as a Life Member of the 99s and a chapter charter member, Marj is very active and ready to fly anywhere, anytime.

As a child, like many others, Sister Mary Loretta McLaughlin sat beneath one of those

Marjorie Gray was a member of Class 43-W-1 of the WASPs. Sister Mary Loretta, right, completes preflight inspection.



traffic patterns mentioned earlier. Many years later, at age 57, Sister Loretta began to realize her dream of someday flying as she began lessons at Flushing Airport. She became a pilot and chapter member in 1982.

Today's members hold, in addition to chapter offices, section and International positions in the 99s. They encompass many career fields, with an abiding interest in aviation underlying each one's day-to-day world.

Now we count on our young talent to someday sit in the left seat of a 747 or float weightless on their way to the moon and stars. They are our "Tomorrow."

by Pat Rockwell



Some of today's Long Island members include Sue Mirabel, Barbara Evans, Pat Bizzoso, Joyce Malkmes, Roberta Pistorius, Doris Abbate, Jill Hoplenmuller and Carol Richard.

New York Capital District

Long active in supporting and sponsoring events for the aviation community, chapter members participate in two special activities — co-sponsorship of an annual seaplane seminar and a yearly chapter air race.

The air race took shape and form over the winter of '83, and by early fall chapter members had clipboards and stop watches in hand to greet the first participants. Betty Elliot, a veteran air racer herself, took the lead to help formulate and organize the flying event. Ruth Green, Peg Weiss and Harriet Bregman designed the air race logo, and countless others supplied mind and muscle to get this project off the ground. The stage was set at Albany County Airport, and with approaching MVFR weather, the curtain rose September 10 for the first Capital Classic Air Race. With one successful production under our belt, the chapter is looking forward to a repeat performance this fall.

The seaplane seminar, held each year at Speculator, New York, has become a tradition with local 99s. The chapter assists the Seaplane Association and the FAA during the three-day event. In addition, 99s set up an information booth where people can learn about the varied experiences of women in aviation. While none of our current membership is seaplane rated, we feel strongly that part of the good will of the 99s encompasses safety events and programs that involve all aspects of the flying experience.

by Trish Bianchi



New York Capital District 99s enjoy the 10th anniversary party at section meeting.

NORTH CENTRAL SECTION

All-Ohio Chapter

The Buckeye Air Rally originated in 1975 for the purpose of providing pilots with the opportunity to test their flying and navigational skills. In 1979 it was incorporated, forming a non-profit organization whose specific purposes are to conduct cross-country air rallies and promote air safety and education. In the past eight years, over \$9,400 has been awarded in cash prizes and trophies, and \$5,200 has been donated to charities, including \$1,850 specifically given to the AE Memorial Scholarship Fund.

The chapter has many dedicated people who spend countless hours contacting individuals, manufacturers and companies for monetary and/or material donations.

BAR has co-hosted safety seminars, held spot landing contests, sold numerous articles and raffled just about everything.

The Ninth Buckeye Air Rally will be held June 15-17 at the Wood County Airport in Bowling Green. It is open to male and female pilots (copilots need not be licensed), and will cover 250 sm or less. There will be \$2,000 awarded in cash prizes and trophies.

by Sandra Gordley



All-Ohioan Jeane Wolcott says, "Did I really volunteer for this job?"



Central Illinois 99s work on the air marking at Mt. Vernon Airport.

Central Illinois Chapter

"Women pilots paint the town red! (Oops — make that yellow.)" A similar caption was in the local paper when 99s air marked Paxton this past year. Air marking has become one of our major projects — one which not only promotes general aviation, but generates a fellowship among chapter members and friends.

Recent air markings include Pontiac, Lincoln, Beardstown, Paris, Paxton, Mt. Vernon and Springfield. Springfield repre-

sented one of our chapter's largest air marking projects with 60-foot high letters — WOW! Not only was it our largest air marking, but it occurred on one of the hottest days of the year; we ended up painting almost as much suntan lotion on fellow workers as paint on the airport. Fortunately, it was one of our largest work crews.

To prove that hard work does indeed pay off, our chapter was rewarded with the section Air Marking trophy for 1982-83.

by Mary Waters

Chicago Area Chapter

Our chapter was formed 50 years ago with just five members. Much has happened since then, and it was only fitting that our 160 members do something very special for such an occasion.

January 15 was the special day, the Weston Hotel the special place. Each table was beautifully decorated with gold centerpieces, topped with a birthday cake. Everyone received a pocket flashlight with the 99s logo over the number "50" and "Chicago Area Chapter" imprinted on the side as a memento.

Greetings came from all over the country from those unable to attend. Former chapter chairmen who were able to be with us included Diane Cozzi, Ellen O'Hara, Marge Anderson, Gail Wenk, Joan Kerwin, Nita Fineman and, our present chairman, Mary Panczysyn.

After lunch topped with birthday cake, International President Marilyn Copeland presented the chapter with a plaque commemorating our 50 years. She also surprised Norma Freier and Mary Panczysyn with plaques for each, in appreciation for their outstanding efforts and devotion to the success of the 99s Friendship Tent at the EAA convention in Oshkosh.

A slide program, compiled by the Anniversary Committee and narrated by Diane Cozzi, presented our 50 years of flying, friendship and fantastic progress. The photos used for the slides, taken from chapter scrapbooks, brought back many fond memories.

The results of the members' survey provided many interesting facts, some predict-



Viewed from the air, Logan County's paint job will help pilots identify their location.

able and some surprising. It's hard to believe that a short 50 years ago we started with five members and have grown to 160, representing 73 suburbs as well as the city of Chicago.

by Mary Story

Greater Detroit Area

The chapter was chartered June 14, 1975 with 34 original members and no treasury. From the beginning there was a great deal of chapter interest, research, discussion and enthusiasm to provide what would be the



Attending the 50th anniversary of the Chicago Area Chapter are former chairmen Diane Cozzi, Ellen O'Hara, Marge Anderson, Gail Wenk, Joan Kerwin, Nita Fineman and Mary Panczysyn.

ultimate aviation education and safety program — a Pinch Hitter Clinic.

It would include not only four hours of the usual ground school, but also four hours of actual in-flight instruction, four hours of personal 99 debriefing and special, separate, updating seminars for the owners/pilots.

Adequate funding for such a major endeavor was the first problem to be overcome. Several chapter fund-raisers were undertaken, the most memorable being the sale of hundreds of beautifully decorated Easter eggs created by Nancy Hecksel and Anita Mack.

Our first Pinch Hitter Weekend was held at Ann Arbor Municipal Airport, May 6-7, 1978, after sufficient money had been raised, AOPA approval granted and months of intensive preparation spent.

Each year a maximum of 24 students have been trained in everything from a Cub to several different twins to handle an in-flight pilot incapacitation emergency.

As can be imagined, such a monumental undertaking has required continuity of leadership, professionalism, sincere belief in and dedication to the value of this program and a large number of hard-working volunteers. Chapter Chairman Joyce Odem and Pinch Hitter Co-Chairman Joan Woodruff trained Co-Chairman Bev Mitchell. When Joyce and Bev moved away, Joan trained Bernice Millar, current clinic chairman. Joan also authored our "Bible," a step-by-step Pinch Hitter procedures manual. Hal Harrison has been our chief flight instructor since 1979.

We do feel that careful determination of adequate special insurance coverage is essential for the actual in-flight portion of our program, and we are careful that our flight instructors' experience and qualifications are matched with the incoming planes. We also match our 99 debriefers' experience and backgrounds with each incoming airplane.

We had one student who was bribed with the promise of new drapes for her home in exchange for attending our course. Another was so enthusiastic that we almost had to put her on a leash to keep her away from her plane when someone else was using it. There was an ex-airline stewardess who had married the pilot of a single engine plane and refused to even ride in it; by the end of the weekend, she was so enthusiastic she was determined to continue with private lessons. A male pilot enrolled his wife, son and daughter. Upon arriving at Ann Arbor, the children told everyone that the flight to the Pinch Hitter Weekend was the first time their mother had ever been in any plane — even their own. One Pinch Hitter later, she became a 66 within our own chapter.

We are now receiving such an overwhelming response to this successful program that we are seriously considering expanding the weekend to accommodate more than 24 students, or perhaps holding this special event twice a year.

by Dorothy Price Gillis



Participating in graduation Sunday afternoon are Flight Instructor Gary Soloway, Pinch Hitter Chairman Bernice Millar, and students Judy Gaines and Phillip Hecksel.

Greater Kansas City Chapter

This chapter's "yesterdays" hold happy memories of achievements and activities. Members set records that have never been broken, won Powder Puff Derbies and had an AE Scholarship winner.

New ratings were applauded, we held Pennies-a-Pound airlifts, flew DRF medicines to the next pick-up point, air marked runways and rooftops and helped plant the Forest of Friendship at Atchison, Kansas. The five-handled shovel was put to work many times. The Air Race Classic stop at Olathe, Kansas, and the Angel Derby stop at Fairfax Municipal, Kansas City, Kansas, put us to work as timers and hostesses for the race teams.

Chapter members worked as judges for the NIFA meet at Warrensburg, Missouri. Using this experience, we hosted a local USPFT meet at Johnson County Airport.

Our annual Wright Day Dinner, held in December, has become a tradition. Planning starts early with reservations for a banquet room large enough to seat up to 300 people. This event, held for the entire flying community of this area, has been well received. Speakers have included Maxie Anderson, balloonist; Richard Collins, editor of *Flying* magazine; Paul Poberezny of Oshkosh fame; and Robert Serling, author.



Greater Kansas City Chapter members put finishing touches on the compass rose at the Atchison, Kansas airport.

The Blue Maxine Achievement Award is given to a member who has done the most for the chapter and the flying community each year. This award is based on a point system. Points are earned for hours flown, attendance

at meetings, new ratings, holding office, speaking to other groups, working on projects and many other categories. The winner's name is inscribed on the traveling trophy, which she keeps for one year; there is also an individual trophy that is hers to keep.

by Ginny Pacey

Greater St. Louis Chapter

Members are involved in a variety of chapter and individual activities, which include flying seminars, Girl Scout programs, Old Newsboy Day, Holly Corsage Day with Ozark Airlines and aviation education and career programs. There are also two new activities which we enjoy and plan to continue.

One of these was flying daffodils for the American Cancer Society. Each spring, boxes of flowers are delivered to Societies nationwide and sold to the public as a means of increasing funds for cancer research. Chapters offer flying services and deliver the boxes as an aid to the Society. In 1983, deliveries were made throughout Missouri by 17 chapter members. In 1984, "Ole Man Winter" did not cooperate with nice weather, but boxes of daffodils were delivered by cars. As is always stated when results are less than satisfactory, "Wait until next year; we'll be flying daffodils again."

The second new activity was an air marking at Spirit of St. Louis Airport last fall. The 60-foot blue and white 99 compass rose was painted on the ramp just outside the terminal and FAA Flight Service Station building. This was a three-day project; however, under excellent weather conditions, it could be accomplished in less time.

by Nelda Lee



Greater St. Louis 99s load daffodils for the American Cancer Society flights.

Indiana Chapter

"Lift that box... hoist that paint can... careful, now!" These remarks might be heard any time a group of Indiana 99s are working

Indiana 99s tackle any kind of roof — even corrugated metal.



on an air marking project somewhere in the state. Since the end of World War II, when air marking was strongly advocated by Blanche Noyes and FAA administrators, these "Sentinels of Air Safety" have been painted by 99s.

In the '40s, '50s and '60s, there were probably more than 200 markers painted on the roofs of factories, local business buildings, barns and even sheds, in small and medium-sized communities. Most in our larger cities were completed with assistance from FAA personnel working alongside members.

In the latter part of the 1960s, all air marking activities reverted back to the 99s, and concentrated efforts were made to recheck the locations and condition of all markers done in the previous 10 years, with the intention of re-painting those which had been "lost" due to roof repairs and/or weather deterioration.

The project was carried on into the next decade of the '70s when the chapter air marking chairman each year tried to give the program more impetus by scheduling additional new sites to be painted. Along the way, we also contracted to paint several runway center lines and displaced thresholds — for a fee! Enthusiasm for these projects has always run high, and new members are given ample opportunity to enlist in a paint crew.

Raising money for air marking in Indiana was not easy at first, but it was finally accomplished by means of Pennies-a-Pound airlifts conducted by members using their own aircraft. As a result, a fund was established and is now available to pay air marking expenses as incurred. The fund has accumulated a large amount of interest over the past 20 years. Last year we voted to share it with other state chapters to be used for authorized air marking expenses of all three groups.

At its inception, air marking meant rooftop painting — using chrome yellow paint and showing the community name, an airport symbol, a directional arrow and the number of statute miles to the nearest public airport — in 10-foot letters and numerals visible to a transient or disoriented pilot from an altitude of 3,000 feet. This was clearly stated in the original FAA manual on air marking, which we have used since the beginning. In the past few years, however, it would seem that airport taxiways, hangars and even runways are now sanctioned by the FAA as proper air marking sites. We feel that rooftop markers are by far the most effective and safety-oriented, and we plan to continue this type of work as one means of doing our best to promote air navigation safety in our area.

by Anne Black

Indiana Dunes Chapter

Although our chapter is not quite eight years old, it has conducted eight annual Aviation Safety Clinics as its special project.

These clinics are co-sponsored by General Aviation District Office #18. FAA personnel participate in the clinic planning and volunteer their time and talents conducting tours, giving lectures and supplying flyers and pilot names and addresses. Their presence is vital to the clinic's success.

The sessions run from 0900 to 1630. Non-pilots attend "Snoopy Courses," and pilots go to the "Red Baron Classes." The Snoopy Courses have proved so popular that they are always assigned the largest area, usually a plane hangar.

Sessions are taught by experts from various disciplines of aviation. Some of the subjects have been "Medical Aspects of Flying," "IFR Charts for the VFR Pilot," "Landing the Plane," "Bombing Mission D-Day WWII" and "Plotter, Charts, Computer." Each year topics are reviewed and updated with ballooning and ultralights being very popular currently.

The chapter features a "flying personality" each year, and Vern Jobst honored us twice as our main speaker. The clinics are attended by more than 200 people.

by Christine Murdock



Clinic Co-Chairmen Christine Murdock and Ellen Jobst handing over a few items with guest speaker Vern Jobst.

Iowa Chapter

In July, we host our own proficiency race, a round robin 250-mile competition to increase safety awareness, encourage updating of planes and pilots and share the celebration of the beginning of summer.

During the rest of the remaining summer months, we are involved in many hands-on activities. Recent activities have included glider instruction, a survival clinic, an air show and an elegant tree planting ceremony or the Forest of Friendship. Iowa's first lady, Christine Branstad, planted the tree at the ceremony chaired by Marcene Grant and Barbara Brotherton.

Cold Iowa winters feature meetings focusing on aviation topics that are slated for future activities, such as aviation medicine, air marking, a tour of National Guard helicopters, a parachuting program from a lady skydiver, flying A-7 jet simulators of the Air Guard and pilot proficiency safety meetings.

Chapter members are involved in such service projects as an aviation Explorer Scout group, the regional USPFT competition and an FAA takeoff and landing clinic. We have also applied for a non-profit mailing status in order to send newsletters to all active and many prospective members.

by Karen Hanus

Michigan Chapter

Remember the Paul Bunyan Air Derby date of September 22. The speed race covers some 300 miles from Sugar Loaf Resort near Traverse City, Michigan. A family fun weekend is planned, which includes a golf tournament. Entry kits may be ordered for \$3.50 from Nancy E. Hecksel, 3611 Greenway, Royal Oak MI 48073, (313) 576-0463.

copters from Jeep Adamson, the only licensed civilian woman helicopter pilot in Minnesota, as well as visiting an FSS, learning how to use the airport Kavours Weather Computer, attending a CAP meeting, and hearing about flying for the airlines from Masaba Airlines Captain Sylvia Otypko. The Post celebrated its first Christmas with a swimming party at Terry Ludtke's home.

CHAPTER NEWS, ETC.

Minnesota Chapter

Twelve members met with a representative of the Indianhead Council of Boy Scouts in January 1983 to discuss formation of an Explorer Post. Five members agreed to serve as advisors. The decision to limit membership to young women was based upon the need for women to become acquainted with aviation in an environment where they would feel free to ask questions without fear of ridicule.

Twenty-two young women, plus parents, attended an organizational meeting held in March at the Terminal Building, St. Paul Downtown Airport. Fifteen signed up and Post 552 was born.

During the next six months, the girls met twice a month. Trips were made to the Minnesota Air National Guard to fly C-130 simulators, the 3M Aviation Facility to see the fleet of G-2s and Fairchild, Farmington ARTCC, St. Paul Downtown Airport Tower and the Mississippi River floatplane dock for a summer picnic. Guest speakers (all 99s) presented programs on navigation, the National Air and Space Museum and careers in aviation.

Membership was re-opened in September 1983 with 23 young women joining. Meetings this year have included learning about heli-

While attendance varies greatly, interest and enthusiasm continues high among a core group of young women who began with the Post. As a result of their exploration of aviation, several have adjusted their educational plans to include college and are considering aviation as a career.

by Hope Isaacson

Scloto Valley Chapter

Our program, Project AWARE (A Wife's Awareness Reassures Everyone), is held in conjunction with the pilot safety seminars we co-sponsor with FAA GADO.

The flyer sent out by FAA indicates this is for the pilot and non-pilot. The announcement has two segments, the top showing what the seminar will cover, and the bottom explaining Project AWARE. These have been very well attended, averaging in excess of 30 persons.

The program is opened with an introduction of the attending 99 members and features a brief explanation of our organization. Subjects covered include "How an Airplane Flies," "Basic Flight Instruments," "Radio and Transponder" and "Chart Reading." We also have a short scenario that takes a non-pilot



Minnesota 99s and Explorer Scout members Rachael Westermeyer, Joan Scherber, Sue Brown, Debby Kaeder, Sandi Kotke, Juli Ericksen, Kathy O'Reilly, Terry Ludtke, Jeep Adamson and Clara Johansen examine a helicopter during one of their meetings.



Brightly polished automobile grille badge, paperweight or recognition award, 2½" x 4½". Aluminum, \$9.50 ppd.; bronze, \$12.50 ppd. Universal fasteners supplied. Pegge Blinco, Columbia Cascade Chapter, 7246 S.E. 34th Ave., Portland OR 97202.

Look for us in the Anchorage "Cache."

passenger (portrayed by a 99) in an emergency situation to a safe landing. Another 99 (we have used a real controller) portrays the controller.

We plan to expand this into a full Pinch Hitter course. We find that chapter enthusiasm has kept most of our members active. Different 99s take turns teaching the subjects; if a particular member is not available when the program is scheduled, we have an experienced teacher to fill her place.

Three Rivers Chapter

"Yesterday" — we were scattered and few. Several were members of other chapters, while some were new to flying and the 99s. The 16 charter members were quickly joined by two, and all banded together to establish an active group in northeast Indiana.

In its infancy, the chapter promoted general aviation through participation in several local events. Lines and numbers were painted at the Auburn Airport. Displays promoted the 99s at two air shows. An air rally was conducted, and a Flying Companion Seminar taught by Charlene Falkenberg was organized. Part of a day was spent with the Air National Guard, many of whom were unfamiliar with the 99s and fascinated to see so many female pilots. And a beautiful October day was spent entertaining members of the other Indiana chapters at Pokagon State Park with a "Flying to Alaska" program.

"Today" — being just one year old, we have 24 members who can proudly point to four section awards achieved at just six months of age.

"Tomorrow" — we plan for growth while promoting the organization. Members will be teaching a fall Flying Companion Seminar. Three local air shows have requested that our chapter set up an exhibit, in addition to an air rally being planned at Huntington's Heritage Days Air Show in June.

by Paula Hook and Linda Rice

NORTHWEST SECTION

Columbia Cascade Chapter

Have you ever seen blood flying? Well, we have — for seven years! We will begin the eighth year of "Rare Birds," assisting Pacific Northwest Regional Blood Services in collecting from the bloodmobiles around the states of Oregon and southwest Washington.

From the greater Portland area, our missions have taken us over 300 air miles

south, 160 miles east and 250 miles north over rugged terrain, including our infamous Columbia Gorge (beautiful scenery but treacherous), each mission a time challenge because of the four-hour time restriction for the delivery of blood for processing. Although the Portland Center has a mobile lab that often accompanies bloodmobiles to distant areas, there are times when there is an urgent need for this blood in Portland. Blood is processed into platelets for leukemia patients and cryoprecipitates for hemophilia patients. Portland is the only supplier of blood and blood products in this 55,000-square-mile region.

We are currently involved in setting up our program with Red Cross Administrator Ann Zoll, who originally contacted us in 1977 when she became aware of the 99s who were assisting the St. Paul Regional Red Cross Blood Services program (Minnesota's "Life-guard Pilots") in transporting blood.

by Pegge Blinco



Lyn Clark prepares her C-172 for a dual backcountry flight.

days.

What's so special about backcountry flying? As our flying pilots found out, Idaho doesn't just have mountains; it has airstrips in canyons and valleys, warm afternoon mountain temperatures and lots of sunny skies, ingredients that add up to some of the most

CHAPTER NEWS, ETC.

Eastern Oregon Chapter

Chartered in 1981 with 10 members, we decided to promote aviation in the Eastern Oregon area by sponsoring an air show at the Baker Airport.

Our main objective was to bring in our political and state representatives to focus on the importance of our local FSS. Baker had been earmarked for closing, and we wanted to bring to light the importance of our FSS to all pilots traveling through our area.

We were successful in showing the need for the continuation of the Baker FSS, and we have been assured that it will not be closed until "as good or better" weather reporting could be continued.

Our community enjoyed the air show so much, we were urged to continue with the event. So in 1982, our chapter sponsored another air show. We had an enormous turnout and felt that everyone attending, whether pilots or not, enjoyed the show tremendously.

We are a family-oriented chapter and make it a point to include our husbands in every activity, whether it be air shows, air marking or fly-out camping. Our 49½ers are our biggest supporters.

by Linda Nave

Idaho Chapter

For the past two years, we have conducted Mountain Flying Seminars at McCall, elevation 5,050 feet. These very comprehensive sessions include general mountain flying lectures by Sparky Imerson, the fellow who "wrote the book on mountain flying," from Jackson Hole, Wyoming. Spectacular video films of actual approach to landings, landings and departures from progressively more difficult Idaho backcountry strips are presented by Lyn Clark.

Rather than be satisfied just watching videos of beautiful mountain peaks and heart-stopping canyon landings, most conference participants also sign up for dual instruction with CFI backcountry pilots for a taste of the real thing.

Pilots could fly with instructors in their own plane or rent available planes at McCall Airport. Four instructors were kept busy two

challenging flying in the world.

After inspiring everyone to try this type of flying, we also presented a pilot survival session in case our pilots couldn't make it back via the air. Area pilots really appreciate this type of course as it is pretty impossible to fly anywhere in the state without going over very remote, isolated terrain.

Last year's participants in the seminar came from so many states and from so far away that we decided to go "national" and advertise the seminar as widely as possible in future years. Our next, more comprehensive, seminar will be in the fall of 1985.

by Barbara L. Sall

Intermountain Chapter

This chapter was originally Eastern Washington Chapter, with a charter date of October 1, 1955.

Charter members included Minnie Boyd, Mary Drinkwater, Lydiellen Hagan, Gini Richardson and Betty Seavey — Minnie, Lydiellen and Gini are still members.

In 1959, members hosted both the AWTAR terminus and the International Convention in Spokane, Washington, with only eight or 10 members and only three of the members in Spokane. The 49½ers supported their wives and the chapter 100 percent. They hosted the International Convention again in 1975 at Coeur d'Alene, Idaho.

Present membership is around 50 since the formation of the Mid-Columbia Chapter in April 1982.

We hope to be more active with our air marking project, after being informed that the paint and equipment is again available from the state.

Our SOS (Share Old Spectacles) project for Direct Relief International resulted in our delivering over 4,000 pairs of eyeglasses to the headquarters in Santa Barbara, California. Our original goal of 1,000 pairs seemed huge, but a request was made for all 99 chapters to help. Many sent glasses — Phoenix Chapter was very generous. We are proud to say that the 99s have helped to bring the gift of sight to thousands of needy persons around the world.



Ernie Gayman, assistant director, Blood Product Management, and 99s Pegge Blinco and Mary Wohlgemuth load blood into an aircraft for transport.



Gloria Tornbom presents *History of the Ninety-Nines, Inc.* to a representative from North Idaho College in Coeur d'Alene.

The chapter also bought several of the 50th anniversary books, *History of the Ninety-Nines, Inc.*, for different local area libraries.

by Beryl Fitzpatrick

Mount St. Helens Chapter

Our chapter's main project this year is our annual Lakefair Airshow '84, which has been a traditional celebration in Olympia, Washington for the past 52 years. Our July 15 show is the final event of a week-long celebration.

Our first air show in 1982 was mainly static displays and scenic rides, but it went over so well we decided to work toward a full-scale air show for the following year.

In 1983 we had a two-hour event with 11 performers to make the day a success, along with \$5 scenic rides by 99 commercial pilots and \$15 helicopter rides before and after the show. We opened our show with an ultralight demonstration, followed by a parachute team. Joanne Osterud Nottke was one of six aerobatic acts. Bud Kimball performed with a sailplane, and a 21-year-old female wing-walker parachuted off the sailplane at the end of the act.

Our show is made possible by several fund-raising events during the year, mainly our auction, which is held several months prior to the air show. Local merchants, 99s and their supporters donate merchandise and gifts to be auctioned or given away as door prizes.

by Marilyn J. Britt



99s Jeannine Squyres, Carolyn Savage, Nanette Allen and Barbara Smith visit with air show performer Joanne Osterud Nottke (second from right) in front of her Stephens Akro aircraft.

Mt. Tahoma Chapter

The chapter has made great strides during the 1983-84 year. Programs have been on safety and proficiency, skydiving, getting along with ultralights and a travelog given by Aiko Diehl and husband Don — they flew a Cessna 172 to the Arctic Circle from Bremerton, Washington and back.

A newsletter, *Proppings from Mt. Tahoma*, is sent out each month with the previous minutes, new business and coming events.

Our contribution for the AE Scholarship program comes from maintaining a concession stand for an annual Lion's Air Show.

by Josephine Hadfield

North Dakota Chapter

This chapter received its charter December 5, 1970 from then International President Betty McNabb. Four charter members — Audrey Baird, Beth Lucy, Lorraine Smith and Kay Vogel — are still very active.

We hosted the Northwest Sectional in September 1972 and a survival course in March 1973. Air markings of roofs in Stanley and Mohall were completed in '75 and '76. Other activities over the years have been helping with air shows, safety seminars and a space exposition.

In the later years, we have painted runways at Carrington and Ellendale; helped with the Foster County Centennial and NIFA competition at Grand Forks; hosted the Air Race Classic stop in Bismarck in 1979; and co-hosted the 1983 Northwest Sectional last September in Casper, Wyoming.

Projects for the future include setting up a scholarship for a North Dakota woman pilot to help her obtain advanced ratings at UND; "Operation Heartbeat," flying children for medical attention in cooperation with "Heal the Children;" poker runs and air markings. An on-going project is to help South Dakota women pilots organize a 99 chapter.

by Lorraine Boehler



North Dakota 99s "chalk and paint" at Carrington.

Southern Cascade Chapter

The chapter is located amidst some of the most beautiful mountains of the Pacific Northwest. Since mountain flying can be hazardous, this chapter has become involved in safety and Red Cross courses. The of lost or downed planes is not a pleasant part of flying, but, realistically, it is something every person who flies should keep in mind.

Every student pilot is required to know emergency procedures. How many are taught the techniques of survival? To include these courses with pilot training would be costly. That is why our chapter has devoted time and effort to allow each of our members to learn these life-saving lessons.

An Oregon Pilots Association (OPA) meeting in 1983 sparked our interest in safety when a few of the 99s attended a survival seminar at Sunriver, Oregon. Skip Stoffel, co-author of *Survival Sense for Pilots and Passengers*, gave such an inspirational presentation that it was suggested we ask him to



Author Skip Stoffel presents survival information to Southern Cascade 99s.

come to our area so more of our members and their families could hear him.

The next step was an all-day CPR, multimedia airway obstruction class. During this class, we were able to practice on special dummies. Refresher courses will be offered, periodically, to reinforce what we have learned and to update methods.

by Barbara Grace

Willamette Valley Chapter

In July 1980, the chapter, in conjunction with the Albany Area Chamber of Commerce, sponsored their first Petticoat Derby.

The derby is a timed proficiency event of approximately 150 nm. Clues to the location of secret checkpoints are given to a pilot just prior to her departure. They include questions about each checkpoint, and scores are based on the number of correct answers. Prior to takeoff, each pilot must estimate her fuel consumption and time en route. A spot landing contest is judged separately.

Names of first-place winners are engraved on a large traveling trophy, and first, second and third place teams receive engraved plaques. Prizes are also awarded for best costume, best spot landing and whatever else seems fun and appropriate at the time.

Gil Sperry, Corvallis, and his QBs have always done an excellent job of laying out the secret course, briefing pilots and providing a ground crew. Creative Conventions, Inc., Eugene, has handled the organizing of everything from pilot packets to picnic lunches.

The chapter voted to suspend the annual event for 1984 and encourage all would-be participants to fly to Alaska for the Northwest Sectional and the International Convention.

by Velma Lemco

SOUTH CENTRAL SECTION

Dallas Chapter

Air marking has always been fun and worthwhile, and many airports in our metroplex and surrounding area have benefitted from our expertise. Our members also planted bushes and plants to help "beautify" several airports during the Johnson Administration era.

The chapter has participated in a variety of functions, such as helping in the grand opening of D/FW Regional Airport, special FAA seminars, Confederate Air Force air shows, local and national air races, 99 Conventions, All-Texas Air Tours, and CAP meetings and searches.

Our members are as varied as our activities. We have six Life Members, WASPs, commercial pilots, private and instrument rated pilots, CAP officers and members, hot air balloonists, glider pilots and a few who have flown

ultralights and hang gliders.

We are proud of our Jimmie Kolp Award winners, our AE Scholarship applicants and members who have earned awards in Powder Puff Derbies and other flying events. We have several section governors in our crew, as well as International Board members.

Our fund-raising ventures have included garage sales, 99 sunglasses, air marking T-shirts and stencils used in air marking, as well as the 99 insignia in several sizes, auctions, garment bags, hangar parties and several flying poker parties over the years.

Dallas Redbird Chapter

Mix eager college students clad in bright windbreakers, a group of excited 99s, some supporting aviation enthusiasts and three days of variable weather; use an area airport for the stage and add many small airplanes as props. The result can be a NIFA meet, which is a favorite project of this chapter.

After deciding to sponsor a meet, workers and materials are organized at a planning meeting; then each volunteer must decide which task to undertake. Experienced helpers usually have a favorite duty. Kathy Long, for example, is an expert at the walkaround inspection and keeps an eagle eye on the participating student.

Attendance at the training session is vital for new helpers, but even seasoned volunteers often discover new ideas or rules. Unless all volunteers adhere to the same rules, the validity of competition suffers. The first time Bryant Hutchinson, who is a proficient pilot though not an instructor, served as a check pilot, she found it required eyes in all directions and concentration to observe everything that was happening and give "her" pilot an accurate evaluation.

A bit less demanding is judging spot landings, which are exciting for even spectators to watch. Unpredictable winds can create interesting problems for the pilot and the judge.

By the time the meet is over, everyone involved has learned, despaired and rejoiced. The final evening is banquet time, when everyone relaxes and the winners bask in the limelight. Then it's on to regional and international competition.

by Elizabeth Jordan



Dallas Redbird Chapter members take a break from a recent NIFA planning session.

El Paso Chapter

The special project for this chapter is certainly not new since this is where the idea originated. We call it revived — an organized group of 66s or women student pilots.

Ruth Deerman was International President of the 99s in 1963 when she realized that student pilots have always had the same problems, uncertainties and struggles and felt it was time to organize the future women pilots into a support group.

According to Ruth, "Win Griffin, also a member of the El Paso Chapter at that time, was the creative one." Win came up with the idea of calling student pilots 66s, which is a 99 turned upside down. Then when a 66 is licensed, the 66 pin is turned right side up — becoming a 99! Win also had the idea to call the 99 in charge of the 66s the Mama Bird. Ruth was the first Mama Bird.

This year, Kay Barnett has organized an active group of 66s. Mama Bird Kay has regularly checked with local FBOs and flight instructors for names of women student pilots. The first successful joint meeting of 99s and 66s in several years was held at Santa Teresa Country Club in April, and the turnout was astounding!

Instrumental in helping to again organize the 66s in El Paso was Sandy Walker (she calls herself our resident 66), who already has been active in 99 activities and was in charge of our 1983 "apron project."

Kay Barnett explained why she was very interested in the 66s. "Only women can relate to other women having the same problems as student pilots," she said. Kay added, "These students need the encouragement of other student pilots and 99s who had the same experiences as student pilots, and the job needed doing." And Mama Bird Kay is doing the job in El Paso! However, husband John calls her the "Hovering Conductor."

by Lynn N. Stover

Golden Triangle Chapter

The harder the wind blows, the faster we roll on the paint. And our air markings seem to wake up the winds before we even crawl out of bed for the event. After earning a few pairs of yellow spotted jeans, we've acquired a superb upwind pouring technique.

Linda Wolfe, air marking chairman, has kept members busy during the past year, painting runway numbers, threshold markings, airport names and elevations at several airports around north Texas. After gathering volunteers and 99s on two different dates and being rained out both times, three members ended up marking Mangham Airport in Ft. Worth. The rain was gone, but the wind was excited that we were there and kicked up quite a bit.

This was my first experience at air marking and each time a plane came in on final (which was fairly often), I considered throwing my



El Paso 66s Carrie Staley, Sandy Walker, Cynthia Corbett, Shelley Weaver, Joanie High and Pauline Dow are serious about flying. Mama Bird Kay is hovering at the end of the table.

body across the runway in a human "X" for the sake of art preservation. Dottie Hughes and Linda Wolfe dissuaded me from my heroics, and I simply stepped off the runway instead. Three-handedly we fought the wind and side-stepped cracks in the pavement, then stood back to inspect our hard-won effort. Sadly I watched a Cherokee's wheel touch down on the last wet spot of our painting and smear yellow down the runway. Ever so slightly, but had I only followed my protective instincts... wiser, I went home yellow but not afraid to go at it again.

Our next chance came in October — this time in Sherman, Texas. Golden Triangle and Wildflower Chapters joined forces to enlarge and paint Grayson County Airport's name on the ex-military field. Ten 99s rolled paint against our omnipresent 30 mph gale, while four 49½ers mixed and poured — somewhat like spitting into the wind. (I felt like spitting into the wind.) We worked until the paint ran out (the airport buys the paint and we donate time and energy), and 14 undiscovered starving artists split for lunch.

Bob Hughes, contributed to the cause by Dottie Hughes, chapter chairman, has just been named our unofficial chief paint-pourer. (This is his only notification.) Bob's remarkable skill, being the owner of the sole pair of overalls in the group, and the fact that he keeps showing up to work, have snagged him this title, which is unlikely to be challenged.

Most recently, we were called upon to mark the elevation and name of Aero Valley Airport in Roanoke, Texas. Naturally, as pilots, none of us were afraid of heights, so the 20-foot climb up the ladder to the hangar roof was no problem. The 35-mph wind was. Since this was original artwork, each 15-foot letter and number had to be measured and marked. The wind encouraged everyone to keep a "low profile," and we crawled and crouched along the roof, filling in the outlines with a sticky black ink. One especially strong gust forced

Golden Triangle 99s brave the wind to enlarge and paint the airport name and elevation at Grayson County Airport.



is to our faces. Airport owner Glen Hyde thought we were practicing for a bomb raid and renewed his babbling about a staged "air war." We'll have screaming women, crying babies, bombs bursting," he chanted. (No bomb better touch that 99 art creation, Hyde!) Over the years, the chapter has provided a service to area airports and had a good time doing it. Someday we may even conquer the wind.

by Suzanne Frias

Heart of Texas Chapter

Working hard to build membership, we are very proud of the 33 percent increase in our new chapter this first year.

In November, we flew to Del Rio, with three members of the San Antonio Chapter in an effort to start a new chapter there. Our chapter was responsible for distributing 3,000 newly updated 99 flyers around the US this past summer. We are well represented at various aviation events spreading the 99 word.

by Robbie McBride



At the Laughlin Aero Club meeting in Del Rio, Texas, are Andrea Tate, Mimi Crane, Martha Gaines, Alice Foeh, Vanessa Reister, Andra West, Vicki Knox, Virginia Dare Attiza and Robbie McBride.

Oklahoma Chapter

The Okie Derby was born April 28, 1979 to a chapter with innumerable past achievements to its credit. Sanctioned by the National Race Pilots Association of America, and using official handicaps and formula, 15 airplanes participated. All pilots were invited to enter. The 300 sm triangular course required derby contestants to estimate fuel and time



Okie Derby racers enjoy the Saturday evening awards banquet.

While applying the NRP formula. The objective was to fly the airplane with maximum proficiency.

The Hospitality Room, with culinary delights furnished by the chapter members, became the social focal point for participants. Fellowship was warmly enhanced by bottomless attitude adjustment. Conversation centered on errors made in navigation, fuel estimates or time. (All contestants believe they know their airplanes better.) Some found

airports in Oklahoma they didn't know existed, and some did not!

Awards and entertainment are presented at the annual banquet. Flight crews invariably plan to do better next year.

The Okie Derby has grown a great deal since 1979 as over 40 aircraft were entered in 1983. We feel we have done our best to make every individual who has flown the derby a better, safer, more knowledgeable pilot.

Fast approaching is the Sixth Annual Okie Derby, to be held in friendlier July weather. We are counting on even greater participation in an event which has become a dynamic tradition with the chapter.

by Nancy Smith

CHAPTER NEWS, ETC.

San Antonio Chapter

Our goal of one or two air markings each year has been met for several years. With a fluctuating membership of 25 to 27, interest is high in this back-breaking, heat-stroke-inviting Texas sun.

Survival is also becoming more and more interesting and important — particularly since San Antonio is a city of three major military flying fields, assistance and personnel are possible. An off-shoot of this program is our assembling of survival kits which we offer for sale at all local and neighboring aviation functions, as well as section and International meetings.

Last year we hosted the USPFT meeting for all pilots wanting to compete internationally in Norway. As a special project this year, having had experience, we will host the USPFT regional competition. We are proud to participate in this prestigious event, especially since the international competition will be in the US in 1985.

Our most difficult "favorite project" is raising money. Air Force Day in May at Randolph Field will find our members manning our specially built display booth, promoting the 99s and flying activities, all profit applied to sending our delegates to section and International meetings.

by Mary Ann Greer



San Antonio Chapter members kibitz on the way to the survival seminar.

Shreveport Chapter

The newest chapter project was the sponsorship of the Holiday-In-Dixie Airshow at Downtown Airport. Eileen Anderson served as events chairperson for the occasion.

It proved to be so successful that we have been asked to make it a permanent project. What a splendid opportunity to introduce the general public to private aviation! We conducted tours to the control tower, answered a

multitude of questions, and some of the lucky ones got a free airplane ride, courtesy of Marjorie Hardcastle.

There were exhibits of all types of air transportation, including balloons, gliders, ultralights, radio-controlled aircraft, a crop duster demonstration and skydiving with appropriate musical accompaniment.

Starr Stone and Barbara Ringold organized a beautiful static display of antique aircraft and World War II trainers, including a P-40, Corsair, A-26 and TBM-3.

The day started with a Poker Run engineered by Ray Hardey. Mary Phillips had to cancel her well planned spot landing and bomb drop contest when the wind insisted on

gusting to 30 knots.

The high point of the afternoon was the fantastic aerobic show executed by Marion Cole, former world acrobatic champion, and announced by our own 49½er, Bud Ports. We are satisfied that the activities of the entire day demonstrated the safety and the enjoyment of private aviation, and we are already making plans for a repeat performance next year.

by Helen Hewitt



Corinne Strickland, Marie Blake and Joan Carroll peddle "I'd Rather Be Flying" balloons and T-shirts at the Holiday-In-Dixie Airshow.

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South Louisiana Chapter charter members, May 8, 1966, include Yvonne Ryder, Brenda Burley, Jan Phillips, Helen Hooks, Nita Delaroderie, Alice Roberts, Pat Ward, Dee Comeaux, Molly Stockwell, Mary Jean Prestidite, Norma Spence, Jean DeJarnette, Gerri Wilson, Barbara Teer, Roy West and Gloria Ward Holmes.

vate collection of a local citizen to present to International 99 Headquarters and to the Louisiana Aviation Museum in Patterson.

Our members continue to make headlines, from State Aviation Director Gloria Ward Holmes to Sandra Rice, who just received her PhD in special education, and Eleanor Lowry, past president of Women in Construction who has her own aircraft factory. Judy McLane, newly CFI rated, recently was co-featured in an article on "lady pilots" with Polly Baughman and Mary French.

by Pat Ward

Top O' Texas Chapter

Our September 1983 section meeting in Amarillo provided each member the oppor-

es, 300 hot dogs, five cases of potato chips, 14 cases of soft drinks, eight gallons of cole slaw and 15 roasters of home-baked beans.

Members begin to arrive at the airport by 0930 to set up the roaster ovens and electric skillets. Coffee is made first, while miles of extension cords are unwound. The 99s banner is hung by a helpful husband, and the information display is set up with brochures and business cards.

One highlight of the day, after greeting our guests, is to take a break to view the airplanes.

by Janet Minnerath



WACO-CENTEX CHAPTER member Dorothy P. Warren was the only woman to receive the Crown Circle Award at the National Congress on Aerospace Education in 1984.

Wichita Falls Chapter

One of our favorite activities is air marking — most recently at Wichita Valley in Iowa



Busily painting at Wichita Valley Airport are Sandra Gundermann, Leanne Bush, Linda Colwell, Carolyn Baker and Tuck Harvey. Linda's daughter, Erin, is engrossed in the proceedings.

Park, Texas. We had already marked off the numbers 13-31 and painted them a few years ago. Since the area containing the numbers had not been resurfaced since then, we just painted over existing numbers.

Another memorable air marking was Kent County Airport in Jayton. In spite of cold weather and a very strong wind, we marked off the numbers 17-35 on the runway and then

tunity to ensure that all registrants were productively accommodated and satisfied with offered programs.

Our Second Annual Air Show booth and Annual Aviation Week displays allowed us to present 99s to the public. Our participation with CAP and the High Plains Aviation Association offered the opportunity to work with other aviation professionals.

Our semi-annual Flying Companion Seminars, instructed by our members, meetings and activities with speakers and films, afford us a full year of being involved in that part of our life that we enjoy most — any project related to flying.

Future chapter goals include airport beautification and air marking with CAP, flying trips to EAA and other air shows, 99 Headquarters, USAF Open House, forming a new chapter, visiting other chapters and assuring better representation at 99 Conventions.

by Mary M. Vermeulen

Tulsa Chapter

The chapter's main fund-raising event of the year is to provide lunch for people attending the EAA-AAA annual fly-in at Tahlequah. Traditionally held the last Saturday in September, this event attracts 150 show class airplanes and 300 to 350 modern airplanes, plus the drive-in public.

Many pilots fly great distances to show off their antique or experimental aircraft. They camp overnight under the wing, and lack ground transportation to town to find a restaurant.

Fourteen years ago, the AAA invited 99s to serve the noon meal. The most recent fly-in logistics included 250 barbecue plate lunch-



We try to make the lines go as fast as possible, serve with friendly smiles and let folks know we are 99s.

CHAPTER NEWS, ETC.

South Louisiana Chapter

Founded on Mother's Day, 1966, officially proclaimed by Governor John McKeithen, who built the famed Superdome, and officially chartered by International 99 President Alice Roberts, the chapter's 13 charter members enjoyed the first opportunity in our area to promote the idea of modern woman flying.

And did we make news headlines? Yes! Channel 9 televised us, radio interviewed us and the newspapers around south Louisiana followed our every flight and event. Our youngest member, Gloria Ward, still in high school in 1966, later went on to win the AE Scholarship in 1974 and escalate her professional aviation career to her recent appointment as the state director of aviation. Another of our distinguished members, Marion Brown, featured in the local news as a World War II aviatrix, won the Jimmie Kolp Award in 1980.

In 1967, our chapter designed the formula for the original Poker Run and attracted 50 aircraft from five states to our first event. We went on to assist other chapters around the world to use this still popular aviation event for fun, education and fund-raising.

We hosted the historical 25th Anniversary Powder Puff Derby terminus in 1971 from Calgary to Baton Rouge. Over 1,700 aviation enthusiasts and news media from across the globe were our guests for the week-long event, which entailed a budget of nearly \$100,000 and ended with a full-scale Mardi Gras Ball for the "Krew of Puff."

We were privileged to obtain unpublished photographs of Amelia Earhart from the pri-



Top O' Texas' 12 members in 1979 — seven are still active today, with 13 new members added to the group.

painted them.

Our hosts at Jayton treated us royally by taking us into town at mid-morning to the community center for delicious snacks, coffee and cold drinks. Then, after our air marking was completed, they treated us to a very good Mexican meal at a local restaurant.

Since bad weather one time and busy schedules another had cancelled our first two attempts to fly to Throckmorton for air marking, we were especially glad to be able to get it done recently. Despite very strong winds, we finished the 35 by noon, were treated to a very nice lunch at a local steak house, and completed the 17 by mid-afternoon.

SOUTHEAST SECTION

Florida Gulf Stream Chapter

The one activity which involves the greatest number of Florida Gulf Stream Chapter members and gives them the opportunity to meet the largest cross-section of 99s is its support of the Angel Derby (see photos).



Chapter members help organize the race. (Dianne Johnston and Virginia Britt "trailblaze" the 1981 race route, Navajoa, Mexico, 1980.)



They officiate for the race. (Diane Johnston and Alexis Montague-Ewanchew with Cy Beers, right, of the Spaceport Chapter, Cleveland, 1979.)



And sometimes they win. (Shirley Zillig, right, with daughter Bonnie Quenzler, Acapulco, 1981.)

Florida Panhandle Chapter

Once it was Georgia... Georgia is a big state, biggest east of the Mississippi. So reluctantly Georgia divided; thus the Deep



At the New Orleans Convention are Billie Hilton and Fran Biele (seated), Ann Jernigan and Barbara Bethea (standing).

South Chapter commenced with members from south Georgia, southeast Alabama, and northwest Florida, including the far west corner of the Sunshine State.

Time and distance, however, took its toll on the small aircraft belonging to the latter members — the Cessna 140s and 150s just could not make Savannah, Georgia from Ft. Walton Beach, Florida on a winter meeting day. Hence, the Panhandle Chapter was born and received its charter from President Lois Feigenbaum at the April 16, 1977 Southeast Sectional.

The territory covers essentially Pensacola to Tallahassee, Florida. We are lucky to include Captain Charlotte Green, USAF pilot and Airman of the Year a few years ago. Charlotte was the first military woman pilot to fly an all-woman crew and land at a military base (C-141 Starlifter, Eglin AFB).

Our main focus is to give each other love and support as sister pilots. How often each of us has felt she was the only woman surrounded by nothing but men at the airport. It is a comfort to know there are other women close by who share our love of aviation.

We come from various backgrounds — married, single, families, child-free, tall, short, young and not so young.

Traditionally we bake Christmas food and personally deliver this to ATC-FSS for Tallahassee, Crestview, Panama City and Pensacola. We have several members who also belong to the Civil Air Patrol and the Coast Guard Auxiliary.

We wish to someday become involved with the United States Medical Support Team, but we must first build up our membership (20).

With the outstanding help and guidance of member Ann Taylor Jernigan, we are diligently working to host the '85 Southeast Sectional.

by Cam Westberry

Florida Spaceport Chapter

It is always flying time for some of the members when the chapter meets, with planes coming in from the east or west coast, Vero Beach or Amelia Island. Meetings are held in various central Florida airports, and flying activities are often spiced with treasure hunts, poker runs or landing contests.

The chapter is also very proud of two projects — the Mary Blackwell Joehrendt/Ann Walker Memorial Scholarship Fund, in existence since 1976, named after two deceased members who were particularly well-loved and who contributed a great deal to the organization of the chapter, and our annual Preventive Maintenance Seminar.



"How to change a tire" is one of the subjects at Spaceport's Preventive Maintenance Seminar.

Since 1977, 12 students from Embry-Riddle have received scholarships from the memorial fund. Donations from members, proceeds from Pennies-a-Pound events, poker runs and the seminar have so increased the capital that now the scholarships are paid out of interest. There are now plans to increase the scholarship to \$500 a year and to extend the search for candidates beyond Embry-Riddle.

The seminar was begun by members of the Daytona Beach area. One of our 49½ers teaches aircraft mechanics at Embry-Riddle. With the help of colleagues and other A&P rated 49½ers, the first seminar pleased the audience of 99s, friends and interested pilots.

This year again, hardy souls braved the unusually cold weather to learn how to care for their airplanes. The program included a review of the FARs, a presentation on log-book entries and how they should be done, and a talk on the compass rose and its use in checking the airplane's compass.

The audience learned how to change a tire safely. Then they all tried their hands at making spark plug holders, an IFR hood, gauge occluders and a mileage ruler. Time and money-saving advice on how to prepare the plane for its yearly inspection brought the seminar to a close.

by Jeannie L. Ball

Mississippi Chapter

It began when the chapter wanted to do something special for Mississippi's official Jackson County Airshow, which is headed into its 14th year and is one of the county's Official World's Fair Activities.

The chapter began coordinating the air marking of the Jackson County Airport with a different flair. Instead of putting the airport name on the runway, this group made a stylish welcome mat by painting the name of the show and the 99 compass rose.

Members supervised and worked with local volunteers in completing the project. Chairman Ramona Young noted the job could not have been done without the help of civic organizations, businesses and industries in the Jackson County area.

Singing River Composite Squadron of CAP coordinated the recruitment and job oversight of cadets. Several members from the Pascagoula Police Department lent their organizational skills to the project by laying out the lettering and compass rose outlines for volunteers to fill in.

Other volunteers included US Navy personnel stationed in Pascagoula, International Aerobatic Club and Experimental Aircraft Association members.

Not only does the air marking serve as a

permanent landmark, but it assists pilots in locating the Jackson County Airport and in navigation through the area. It also advertises the show, the airport and Jackson County.

The chapter has now decided to enlarge the air marking by adding the dates of the show held annually in October; the dates will be changed each year.

by Ramona O. Young



JACKSON COUNTY AIRSHOW

Mississippi Chapter's air marking expertise is evident in this aerial view.

SOUTHWEST SECTION

Bakersfield Chapter

The chapter may be considered unique for asserting that one of our favorite activities is preparing to host the Southwest Sectional. It is true that there is a mountain of hard work and an impossible timetable, but the gals seem to thrive on it.

Our preparations began with a unanimous vote to do it. We were ready and willing a year ago, and as the months fly by our eagerness continues to grow. First of all, we established our goal of providing a beautiful setting for relaxation, rapport and recreation. Rio Bravo Resort filled the need for just such a setting.

It has been great fun visiting the resort and planning for a hayride and barbecue, pool-side banquet, as well as daytime activities, such as horseback riding, white water rafting, golf, tennis and swimming. Who wouldn't enjoy hours of "free" time in such pursuits?

Back in our living rooms, sewing rooms and kitchens, we are putting together some truly special "goody" bags. Over 100 yards of burlap are being transformed into unique tote bags. Each bag sports different cotton print handles and fringe around the edge. Next on the agenda for "home" production are decorations suitable for a real country atmosphere.

Back out in the community, some of us are recruiting some generous donations for door prizes, while others are coordinating meals, arranging for speakers and transportation and preparing flyers for mailing.

The nicest thing about all this activity is that it has really brought us together as a chapter



"Chalking the lines," Bakersfield Chapter members prepare to air mark Rio Bravo Airport.



Mary Fletcher-Vice-Chairman

Florida Suncoast Chapter 99s

During the past year ground and air safety programs have been a focal point of the Florida Suncoast Chapter 99s meetings. These have included safety talks by FAA regional officials, a tour of Jax FAA Center as well as medical and insurance update programs.

The BYUNE newsletter has been used to sharpen members' plotting skills by providing co-ordinates for mystery airports.

About half the Chapter's pilots are

involved in various phases of the FAA's Proficiency Program and several have completed Phase IV.

Ten new ratings were achieved this past year with our own Nancy Wright the

recipient of Fla. Gold Coast's scholarship that enabled her to obtain a Commercial Rating.

The recruiting of women pilots is another major objective of the Chapter. Pastors have been designed and distributed, resulting in 13 new members and 8-66s.

Community involvement found the Chapter airmarking the taxiway of endangered Albert Whitted Airport



this past Spring.

Florida Suncoast Chapter 99s

A looking for Women Pilots. Sea of the International Organization of Licensed Women Pilots founded by Amelia Earhart in 1929, to provide a close relationship among women pilots in the promotion of aeronautical, scientific, educational and charitable activities.

For more information call or write: Nancy Wright - Membership, 1312 330-7141



— everyone is eager to get into the act. We have all been aware, since the day we became 99s, that this was a special group of people with a very special bond; and we have found that bond to be even closer as we prepare for the fall section meeting.

by Pat Church

Bay Cities Chapter

We are often known as "mother" because of giving up members to help form many other Southwest Section chapters. It is gratifying to note in the rosters the number of former members who are still active in these other chapters. In keeping with our "mother" image, we sponsored a new chapter — Clear Lake — in March of this year.

Bay Cities was formed March 2, 1932 with nine members. Phyllis Goddard Penfield, a Charter 99 licensed in 1929, and Ruth Marshall Rueckert, who was licensed in 1929 and joined as a WASP in 1930, both Life Members, are the only two of the original nine who are still members.

Air marking has been an active part of our service to the communities around the Bay area. This past year our air marking efforts were rewarded by receiving a third place trophy from our section.

We have sponsored a Right Seat Safety Seminar annually for a number of years. These seminars, strictly for the non-pilot, have been extremely popular and well received by those participating.

Celebrants gather for a group photo at the Clear Lake Chapter's 52nd anniversary party.



Our chapter is well-rounded and representative of most areas of aviation, in that we have from our membership a corporate pilot, a member who started a glider club, an accomplished helicopter pilot who is a Whirly-Girl, a licensed FAA examiner, a Coast Guard Search and Rescue volunteer pilot, a flight attendant with Republic Airlines and a former flight attendant with Luftansa.

Our youngest member, Patty Tormey, received her private pilot's license at age 17 and, now at 18, has her instrument rating. With an eye toward a job as an airline pilot, we believe Patty reflects the image of what the future may hold for women in aviation.

by Vonne Anne Heninger

El Cajon Valley Chapter

Chartered July 7, 1961 with 12 members, and despite the loss of some to form a new chapter for better attendance geographically, membership has increased to 32 with at least four prospective members. We won a silver plate as winners in Category 2 of "The Great Race," a membership drive in 1980.

Through the years, our membership has included a WASP, an FAA specialist, seven CAP members, nine flight instructors, three ground school instructors, one corporate pilot and two section governors. We dedicated the Gillespie Field Control Tower by breaking the ribbon around the tower with an airplane, were guests of Pat Nixon in the White House at the end of the 1969 Powder Puff Derby (PPD) and sponsored the India Chapter until they formed their own section. We have one finalist for the 1983-84 AE Scholarship Award and a 1974 winner.

The chapter is active in air marking, having won the section's first place award in 1968, 1970 and 1983 — as well as second place in 1977 and third in 1979.

The start of the PPD was co-sponsored by the Aviation Committee of the El Cajon Chamber of Commerce and our chapter in 1965, and we have co-sponsored the Pacific Air Race with the San Diego Chapter annually since 1968.

Many of our members have participated in most races, either as contestants or by assisting in operations. We had one PPD winner in 1972 and a second place copilot in 1971, a 1971 winner in the Palms to Pines Race, plus contestants in the Angel Derby, Baja California Air Race, Bahamas Treasure Hunt and Air Race Classic.

In air age education, we have given several scholarships toward private licenses. One member has been honored as the top aerospace teacher in the El Cajon School District. We arranged the original display of Women in Aviation in the first Aerospace Museum that was totally destroyed by fire, and we assisted the San Diego Chapter with the present Women in Aviation display in the new Aerospace Museum in San Diego's Balboa Park.

A trophy case was presented to San Diego County, Gillespie Field, co-sponsored by the chapter and the Aviation Committee of the El Cajon Chamber of Commerce, displaying winning trophies of the chapter and a perpetual trophy naming all of the winners of the Pacific Air Race.

by Darline "Dottie" Sanders

Fresno Chapter

The excitement of their initial flying experi-



Coachella Valley Chapter 99s Jane Ellen Barbier, Eleanor Wagner, Colette Dobkowski, Peggy Melilli, Lisa Sontgerath, Helen Dolyak (standing), Betty Manley and Myrna Holub (seated) sell lemonade and cookies at the Thermal Air Show.

CHAPTER NEWS, ETC.

ences was relived by members as they conducted their third Flying Companion Seminar in March. A Pilot Proficiency Seminar was offered at the same time.

Aviation safety has become a stimulating watchword for area pilots. Betty Casaccia led the charge in 1982 when she helped the group to discover the thrills of sharing their aviation expertise. Members sponsored two Flying Companion Seminars and a Proficiency Air Circus in 1982-83.

The Air Circus was repeated May 12 this year, and the interest from central California pilots has been overwhelming. Members are helping to make pilot proficiency a fun and shared experience for our area.

We are also painting identifying markings on the airports of the great San Joaquin Valley of California. In past years the chapter has sponsored the Fresno 400 Air Race.

Gavilan Chapter

The chapter took its name from its location near the Gavilan Mountain Range that extends along the south Santa Clara Valley into San Benito County. The chapter was chartered in September 1980 and now has 10 members.

The most successful chapter project has been earning money as volunteers of the Gilroy Garlic Festival. This non-profit organization divides its profits with the groups that provide volunteers who help to make it a success. Chapter members and friends have worked hundreds of hours selling programs and performing Gourmet Alley activities during the past three festivals.

Ginny McRae, fifth grade teacher, involves her students in an aviation study project every year. Sue McWilliamson holds one-day ground school sessions for a variety of elementary school classes. Field trips to the airport following the sessions afford the students a "hands-on" experience in a single engine aircraft.

by Jean Blake

Inland California Chapter

This chapter is a small but growing group serving the women of the area called the "Inland Empire" of California. Including the cities of San Bernardino, Riverside, Rialto, Redlands, Corona, Colton and Big Bear, among others, it is one of the busiest flying areas in the US.

Our members are active in many aspects of aviation, including a county airport com-

missioner, president of the Riverside Airport Boosters, a ground school instructor and an accident investigator for the FAA. Some own (with their husbands) aviation-related businesses, two in aerial photography/surveying and another in antique airplane construction, commercials and films.

Our premium racing team of Tookie Hensley and Janice Hoffman have participated and placed highly in races all over the country. At the Pacific Air Race last October, seven of our members were entered, and everyone came home with a trophy — quite an accomplishment for a membership of 15!

Our goals for the coming year are based on the promotion of safety education. We hope to become a 100 percent "APT'ed" chapter!

by Janet Landfried

Lake Tahoe Chapter

This chapter includes a member of the US Women's Aerobatic Team, an airport board member and a teacher. Another owns and operates two tractor-trailer rigs, one owns a ski shop, and one handles conventions for the Visitors Bureau. There are two mother/daughter teams in the group.

Organized in 1975 by Bonnie Seymour, who serves as chairman, the small chapter is active in educational, charitable and scientific activities. "Being a 99 has meant tremendous friendship and camaraderie," says Seymour, who teaches special education at North Tahoe Intermediate School and is the mother of three grown children, two of whom are pilots. "We have automatic friends wherever we go. No women's club atmosphere here — 99s live and breathe flying when they get together," says Seymour. "We talk about headwinds and tailwinds, icing and mountain waves, and there's always that last landing," she adds with a laugh.

When the 99s aren't relating war stories, they are raising funds for scholarships, donating time and airplanes to community service projects and holding safety and maintenance seminars. They also compete regularly in flying contests, games and races for fun and proficiency.

Members have flown late yearbooks to students in time for the last day of classes, donated textbooks to high school aviation classes, flown a family member to a funeral when no other transportation was available, given orientation flights to school children, flown rescue missions with CAP and participated in the Truckee-Tahoe Airshow.

Perhaps the most famous member of the chapter is Brigitte de St. Phalle, San Jose, a well-known aerobatic pilot who is a member of the US Women's Aerobatic Team. "We all are very busy people leading full and rich lives," says Seymour of the group. "Flying is an exciting, exhilarating activity. There is a sense of accomplishment that seems to carry over into other facets of our lives."

by Kim Necessary

Los Angeles Chapter

The chapter conducts a unique air race called Back to Basics. This is a round robin speed race of less than 300 miles. The race must be flown with only minimum FAA required VFR instruments, namely airspeed, altimeter, magnetic compass and engine related instruments. The radio is for communication only. All other instruments are covered during the race.

Each contestant is given the secret route and a half hour to plot the course and plan the race. They must be at the end of the runway and have called for takeoff within the half hour. Any time above this will be added to the overall score. The race is open to any pilot, private or above; the navigator need not be a pilot, but must be over age 16.

The second annual race will take place September 22 this year, leaving from Santa Monica Airport. This is a good chance for either new or experienced pilots to brush up on navigation skills. With all the electronic navigation instruments we use nowadays, it's fun to return to old-fashioned pilotage with the added challenge of a race.

by Sally LaForge



Bertie Duffy with a PT-17 is "really back to basics."

Mt. Diablo Chapter

Our annual Flying Companion Seminar, held in March this year, is co-sponsored with the Redwood Chapter. It was, again, a "sell-out," and one of the highlights of our year. It's our major fund-raiser and a great group participation activity. We try to give our participants a lot of "extras," such as simulator time, a tour of the tower, individual attention, variety in our presentations (slides, films, speakers) and a bounteous buffet lunch we've nicknamed "Ninety-Niner Diner."

This year we air marked the Byron Airpark and the compass rose at our home airport, Buchanan field, Concord, California. We even got some 49½ers to volunteer to fly overhead for some unusual aerial shots while we worked. This air marking is part of the preparation for the Second Annual Airport Days in July. We have participated in all phases of this event, from planning to de-



Rhonda Hammons instructs on the E6-B for Flying Companion Seminar participants.

monstration rides and hostessing the dance.

Our members have been very active on the local aviation scene. Membership includes full-time instructors, members active in the local CAP and local aviation government. Grace Ellis represents aviation interests on the local Airport Land Use Committee and has just been made captain for Cal Air. Leslie Jose, full-time instructor who was appointed an FAA designated safety counselor this past year, is developing our 66 group.

by Kathi Kilmer

Mt. Shasta Chapter

Our chapter was chartered June 1, 1975 with 14 members. For a number of years, we held an annual Fly-In Breakfast, complete with our famous homemade coffee cake. In 1982 we changed from the breakfast to an annual poker run and play day, which was more profitable. We have always been the stalwarts at Red Bluff for the Palms to Pines Air Race RON as timers and transportation.

We have been available for air shows and are now selling soft drinks at the two local meets. With the money we earned last year, we purchased a chapter banner and a canopy to keep the sun away.

Our theme this year is to become more visible and seek out new members. (Six of our members began their own Chico chapter called Sierra Buttes.)

Mt. Shasta 99s fly with flair!

by Bev Tickner

Orange County Chapter

Our chapter sponsors two Flying Companion Seminars each year — one in April and one in October. The April seminar was attended by 69 persons, one of our largest attendances to date.

This event is operated entirely by our chapter, with members volunteering their time for talks on basic aerodynamics, principles of navigation, survival skills, weather and flight planning, among others. Slide presentations were given on 99s, places to fly and flight planning.

In addition, many members donated their time assisting attendees with "plotting the

Orange County 99s present a Flying Companion Seminar semi-annually.



course" (use of the E6-8 computer), and answering questions during breaks and luncheon.

For the second year in a row, the chapter worked with Fullerton 99s on the USPFT regional meet. This year's meet was held in May at Chino Airport. Members assisted with registration and confirmed that pilots/aircraft were current and qualified for the meet, performed staging of aircraft, judged spot landings, flew as navigation pilots and manned booths, selling souvenirs and food.

Palms Chapter

The chapter has one major project, an annual racing event, the Palms to Pines Air Race. This September, the 15th consecutive race will be run from Santa Monica, California to Bend, Oregon.

The chapter rewrites and retypes the rules and regulations, chooses the trophies, arranges for the start banquet and the awards breakfast and performs all the tasks such an event requires. On race day, other 99s come in to help as well as to race.

Modesto and Red Bluff area 99s help with the timing at those two intermediate stops, while Oregon 99s help with the finish.

Each year the chapter sends a contribution to the maintenance fund of the Forest of Friendship.

by Betty Loufek



Charter members include Hildegard Pellions, Nell Connolly, Mary Pearson, Pam VanderLinden and Mary Moon.

- P**iloting for the fun of it!
- A**irport marking...
- L**icenses... ratings... BFRs...
- O**vernight and day fly-ins...
- M**eetings, chapter, section, International...
- A**irport festivals and open houses...
- R**aces — Air Race Classic, Pacific Air Race, Palms to Pines...
- C**ommunity service — Aerospace Museum, FCS and speakers, DRI and Career Fairs...
- H**onors — scholarships and awards...
- A**viation careers — COMM, ATP, CFI, CFII, FBO, controllers, examiners, attendants...
- P**eer counseling — 66s and other women pilots...
- T** rue friendship in shared flying experiences.

Phoenix Chapter

The "yesterday" of Phoenix Chapter began 35 years ago. Sponsored and assisted by members of the San Diego Chapter, five women founded the Arizona Chapter in 1949. The name was changed twice before it became the Phoenix Chapter in 1955. Three of the founding members — Marjy Crawl, Ruth



"Yesterday" — Past International President Alice Roberts is with Phoenix founding member Mary Crow in 1955. The photo was made prior to Alice's PPD win and presidency.



"Today" — 99s cooperate to tell the story of women in aviation. Marilyn Grafford and Daphne Downs, Sundance Chapter; Barbara Abels, Los Angeles Chapter; Ann Newcombe and Shirley Rogers, Phoenix Chapter; all staff the booth at the FAA Super Safety Seminar in Phoenix.



"Tomorrow" — Chairman Stacy Hamm and Mother Bird Grace Jones lend helping hands to two 66s in making corsages for all who attended the Christmas party.

Reinhold and Juanita Newell — are still with the chapter.

In 1980, when the membership had grown to 115, the Sundance Chapter was formed to serve women pilots in the East Salt River Valley area. While the new chapter drew a number of active members from the Phoenix Chapter, our membership figure is again approaching the century mark. Early members laid the foundation for sustained growth and service.

Since its inception, the chapter has never been short on enthusiasm. It has sponsored programs to educate and inform the public about the role of general aviation, activities to upgrade the flying skills of members and other participating pilots, events to introduce the public to the joys of flying, projects of service to others and activities that are just plain fun. Its members have participated in the administration and activities of the 99s at chapter, section and International levels, and in other aviation-related organizations.

Chapter members have been trailblazers, chief judges, timers, helpers, contestants and winners in the Powder Puff Derby, Air Race Classic and other races; they originated and sponsored the Kachina Doll Air Rally for 17 years; they supported, awarded and won AE, chapter and Whirly-Girl scholarships; they conducted Flying Companion Seminars, Fly

Without Fear Clinics, Pennies-a-Pound air-lifts, poker runs, AWARE programs, air marking projects, NIFA competition; and they supported charitable and educational organizations with services and funds. In short, they have taken part in almost every project advocated by the 99s — and a few they have thought up for themselves.

The chapter's "today" is a continuation of total involvement in many ongoing projects and in an ever-increasing number of newer events. One of the most important is the 66 program. The popularity and enthusiastic response to the year-old project has enlivened meetings and chapter events. The gals turn out to assist in every way they are asked, sometimes even before they are asked. In turn, prospective 99s are encouraged and "mother-birded" as they progress from Baby Bird to Loose Loon to Legal Eagle status. They are given on-the-job training for membership in the 99s.

CHAPTER NEWS, ETC.

Chapter members come in all ages, sizes, places of origin and lifestyles. They are college students, domestic executives, educators, business women, scientists, flight instructors, mechanics and inspectors, corporate pilots, Navy midshipmen, lawyers, psychologists, nurses, physical therapists, missionaries and retirees. They are drawn together by their dedication to the advancement of general aviation.

The chapter's "tomorrow" is envisioned not as an abrupt change, but a moving-right-along with the important contributions to general aviation and the community. Members recognize that those who have privileges also have responsibilities; they are alert to the opportunities for service. Excitement is mounting in anticipation of service to the Make-a-Wish Foundation, an organization that grants an otherwise impossible wish for terminally ill children.

by Mary Lou Brown

Placer Gold Chapter

We are a new, small chapter, with only seven members. Since we gained our charter just over a year ago, we have renewed the air markings at our home base airport, Auburn, California, with help from local pilots and FBOs.

We are planning to run a booth again this year at the local air show in May. We hope to earn enough to make some improvements needed at the airport.

by Georgia Maben

Sacramento Valley Chapter

The chapter recently conducted a Flying Companion Seminar, a two-day event chaired by Lori Brand. Many members assisted Lori by teaching classes, serving as a hostess or conducting tours for 30 enrollees.

At the end of the class sessions, students were treated to three separate tours. One was a visit to the Sacramento Executive Tower in which the air traffic controllers explained their main activities and how they can aid pilots.

Secondly, in a tour of the Flight Service Station, they viewed the numerous activities of this department, gaining a new recognition



Flying Companion Seminar participants listen intently to Sacramento Valley 99 instructors.

of how this section can also assist pilots.

The third tour was to a flight simulator, allowing each participant to fly using aircraft controls in a simulated flight.

We take great pride in this event. It is interesting to note that some present chapter

members were at one time students in these seminars. Through this event, they gained a strong desire to obtain a license.

by Sharon Ormosen

San Diego Chapter

The Flying Companion Seminar so widely used by all 99s was the brainchild of longtime member Ava Carmichael.

A book co-authored by Ava and 49½er David, *From White Knuckles to Cockpit Cool*, won a regional award for best aviation publication in 1978. The book and Ava's guidelines are used to acquaint people (mostly women) who are afraid to fly, with navigation, use of the radios, panel instruments and emergency procedures. This not only eases their fears, but involves them in the flight, making it safer and more enjoyable for them and their pilot husband or friend.

Our second special project is the Women in Aviation exhibit in the San Diego Aerospace Museum. Our members, with help and donations from other chapters, raised \$20,000 to build the room and equip it with display cases, kiosks, audio-visual displays, mannequins and hundreds of pictures. Some displays, such as Amelia Earhart, Tiny Broadwick and our own Betty Gillies, are permanent; others are changed occasionally.

The Pacific Air Race is our third continuing event — 1984 makes 19 consecutive years that San Diego and El Cajon Valley Chapters have co-sponsored this race. It is a handicapped speed race for women, flying factory stock airplanes. We keep the total distance under 600 miles so even the smallest airplane can make it in one day. We feel this and other races are real learning experiences, since they require navigation by pilotage rather than relying on radio aids. The Pacific Air Race is a project, but it is also exciting fun!

by Betty Wharton

San Fernando Valley Chapter

Taking a leaf from founder Amelia Earhart's book, the chapter is beginning its third year of encouraging and aiding new women pilots through its Future Women Pilots program. Created expressly to assist and guide women who are interested in becoming licensed

women pilots, the program is the chapter's way of saying thanks for the privilege of flight.

"Our chapter is grateful for the special chances that led us to enjoy the freedom of being pilots," said Melinda Lyon, Future Women Pilots program chairman, "and we feel the best way to express our gratitude is to help other women to fly."

The program offers free ground school with CFIs who are members of the chapter, a free introductory flight and payment of half the costs of flight training after solo up to a total of 40 hours.

In addition to the financial and practical help, the program provides equally important moral support from a mentor appointed for each student pilot, and from the chapter as a whole. Students in the program are invited and encouraged to participate in chapter activities. Not only does this support help them over the rough spots in learning to fly, it demonstrates the fellowship and sharing that

avocation.

Speaking of the challenges of flying, we recognize the importance of continually updating our "know your airplane" competencies. This year, our format involved a Greasy Thumb Seminar, an all-day lecture and hands-on maintenance course. Ably directed by the aviation faculty of Glendale Community College, participants scrambled over and under airplanes, peered at their "innards," and discussed the pros and cons of various maintenance procedures.

Moving beyond our own needs, we also try to be of service to general aviation and our communities. As one example, many of our local airports are being spruced up a bit in anticipation of Olympic activities and numerous visitors. We have joined in these efforts by air marking Big Bear, Chino and El Monte Airports.

by Claire B. Kopp

CHAPTER NEWS, ETC.



The Class of 1983, Future Women Pilots program, includes Pat Mason, Sue Forrest and Katherine Sydes, with SFV 99 Dolores Matthews.

come with becoming a 99 when they receive their licenses.

"When the 99s was founded, only a few of the bravest and most persistent women had overcome the obstacles to becoming licensed pilots," Lyon commented. "The San Fernando Valley Chapter wants to help smooth the way a little for our future members, as the efforts of the 99s helped us in the past."

Members of the Future Women Pilots program are selected by a chapter committee. This year two finalists will be chosen from dozens of applications from all over the Los Angeles area. Eligible are women who are in good health, over 16 and possess a strong desire to learn about flying and general aviation and to become licensed pilots.

by Melinda M. Lyon

San Gabriel Valley Chapter

Several activities, including raising money for scholarships, providing a means for pilots to update their skills for "do-it-yourself" aircraft maintenance, involvement in Direct Relief International and airport marking, have top priority for this chapter.

In order to raise money for scholarships and chapter needs, small styrofoam airplanes are sold at local air shows and air fares. Popular with children, these inexpensive airplanes often sell by the hundreds. While the primary goal is to raise money, the PR value of the effort ought not be overlooked. That is, the little planes may serve as a reminder of the excitement and challenge of flying, spurring some to think of aviation as a vocation or



San Joaquin Valley 99s participate in the DRI flight to Santa Barbara.

San Joaquin Valley Chapter

One of our favorite projects is participation in the Wings for DRI program. Semi-annually, the two-hour flights are made to Direct Relief International headquarters in Santa Barbara. At least 10 members and from five to seven planes are involved in transporting over 1,000 pounds of pharmaceuticals per trip.

The DRI is an organization dedicated to providing emergency medical relief to troubled spots all over the world. It also supports health programs in medically less-developed areas by helping people to help themselves.

Local physicians donate the pharmaceuticals. They are collected, boxed and stored by our medical auxiliary.

by Janice Gray

San Luis Obispo Chapter

Chartered in 1969, the chapter is proud to present two \$500 Flying Start Scholarships each year to ladies beginning flying lessons or student pilots toward earning their private pilot certificates. To accomplish this financially, the chapter gives rides for a specified donation twice a year during the San Luis Obispo and Paso Robles Airport Days. Additionally, we have a hot dog booth and souvenir stand at the Paso Robles Airport Day.

Education of our members is stressed with tower tours, guest speakers on such subjects as survival techniques and equipment, extended preflight measures, weather and general safety education. In this regard, the



San Luis Obispo Chapter members had fun building the 99s booth, here shown partially completed.

chapter hosts at least two FAA safety clinics yearly.

Considering the enthusiastic nature, myriad talents and busy schedules of the typical "lady pilot," it is difficult to implement all of the programs and activities that we would like to — but just give us a little more time, and watch our smoke!

by Meta Neubert

Santa Clara Valley Chapter

Forty civic leaders accepted our invitation to take an aerial tour of Santa Clara Valley March 31. Our purpose was to show them how the valley looks from the air, and also to explain the importance of general aviation and its impact on the area. In addition, we hoped they'd learn that pilots are more than a "noise nuisance" — and they're people, too!

In January, Barbara Murren, tour chairman, began to make plans which included reserving the Barnick Hangar at Reid-Hillview Airport for the sit-down lunch and lining up speakers. We had two speakers — Janet Hitt, GADO accident prevention specialist, and Francis T. Fox, aviation consultant and Howard Hughes' right-hand man during the years when Hughes Air West was founded.

By mid-February, Debby Cunningham had invited 100 mayors, supervisors, council members and others from towns within Santa Clara County.

At the same time, Peg Ewert assembled



SCV Chapter Chairman Mayetta Behringer with Robin Barnick, son of the late Marion Barnick. The Barnick hangar was the site of the air tour luncheon.

Photo by Lewis Schiff

volunteer pilots (99s and others) and 19 airplanes. She needed to allow ample time (four to six weeks) for each aircraft to get the necessary certificate of insurance, which releases the 99s from liability.

Sue Schiff contacted the four airports — San Jose Muni, Palo Alto, South County and Reid-Hillview — where our guests could board their host planes. She also recruited chapter members to act as hostesses, greet-

ng the guests when they arrived at the airport and answering questions.

Before the flight, each guest would be given a name tag and a packet of information, which included facts and figures on the 99s and general aviation — and also a map marked to indicate the 100-mile route pilots would follow.

Nancy Rodgers handled advance publicity, sending press releases to newspapers and television stations in the area with an invitation for any who wished to join the tour.

Because of our on-airport location, Lois Letzring was able to provide an aviation display that included single and multiengine airplanes and a helicopter. Lois' display also included photographs of "general aviation in action" — doing land survey for USGS, putting out fires, flying cargo, spotting water pollution, making DRI flights and transporting business people.

The day of the tour finally arrived. And it rained. Then it hailed. In between were patches of clear sky and considerable turbulence! We had a back-up plan, however. Verna West's color slides. Our guests viewed the same points of interest they would have seen if they'd gone flying. And everyone went home happy — and sympathetic, we trust, to the cause of general aviation.

by Kathy Pelta

Tucson Chapter

To tell the story of this chapter required a nostalgic trip down old flight paths and through clouds of memories, as our history began even before we were a chapter.

Maggie Schock had recently arrived from Texas, the 1950 Powder Puff Derby (PPD) would stop in Tucson, the clock must be manned, and there were no personnel. She gathered together five other pilots — Beatrice Edgerly, Gertrude Gelderman, Faye Jones, Mary McCord Pearson and Grace Pistor — to help do the job. These six would make up the charter membership of the new chapter. On June 7, 1951, members of the Phoenix Chapter and several 99s from San Diego gathered at Payson, Arizona to present the charter.

The 1950 PPD had been an exciting event, highlighted by Betty Gillies' daughter, Pat, jumping off the leading edge of the Ryan Navion on her race to the clock, right through the not-quite-stopped propeller — not a scratch, but a heart-stopping moment. Now, that was timing!

The next year was also a scheduled race stop, and proved to have its special happening also. Claire McMillen Walters, 1951 winner, created quite a stir when she stopped

en route home to be married. After an interview at the local radio station, the announcer said, "You are probably the leading personality in the country right at this moment."

And so it was then. Women pilots were still something of a rarity, and the PPD was our leading vehicle for publicity — and the one event almost everyone in the country associated with women pilots. It did much to further the public's knowledge of us and things we did and could do.

Thus was the start of our chapter. Over the next years, we would grow from six to our present 37 members. Eleven PPDs would stop in Tucson with many of our people as contestants. We also helped at many stops away from home in Prescott, Phoenix and the Angel Derby in Douglas. The Pacific Air Race terminated here in 1969, closely following our 1969 Southwest Sectional.

We have been granted several section meetings over the years, and they have always been exciting and interesting, offering a rare opportunity to renew old friendships as we welcome our guests with open arms — and free tie-downs.

December 4, 1958 was the date of our first Pennies-a-Pound airlift, an event that was to be held almost annually for the next 20 years. The first one, held at Freeway Airport, had to be continued the next week to carry all the passengers who had purchased tickets. We soon learned not to sell more than could be flown in one day!

As it grew in popularity, it became necessary to move to Tucson International to accommodate the crowds and provide the safety of a control tower. Becoming more proficient, we flew some 35 aircraft, made 1,297 takeoffs and landings and carried almost 200,000 pounds of people in one day. All aircraft were donated by private owners and local flight operators, and TIA supplied free gas.

The FAA sent a letter of commendation for the safe, smooth operation of the airlift with not a single incident. So many chapters wanted to know how we ran it that we wrote a book, *Penny-A-Pound Panic!*

During the early years, proceeds were used to buy air age education materials for the public schools. Shirley Marshall worked closely with the National Education Association to fit the material to the proper grade level. Teachers were most enthusiastic, as there was very little available for students at that time. Our focus changed to aerospace education as the world moved ahead in that field.

A fun event each summer from 1962 through 1968 was the AWTour. This flying

tour lasted three days and covered several states. The last day was a proficiency leg to satisfy our competitive spirit and still keep things legal and out of the race category.

While all these special events were going on, our members were continuously involved in various civic activities, promoting aviation and educating the non-flying public about aviation and future careers for women. Several Girl Scouts were helped to earn their aviation badges, and local groups and clubs asked us to provide speakers for their meetings. When the local Chamber of Commerce sponsored breakfast flights around the state for public officials and key personnel, we participated and thus built good will for 99s.

The first Tucson Treasure Hunt was inaugurated in 1975 with the intention of having an event that would promote flying for local pilots as well as 99s. We called it a "Fun Filled Frolic For Frugal Fliers" and kept to a "bare bones" operation at Marana Air Park. Marana is self-contained with housing, food, swimming and entertainment right at the airport.

Pilots are handed a list of clues as they start their engines, and they must fly the course as each clue reveals what to search for next. Depending on the accuracy of their interpretation, points are awarded, and the winner is declared at a usually riotous dinner Saturday evening. Over the years, the Treasure Hunt has become a little more sophisticated as participants indicated they would like more comfortable quarters than the separate barracks for boys and girls. We now offer a choice of accommodations to meet any taste — or lack thereof.

We have worked with the Pima Air Museum over the years and are now participating even more in the work. The second Electra built after the one Amelia Earhart "w" is at the museum, and we have been helping in its restoration. The museum has a small Women in Aviation exhibit, and we hope to make this a more important display in the future.

Utah Chapter

In spite of the distances some of us must travel to get together, we were presented minars on careers in aviation, air marked, prepared and served a pancake breakfast to raise money, and conducted flight rallies and Density Altitude Clinics.

We try to have our monthly meetings at different cities in the Salt Lake Valley so everyone has an opportunity to travel. "Plane pools" are common in fair weather.

Our most ambitious undertaking is always the Density Altitude Clinic held in Wendover, Nevada the last weekend in July. With the aid of the Salt Lake City FSDO and the cooperation of the Stateline Hotel and Casino, we spend a long morning learning how to compute takeoff distance for our individual aircraft.

We've had as many as 90 pilots in attendance, with most of them flying in the competition during the afternoon, when runway temperatures often exceed 90 degrees.

Our day is climaxed at an informal awards ceremony and cocktail party, with prizes having been donated by the casino, 99s, FBOs and individuals.

Sunburned and tired, but totally satisfied with our efforts, the 99s and FAA staff agree that it was worth the effort, and we'll do it again next year.

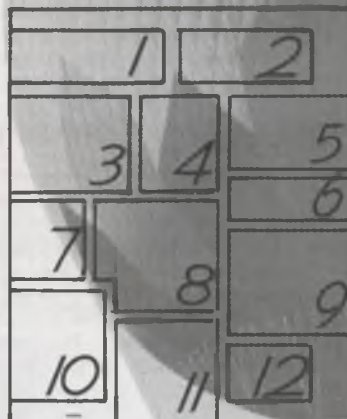
by Sidney Sandau

The 1964 Pennies-a-Pound airlift finds Patsy Brooks (on the wing) making plans with Tucson 99s Pat Nolen, Mary Merker, Shirley Marshall, Dorothy Jenkins, Byrd Granger, Maggie Schock and Virginia Edwards.



A potpourri of chapter activities

Being presented the Alice Hammond Perpetual Award by Alice herself are Betty Pifer and Mary Helfrick.



(Facing Page)

- 1 Houston North 99 Jeanie Mixon joins right in with the fun of air marking.
- 2 Maryland and Potomac Chapter members and 49ers work on a compass rose air marking.
- 3 International members Fiorenza de Bernardi and Ann Giroud relax after a tour of the International Forest of Friendship in Atchison, Kansas.
- 4 A Forest of Friendship tree planting is completed by 99s Peg Weiss and Clarice Bellino and Henry G. Williams of the New York State Department of Environmental Conservation.
- 5 Charlene Davis and Lu Hollander greet guests in front of the Oklahoma Chapter display.
- 6 At the Orange County USPFT competition, a participant checks over her airplane.
- 7 Oklahoma 99s assist with crowd control at the PAA's 25th anniversary Open House.
- 8 Observing a NIFA participant's spot landing are two 99 judges.
- 9 Fullerton Chapter members take a break before their annual Pennies-a-Pound event.
- 10 Part of the reconstructed San Diego Aviation Museum contains displays about the 99s and their activities.
- 11 Capital District 99s co-sponsor a balloon festival.
- 12 "Now, have I done that properly?" Africa South 99s Carol Johnson and Mac Fallon complete some last-minute flight planning for their husbands.



Columbia Cascade Chapter members (center above) "de-bug" a rigged aircraft at a recent chapter meeting. During her record-setting flight (left) Brooke Knapp visits with Aloha Chapter member Melissa McCluney. Janice Brown (center) set the first solar powered endurance record in the Solar Penguin, August 1982. Chanda Sawant Budhabhatti holds the Award of Merit she received from the World Aerospace Education Congress, presented to recognize the work she has done in aerospace education in India. Federation Aeronautique Internationale award winner Nikki Caplan floats "high in the sky" in her "City of St. Louis" balloon (background photo).





Becoming a Ninety-Nine

How do you answer when interested persons ask questions about 99 membership? Maybe one of the following will give you some ideas and suggestions.

What are the requirements for 99 membership?

The Ninety-Nines welcome all women pilots holding at least a private license or its equivalent according to the regulations for their country.

Do I have to be an airplane pilot to join the 99s?

No! Balloon, glider, helicopter pilots — any lighter than air or heavier than air pilot of aircraft is eligible to become a 99.

Does this organization have chapters, regions, etc.?

The Ninety-Nines, Inc. is an international organization divided into 19 sections throughout the world. The sections are then divided into chapters which are regional. If a member lives where there is no section, she is a member-at-large.

Do I have to belong to a chapter?

I really don't have time available to attend regular meetings.

No! You may join as a section member and need not affiliate with a chapter. As a section member you will receive the monthly magazine, *The 99 NEWS*, and be able to attend section meetings and International Conventions. You will receive ballots and have the privilege of voting; however, you may not hold office.

At present it is best for me to join as a section member, but in the future I may want to become a chapter member. May I do so?

Yes, you may at any time become a chapter member by notifying International Headquarters.

If I am not a chapter member, how do I feel a part of the organization?

Upon joining the 99s, you receive our membership directory each year. You will find a friend wherever you travel if you just look up the

names of the local 99s and contact them. You will receive our excellent monthly magazine,, filled with articles about various chapter and section activities, articles on special members and much useful information. You are invited to contribute to *The 99 NEWS* at any time. You will be welcome to visit any chapter meeting when you wish. As a section member, you'll receive notice of the section meetings. Most sections hold two meetings each year — spring and fall. Members-at-large may find the schedule of section meetings in *The 99 NEWS* and are most welcome to attend. We especially urge all members to attend our International Conventions where you will meet 99s from all over the world.

Are all activities limited strictly to women?

No! Husbands and friends are welcome to many activities — air races, poker runs and seminars. Many attend meetings and International Conventions.

What are the dues for this organization?

The initial dues when joining are \$37. Thereafter they are \$32 per year. We are also a 501(c)3 organization.

How long can you remain a member of the Ninety-Nines?

Once you have fulfilled the requirements for joining the 99s, you may remain a 99 for your entire lifetime upon just paying your membership fee each year.

I do not have my license yet, and due to weather, finances, etc., I will probably be a student pilot for a year or more. Should I wait until then and look up the 99s at that time?

No! We are very active in the 66 program for student pilots. You are a future 99! We offer you encouragement, friendship and fellowship while you are working your way toward a license. You are welcome to attend all meetings — chapter, section and International — and participate in many of the activities. However, you will not become a 99, or enjoy all the privileges of a 99, until you receive your license.

JOIN US FOR A TWO DAY AIR SHOW WITH INTERNATIONAL AEROBATIC EVENTS

- LEO LOUDENSLAGER & THE BUDWEISER LIGHT LASER 200
- SKY HAWKS
- CANADIAN FORCES PARACHUTE TEAM
- JIMMY FRANKLIN & JOHNNY KAZIAN (WING WALKING & FIREWALL ACT)
- ZAR
- EAGLES AEROBATIC FLIGHT TEAM
- DUANE COLE
- WARBIRDS • COMMERCIAL AIRCRAFT
- ANTIQUE & CLASSIC AIRCRAFT

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U.S.A.F.
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**SEPT.
8 & 9**

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New York Capital District Membership Chairman Ana Webb pins new member Carol Keinath.



NEW MEMBER APPLICATION

(Qualification for membership: Any current female pilot recommended by a member in good standing.)

WELCOME: We applaud your decision to become a member of the oldest aviation organization especially for women. As International Women Pilots, the Ninety-Nines are always conscious of our unique heritage, yet strive to keep our purpose and goals as modern and timely as the constantly changing world. We sincerely hope you will take advantage of the many educational programs and activities offered by our organization. We offer you a camaraderie generated by our special talent. We look forward to your participation.

DATE _____

NAME _____
FIRST MIDDLE LAST

STREET _____

3rd LINE _____

CITY & STATE _____ ZIP _____

HUSBAND'S NAME _____

MEMBER TELEPHONE NO (HOME) A/C _____

(OFFICE) A/C _____

DATE OF BIRTH _____ AIRMAN CERTIFICATE NO _____ A/C DATE OF ISSUE _____

DATE OF LAST FLIGHT PHYSICAL _____ CLASS OF PHYSICAL _____ TOTAL HRS _____ NEW RATING DATE OR BIENNIAL FLT. REVIEW DATE _____

TYPE OF LICENSE: ☐ PRIVATE ☐ COMMERCIAL ☐ ATP

RATINGS & LIMITATIONS: ☐ ASE L ☐ ASE S ☐ AMEL ☐ AMES ☐ INSTR ☐ GLIDER ☐ BALLOON ☐ HELICOPTER ☐ GYRO

FLIGHT INSTRUCTOR: ☐ AIRPLANE ☐ INSTR ☐ ROTOR ☐ GLIDER

GROUND INSTRUCTOR: ☐ BASIC ☐ ADVANCED ☐ INSTRUMENT

FAA FLIGHT EXAMINER: ☐ PRIVATE ☐ COMMERCIAL ☐ HELICOPTER ☐ GLIDER ☐ INSTR
☐ ASE L ☐ ASE S ☐ AMEL ☐ AMES ☐ WRITTEN

AVIATION RELATED VOCATIONS _____

VOCATION _____

ADVANCED DEGREE _____

Initial Dues \$37.00
This includes membership directory, membership pin, subscription to *The 99 NEWS* magazine and section dues.

I hereby apply for membership in *The Ninety-Nines, Inc.* and agree to abide by the bylaws of this organization. A check for \$37 U.S. funds is enclosed.

Signature of active member sponsoring

Signature of applicant

Is new member joining a chapter? ☐ Yes ☐ No

If yes, name Chapter _____ Section _____

Signature of Chapter Officer if joining a chapter

Beginning clockwise at center top: Interlocking 9s form the door handles at International Headquarters. Jean Murray and Janice Gray load the airplane with items for a DFR flight to Santa Barbara. Lois Letzrig spent many hours preparing this aviation display for the Santa Clara Valley air tour. Photo by Lewis Schill. 99 Gabrielle Thorp climbs out of the T-38 in which she earned her Air Force wings. Flying Companion Seminar participants learn about basic aircraft instruments from an Alberta 99. With 99s Rita Eaves and Marilyn Copeland is astronaut/99 Sally Ride (center). Marge Culwell, flight instructor/FAA designated flight examiner, calls ground control for taxi clearance. First President Amelia Earhart sits on the main spar for the wing of the Electra while checking maps. Photo donated by Thomas E. Mason.



**Fulfilling
a tradition-
the 99s reach for tomorrow**

