

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 11

SEPTEMBER 1984

NUMBER 7



Women Pilots in the AWAC Program

New Horizons

R.J. Miller

49^{1/2}er of Verene Trubey Miller

R.J. Miller was killed June 30 when a car hit him while riding his motorcycle

R.J., a handsome, thoughtful, kind and considerate young man, became known to the All-Ohio Chapter as a participant in the Buckeye Air Rally. He met Verene at his second BAR in 1980 in Springfield, Ohio. Since R.J. had his business in Detroit and Verene heads the charter department at Lane Aviation in Columbus, a commuting, long-distance romance began. They were married in September 1981.

His final resting place is Forest Lawn Cemetery, just under the flight path of the approach to 28L at Port Columbus. We think of him often, especially as we make our final approach.

by Jeane M. Wolcott

Margaret Brown

Oklahoma Chapter

Margaret Brown began flying in 1964 and became a 99 and Oklahoma Chapter member in 1970. Her relationship with aviation was much more extensive than these dates reflect, as her father was World War I pilot Thomas Aaron Curtis.

Margaret and husband Sam flew a Cessna 210 for many years; in fact, she flew the 1974 Angel Derby in this plane — an experience that created a lifetime of memories for her.

Margaret succumbed to leukemia last month after spending several months in a local hospital undergoing chemotherapy. She will be missed by her chapter members.

by Lu Hollander

Shirley L. Chastain

Indiana Chapter

Courageous Shirley Chastain did not let her illness (brain tumors) be known until it was impossible to hide it from family and friends. She was set free July 4 — free of the suffering she had endured for so long.

She had been a registered surgical nurse for 28 years, was president of the Indiana Surgical Nurses Association and a founding member of the Flying Nurses Association.

Shirley was a private pilot and had been a member of the 99s since 1973. She served as co-chairman and later chairman of the Indiana Chapter's Air Marking Program. She also worked on our F.A.I.R. and only last summer helped man our food concession stand at the Confederate Air Force Air Show.

She and her husband Richard, who was not a pilot, loved to travel. They were members of Ambassadors and the Indianapolis Sailing Club. They owned a large sailboat that they kept at Antigua.

Shirley's interests were varied and her friends many. She will be missed by all.

by Rae Cawdell

Eloise M. Smith

Lake Michigan Chapter

A pioneer in women's aviation, Eloise was the first woman to solo and to obtain a pilot's license in the Kalamazoo, Michigan area. In 1935 at the age of 28, she soloed in a Curtiss Robin and won her private pilot license two years later. Receiving flight instructor certification in 1939, she plunged immediately into an active program of teaching, from sunrise to sunset, Western Michigan College's Navy cadets in the V5 program. Sacrificing travel with her lawyer and naval officer husband, Harry, she thus served her country in World War II.

After the war, Eloise worked as a flight instructor at Austin Lake Airport until 1963 when she opened the E.M. Smith Flight School at Kalamazoo Municipal Airport. In 1967, she merged with Kal Aero, serving that school as chief flight instructor until she retired in 1970 to care for her ill husband.

Eloise was a member of the 99s for 47 years in both Michigan and Lake Michigan Chapters. She served in all chairs and committees on chapter and section levels, was section governor in 1956, a member of the International Nominating Committee, International Board and International Secretary.

Eloise, who went to New Horizons June 27, was loved by and claimed the respect of all of Michigan's aviation community.

by Mary Creason

New International Officers Chosen

International officers for 1984-86 include President Hazel Jones, Vice President Barbara Sestito, Secretary Jean Davis and Treasurer Judy Hall.

Board members include Marie Christensen and Pat Roberts, whose terms will expire in 1985; Marilyn Copeland, immediate Past President; and Chanda Sawant Budhabhatti and Harriet Fuller, who were elected at International Convention in Alaska.

Gifts to International Headquarters

Archives

Babe Weyant Ruth, *Michigan Chapter*

Ilovene Potter, *Greater Seattle Chapter*

Mari Hurley, *Imperial So-Lo Chapter*

Building Expansion Fund

Nebraska Chapter

Ruth Rueckert, *Bay Cities Chapter*

Pat Roberts, *Santa Clara Valley Chapter*

Dorothy McManus, *Wisconsin Chapter* by Jack McManus

Library

Barbara Jenison, *Central Illinois Chapter*

Hazel Jones, *Dallas Redbird Chapter*

Resource Center

Long Island Chapter



Eloise M. Smith

PUBLISHER
The Ninety-Nines, Inc.

EDITOR
Lu Hollander

EDITORIAL ASSISTANTS
Nema Masonhall
Nancy Smith

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Jan Million

EXECUTIVE DIRECTOR
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International Officers

PRESIDENT
Hazel Jones
8536 Mediterranean Dr., Dallas TX 75238

VICE PRESIDENT
Barbara Sestito
8041 Ravinia Ct., Fair Oaks CA 95628

SECRETARY
Jean Davis
1812 Center St., Walla Walla WA 99362

TREASURER
Judy Hall
2115 Sanjo Dr., P.O. Box 193, Lizelle GA 31052

BOARD MEMBERS
Chanda Sawant Budhabhatti
Marie Christensen
Marilyn Copeland
Harriet Fuller
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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

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Membership Count 6,274 as of August 28, 1984

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ON THE COVER:

Captain Wendy Hood, aircraft commander of the E-3A Sentry aircraft behind her, shares a unique status with two other women in the elite AWAC division of the Air Force (see page 20).

Calendar

SEPTEMBER

- Sep. 12-16: WASP Reunion**, San Diego, California.
- Sep. 21-22: Mile High Air Derby**, sponsored by Colorado Chapter, 400-mile speed race beginning in Denver and ending at the Baca Grande Resort. First prize, \$1,000. Kits, \$3, from P.O. Box 461, Broomfield CO 80020.
- Sep. 21-23: North Central Sectional**, hosted by Greater St. Louis Chapter, Castle Oak Conference Center, Chesterfield, Missouri.
- Sep. 22-23: 15th Annual EAA East Coast Fly-In**, Glenn L. Martin State Airport. Contact Jim Eggleston, 2602 Elnora St., Wheaton MD 20902, (301) 933-0314.
- Sep. 28-30: Fall Southwest Sectional**, Rio Bravo Tennis and Golf Resort, Bakersfield, California, hosted by Bakersfield Chapter. Contact Elizabeth Saba, 3512 Pinehurst, Bakersfield CA 93306, (805) 871-6876.
- Sep. 29: Long Island Chapter Poker Run**; rain dates, Sep. 30, Oct. 6 or Oct. 7. Contact Roberta Pistorius, 22 Ingold Dr., Dix Hills NY 11746, (516) 427-6373.
- Sep. 30: The 99 NEWS** deadline for November issue.

OCTOBER

- Oct. 5-7: Fall South Central Sectional**, Tulsa, Oklahoma, hosted by Tulsa Chapter. Contact Melissa Whitehead, Rt. 4, Box 644, Bristow OK 74010, (918) 367-5408.
- Oct. 5-7: Shenandoah 500**, competition part of the Shenandoah Fall Foliage Fly-In, Shenandoah Valley Airport. Contact Milt Brown, NAA, 821 15th St., N.W., Washington, D.C. 20005.
- Oct. 12-13: 17th Annual Kachina Doll Air Rally**, sponsored by Phoenix Chapter, Scottsdale Airport. Kits, \$4, from Elaine Ralls, 1461 E. Grandview, Mesa AZ 85203.
- Oct. 12-14: Fall East Canada Sectional**, Ottawa, Ontario, Canada, Delta Ottawa Hotel.
- Oct. 20: Sunflower Air Rally**, sponsored by Kansas Chapter, Hutchinson, Kansas.
- Oct. 20: Annual Treasure Hunt, Poker Run and Spot Landing Contest**, sponsored by Greater Detroit Area Chapter, Oakland-Pontiac Airport. Contact Sue Siporin, 31020 Applewood, Farmington Hills MI 48018, (313) 661-4601.
- Oct. 20-21: 14th Annual Jackson County Airshow**, Jackson County Airport, Pascagoula, Mississippi. Contact Ramona O. Young, P.O. Box 1727, Pascagoula MS 39567, (601) 762-2145 or 935-4500.
- Oct. 24-27: 29th Annual Aircraft Owners and Pilots Association (AOPA) Convention and Industry Exhibit**, Nashville, Tennessee. Contact Stephen R. Bassett, (301) 695-2160; Patricia E. Weil, (301) 695-2156; or Ann Kilian, (301) 695-2052.
- Oct. 26-28: Ninth Annual Salinas His & Hers Great Pumpkin Classic**, approximately 250 miles. Entries accepted August 1-October 15. Kits, \$3, from Carol Hill, 338 Maher Rd., Watsonville CA 95076, (408) 722-7969; or Kay Harman, (408) 424-0051.
- Oct. 30: The 99 NEWS** deadline for December issue.

NOVEMBER

- Nov. 15-18: International Board Meeting**, Oklahoma City, Oklahoma.
- Nov. 30:** No deadline for *The 99 NEWS*.

New Ratings

MIDDLE EAST SECTION

Robin Hosenball, Potomac — ATP

NEW ENGLAND SECTION

Catherine Feher, Connecticut — IFR, CFII - Helicopter
Diane Weiss, Connecticut — AMEL

NEW YORK-NEW JERSEY SECTION

Marsha Lehman, Finger Lakes — IFR
Loretta Cangemi Besser, Long Island — IFR
Aimee Larrat, Long Island — IFR

NORTH CENTRAL SECTION

Sally Schneider, Aux Plaines — AMEL
Terry Sussman, Chicago Area — AMEL
Cheryl VanZandt, Chicago Area — AMEL
Phyllis Paris Mazo, Greater Detroit Area — IFR
Dodie Jewett, Lake Erie — COMM, AMEL
Janet Curry, Minnesota — CFII, AMEL
Mary Dodson, Minnesota — COMM, CFI
Charlotte Frink, Minnesota — CFI
Marci Glaesemann, Minnesota — AMEL, IFR
Rene Holmes, Minnesota — CFII, AMEL
Hope Isaacson, Minnesota — AMEL, IFR
Sherry Winters, Minnesota — IFR

SOUTH CENTRAL SECTION

Michelle Miller, El Paso — CFII
Karen Tucker, Kansas — IFR
Janet Yoder, Kansas — AMEL
Phyllis Brashar, Santa Fe Area — Glider
Eileen Anderson, Shreveport — AGI
Martha "Tuck" Harvey, Wichita Falls — IFR
Hellen Hutchison, Wichita Falls — IFR

SOUTHWEST SECTION

Susan Maule, El Cajon Valley — AMEL, IFR
Evelyn Craik, Fullerton — CFI
Dawn Marshall, Fullerton — CFII

Book Review

by Taylor Jessen
 age 12

David Goes To Greenland was written by David Binney Putnam in 1926. The story is about this 13-year-old's adventures during his father's expedition to the North Pole. The expedition's purpose was to gather samples for a newly-made sea museum, living and non-living.

Many important things happened during the trip. They caught many specimens of animals, such as walrus, polar bear, seal and many others. They even managed to catch a few narwhal, and one of the crew members lassoed a polar bear cub.

I found *David Goes To Greenland* a very interesting book, and I hope to read more of his books in the future.

(A note from Taylor's mom: The teenage author of this adventure story published in 1926 was the son of G.P. Putnam, later to become the husband of Amelia Earhart. One of the crew members on this expedition was Carl Dunford. In 1937, he started the construction of a cabin for G.P. and Amelia in Wyoming. The cabin still stands in its barely started state as it was at the time of her disappearance. Carl's widow still lives near the cabin site where, with spritely exuberance, she shares the pictures of Carl roping polar bears on the expedition and later photos of Amelia in Wyoming. An interesting coincidence of the polar expedition was the ship *Morrissey*, bearing the same name as Amelia's sister.)

NOTAM

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



NOTAM

Purse leashes are available from International Headquarters, P.O. Box 59965, Oklahoma City OK 73159.

THE PRESIDENT'S MESSAGE



by International President Hazel Jones

It is with a great deal of pride, humility and trepidation that I address you for the first time as your President. Marilyn Copeland was an able leader and gave the Ninety-Nines visibility in many new areas during her administration. She will truly be a hard act to follow. In the closing days of her administration, she spoke frequently about "image." The more I thought about it, the more I realized that the word "image" is an acronym for several words. Each denotes what Ninety-Nines should strive to be. Think about it:

I = Imagination
M = Motivation
A = Attitude
G = Growth
E = Enthusiasm

For the next two years, we as a group should use our *imagination* to reach out for new activities that we have not participated in before — or even thought of. These new goals should *motivate* us to achieve more, and be more, personally, what we would like to be. Our *attitude* should be one of positive thinking rather than negativeness. We should think of ways to *grow* as an organization, as pilots and as people. All of these things should be done with all of the *enthusiasm* that we can muster. A job completed with enthusiasm and joy is much less a task than one that is performed with an "Ugh! Not again!" attitude. Keep a good sense of humor about the whole situation and then when the task is finished, tell someone about it.

Communications and networking are vital to our far-flung members. We all love to hear what others are doing and how they are solving their problems, and what fun things they are doing aeronautically. Your Board wants to hear about your special ideas on how to make our organization even better. When you achieve,

we want to know about it. You are a very important part of our organization, and what you are doing is important to us.

Marie McMillan, Las Vegas Chapter, has set many world records, but only a few of us know about it. Other Ninety-Nines are doing things that would be of interest to all of us, but we never get "round tuit" to tell anyone. That is why we have an international magazine.

On a very limited budget, International Public Relations Chairman Marie Christensen is letting the world know about many meaningful things we are doing. Her job is made easier when she knows about what you're doing to help aviation or your community — or the world. Share with her, with Lu Hollander, *The 99 NEWS* editor, and with International Scrapbook Chairman Jan Kelleher. (I had to steal Jan from the Northwest Section to prepare scrapbooks for the next two years, so send your notices of achievement to her.)

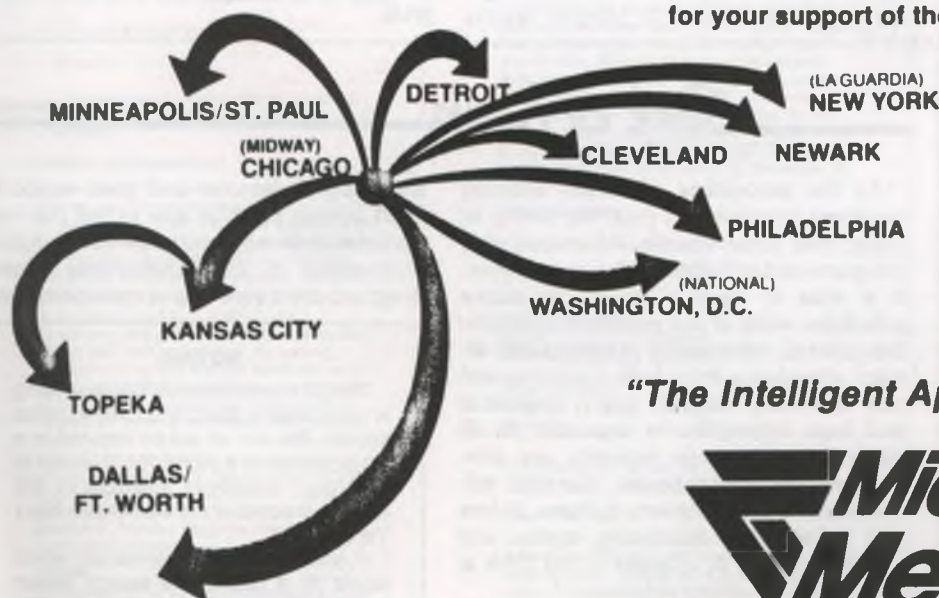
Pat Roberts has assumed my responsibilities with NIFA for the next two years, and Jody McCarrell has taken over the flying activities chairman's responsibilities for USPFT. Although most of my time will be devoted to being your President, I will be assisting with preparations for the Sixth World Precision Flying Championships in Kissimmee, Florida.

Thank you for this honor, and know that the Board and I will be working to our utmost to provide the leadership you desire. You have entrusted us with the future of our organization, and we do not take that responsibility lightly. We will be thinking "image" in everything we do.

We have just completed one of the largest International Conventions ever in Anchorage. I am sure that Alaskans now know the Ninety-Nines as women who are professionals making meaningful contributions to their organization and to their communities.

The next two years will bring many new challenges and many new goals to achieve. Isn't it great to be a Ninety-Nine?

Thank you, Midway Airlines,
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New Decals Available

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



Safety education

CROSSWIND LANDINGS

by Marilyn Miller

International Safety Education Chairman

How often do you really practice them? Do you know what the crosswind limitations are for the plane you fly?

Almost 15 percent of all accidents happen during the flare and/or touchdown phase of landing. The lack of knowledge and expertise in handling crosswind operations contributed to many of these accidents. There are three schools of thought on how to make a crosswind landing.

First, there is the crabbing into the wind on final approach to counteract the drift. This crab is maintained to almost touchdown. The downwind rudder is then used to line up the aircraft with the center line of the runway. The trick is to have zero crab angle

the instant the wheels touch the runway.

The trouble with this approach is, if the crab is eliminated too soon, the drift is there again; if the crab is not eliminated soon enough, the touchdown occurs in a yaw. This makes severe side loads on the aircraft with possible damage to the aircraft landing gear.

Second, there is the slipping of the aircraft into the wind during the final approach. This entails lowering the upwind wing and holding opposite rudder. This correction is held throughout the approach, and contact with the runway is made on the upwind gear first. Directional control is maintained aerodynamically and, as the speed is bled off, the downwind gear is gradually lowered to the runway. From then on, brakes, rudder, aileron and steering can be used.

The trouble with this approach is that the slip requires controls to be crossed, and all corrections on roll, pitch and yaw axes are made from this unnatural position. Altitude loss is greater in a slip attitude, so a steeper approach is needed. If, during this type of approach, the wings are leveled during a correction, loss of drift control results

before the slip attitude is returned.

Third is the combination of the other two methods. It is considered by many to be the best and most effective. The crab angle is applied to correct drift on final approach and is exchanged for the slip correction at the time of level-off and held to the point of landing.

Directional control after landing or prior to lift-off in crosswind conditions requires the most effort at the slowest speeds. The upwind aileron pressure is maintained to keep the wind from lifting the upwind wing and to help the rudder to keep the aircraft from weather vaning.

As soon as all wheels are on the ground, steering and differential braking and power are used to assist in the aileron and rudder control. Recognizing drift and compensating for it comes with practice. If your technique is not what you wish it were, find a good instructor and practice!

If, on a crosswind approach, things don't feel right or are not going right, make a go-around. A damaged airplane and a broken "you" may be the result of false pride.

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Seek & Keep

by Stacy Hamm

As the percentage of career oriented members increases, so must our ability to foster their achievements. When you plan programs and activities for the coming year, it is wise to keep in mind the dense schedules many of our members maintain. Educational, informative programs will attract attendance from both long-time and new members. Aircraft safety, insurance and legal information is important to all pilots, whether their interests are professional or recreational. Current advancements in helicopters, fighters, gliders and balloons are fascinating topics, and keeping abreast of changes in the FAA is vital to our remaining airborne.

We can teach our members about the roots of the Ninety-Nines' tree, we can encourage them to work in the vineyard to keep our traditions growing, but the fruit of our labor must satisfy their appetites for

knowledge, pleasure and peer support. Each woman must be able to feel that her personal goals may best be served by active involvement in the Ninety-Nines. Good programs are a sure way of convincing her.

NOTAM

The US Naval Historical Center is trying to track down a World War II Navy carrier aircraft. The aircraft will be featured as a major artifact in a World War II exhibit at the Navy Memorial Museum in the Historic Precinct of the Washington Navy Yard.

If you have any information which would be of help in this search, please contact Captain Manny Sousa, USN, Deputy Director of the Naval Historical Center, Washington Navy Yard, Building 57, Washington, D.C. 20374, (202) 433-2379 or 433-2553.



Travel to India for the 1985

World Aviation, Education & Safety Congress

Venue: Taj Mahal Hotel, Bombay India

Date: March 8-11, 1985

INVITATION

On behalf of the Organising Committee of the World Aviation, Education and Safety Congress, it is our unique privilege to invite you to attend this Congress, which is the first of its kind to be held in Asia.

For us in India, this Congress is a dream come true, and we look forward to major international participation. We are certain that the Congress will provide the delegates with some very stimulating, thought-provoking and interesting exercises, which is obvious from the theme, "Role of Education in Aviation and Space."

The 1985 Congress awaits you in India with a very special message, and your valued participation will go a long way in promoting aviation and the aerospace education in the Third World countries.

May we assure you that the organising committee will not spare any efforts to make your visit a memorable one.

General Chairman Rajiv Gandhi
Executive Chairman Chanda Budhabhatti

Co-Chairman Janet Green
Vice Chairman Sheila Scott

OBJECTIVES

- Guidelines for air safety
- Development of air transportation & communication network
- Study of international airports
- Survey of the future of aviation and aerospace
- Promote aviation amongst women
- Encourage aero sports
- Closer cooperation between developed & developing countries in the field of aviation & space.

GENERAL INFORMATION

Bombay, India's commercial capital, is an exciting and vibrant metropolis. It has a garland of beaches away from the hustle and bustle of the Bombay city. Originally a fishing village, it was gifted to Charles II as part of the dowry brought by his Portuguese princess. The East India Company bought it over from him for £ 10 !

Its fascinating past lives in the Gothic monuments and public buildings now nestling side by side with commercial skyscrapers. Pavement bazars and wayside foodstalls vie for attention with attractive boutiques and trendy discotheques. Sophisticated hotels, crowded temples, art galleries and a large cosmopolitan population all form part of the complex Bombay scene. The second oldest University in the country was established 150 years ago, in the city. Airlines, railways and ships fan out in all directions from this busy hub of trade and commerce. Bombay has India's busiest international airport.

Climate

During March the weather in Bombay is sunny and pleasant. The maximum and minimum temperature ranges between 23°C and 33°C. Light suits and casual wear are recommended.

Time Change

The local time in Bombay is 4½ hours ahead of Greenwich Mean Time (GMT)

Registration Fee

Before 15th October 1984 :	
Delegates	US\$ 175
Accompanying person	US\$ 125

After 15th October 1984:

Delegates	US\$ 225
Accompanying person	US\$ 150

Registration fee includes all World Congress Sessions, Welcome cocktail, Tea/coffee twice a day and Buffet lunches on 9th, 10th & 11th March 1985. Banquet dinner on 11th March. Registration fees should be sent to Ms. Mohini Shroff, Hon. Secretary WAE&SC, c/o Indravel's. Registration fees will also be accepted by Ms. Barbara Harper, Hon. Treasurer, WAE&SC, 7752 E. Oakwood Place, Tucson, AZ, 85715, USA. All registrations must be received by December 31, 1984.

Accommodation

Taj Mahal Intercontinental

Single	Double
Rs. 850/-	Rs. 950/-

President Hotel

Single	Double
Rs. 650/-	Rs. 750/-

Oberoi Towers

Single	Double
Rs. 995/-	Rs. 1095/-

Above rates are subject to change.
Approx rate of exchange 1 US\$ = Rs. 10.00

Travel Documents

Kindly ensure that you possess all the necessary documents including valid visas and passports for entering India. For assistance, kindly contact the Indian Embassy/High Commission/Travel Agent.

Medical Certificates

A valid international certificate of vaccination against smallpox and cholera is desirable but not essential. Inoculation against yellow fever for those who will have travelled from/through South America and Africa is essential.

See page 24 for India tour itineraries and Tour Registration form.

Delegate Registration

WORLD AVIATION, EDUCATION & SAFETY CONGRESS

Date : _____

FULL NAME _____

ADDRESS _____

ACCOMPANYING PERSONS NAMES _____

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San Antonio Hosts Regional USPFT

by Margaret Cosby

"USPFT regional contest! Who, us? The San Antonio 99s? Well, I guess we can do it. We tried to have a local contest last March and got all the stuff together, but it turned IFR and we wound up canceling though we didn't have too many contestants because we were MVFR all morning. We have all the rules, charts, scoring and lots of runway marking material." So we did give it an "All-American" whirl May 12.

Where did we start? We began with Secretary Barb Moore contacting the New Braunfels Municipal Airport manager, who gave us the go-ahead. She then wrote the airport board, and we were put on the agenda for their March meeting. Veep Margaret Cosby and Barb attended — no quivers and quakes. We were welcomed warmly as the 99s have a good reputation with this group of men, having obtained an okay from them for our spot landing and flour bomb drop contest a year or so before. Again we received an official sanction to proceed. (In fact, just between us, I think they were rather pleased that we asked.)

While we were there, we reminded the manager, and followed up later, that he was responsible for having a NOTAM put out at the airport that a contest would be in progress during the day. FSS usually announces it and, then, with tongue-in-cheek, advises to watch out, "there are a lot of women pilots around!"

In the meantime, Gloria Blank was hot after publicity, which is next to impossible to obtain. She doggedly saw that notices went to everyone we knew who could fly — all the area 99 chapters and military aero clubs. We posted and distributed colorful bulletins containing the details, plus a few local phone numbers for inquiries, at every aviation place we could think of.

Veep Cosby got together with Air Marking "Paint-Your-Sneaker-White" Chairman Carol Fox to secure instructions concerning the navigation portion of the contest. One afternoon, with pens, rulers, a couple of SAT sectionals, colored markers and plotter, they pondered various routes over 100 miles and less than 200. Finally, coordinates for four legs of a not unpleasantly difficult trip that would take the contestants over various types of terrain, including such interesting checkpoints as the north end of the runway of Lady Bird Johnson's landing strip in Johnson City, were developed. Mystery checkpoints, as well as the three or more designated points, were difficult to determine, but we found a few small towns and a few good roadway intersections. We



Judges Gloria Blank, Margaret Cosby and Laura Richter are ready to go to work.

plotted the course and made a number of copies of the charts so that each judge would have one. We also listed the coordinates and named the turning points, as well as including the mystery checkpoints for the judges on a separate sheet.

Very early Saturday morning, the 99s assembled at the airport, some driving, and even a group of 99s from the Austin Chapter came to observe and help if needed. Those who flew in had to spiral down through a hole in the clouds. (Wouldn't you know the radar was down at International!) But, as preparations were underway, the clouds broke up and lifted, turning out to be a beautiful day.

What wasn't so beautiful was a lack of regional winners! We had some local pilots who were going to fly, but that early IFR scared them all away.

We had millions of miles of eight-inch-wide high-visibility orange material we used to mark the spot landing runway. We had to nail it down to the runway (it wasn't concrete, of course) so that it wouldn't blow. Three 100-foot strips takes a lot of nailing, and we did try to assure that they were perfectly perpendicular to the center stripe. Chairman Geils Hegranes was a lifesaver with her long chalk marking cord and 100-foot tape measure. Bryant Hutchinson, Dallas Redbird Chapter, brought her distance markers so that we could easily tell exactly where the planes touched down. These markers are much like those metal stakes realtors use. Did you every try driving them into cement-like soil that hadn't been rained on in over a month? We curled a few edges until we drove a few stake holes for a starter.

While waiting for the contestants to arrive and sign in with Registrar Ruth Nichols, Emily Paterson sold quite a few bits of

USPFT memorabilia — all funds to support the flight team. When everyone was ready, out to the flight line we went with judges on downwind, crosswind, approach and all along the landing line of the runway. Each pilot had a trial landing, power-on and power-off, and they knew about jockeying the throttle and misuse of flaps. Then they each had two judged landings for the power-on and power-off. We were so anxious for them to do well that we were all helping them with modified body language.

At the end of the contest, all the judges' scoresheets were assembled and tallied, with double judges on each sheet to assure accuracy. Leading the contestants at this point was Gary Hunter, Houston, who had that day rented a Cessna 152 from the local FBO. Second was Howard Hooks, husband of our Mary Ann Hooks.

We were fortunate to have two student fighter pilots from the Air Force, who came from Sheppard AFB to help judge. Lieutenant Mike Cosby gave the preflight weather briefing, as well as all the instructions necessary for contestants to plot their courses. After lunch, Lieutenant Cosby, Lieutenant Paul McIntosh and Margaret Cosby, check pilots, were assigned their contestants — and off they went.

It was horribly bumpy with all that reflective heat, but no one got lost and the winning pilot, Gary Hunter, came back only a minute off his flight plan.

To present a USPFT contest takes a real team effort, and our team was right on hand to help in any way possible — before, during and after. Unfortunately, although we have many military aero clubs in the area, we do not have a large group of competitive pilots eager to participate. It is a lot of work, a lot of fun and rewarding in the knowledge that we did all we could to present a good contest.

Astronaut/99 Sally Ride was the unexpected guest and banquet speaker at the July 27-29 meeting of the International 99s in Atchison, Kansas this year.

Dr. Ride was a last-minute replacement for her husband, astronaut Steve Hawley, whose space shuttle flight in June was scrubbed with four seconds to liftoff.

Her outgoing personality, wry wit and unassuming manner made her an instant favorite with all who met her. She arrived in town Saturday afternoon, briefly paid a visit to the beautiful bronze Amelia Earhart statue on the downtown mall, then was taken to the International Forest of Friendship.

Ride was able to view with her own eyes the tablet bearing her name, which is embedded near the Moon Tree with others in the space program, the winding paths and the fast-growing trees representing all the states and many foreign countries.

That night, Ride was the speaker at the banquet. She presented a film made by NASA during her first shuttle flight aboard the *Challenger* with comments that brought smiles and outright laughs from a packed dining room at Benedictine College.

"It gives you plenty of time to think about what's going to happen," Ride said of the two-hour strapdown before launch. And when the thrust of the rockets begins, Ride said, "you're absolutely certain you're going somewhere."

She believes everyone should experience weightlessness "because it's so much fun," and she is looking forward to an October launch for her second flight, which will include her work with the robot arm in deploying a satellite that will study such things as the greenhouse effect on Planet Earth. Ride said the trip also will include a second woman in space — Kathy Armstrong, who will be the first woman to walk in space.

In her earlier news conference, held at the Forest, Ride said the space program is something the public wants and supports, and that efforts should be made to communicate this desire to the government.

At the annual Forest dedication early Saturday morning, July weather in Kansas handed a super bonus to the visitors and to a large crowd of residents, offering cool breezes and moderate temperatures. A cloudless sky was perfect for the colorful activities.

Opening the program was a children's demonstration of the Irvin Skydiving Team from Canada, who showed the youngsters how to pack a parachute. Clown Cleo Thomann followed with a laugh-packed routine, and Paul Mabry, head of the Music Department of Benedictine College, led the way into the program with his rendition of the national anthem.

The Irvin Skydivers, four men and a two-woman ground crew, thrilled the onlookers with their leaps from 8,000 feet over the Forest, their colorful canopies brilliant in the morning sun. Their landings were precise,

including the leader, John Simis, who brought down with him the Black Moon flag, which he carried to its proper niche beside the Moon Tree.

Boy and Girl Scouts were present to perform the intricate wending along the paths bearing the flags of all the states and foreign countries represented in the Forest by trees. In this year of the Summer Games, they were led by Tesea Buttron, a young Atchison girl, carrying an Olympic torch.

After brief talks by Co-Chairman Joe Carrigan, Mayor Norm Ellis, Postmaster John Smith and George Harper, former mayor, Co-Chairman Fay Gillis Wells presented the 25 new honorees in Memory Lane for dedication. Among those honored and present were Ed Heinemann, one of the greatest plane designers in the world; Dorothy Swartzlander-Barker, Ida Van Smith, Sheldon Stafford, Nema Masonhall and Australian Glenda Philpott.

Also dedicated was an archway over the road leading through the Forest, designating it as Allingham Drive in memory of the late Paul and Winney Allingham, former publishers of the *Atchison Daily Globe* and strong supporters of the Forest since its

inception. The Allinghams, who died within two days of each other last January, owned the home that is the birthplace of Amelia Earhart, which they opened to 99s in previous years. Marilyn Copeland, then 99s International President, spoke at both the Forest and the banquet, sounding a call to 99s and the City of Atchison to get together and do something about preserving the home as a tourist attraction. The home apparently will be put up for bids.

Both Ride and Heineman, who spoke briefly at the banquet, earned standing ovations from the appreciative crowd.

Also showing a film and speaking on his work was John Simis, who won applause and approval for his informative talk and engaging personality. He was presented with a certificate honoring his 2,000th jump during the festivities.

This year's Forest of Friendship was one of the most outstanding meetings held in Atchison. Dr. Ride's visit will certainly be remembered a long time by both 99s and local residents.

Wells was already thinking to next year and passes along the word that the gathering in 1985 will be July 19-21. Be there.

Forest of Friendship Ceremonies Impressive



A hilltop in the Forest is the site for annual ceremonies (above). Scouts carry flags from all the states and countries represented in the Forest during opening ceremonies (left).



by Mickey Parman
Atchison Daily Globe News Editor



Two Board Members To Be Elected During Annual Convention

**Deadline for Application:
March 15, 1985**

Now is the time to submit nominations for two International Board Members to be elected by the delegates to the Annual Convention. Terms for Marie Christensen and Pat Roberts will expire in 1985.

In keeping with our new nominating procedures, Form #N-85-1, "Intent to Seek Election," appears with this article. We strongly urge qualified members to seek office. This is your only opportunity to let your intentions be known. Please carefully check Article X, Section 1 in your roster for qualifications for this office. Then follow these steps:

1. Complete Form #N-85-1, "Intent to Seek Election."
2. Make six photocopies (keep one for your files).
3. Send the original plus four copies to me at the address below.
4. Also send me a background resume (see note below).
5. Send one copy of the form to 99 Headquarters.
6. Send to 99 Headquarters one recent black and white photo (passport type) with a copy of the "Intent to Seek Election" form.

When Headquarters confirms to the Nominating Committee that you are eligible to run, your name, photo and brief resume will appear on the list of candidates in the May issue of *The 99 NEWS*. Please note that each candidate is to compile her own background, *not to exceed 100 words*, as she wishes it to appear in *The 99 NEWS*, using a narrative format. Send one copy to me along with Form #N-85-1. Also, please note that endorsement verification by the candidate's own chapter chairman or that of two other chapters in the candidate's own section is required on Form #N-85-1.

Don't delay! The deadline for filing Form #N-85-1 is March 15, 1985.

By publishing the names and resumes of all those qualifying and desiring to run for election to the International Board of Directors, members are given a voice in the election through each chapter's delegates to the Convention. Chapters can read, discuss and instruct their delegates for which candidates to vote.

We hope you will take an active part in this election either by seeking election yourself (if qualified) or by urging members to file this form.

**Thelma Cull, Chairman
International Nominating Committee
4433 Kenneth Ave., Fair Oaks CA 95628
(916) 967-1642 (home)**

"Intent To Seek Election" Office Sought: International Board of Directors

Name _____ Phone No. _____

Address _____

Chapter _____ Section _____

99 Member Since _____ Classification _____

Date and Class of Last Medical _____

Date of Last Biennial Flight Review _____

Ratings _____

Total Hours _____ Last Two Years _____

Service to Ninety-Nines, Chapter Level:
Committees: _____

Offices: _____

Service to Ninety-Nines, Section Level:
Committees: _____

Offices: _____

Service to Ninety-Nines, International Level:
Committees: _____

Offices: _____

No. of International Conventions Attended _____ Sectionals _____

Special Aviation-Related Awards: _____

Membership in Aviation-Oriented Organizations and Offices Held: _____

Specific Training and/or Experience Related to Office Sought: _____

Occupation _____

Endorsement by own chapter or two other chapters from own section: _____

Chairman Signature: _____

Chairman Signature: _____

I desire to be considered for nomination to the International Board of Directors. This notice constitutes authority to so advise all Ninety-Nine chapters and sections. I understand I must meet all eligibility requirements at the time of my election.

Date _____ Candidate Signature: _____

**Send Original Plus Four Copies to: Thelma Cull,
International Nominating Committee, 4433 Kenneth Ave., Fair Oaks CA 95628
Attach 100-word resume to all copies.**

**Send one photocopy to Headquarters with one recent black and white photograph.
(Attach additional sheets as needed.)**

Form #N-85-1

DEADLINE: March 15, 1985

99 Potpourri

The Greater Winnipeg Chapter of The Ninety-Nines, Inc. awarded its annual Flying Scholarship of \$400 to Jocelyn Meadows of Winnipeg, Manitoba.

Jocelyn obtained her private pilot license at the Winnipeg Flying Club in the spring of 1983, and that September she was the only woman accepted in the aviation program at Mt. Royal College in Calgary, Alberta.

Jocelyn will use her scholarship toward the payment of her second year at Mt. Royal



College, where she hopes to graduate with a commercial pilot license and a multiengine instrument rating, together with a diploma in science and aeronautics.

The presentation of the award was made at ceremonies following the Annual Poker Derby May 26 at the Winnipeg Flying Club.

British 99 Sheila Scott is the new president of the European Women Pilots Association. Immediate past president is the well-known Italian airline pilot, Fiorenza de Bernardi, daughter of the late ace, Mario de Bernardi. New secretary general is airline captain Delphine Grey Fiske.

The Federation des Pilotes Europeenes was founded in Paris in 1979 by lawyer-pilot Marie-Josephe de Beauregard, and mem-



bers now range from Finland, throughout Europe and the United Kingdom, to Yugoslavia, Poland and Romania.

Part of the organization's aim is to preserve the history of women pilots in Europe, a task which has been greatly neglected in comparison to other parts of the world.

New International Officers Chosen

International officers for 1984-86 include President Hazel Jones, Vice President Barbara Sestito, Secretary Jean Davis and Treasurer Judy Hall.

Board members include Marie Christensen and Pat Roberts, whose terms will expire in 1985; Marilyn Copeland, immediate Past President; and Chanda Sawant Budhabhatti and Harriet Fuller, who were elected at International Convention in Alaska.



New Jersey Director of Aeronautics Arlene Butler Feldman receives an award from the Federal Aviation Administration in recognition of her outstanding contributions to the development of airports in the United States. Making the presentation is FAA Director of Special Programs Don Clausen. Looking on are Governor Thomas H. Kean and Assistant Commissioner James A. Crawford. Director since June 1, 1982, Feldman is a Garden State Chapter 99.

What recall?

If you recently experienced an exhaust valve recall, you weren't using genuine Avco Lycoming parts.

Genuine Avco Lycoming exhaust valves were not recalled. Other exhaust valves for our engines were.

Avco Lycoming customers kept on flying because Avco Lycoming has the know-how to assure safety.

After learning of a possible valve defect, Avco Lycoming ran a series of comprehensive tests that were even more rigorous than those required to certify a new engine model. Our evaluation of the loads, stresses, and fatigue tolerances required experience, expertise, and highly sophisticated equipment.

Our tests showed genuine Avco Lycoming valves to be safe. The FAA reviewed and confirmed our conclusions.

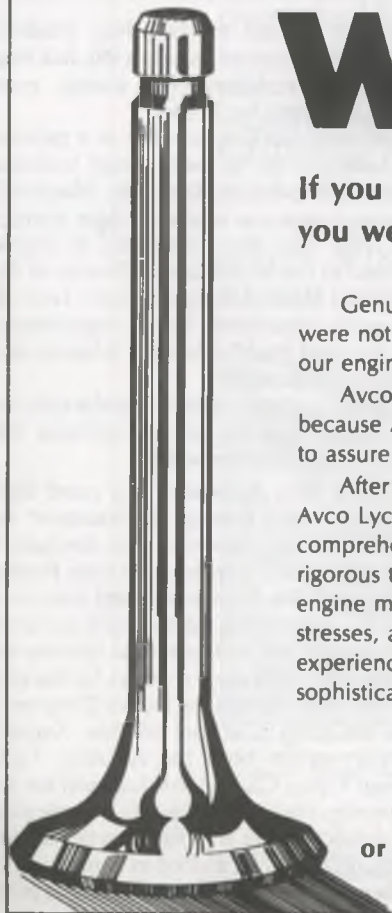
There is no recall of genuine Avco Lycoming exhaust valves.

Avco Lycoming designs, certifies, and builds over half the world's engines for general aviation aircraft. Each part is manufactured to Avco Lycoming drawings and specifications, and must pass Avco Lycoming's quality control standards. We stand behind every one.

You may be able to buy a cheaper part. Don't assume you're getting a better buy.

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AVCO LYCOMING ENGINE GROUP



1984 AE Scholarship Winners

by Jean H. Pearson

Twelve Amelia Earhart Memorial Scholarships were awarded at the 1984 International Convention, setting a new record for AE Career Scholarships given in one year.

In addition to the AE Career Scholarships, an AE Research Scholar Grant was awarded, plus five American Flyers/ATE certificates of credit for \$1,000 of flight or ground training.

One of the AE Career Scholarships will be used by the recipient to obtain an airframe and powerplant mechanic certificate. The other 11 will be used for advanced flight training.

Money for the scholarships and research grants comes from contributions of individuals, chapters and sections to the Amelia Earhart Memorial Scholarship Fund, plus interest on invested capital in the AE Scholarship Fund. One of the scholarships was made possible through a special account within the fund — the Jane Zieber Kelley Memorial Account of the Aeons.

The 1984 AE Career Scholarship winners are Martha Jane Bailey, Lubbock, Texas; Suzanne Fay Batz, Kansas City, Missouri; Dorothy Kathleen Dickerhoof, Chanute, Kansas; Georgina Belle Harris, Sherwood Park, Alberta, Canada; Loretta Ann Haskell, Hyattsville, Maryland; Karen Ann Johnson, Crown Point, Indiana; Rosemary Schuster Jones, Merritt Island, Florida; Evelyn Kropp, Norwich, Connecticut; Teresa Ann Ludtke, St. Paul, Minnesota; Susan DeEtta Maule, San Diego, California; Constance Ann McConnell, Tiffin, Ohio; and Lawanna Steele, Lawrence, Kansas.

Gayle Vail, White Bear Lake, Minnesota, was given the AE Research Scholar Grant.

Winners of the American Flyers/ATE certificates of credit were Jane Ellen Ferrell, San Leandro, California; Susan Ficek, Des Plaines, Illinois; Janet L. Mason, Pattonsburg, Missouri; Ellen L. O'Hara, Oak Brook, Illinois; and Jeanie A. Pool, Camarillo, California.

Janie Bailey, a commercial pilot with an instrument rating, will use her scholarship to complete her certified flight instructor training. Since her beginning in private aviation through a \$10 introductory flight, Janie's main goal has been to share her flying skill through teaching.

Janie, a housewife and mother of two small children, has said that flying has added a dimension to her life that has been a great confidence builder.

Janie currently is chairman of her local 99 chapter, FAA safety counselor and part-time employee at Sky Breeze Aviation Flight School, Lubbock, Texas. Her ultimate aviation goal is to become a corporate pilot.

Suzanne Batz began her aviation career in 1976 at Central Missouri State University. Even though she had never been inside an aircraft, she always dreamed of becoming a pilot. While a student in aviation technology, she received her private, commercial, instrument and CFI ratings, graduating with a Bachelor of Science degree in 1980.

Suzanne began flight instructing for CMSU and soon added a multiengine rating. In 1982, Suzanne and her husband, Tim, moved to Detroit, Michigan, where she continued to instruct and teach private ground school classes. Upon completing a CFII, members of her Greater Detroit Area Chapter encouraged her to apply for an Amelia Earhart Scholarship for her next goal — a multiengine instructor rating.

Currently, Suzanne is in Kansas City, Missouri, working for the Kansas City Aviation Center as an instructor and charter pilot. Eventually she would like to work in aviation education at the college level.

Dorothy Dickerhoof, who holds a commercial pilot license with multiengine and instrument ratings and advanced and instrument ground instructor certificates, will use her scholarship for a CFI rating.

She says: "As a child, I knew I wanted to fly and had my first ride as a Civil Air Patrol cadet in a Beech 18." A former TWA hostess, Dorothy has been flying charter since receiving her commercial license in 1974 and has taught ground school at a nearby community college.

Dorothy is currently assistant chief pilot, charter pilot and bookkeeper for Armstrong Aviation, for whom she will instruct.

Her ultimate aviation goal is to be an instrument flight instructor and obtain her airline transport pilot certificate.

G.B. "Jo" Harris holds a senior commercial license, Class II instructor rating and multiengine rating. She will use her scholarship to obtain a Class I instrument rating and an airline transport license. Jo is employed as a flight instructor for the Edmonton Flying Club. She has been active in the Ninety-Nines since she started flying in 1976, is a past chairman of the Alberta Chapter and is currently governor of the Western Canadian Section.

She says: "I am enjoying a many-faceted life. My husband and I have raised four children, and I have had the opportunity to work in several different career areas — nursing, director of youth camps, program coordinator for an aquatic centre and traveling as field supervisor for Red Cross Water Safety in Alberta and the Northwest Territories. Eight years ago, I discovered flying, and it has expanded my horizons both literally and figuratively. Flying has made it possible to travel to places which were otherwise inaccessible, to meet people who enjoy the personal satisfaction of flying themselves wherever they want to go — perhaps the true pioneers of our day. Working with my students, I am often reminded that I am learning with them, and therein lies the adventure. Thank you for helping me to continue my journey!"

Loretta Haskell, a commercial pilot with multiengine instrument and certified flight instructor ratings, will use her scholarship to obtain her instrument flight instructor rating.

Loretta (whose mother, May Haskell, Lake Tahoe Chapter, is also a 99), has long participated in Ninety-Nine events, even before obtaining her license.

Currently working full-time as a personnel assistant for an automated business system company in Riverdale, Maryland, Loretta does some freelance flight instruction. Her free time, however, is mainly devoted to the Mid-Atlantic Chapter of the American Medical Support Flight Team, a non-profit, charitable flying organization. She founded the Mid-Atlantic Chapter and serves as its president.

Loretta's ultimate aviation goal is to fly for the Forest Service and to continue her philanthropic aviation work.

Karen Ann Johnson is a rated flight engineer in the Boeing 727 transport aircraft, and has received her bachelor's degree in aviation technology from Purdue University. She is an instrument instructor with her multiengine rating, and is currently working on her airframe and powerplant certificates. A 99 since she was 16, Karen is still active in the Indiana Dunes Chapter.

While going to school full-time, Karen is instructing for both the Aviation Technology Flying Club at Purdue, and for the university itself. Her interests include playing classical piano and donating her time as a volunteer at a local drop-in center.

Her aviation goal is to be an airline pilot.



Thon Griffith, chairman of the AE Scholarship Committee, opens the ceremonies at the luncheon during Convention.

cont'd. on p. 14

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Whether you choose to save thousands in interest, or get thousands in rebates, you've got to come out ahead with Cessna's new finance/rebate program.

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If you choose the 0% interest plan offered by Cessna Finance Corporation, every cent of your first six months' payments goes toward the principal. Six months of pure equity, totally free of interest charges. And the interest for those six months will not be deferred or tacked onto future payments.

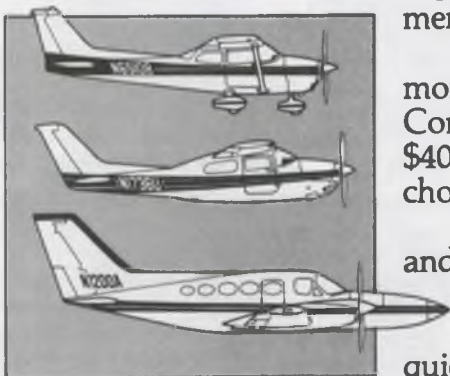
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Or call us toll-free at 1-800-423-7762 for more details. But move quickly; we can only offer rebates and interest rates like these for a limited time.



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These offers available only on selected new Cessnas 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 Scholarship Winners

cont'd. from p. 12

AE Research Scholar Grant winner Gayle Vail accepts her award from outgoing President Marilyn Copeland.



Martha Jane Bailey



Suzanne Fay Batz



Dorothy K. Dickerhoof



Georgina Belle Harris



Loretta Ann Haskell



Karen Ann Johnson



Rosemary Schuster Jones



Evelyn Kropp



Teresa Ann Ludtke



Susan DeEtta Maule



Constance A. McConnell



Lawanna Steele



Jane Ellen Ferrell



Susan Ficek



Janet L. Mason



Ellen L. O'Hara



Jeanie A. Pool

Rosemary Jones' interest in aviation began when she became a safety pilot for her husband. While teaching school and raising five children, she earned her private pilot rating. With 217 hours in her logbook, she applied for the AE Scholarship to assist her in earning her instrument rating.

The Florida Spaceport Chapter has seen Rosemary as an active member for three years. She has served as recording secretary for two years, but her main interest leans toward teaching aviation to young people — especially through Girl Scouts and the 99 aerospace education activities.

Rosemary has a B.S. degree in science, a master's degree in home economics education and 10 years of teaching experience.

Rosemary's ultimate goal is to become a flight instructor so she can be more actively involved in helping young people have flying experience and seek opportunities in aviation.

Evelyn Kropp holds an airline transport pilot certificate (single and multiengine), a flight instructor and instrument flight instructor certificate (single engine) and all the ground instructor ratings.

She will use her AE Scholarship to obtain a multiengine flight instructor certificate.

Currently employed as flight instructor and charter pilot, she hopes that with the added rating she will become fully qualified to fill a position as an FAA examiner.

Evelyn joined the Ninety-Nines in 1968 and, since 1970, has chaired almost all chapter and section committees and held key offices on both levels. She was governor of the New England Section when it hosted the 1981 Convention in Boston.

Teresa "Terry" Ludtke, a single and multiengine land commercial pilot, who holds instrument and flight instructor ratings for single and multiengine aircraft, will use her award to obtain an instrument flight instructor certificate.

Terry recently completed her baccalaureate degree with a major in business from Metropolitan State University. She has attended college classes while being employed full-time in the management of a trucking company and acquiring her certificates and ratings.

She is vice chairman of the Minnesota Chapter and has built much time flying lifeguard trips for the American Red Cross.

Terry hopes to be a corporate pilot.

Susan Maule, who holds a commercial license (with single engine sea, single and multiengine land and instrument ratings) is a certified airplane and instrument flight instructor with both advanced and instrument ground instructor ratings. She will use her AE Scholarship for her airline transport rating.

Susan's involvement in aviation has been lifelong. Her grandfather is the designer and manufacturer of Maule aircraft. On her 16th birthday, her CFI father soloed her in 12

airplanes. She has participated in three Air Race Classics and one Pacific Air Race, placing ninth in the 1982 ARC. Currently, Susan is a flight instructor and banner pilot for Airborne Corporation in San Diego.

Her ultimate aviation goal is to fly for a major airline.

Constance Ann McConnell holds a commercial license with an instrument rating and flight instructor certificate. She will use her scholarship to obtain her multi-engine rating.

Currently secretary of the All-Ohio Chapter and vice chairman elect, Connie is also active as a board member for the Buckeye Air Rally. She is a flight instructor at the Seneca County Airport, and also teaches five-year-old, developmentally handicapped children.

Connie would like to do charter work along with her flight instructing.

Lonnie Steele, a commercial and multi-engine pilot with instrument flight instructor ratings, will use the award to obtain her multiengine instructor rating.

She holds a master's degree and teaches at the junior high school level while also working as a flight instructor in Kansas City and Lawrence, Kansas. Lonnie continues to teach the private pilot ground school course which she developed seven years ago for the public schools.

An FAA accident prevention counselor, Lonnie is also an FAA written test designated examiner. She recently served as technical advisor for the production of "Daughters of Heaven," a play about women in aviation, for the University of Kansas.

Lonnie's ultimate goal in aviation is to own and operate her own flight school.

Jane Ferrell, who received her private pilot license in July 1983, has accumulated 130 hours of flying time. She plans to use her American Flyers/ATE career award for training to get her instrument rating.

Ferrell is a features reporter for the *San Francisco Examiner*, San Francisco, California. She writes as often as she can about flying and is working on a feature story about a California air courier pilot. Ferrell wrote a story about the Cameron Park 99s that appeared in the April issue of *American Way*, the in-flight magazine for American Airlines.

She and her husband, Ray, own a Cessna 150 and are looking for a 172. They are avid skydivers.

Susan Ficek, who holds a private pilot license, will use her American Flyers/ATE career award to complete her training for an instrument rating.

For the past three summers, she has been employed at Holiday Airways, Inc., a fixed base operator at Schaumburg Airpark. Her goal, as well as her husband's, is to own and operate an airport.

For the past year and a half, Susan has been a member of the Chicago Area Chapter and is the current insurance chairman. She will be moving to the Sacramento area, where her husband, who is a lieutenant in the Air Force, is stationed.

Susan has a B.S. degree in math computer science with a minor in physical education from Loyola U. of Chicago.

Janet Mason is a member of the Greater Kansas City Chapter and holds a private license and advanced ground instructor rating.

In addition to undergraduate degrees from the University of Missouri at Columbia (UMC), her graduate work is in business administration at UMC and aviation safety at Central Missouri State University in Warrensburg.

Currently, Janet is working part-time at LePage Aviation, Lee's Summit, Missouri, and will use the American Flyers/ATE career award for instrument flight training.

Ellen O'Hara, a commercial pilot with an instrument rating and basic ground instructor rating, will use her American Flyers/ATE award for training to obtain a flight instructor certificate.

Currently a teacher of business law, consumer economics and aviation at Glenbard East High School in Lombard, Illinois, Ellen hopes to be able to teach her students in the air as well as in the classroom.

Jeanie Pool began flying a year and a half ago and is currently working on her instrument rating.

She joined the Santa Paula Chapter of the Ninety-Nines for support and aviation education in February 1983, and is currently serving as its membership chairman.

She holds a bachelor's degree in music theory and is employed as a rehabilitation therapist at the Camarillo State Hospital.

Jeanie's ultimate career goal in aviation is to fly commercially for a department of mental health, transporting mentally ill and developmentally disabled clients. She will use the American Flyers/ATE career award for training to acquire a commercial certificate.

Gayle J. Vail received an AE Research Scholar Grant to correlate pilot error with social-psychological factors research.

A member of the Ninety-Nines since 1972, Gayle has logged 5,700 pilot-in-command hours, most of them as an instructor and charter pilot. She received her airline transport certificate in 1978.

Though she raised seven children and seven foster children, Gayle still found time to earn degrees in sociology and psychology from the University of Minnesota.

Gayle, who has served as Minnesota Chapter chairman and National Intercollegiate Flying Association meet chairman, has spent many weekends serving at NIFA meets.

FACT SHEET

Pertaining to the Applications for Amelia Earhart Career Scholarship and Research Scholar Grant

Any Ninety-Nine wishing to apply for a scholarship is invited to thoroughly read this page and the section in The Ninety-Nines Membership Directory on "How to Apply for Scholarships and Grants." The criteria for an applicant includes the following:

- has been a member of The Ninety-Nines, Inc for the 24 consecutive months immediately prior to December 15 of this year;
- holds a current medical certificate;
- has a current BFR (Biennial Flight Review) for USA only;
- has a minimum of 150 hours of total pilot time (does not apply to Research Scholar applicants);
- has financial need of the award;
- has a letter of recommendation signed by the chapter scholarship chairman (or the chapter chairman);
- has a letter of recommendation from an individual who is not a Ninety-Nine; and
- agrees to complete the course and/or training by December 31, 1986.

THIS APPLICATION CONSISTS OF the original and five exact copies (six total) of:

1. **Application Form** (which includes experience record);
2. **Eligibility Form** (only the original need be notarized in the place provided);
3. **Letter of Recommendation from the chapter scholarship chairman** (or chapter chairman);
4. **Letter of Recommendation from an individual who is not a Ninety-Nine**; and
5. **A head-and-shoulders, black and white, clear, glossy photo of the applicant** (2½" x 2½") taken within the past two years must be attached to each copy of the application in the space provided in the upper right-hand corner.

NOTE: Omit use of binders and covers of all types.

Any item not completed on the Application Form may result in disqualification.

Original and five exact copies (six total) of all material furnished must be submitted to chapter AE chairman by **DECEMBER 15**.

EACH CHAPTER IS ALLOWED ONE APPLICANT FOR EVERY 30 MEMBERS OR MAJOR PORTION THEREOF. Regardless of size, each chapter is allowed at least one applicant. The Scholarship Chairman may select a committee to assist her in screening applicants. This will be composed of two or three Ninety-Nines or other members of the local aviation community who would have a non-biased interest in furthering aviation. Chapter chairmen may serve as scholarship chairmen.

THE CHAPTER SCHOLARSHIP CHAIRMAN (with her committee if one is needed) will screen only Career Scholarship applications (see last paragraph for Research Scholar applications). The chapter scholarship chairman mails her chapter quota (or less) of the applications to the section scholarship chairman, postmarked no later than **JANUARY 15**. Use of the following criteria will help in making chapter selection(s) for forwarding to the section:

- Does she need the award financially?
- Is the requested amount of funding appropriate (rental and instructor rates in your area plus time)?
- Are the applications and supporting materials (original plus five copies) complete in every respect?
- How realistic is her goal?
- What has the applicant already accomplished?
- Is she an active participating Ninety-Nine?
- Was she chosen by general accord of the chapter?

A SECTION MEMBER (not affiliated with a chapter) may request a letter of recommendation from the section governor and submit her application as directed above to the section scholarship chairman no later than **JANUARY 15**.

THE SECTION SCHOLARSHIP CHAIRMAN will select a committee (similar to that described for the local chapter) and screen the applications submitted by the chapters, using the criteria listed above. Each section may submit one application for each 200 members of the section or a major fraction thereof to the Vice-Chairman of the AEMSF to be postmarked no later than **FEBRUARY 15**. The section scholarship chairman will notify all chapter scholarship chairmen of the status of their applications by **FEBRUARY 28**. All sections, regardless of size, may submit at least one application.

RESEARCH SCHOLAR GRANT APPLICATIONS shall be submitted to the AEMSF Trustees after simply verifying data on the Application Form and the lower portion of the Eligibility Form. No other screening is necessary.



The Light Street Pavilion, the Constellation, the World Trade Center and the National Aquarium, as seen from the top of the Hyatt, 99 Convention Headquarters.

The Maryland Science Center, which also houses Davis Planetarium, is an Inner Harbor attraction for young and old alike.



The Inner Harbor — Baltimore's Renaissance

by Marilyn DonCarlos

Stand at the top of the Hyatt Regency, where 99s will gather next July, and view Baltimore's Inner Harbor. Less than 30 years ago, it was grimy and seedy, not the sort of place you'd want to visit. An enthusiastic and ambitious group of civic leaders have changed all that. Today the Inner Harbor is a rejuvenated area of promenades, shops, restaurants, a science center and planetarium, a national aquarium and much, much more. All of this is within an easy stroll of the Hyatt. Pedestrian traffic is aided by overhead walkways and bridges, so you can tour the place without ever meeting a car.

Begin at Harborplace, two glass-enclosed pavilions which house 140 restaurants and shops. These pavilions capture the essence of Baltimore's neighborhood markets. Light Street Pavilion is almost exclusively devoted to food in all forms. Food stalls sell fresh pasta, meats, oysters and clams from nearby Chesapeake Bay, local sausages, cheese bread, bagels, "pizza quiche" and marvelous desserts. If you'd rather sit and leisurely watch the harbor activities while you dine, there are more than a dozen restaurants to accommodate you. Whether you fancy seafood, Chinese, Greek, Italian or just good American fare, Light Street Pavilion has it.

Thus fortified, check out Pratt Street Pavilion, a few steps away. This pavilion has shops that sell gourmet kitchenware, books, clothes, sporting goods and crafts. If you have managed to resist the edible delights of Light Street Pavilion, there are

additional restaurants here to tempt you.

Your next stop might be the fabulous National Aquarium. The aquarium has been open only a few years, and it's been a popular attraction since the day it opened. The seven-story structure has a doughnut-shaped tank (you stand in the center!) that holds 335,000 gallons of water and has viewing windows 13 feet high. Another tank, holding 200,000 gallons, houses sharks and other ocean predators. At the top of the aquarium is a glass-covered trapezoidal roof that encloses a tropical rain forest, complete with wildlife. Altogether, there are over 8,000 specimens of 600 different mammals, fish, birds and reptiles housed in the aquarium.

You could spend hours in the aquarium, but there's much more to see, so wander over to the USS Torsk, a World War II submarine. She holds the distinction of firing the last torpedo and sinking the last Japanese combat ship in that war. Her career didn't end in the Pacific, though. Later she was assigned to the Submarine School in New London, Connecticut, and served in the Mediterranean and the Caribbean. The Torsk was given to the State of Maryland and has berthed in Baltimore since 1972. Explore the confines of the Torsk with your family, and be grateful for the freedom of the skies that we 99s enjoy.

Backtracking a bit, stop at the World Trade Center, a pentagonal building designed by I.M. Pei. From the 27th floor visitors' center, you'll have an unparalleled view of the city. Interesting exhibits highlight

cultural and economic development.

The US frigate, *Constellation*, the first commissioned ship of the US Navy and the oldest American warship continuously afloat, lies next to the Trade Center. Launched from Baltimore in 1797, this three-masted sailing ship was used against pirates in Tripoli in 1802, the British in 1812 and in the Civil War. She never lost a battle. The *Constellation* served as a flagship of the Atlantic fleet in World War II, the only sailing ship so honored. Now it is being restored, but you and your family can stroll its decks and go below to view the living quarters and battle stations.

Across the Inner Harbor from the *Constellation* is the Maryland Science Center and Davis Planetarium. You'll want to take your children here to see the hands-on display and films about science. Exhibits on geology, energy, computers and the Chesapeake Bay will keep them (and you) entertained for hours. The planetarium, which is in the Science Center, uses 350 projectors to create interplanetary space voyages in shows during the day.

Before returning to the Hyatt, walk up Federal Hill, a grassy park near the Science Center, to enjoy a panoramic view of the harbor and port area. It was here that a celebration took place after Maryland ratified the U.S. "Federal" Constitution in 1788. What you'll see is a waterfront area that offers good food, shopping, history and science — all within walking distance of 99 Convention Headquarters. It's Baltimore and it's exciting. See you next July!



Inside the Opening Ceremonies of the XXIII Olympiad

by Gwen "Grey Eagle" Haynes

What do the Games of the XXIII Olympiad at Los Angeles have to do with a 99 and flying? Well, nothing at all to do with flying — yet (maybe it will be in the competition some day) — but this 99 was involved in some small way with the activities.

Though you know me as a fellow pilot, with a flying "companion" called Rupert Bear, who has written articles for *The 99 NEWS*. (He prefers "companion" to "mas-cot" now that Tig Pennock awarded him his private pilot license.) Perhaps you didn't know that one-third of my life is involved in "show biz." My 49½er, Charle, is a Cherokee Indian, and we perform American Indian dances here and overseas, on stage and TV. We are known as "The Grey Eagles."

In May, Producer David Wolper, Director Tommy Walker and Production and Parade Coordinator Mary Webb of the Los Angeles Olympic Organizing Committee (LAOOC) asked Charle to assemble a group of 30 American Indians in native costume to participate in the International Parade of the July 28 Opening Ceremonies. At the same time, the Village Entertainment Department of the LAOOC asked us to perform for the athletes at three Olympic Villages during the week following Opening Day. Charle chose five other Indian dancers to go with us.

There was no problem finding 30 Native Americans together (Los Angeles has the largest urban population of them), but to be fair and choose representatives from as many tribes as possible was a little harder.

Indians are not just "Indians." They are members of close to 300 different tribes, each with their own language and each very emphatic about their own tribe. There is much rivalry among them. We also had to meet the LAOOC requirements — between the ages of 16 to 50, not overweight or youthful "acting" (never did figure out that last one).

After much ado, some of it quite laughable to us now, it was finally accomplished and rehearsals began.

The International Parade consisted of "ethnics" from many countries who now make southern California their home — 2,000 of us. Indians represented the US. Participants from each country had a "group leader," with Charle heading the US. Mary Webb, who was the parade chief, was a delight to work for (she lost only 18 pounds).

"S.S." Those two letters meant "secrecy" (from the news media) and "security" (from terrorists). Picture 2,000 ethnics having photos taken, being fingerprinted, passing security checks, working at rehearsals and occasionally being fed (and all this was only one part of the Opening Ceremonies). Many times, we had to go to a special parking lot to be bussed in to the Coliseum by shuttle buses. There were long lines for these inside the parking lot (a heartfelt thanks to whoever invented the "rent-a-john"). The buses kept rolling one after the other. "Load 'em up and move 'em out" was their motto. People stared at our buses rolling through the city streets and probably thought we were all going to some huge picnic.

Charle and I spent most of those two months on Pepto Bismol, Maalox and headache pills. Trying to run our dental laboratory during the day and rehearse in the evenings, keeping everyone in our group posted on changes in rehearsal dates, times or even parking lots. We made copies of instructions and maps, mailed them out and often phoned changes to participants. We attended group leader meetings and always worried that someone in the group might miss a rehearsal. (If you did you were out, and one did drop out voluntarily.) The inevitable phone bills inched into three figures each month.

I was learning to use soft contact lenses for the first time, determined to be able to see what was going on without my glasses. (With a live audience of 92,000 and two and a half billion watching on TV, maybe it would have been better *not* to see.) To put the contacts in, I had to hold my eyelids open so wide it pulled my false eyelashes off. If I put my contacts in first, then I couldn't see at the close distance required to put my false eyelashes on straight... "show biz."

By dress rehearsal, all 2,000 of us had learned the words and steps to the song "Reach Out and Touch." Choreographer DeeDee Wood sighed with relief. We stretched around the Coliseum track four times and she had to have assistants posted at intervals to help because not everyone could see her, even though she was up on a ladder.

Of course, by dress rehearsal and Opening Day, the "Weather God" had decreed that the temperature and humidity would be

unbearable, just to aggravate us more. Standing around for 12 hours on each of those days, half of the time in some strange parking lot, in costume, was the hardest. (I had chosen to wear my favorite heavy buckskin dress.) We all had to be there many hours early because of expected traffic.

The months of work and aggravation were forgotten in the joy of the day of the Opening Ceremonies. It was fabulous — 2,000 of us lined up in the tunnel waiting to go into the arena. I can still hear Mary Webb's voice coming over the loudspeakers in the tunnel, "Remember to keep an arm's length from the person in front of you. Okay, okay, this is it. March out. Smile, everyone, this is your moment. You look beautiful. I love you." I walked into the arena with a big smile and tears running down my face (mistaken for perspiration). No one could take that moment from us.

The end was totally spontaneous. We behaved so well and remembered all our lines and steps... then we danced with each other, different countries intermingling. Next we ran out among the athletes and welcomed them in person, danced with them (they loved it) and, for those who had sneaked their cameras in, we posed for pictures with them. I was kissed by so many strange men (I loved it). No one wanted to leave the arena. We hope we made the athletes feel welcome. We certainly were

sincere, and we hope those of you watching were able to feel the spirit among us. It was a free spirit, too. All participants in the Opening Ceremonies volunteered their time.

The thrill of Opening Ceremonies is now over, but the wonderful friendships that developed among the ethnics of all those countries in the International Parade will live on. We all got along so well together. When we came out of the Coliseum arena, the emotions were very strong, and some of us started to cry (again). People were hugging each other and didn't seem to want to lose contact with one another. The German group is trying to arrange for us all to get together for an "Ethnic Picnic." We will all wear our native costumes and dance for each other. Hopefully, it will become a yearly event. Now isn't that what the spirit of the Olympics is all about? International friendship and brotherhood and all those ethnics are what make America great.

The next phase of our Olympic involvement was performing at the Olympic Villages at USC, UCLA and UCSB at Santa Barbara. Security getting in was very tight. The metal bells and certain parts of the beadwork on our costumes really set the metal detectors ringing. Cars were gone over (and under) for bombs. An armed security guard escorted us in but managed to blend into the background when we performed.

The athletes were so friendly and very

interested in American Indians. We always had enough of them on the stage dancing the last dance with us in great excitement. Our show lasted half an hour, but photo sessions afterward took more than an hour. Everyone wanted a picture taken with an Indian. (I thought I would have permanent spots before my eyes.) All we talked to (sometimes through interpreters) felt Americans were friendly and that they were treated very well. Many were avid pin-traders and wanted to trade their collector pins for parts of our costumes. At USC, we were invited to eat with them and can truthfully say they were well-fed. There were even dishes from other countries to choose from, as well as the old standbys of steak and chicken — you could even have both steak and chicken.

The XXIII Olympiad is over, but for us — what memories! Of all the things we have done in our lifetimes, this Olympic involvement has been the highlight (running neck to neck with our first solo flight).

Now it's time to crank up the dear old Navion (it hasn't even seen us since rehearsals began) and taken Rupert Bear flying again. He feels I'm so rusty I need a checkride. He's probably right, yet it gets quite trying at times having a bear with a PPL who knows it all. Fortunately, he knew nothing about our Olympic participation as he'd probably have been at the LAOOC lobbying for an ethnic group for bears.

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The distinctive radar dome shape and size of the E-3A Sentry aircraft dwarf Captain Wendy Hood, one of three women who fly in the elite AWAC division.

Women Pilots in the AWAC Program

by Liz Burdette

"You are never given a dream without the power to make it come true."

This quotation by *Jonathon Livingston Seagull's* author, Richard Bach, is featured on a poster which hangs above Captain Terri Armbruster's desk and serves as her constant inspiration.

Captain Armbruster is one of the three women pilots assigned to the 552nd Airborne Warning and Control Division at Tinker Air Force Base in Oklahoma City.

Like the other two women who fly in the select AWAC division, Captains Wendy Hood and Asima Syed, Armbruster has created her own opportunities and expanded upon them.

While a high school senior in St. Louis, she heard that qualified women would be admitted for the first time to the Air Force Academy the following fall. Deciding that this would be an exciting adventure as well as a valuable learning experience, she wasted no time completing her application and obtaining an appointment.

Subsequently, she became a member in 1980 of the first Academy graduating class to contain women.

"I had never even ridden in a plane," she

laughed, "when I flew to Colorado Springs to enroll." Her flight orientation at the Academy prompted her to pursue further training. "It was a turning point in my life."

After completing KC-135 training at Castle AFB in California, she spent 18 months at Kadena Air Base in Japan where, she said, "Weather seemed to literally 'divert' my way of life." On numerous occasions she was forced to divert to alternate landing fields, and once her plane was struck by lightning.

She trained with men pilots who had far more hours than she, and the amiable, personable girl with a sparkling sense of humor developed her own philosophy to cope with her unique situation.

"When I was 'down,' I would always say, 'Well, I'll get over it.' A friend gave me a ring, which I still wear, with this saying inscribed."

Next to flying, she confesses to being "a sports nut." At the Academy she enjoyed participating in the broad intramural sports program and is proud of the fact that she made the varsity track team her senior year.

All three women jog, play tennis and keep physically fit.

Claiming to have the knack of being at the

right place at the right time, Captain Hood modestly explained becoming the first woman pilot assigned to AWACS. She received her appointment in December 1982 following the March 16 announcement by the Secretary of the Air Force that women would be accepted to AWAC crews.

The other two women pilots in the select division also point to fortunate "breaks" they have had in their careers. However, this enterprising trio, from diverse backgrounds, shares a serious commitment, desire and dedication which have resulted in their achievements.

Receiving her initial stimulus to fly while growing up near Air Force bases around the world, Captain Syed, too, was aggressive and resourceful.

"While my father was anticipating a military career for my two brothers," she said, "they were turned off, and I was turned on."

Since her father was in the AAFES (Army and Air Force Exchange Service) and served as a PX manager, the family moved a great deal, and Syed attended 10 schools in 12 years. Adapting well to constant moves, she thinks she gained from the experience,

which has proven helpful in her present position.

Both Captains Hood and Syed participated in ROTC in college. Captain Hood received a BS degree in pharmacy at the University of Arizona, while Captain Syed finished at Texas Tech in Lubbock, Texas, with a major in mathematics.

She was one of seven women accepted for flight training at Reese AFB in Lubbock. From there she transferred to Castle AFB for KC-135 training. After a tour of duty at Grissom AFB in Indiana, she was accepted for AWAC training, along with Armbruster, in June 1983.

Unlike most women pilots, Captain Hood grew up thinking there was nothing out of the ordinary about women pilots. "My mother, Helen Allbeck, was an active member of the Ninety-Nines Redwood Empire Chapter, and many of her friends shared her interest in flying."

A retired kindergarten teacher, Helen no longer flies, but delights in following her daughter's progress.

Captain Hood, who married her college sweetheart, served as an instructor pilot for three years in T-37s at Mather AFB, California. The flight career of her husband, Captain Tim Hood, has fairly well paralleled hers, as they became the first married couple assigned to AWAC flight crews, although not permitted on the same plane.

Since crews periodically rotate to AWAC bases in Riyadh, Saudi Arabia, and Keflavik, Iceland, sometimes Tim and Wendy don't see each other for several weeks. "Recently," she laughed, "we passed each other on a runway as one of us arrived and the other departed."

She said she has felt no overt discrimination as a woman in her present post. "My philosophy is to treat everybody the way I like to be treated."

The Tinker Field AWAC division commander discourages press interviews with women, who are now assigned to all 13 mission crew positions, because he disapproves of any distinctions being made in their treatment.

"This works better for me," said Captain Hood, "because when I was a flight instructor in California, there was quite a bit of publicity about the women there. Some of the male pilots resented our being singled out for stories. Press attention can be a distraction from our jobs, and we welcome the protection of our privacy."

Captain Hood passed a flight check July 2 which enabled her to be upgraded to her current position of aircraft commander. The three women, all assigned to separate operational squadrons, will be upgraded according to policies designated by their particular squadrons.

They are committed to six years of duty with the Air Force, including three years with AWACS, but anticipate a possible four years. After that? Consideration of extending military careers or flying for commercial airlines are possibilities.

The women point with pride to the progress in their field of operation. Thirty-four E-3 Sentry planes have been delivered to the 552nd AWAC division at Tinker from the prime contractor, Boeing Aerospace Company, Seattle, Washington.

Weighing 336,000 pounds and costing about \$142 million each, the Sentry flies at an operating altitude of 29,000 to 31,000 feet in excess of 500 mph. Radar range varies from "250 miles plus," and in its tactical role, it provides quick surveillance, command, control and communications capability.

The system also provides direction for friendly aircraft against enemy aircraft before they reach their ordinance release points.

Recently underway is the conversion of the E-3A to an improved E-3B model, which brings the older Sentry radar planes up to the same technical capability of the newer ones. Improved versions of the planes have also been produced by Boeing for the North Atlantic Treaty Organization Air Base in Germany, resulting in the same level of sophistication as the US-NATO Standard version. Also, first delivery of five E-3A aircraft to the Royal Saudi Air Force, approved by the US Senate in 1981, is planned for late 1985.

The most striking improvements in the new model give the planes the ability to detect ocean craft, and the upgraded digital system affords a clearer view of tactical or combat situations. It has a jam-resistant voice communication, a more powerful computer, and more radios and situation-display consoles.

As a matter of policy, AWAC flights are shrouded in official secrecy, and the bases from which they operate are seldom announced.

Professional ethics and their individual efforts for growth take top priority in the flight careers of the three women who are making their mark in this elite division of the Air Force. But they admit that to gain credibility in a man's world (the Air Force) is no easy task.

"Our visibility," said Armbruster, "is obvious. Since I was the only woman in my group, my flight commander knew my name the first day of training. I couldn't help noticing that a few weeks later he couldn't remember the name of a male trainee."

They know they have to be as good or better than their male counterparts to succeed. There is no margin for error.

One of their fellow officer pilots described their performance as being "just a cut above."



Captains Armbruster and Syed share flying stories (above) and (left) admire a stainless steel model of the aircraft they both fly.

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ITINERARY

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Depart New York March 6, 1985 aboard AI 108 arriving March 8 in early morning in Bombay after a brief stop in London. Full day for relaxation and registration.

March 8 through 12 - WAE & S Congress.
 All tours start from March 12, 1985.

TOUR A (13 DAY TOUR)

Bombay - Sri Lanka - Madras - Calcutta - Nepal - Varanasi - Khajuraho - Agra - Delhi

Day 1 - Tuesday

COLOMBO - A short flight takes you to Paradise, the resplendent island nation of Sri Lanka. Transfer to Oberoi Lanka Hotel.

Day 2 - Wednesday

KANDY - Full day excursion to Kandy visiting the Paradise Botanical Gardens, the University Campus, Katugastota, and the Temple of the Sacred Tooth Relic of Buddha. Overnight in Oberoi Lanka Hotel.

Day 3 - Thursday

COLOMBO - Today you will visit the Fort, Buddhist and Hindu Temples, the Pettah, Colombo Museum, and the residential area of Mt. Lavinia. Leave Colombo for Madras in the afternoon. Overnight in Taj Coromandel Hotel.

Day 4 - Friday

MADRAS - Full day excursion to Kanchipuram, the golden city which has three great temples of Vishnu and Shiva, and Mahabalipuram, visiting Ramesw.



Overnight. Indian classical dance performance during dinner.

Day 5 - Saturday

MADRAS - City sightseeing, visiting the National Art Gallery, the Museum, St. Mary's Church, the Santhome Cathedral, the Mylapore Temple, Victoria Technical Institute, and Marina Beach, the second largest in the world.

Day 6 - Sunday

CALCUTTA - Late afternoon flight to Calcutta. Overnight at Oberoi Grand Hotel.

Day 7 - Monday

CALCUTTA - A half day sightseeing tour of the city, including a visit to Mother Theresa's home. KATHMANDU - Afternoon flight to the kingdom of Nepal. Overnight at Oberoi Soates Hotel.

Day 8 - Tuesday

PATAN & BHADGAON - A full day bus excursion to these fascinating cities. You will visit the ancient Golden Gate with typical windows, the sky piercing temple of Telegu, the Yodendra Malle statue, Krishna Temple, the Stupa and the Old Palace.

Day 9 - Wednesday

KATHMANDU - Morning city sightseeing, visiting Durbar Square, Hanuman Dhoka, Mahadev and Parvati Temples, Machendra Bhatti, and Temple of the Living Goddess. Early afternoon flight to Varanasi.

Day 10 - Thursday

VARANASI - Pilgrims come from all over India to bathe in the holy waters of the Ganges at Varanasi. The city is considered Holy and has a wealth of temples and holy men. You will visit the Bharat Temple, the Stupa and the Old Palace.

Day 11 - Friday

VARANASI - Early morning boat ride to see the pilgrims bathing to wash away their sins. See the Bathing Ghats and the Cremation Site, a most extraordinary experience. KHAJURHO - Evening flight to the city of Silent Temples. Transfer to Chandela Hotel.

Day 12 - Saturday

KHAJURHO - The temples of Khajuraho represent some of the most exquisite specimens of Hindu architecture and sculpture in medieval India. You will see the beautiful carved figures of the day to day life of the temple builders, the Chandela Kings.

Day 13 - Sunday

AGRA - Fly to Agra, the place from which emanates the beauty and glory of the perfect Taj Mahal. Transfer to Mughal Sheraton Hotel.

Day 14 - Monday

AGRA - Visit the Taj, a gift of love, fresh and astonishing even after hundreds of years. It was built by the Emperor Shahjahan as a mausoleum for his beloved wife Queen Mumtaz. You will also visit the Agra Fort, where Shahjahan was later imprisoned by his own son.

DELHI - With the image of the Taj still fresh in our minds we fly to Delhi in the evening. Transfer to Taj Palace Hotel.

Day 15 - Tuesday

DELHI - Sightseeing of Old and New Delhi visiting the Red Fort built by Shahjahan. Also visit Raj Ghat where Mahatma Gandhi was cremated and Shanti Vana, the cremation place of Jawaharlal Nehru. Drive through Chandni Chowk the busy bazaar of Delhi. Visit Kutub Minar built in 13th Century.

Day 16 - Wednesday

HUMAYUN'S Tomb, the India Gate and the War Memorial. You will also see the Lakshminarayan Temple, and Jamma Masjid, the largest Mosque in India. Overnight in Taj Palace.

Day 17 - Thursday

NEW YORK - Early morning departure from Delhi on AI flight 115. You arrive in New York in the afternoon, full of beautiful memories of this unforgettable experience and vacation.

TOUR B (6 DAY TOUR)

Bombay - Udaipur - Jaipur - Agra - Delhi

Day 1 - Tuesday

Leave Bombay in the early morning for Udaipur. On arrival transfer to Lake Palace Hotel. Before lunch visit Sahelion-Ki-Bari, drive around Falke Sagar Lake City Palace, Jagdish Temple and Gulab Niwas Garden. After lunch take a cruise by boat on the Pichola Lake.

Day 2 - Wednesday

Morning transfer to the airport for your flight to Jaipur. On arrival transfer to Rambhag Palace Hotel. In the afternoon sightseeing of Jaipur, the Pink City, visiting the City Palace with its beautiful gardens, the Palace of the Winds, and Janitar Mantar, an ancient observatory.

Day 3 - Thursday

In the morning a drive to the old city of Amber, perched on a rocky colored ring of granite hills. Ride an elephant to the top of the hill where this fortress city is situated. Of special interest is the Hall of Victory, inlaid with glass and some fine examples of marble inlaid. In the late afternoon depart by coach for Agra, the City of the Taj Mahal. Enroute you will visit Fatehpur Sikri, once capital of the Moghul Emperor Akbar. It contains many interesting structures almost in a state of perfect preservation. Overnight at Mughal Sheraton.

Day 4 - Friday

In the morning visit the immortal Taj Mahal, a symphony in white marble. Also visit the Agra Fort. Depart for Delhi. Overnight in Taj Palace.

Day 5 - Saturday

Sightseeing of Old and New Delhi. OLD DELHI - Visit Red Fort, Chandni Chowk, Jamma Masjid, Raj Ghat and Feroz Shah Kotla.

NEW DELHI - Visit Saldarjung Tomb, Outub Minar, Humayun's Tomb, India Gate, thence proceed Rashtrapati Bhuvan, Parliament House, Connaught Place, to Birla Temple. Overnight.

Day 6 - Sunday

Transfer to airport. Leave Delhi by AI-115 for New York.

TOUR C (4 DAY EXCURSION)

Delhi - Kashmir - Delhi

Day 1

SRINAGAR - Morning flight to the Vale of Kashmir, also known as 'Heaven on Earth'. A unique experience awaits you here - living on houseboats, a tradition for the Kashmiris. Sightseeing of the city visiting also the Mughal Gardens built for the pleasure of Rajas.

Day 2

SRINAGAR - Full day excursion to Gulmarg, a paradise for honeymooners and nature lovers.

Day 3

SRINAGAR - Morning, city sightseeing, visiting Jama Masjid, Shah Hamdan, and drive past Moghul Fort and Hari Parbat.

Day 4

NEW YORK - Early morning departure from Delhi on AI flight 108. You arrive in New York in the afternoon, full of beautiful memories of this unforgettable experience and vacation.

TOUR D (4 DAY EXTENSION)

Bombay - Aurangabad - Bombay

Day 1 - Tuesday

BOMBAY/AURANGABAD - An early morning flight brings us to Aurangabad, our headquarters for visiting the famous Buddhist cave temples of India. After transferring to our hotel, we'll drive to Ellora, where temples of Buddhist, Hindu, and Jain religions are carved into the living mountainside. Here we'll examine the beautiful carvings for which Ellora is so famous.

Day 2 - Wednesday

AJANTA EXCURSION - Today's full day excursion brings us to the cave temples and monasteries world famous for their magnificent wall paintings. All 27 of the caves are Buddhist and contain painted panoramas of life in ancient India, events in the life of Buddha, and other topics of Buddhist interest.

Day 3 - Thursday

AURANGABAD/BOMBAY - After a morning of leisure we return to Bombay where we are free to pursue personal activities in the afternoon. These might include a trip to Elephanta Island, Kanheri.

Buddhist caves, or simply wandering through Crawford Market observing the spirited trading of every imaginable item found in the country.

Day 4 - Friday

Early morning departure for New York.

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I look forward to the pleasure of welcoming you to India.

Happy landings,

Sincerely Yours,

Chanda Budhabhatti

Exec. Chairman, WAE&S.C.

Chapter News, Activities and Projects

AUSTRALIAN SECTION

In the Top End, the wet season is over and 99s are out flying again. With flying costs increasing, ultralight aircraft are becoming more and more popular. Every Sunday, the Minimum Aircraft Association of the Northern Territories meets at Kath Meyer-ing's MKT airstrip, a short way down the track from Darwin. Kath will soon start instructing enthusiasts on the association's Double Drifter XP.

Carol Kitching, our representative on the Regional Airspace Users Advisory Committee for Victoria and Tasmania, reports that airspace for balloons has been a major discussion point at recent meetings. To date, balloons have almost been totally prohibited from controlled airspace. Although there are only about 50 Australians ballooning, the Ballooning Federation feels that they deserve a freer use of airspace.

As part of a Department of Education careers programme for schools, a video, "Women at Work," has been made, featuring women in unusual occupations. Mary O'Brien was filmed at 0100 hours going to work, and at work as a Lear 35 captain, flying the night freight runs from Melbourne to Darwin. It was nice to see Vi McLean home on beautiful Brampton Island for a holiday. Vi was taking some time off from her studies for a doctorate of education in Phoenix, Arizona. She takes back our greetings to all those Phoenix members.

Vice Governor Val Dennis is now flying the grand old Tiger Moth. This tandem seated biplane first flew in 1931. Many of our "oldies" learned to fly in a Tiger Moth when it was the most popular basic trainer. These days it is not so easy to find one. Val recently flew from Archerfield Airport at Brisbane to Gatton to attend the Queensland Chapter meeting of the Australian Aerobatic Club.

Lois Bredhauer has been clocking up a lot of hours in her Cessna 182. Lois and her two Bredhauer sisters-in-law are all pilots with non-flying husbands. We think this is some sort of record. Can any other chapter challenge?

We hear that Lois Wright has moved to Brisbane for a while to study for her commercial at Bob Tait's Aviation Theory School. From Pialba, Lois will continue to complete her instructor rating.

Sylvia Byers, Western Australia, recently spent a week at Shark Bay — a marvelous spot for fishing, feasting and flying — catching up with some of our members in that area.

Barbara Stott and Kathryn Flynn attended the Northern Territory AWP dinner at Darwin's 18th century style Beagle Restaurant. The Beagle, at the Museum of Arts and Sciences overlooking Fannie Bay, is a magnificent setting for a celebration.

Kathryn Flynn recently represented the Women's Advisory Council of the Northern Territory at the Australian and New Zealand

Association for the Advancement of Science (ANZAS) in Canberra. The Women's Studies Section had no speakers on aviation this year — perhaps next year?

by Mary O'Brien

INDIA SECTION

The following information was written for the special June issue, but never arrived in Oklahoma City. Since resubmitted, we felt it would be interesting to all 99s.

YESTERDAY we were unknown — even to ourselves. We were members of the Bombay Flying Club and knew about a few gals flying elsewhere in India, but never thought of contacting them and exchanging ideas and views. It took one 99 visiting us in India to accidentally bind us together to join the organization.

After being members-at-large for quite some time, we formed the India Section, and the whole world opened to us. That was in 1976, and we have never looked back.

1977 . . . Organized a 99 tour to India to promote and exchange views on aviation. Ninety-Nines were accompanied by press and cameras wherever they traveled in India. It was a tremendous boost for Indian women.

1978 . . . Opened a 99s aviation library at the Bombay Flying Club. The first of its kind, most of the books were donated by USA 99s.

1979 . . . Essay competition, "I want to be a pilot," was organized for the senior high school girls in order to popularize aviation and advise school girls of the opportunities available as pilots.

1980 . . . Organized felicitation function to honour women of sub-continent, India and Bangladesh, who had achieved high ranking in the field of aviation, including airline pilots Durba Bannerji and Saudamini Deshmukh, India, and Yasmin Rahman and Sayeeda Roxanna, Bangladesh; engineers Bhuwan Devi and M.R. Lalitha, India; and the first commercial woman pilot of India, Prem Mathur, who is a deputy flight safety manager for Indian Airlines. The chief guest at the function was Air Vice Marshall I.S. Chhabra of the Indian Airforce.

1981 . . . Invited 99s to visit India, Sri Lanka and Nepal. The Indian people were overwhelmed by the presence of the 99s. Mrs. Indira Gandhi gave them a special audience.

1982 . . . Participated and helped in celebrating 50 years of civil aviation at the Golden Jubilee in Bombay.

1983 . . . With our continuous effort to popularise aviation with the help of 99s from the USA, we have gained respect and recognition from all aviation communities in India, as well as from the government of India. The Civil Aviation Ministry is very much aware of 99s' safety programs and giving full support for our upcoming event in March 1985.

TODAY . . . 1984 . . . The Ninety-Nines, Inc. is sponsoring the World Aviation Education

and Safety Congress, and the accompanying enthusiasm and clout will accomplish what we have never been able to bring about in our part of the world. Aero Club of India has agreed to co-sponsor the Congress. The India Section and the Indian Women Pilots Association will host the March 8-12, 1985 Congress in Bombay. Aviation enthusiasts (men and women) from all over the world will participate in this prestigious event. Indian Prime Minister Mrs. Indira Gandhi will inaugurate the Congress.



At the felicitation function to honour women in aviation are (standing) Rabia Futehally, Dr. Sunila Bhajekar, Durba Bannerji (first officer of Indian Airlines), Prem Mathur (first woman commercial pilot of India), Sayeeda Roxanna (first officer of Bangladesh Biman), (kneeling) Mohini Schroff, Saudamini Deshmukh (first officer of Indian Airlines), Chanda Budhabhatti and Yasmin Rahman (first officer of Bangladesh Biman).

The Board of Executive Directors of the Congress includes 99s from different countries. General Chairman Mr. Rajiv Gandhi, a keen aviator, is a member of Parliament and son of Mrs. Gandhi. Others include Executive Chairman Chanda Budhabhatti, India; Executive Co-Chairman Janet Green, USA; and Vice Executive Chairman Sheila Scott, United Kingdom. It is the Ninety-Nines' largest project outside the USA, and we expect members from all over the world to participate.

We now have 12 commercial pilots in our section, including members from India, Bangladesh, Jordan and Kuwait. Out of 12 commercial pilots, eight are employed as airline pilots, flight instructors and agro pilots.

TOMORROW . . . We look forward to more involvement in aviation, education and safety programs in India. We will continue our efforts to have women pilots in the Indian Airforce. We see more and more women employed as pilots and engineers in aviation industries.

We plan to organize, participate and encourage women to enter air races in India.

Our section consists of a handful of hard-working and enthusiastic members, who realize they have a long way to go — but in the spirit of Ninety-Nines, they are on takeoff.

by Chanda Sawant Budhabhatti

WESTERN CANADA SECTION

Alberta Chapter

Fond memories of flying and 99 activities were recalled recently at a dinner party as members bade farewell to Dr. Karen Rutledge. Karen and her husband, Chester, have taken residency at Whakatane, New Zealand, where she will continue her post-graduate studies in family medicine at the hospital there for one year.

Four Alberta 99s donned old clothes and pushed rollers to air mark the taxiway at the July 3 Coronation, with letters 30 feet high extending 273 feet. Alberta hospitality was everywhere with offers of help in cleaning the surface, mixing and rolling paint and serving refreshments. Mayor Jack Noonan and two councillors came to meet us and express their appreciation for our work. Then the barbecues were heated, and we enjoyed a delicious lunch prepared by members of the Coronation Airport Commission.

by Mary Oswald



Alberta Chapter members at farewell dinner for Karen Rutledge include (seated) Pat Seale, Rita Kurylo, Jo Harris, Karen Rutledge, Rosella Bjornson, (standing) Emily Kaldestad, Lorraine Sawatzky, Eva Bellwood, Susan deBeurs, 49½er Chester Rutledge, Diane Stefansky, Judy Clark and Mary Oswald.



Helen Lavender, Jo Harris, Mary Oswald and Lorraine Sawatzky stand beside newly painted 99s at the Coronation air marking.

Greater Winnipeg Chapter

Poker Derby Day, May 26, dawned a sunny, warm Manitoba morning! Pilots and passengers enjoyed the day of flying, and 99s were pleased with the response. Prizes were awarded to the lucky hand-holders, and everyone went home happy.

Marshalling aircraft at the Gimli Air Show was a new experience for most of us. June 9 was cool and rainy with only a few brave souls flying in, but Sunday was a great day with

members kept busy directing aircraft. Some 99s were able to stay overnight for a fun weekend.

Chapter members and friends will gather at the home of Chairman Irene Henley July 28 to enjoy a barbecue and a short meeting to deal with business matters.

Oshkosh will soon be upon us! Many of our members have attended in previous years, and a few plan to do so again this year. The high rate of exchange will be a big factor in the decision. Attending Oshkosh is a highlight that should be experienced by every aviation enthusiast.

by Edna Fowke



Chairman Irene Henley presents Jocelyn Meadows with the chapter's annual flying scholarship.

MIDDLE EAST SECTION

Central Pennsylvania Chapter

Our July meeting was held at the home of Margaret and John Wellington in Camp Hill. It was a beautiful day, and everyone enjoyed the pool and the good food contributed by members. A sheet cake, decorated with our 99 emblem and almost too pretty to eat, was brought by Virginia Johnson.

Attending were Florence Shirey, Helen Sheffer, Deborah Bartolet, Marcia Johnson, Nancy Abt, Virginia Johnson, Marjorie Pool, Mary Galbraith and, from the Shenandoah Valley Chapter, 1985 Convention Registration Chairman Sara Williams and Janice Tarrant.

Our special thanks to loyal 49½ers Alan Abt and John Wellington for chauffeuring, leading, lifting and generally being great Mister Nice Guys!

Helen Sheffer completed Phase IV of the FAA Wings program and received the ruby wings. Nancy and Alan Abt took aerial pho-

tographs. Marcia Johnson flew to Rhode Island to visit relatives. Cheryl Bassler attended a seminar at the Capital City Airport June 26. Flo Shirey flew to Norfolk to pick up her grandsons, while Hazel and Bill Bartolet are heading for Alaska, as is Helen Sheffer who will represent the chapter at Convention

by Margaret Wellington

Shenandoah Valley Chapter

The chapter is really busy these days making plans for our participation in the EAA Fall Fly-In in October at Shenandoah Valley Airport, our hosting of the Middle East Sectional in March 1985 in Charlottesville, Virginia, and registration for our International Convention in Baltimore in 1985.

Sara Williams and Janice Tarrant received a warm reception from the Central Pennsylvania Chapter at their July 14 meeting. The latter's participation with registration at our International Convention was discussed.

Mary Horner and her daughter, Janice Tarrant, are planning to fly to the EAA Convention at Oshkosh, Wisconsin, July 28-August 4.

by Virginia Thompson

NEW ENGLAND SECTION

Northern New England Chapter

The chapter hosted a wonderful spring section meeting at Pease AFB in New Hampshire. Forty members of the New England Section had the opportunity to accompany the Air National Guard on a refueling mission on board a KC-135 tanker. One aircraft was refueled on the mission and several contacts were made en route, giving all visitors aboard a chance to ride in the jump seat and down in the tub with the boom operator.

Jean Batchelder has informed us that she has been selected to represent New Hampshire on the Women's Advisory Committee on Aviation for New England. Robert E. Whittington, director, New England Region FAA, recently appointed a 10-member committee that includes five women from Massachusetts and one from each of the other New England states. Other 99s on the committee include Anne Baddour, test pilot at MIT; Billie Downing, New England Section governor; Marie Lepore, member of the Worcester Airport Commission; Georgia Pappas, Avia-

New England Section members pose with the KC-135 tanker in which they rode during a refueling mission.



tion Division staff assistant, Massachusetts Port Authority; Laurie Reeves, chief pilot and operations director, Yankee Airways; and Marjorie Zeuch, professor at Community College in Rhode Island.

The committee is charged with keeping the director informed of problems and matters relating to civil aviation, appraising the effectiveness of the FAA from the standpoint of the user, making recommendations to increase the agency's role in encouraging and developing civil aviation, and stimulating public interest in general and commercial aviation by speaking engagements.

by Aileen Anderson
and Betty Erickson

NY-NJ SECTION

Finger Lakes Chapter

Rochester is marking its sesquicentennial this summer. As part of the celebration, the Tall Ships paid a visit to the Port of Rochester. July 12, just as they were approaching, Jan Moffett, Connie Nelson, Mary Hunkeler, Sally Hershberg, Marcia Gitelman, Dave Gitelman and friend Liz Robinson were aloft to catch a view of the ships under full sail. What a beautiful sight!

Marsha Lehman has earned a brand new IFR rating. Member Judy Stiles won a round-trip for two on American Airlines as a door prize from our section meeting in May. Betty Roman is also a winner; she attended a Page Airways sponsored dinner and won a one-year membership in the new Beech Aero Club to be established in Rochester this fall.

GeorgeAnn Garms and 49½er Mickey flew their Cessna Skylane across the North Atlantic to Norway in mid-June. Their route took them to Sondstrom and Kulasak, Greenland; Reykjavik, Iceland; the Farrow Islands and then on to Oslo. We are all waiting anxiously for their return with all of the marvelous stories of their flying adventure.

by Marcia K. Gitelman



Bonnie Tiburzi speaks at the section luncheon.

Greater New York Chapter

The chapter has initiated a major project in conjunction with Pat Blum's Corporate Angel Network, a non-profit corporation designed to give cancer patients in need of transportation the use of empty seats on corporate aircraft. We call our project the 99s/CAN, and we provide a welcoming companion and guide at airports served by the Corporate Angel Network. This fills a long-felt need and seemed a natural for 99s, helping make the transition from ground transportation to plane (and vice versa) less stressful for CAN patients.



Wings Club President Frederick Einsidler presents a crystal Steuben eagle to Doris Renninger-Brell, retiring manager, during recent ceremonies.

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Instructions on how the plan works have been sent to all chapter members and to the chairmen of the nine other chapters in the New York-New Jersey Section. The Long Island Chapter responded immediately, and others are discussing it at forthcoming meetings. It was decided to test the plan first with this section, and to expand it later when we know it works smoothly.

Seventy members attended the spring section meeting at the Vista Hotel in New York City.

The Wings Club, located in the heart of New York City, recently saluted Doris Renninger-Brell as she retired after nine momentous and successful years as general manager. Many will remember Doris as a dedicated 99 who served two terms as governor of the New York-New Jersey Section, and was then elected to the International Board. Under President Alice Roberts, Doris served two years as International Treasurer. Quoting Doris' remarks from *History of the Ninety-Nines*, "Serving on chapter, section and International levels of the Ninety-Nines gave me experiences which led to my exciting position as manager of the Wings Club."

As Wings Club President Frederick Einsidler, also chairman and CEO of Butler Aviation, presented Doris with the crystal Steuben eagle, he said, "This denotes the love and appreciation we have for you and your many years of inspired service as manager, and thanks to your dedicated efforts the club has come far." Doris has been elected to a three-year term on the Club's Board of Governors, the first manager so honored.

by Eleanor Friede

Long Island Chapter

At our June dinner meeting, we honored our newest members from this past year. They helped us win the rotating plaque given by the section each spring for the largest membership increase over the past year.

Also honored was Ida Van Smith. The chapter has placed a plaque in Ida's honor in the Forest of Friendship in Atchison, Kansas. We were lucky to have a 99 and good friend of

Ida's, Amanda Clarke, arrange all the details of getting Ida not only to the June dinner without her knowing about the surprise party, but also helping arrange her summer vacation around a visit to Atchison, again without her knowledge of the presentation.

Also at our June meeting, Gus Anderson was offered a life membership in the 99s. The chapter wanted to honor Gus for her many years of service to the chapter and aviation. She wouldn't let the chapter pay her way, but she will receive her life membership status.

June 16 found 13 Ninety-Nines, 49½ers and a daughter or two air marking a beautiful 50-foot compass rose at Republic Airport in Farmingdale. The weather was perfect as Jill Hopfenmuller had planned it to be when she set about chairing the painting committee. Chairing the committee, of course, means doing all the pre-paint work — organizing, pleading, buying, etc. Her 49½er, Steve, was a great help and supporter. Carl Stacey of the



Painting the compass rose at Republic Airport are (standing) Nancy Davis, Alice Borodkin, Carl Stacey, Pete Bizzoso, Steve Hopfenmuller, Julie Borodkin, Mae Smith, Barbara Evans, (kneeling) Bill Davis, Anita Cafferty, Pat Rockwell, Pat Bizzoso and Jill Hopfenmuller.
Photo by Bob Smith

airport provided the chapter with the paint and bus service to the site of the compass rose. For a while, we were in the center of two crossing runways and taxiways, and we made quite a hit with passing pilots and passengers until the winds changed and we were alone.

Diane Fisher has been accepted by Capitol Airlines as copilot and is busy training in Texas for her new job. Phyliss Cacoulidis recently had her trip from Long Island to Los Angeles in a small airplane recounted in the June 1984 *Air-List Ads*.

Nat Quinn was guest speaker at our July meeting, where he showed slides of the 1920s on Long Island. The slides had been made from original photos. The slide projector was then presented to the chapter by Nat, as a donation from Steven Blucher, Dumont Instrumentation, Inc., Commack, New York. It is a 35-mm sound projector, which we really need.

by Patricia Rockwell

Western New York Chapter

The chapter worked at the Niagara Falls International Air Show, taking donations for coffee, donuts, iced tea and lemonade. Enough money was raised to fund the chapter scholarship for another year.

by Dorothy Hake

NORTH CENTRAL SECTION

All-Ohio Chapter

Our 1984 Buckeye Air Rally was held in Bowling Green at the Wood County Airport in June. Pilot Dottie Anderson and copilot Harold Carey were the winners in the 199-sm rally. Jayne and Nick Herman chaired the annual event with weather cooperating the entire weekend.

Dottie Anderson and Jean Sloan placed fourth in the Air Race Classic.

Once again the chapter assisted at the Dayton Air Show with registering pilots, the information booth at the exhibit area, lost and found and lost kids. We also seated VIPs for opening ceremonies. Chairman Vi Blowers Stamm and 49½er Les worked harder than ever to organize the 28 Ninety-Nines and 49½ers who volunteered to help. Fair skies abounded for the 200,000-plus who attended the show, with the Thunderbirds being the main attraction.

by Connie McConnell

Aux Plaines Chapter

The chapter decided that a sixth year birthday party should be held on the shore of Lake Michigan at the Illinois Dunes State Lodge. It turned out to be a sensational day with the additional thrill of adding new member Gail Baldwin to our roster.

The next meeting was at Westosha, Wisconsin, for a fly-in breakfast where we all enjoyed a bountiful meal and held our meeting under the wing of Virginia Rabung's Cessna 140. All this while, we watched and heard the music of aircraft engines roaring directly overhead.

In August, Mary Wedel hosted a fine picnic supper at her home, where we saw jets lining up for O'Hare Field. What could be nicer for a 99 meeting?

We would also like to mention that Sally Schneider acquired her multiengine rating.

by Sue DeWulf



Enjoying the fly-in breakfast at Westosha, Wisconsin, are Aux Plaines Chapter members.



Central Illinois Chapter Chairman Anita Albert pins new member Elizabeth Frasca (left photo) and new member Lucille Frasca.

Chicago Area Chapter

Our June meeting was held at the home of Sue Zurcher on the Casa De Aero Airport. Sylvia Harper was kind enough to provide a program of slides taken in Australia on her recent trip with EAA friends.

Our July meeting was held at the home of Eva White at the Naper Aero Airport, with a spot landing contest on arrival, a quick business meeting and then on to a picnic lunch and splash in the pool.

We are pleased to have new members Geraldine Beuscher, Nancy McGladdery and Virginia Sayles in our chapter.

The 15th Annual Illi-Nines Air Derby at

when she speaks at meetings and press conferences with the "Save the Lakefront Committee."

Newly elected chapter officers include Chairman Rita Adams, Vice Chairman Madeleine Monaco, Secretary Ruth Rockcastle, Treasurer Karen Acker and Corresponding Secretary Beverlee Greenhill.

by Mary Story

Greater Detroit Area

All four 99 chapters within Michigan helped to sponsor the annual Paul Bunyan Air Derby September 14-16 at the lovely Sugar Loaf

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Chicago Area 99s Connie Gruberman and Mary Panczyszyman participate in the Richton Park Law Enforcement parade.



Nancy Haraldson (far right) conducts a tour for Arlington Heights, Illinois Cub Scouts.

Moline was blessed with sunny skies on race day, May 26. Congratulations go to chapter members Susan Murray and Gail LaPook, who won first place in proficiency, and Herb and Marge Sundmacher, who won fourth place in proficiency. Kay Kimura and Lucy Browne's participation as rookie entries should inspire all the newer 99s to become Illi-Nine rookie pilots next year.

Members took part in the Law Enforcement Parade May 19 in Richton Park. An impressive article, submitted by Norma Freier, was printed in *Illinois Aviation*, describing Illi-Nines Air Derby history and rules.

Members took part in the Glenview Naval Air Station's open house May 26-27, and four airport tours have been arranged this past month — two by Bobbie Raske for the Brownies, one by Bev Greenhill for students from Glenbrook South High School and one by Nancy Haraldson for a local Cub Scout group.

The March of Dimes has sent us a certificate for our participation in Teamwalk America. We raised approximately \$1,000 for the prevention of birth defects, and we were awarded a plaque for the group that raised the largest amount of funds.

Karen Mansfield puts us in the public eye

Resort. Last March, Mearl Frame cooked a delicious turkey dinner in her home as a fundraiser for this race. In May, Phyllis Wood cooked a gourmet Mexican dinner, serving 25 guests, as another Paul Bunyan fundraiser. What a wonderful way for us to get together on a more social basis, enjoy an evening out with delicious food and hours of hangar flying, while supporting such a worthwhile aviation event.

On Memorial Day, the Yankee Air Force (a warbird museum whose primary goal is to acquire a Ford-built B-24 Liberator) sponsored an Open House and Air Show at Willow Run Airport. Our chapter erected our 99s booth in the YAF hangar to promote and advertise our organization while attempting to find and recruit new members.

We all thoroughly enjoyed the boating and potluck dinner at Elaine Evans' waterfront home for our June 21 meeting. We installed new officers Nancy Hecksel, chairman; Sue Siporin, vice chairman; Elaine Evans, secretary; and Bernice Millar, treasurer.

Snowbirds Melba Smith and Eileen Wehr were joyfully welcomed back "up north." We envy the Florida and Arizona 99s who enjoy their companionship during the winter.

by Dorothy Price Gillis



Marie Littler, Dot Bobrowicz and Joanne Daniels work at the 99s booth during Memorial Day activities.

New members being pinned include Joanne Daniels,



Greater St. Louis Chapter

Three hundred St. Louis area aviation enthusiasts gathered May 19 for The Great Boat Race on the Mississippi River. The race was between two paddlewheels — *Huckleberry Finn* and *Mark Twain*. The event was sponsored by the Greater St. Louis Flight Instructors Association for the St. Louis Aviation Council. Rosie Corbett, Jan Pocock, Barbara Wilper, Martha Norman, Amy Laws, Ruby Fudoli, Mary Kinnaw, Vivian Waters, Nelda Lee, Adela Scharr, Joann O'Rourke, families and friends attended this sporting event. Food and Dixieland music added to the enjoyable evening. You ask who won the race? It was a tie.

Incoming chapter officers were installed June 23 at a luncheon at Sheraton West Port Inn, attended by 17 members and six guests. Chapter charter member Adela Scharr installed Chairman Rosemary Zander, Vice



Incoming officers for the Greater St. Louis Chapter include Secretary Ruby Fudoli, Vice Chairman Mary Kinnaw and Chairman Rosemary Zander.



Dana Ude competed in the national NIFA competition in Colorado Springs, and she received trophies for top female pilot and placing in the top 10.



and Susan Philpot.

Chairman Mary Kinnaw, Secretary Ruby Fudoli and Treasurer Vivian Waters. Judge Lackland Bloom, 49½er, presented a slide program, sharing highlights of a trip he and his family made in their Piper to Alaska.

by Nelda Lee

Indiana Chapter

Our June 17 meeting at Eagle Creek Airport in Indianapolis was attended by 21 members, two 66s and five guests. It was a real pleasure to have June Norman back with us again after an absence of several months.

A reporter and cameraman from CBS Channel 8 arrived early for an interview with Betty DeBaun, our outgoing chairman. The in-flight interview, along with shots of members during the meeting was on both the early and late editions of the news that night.

The day was for flying, which is what 13 members did, seven of them through the cooperation and generosity of Lakeside Aviation's FBO, Pat Robinson, who had graciously scheduled three of their aircraft for use by 99s from 0900 to 1300 hours, with instructors available during these hours. With the discount on the hourly rate and half the cost being picked up by the FAIR Board, it was an opportunity one could not pass up. All of these arrangements had been worked out by Esther Wyandt and Dorothy Smith with Robinson some weeks in advance. It was also an opportunity for Esther to give a couple of BFRs to Betty Nicholas and Marty Wyall.

In addition to our log books, we had been instructed to bring along our E-6B, plotter and St. Louis sectional. These were to be used in planning an on-the-ground cross-country flight as set up by Esther Wyandt. But the day was for the real thing, so we no doubt will be using this at a later date when weather is not so favorable for air work.

Our business meeting was in one of Lakeside Aviation's hangars, where light refreshments had been prepared by some of our members. The meeting was called to order by Betty DeBaun, outgoing chairman, and then turned over to Midge Moore for installation of Chairman Dorothy Niekamp, Vice Chairman Nellie Reynolds, Secretary Mary Nicholson and Treasurer Lois Hawley.

The July 15 meeting was held in the Terminal Building at Columbus Bakalar Field with lunch in their new restaurant. Our hostess was Betty Cull, assisted by Paula Pratt.

The joint Indianapolis Aero Club-99s annual picnic at June and Joe Norman's the evening before may have accounted for the absence of some members and the late arrival of others.

Nancy Warren, Columbus, was the guest of Betty DeBaun. Nancy, a student pilot, passed her written with a score of 95 and has only a few more hours before her flight test.

Newest member Paula Pratt was pinned by Dorothy Niekamp.

After lunch, we reconvened in the meeting room for the program. Speaker Bob Kelly, a pilot since 1966, became interested in ultralights a year ago. He is a Phantom ultralight dealer, and his program on these flying machines was the most interesting and informative we have heard to date.

Because our members are reluctant to talk about their accomplishments and achievements, it's difficult to find out just what they are doing. However, we did learn that the artist in our organization, Gloria Richards, has designed and is doing all the bulletin boards for the Women's Activities Center at the EAA in Oshkosh.

Now the undersigned is only too anxious to report that on Thursday, June 28, she and Esther Wyandt took their first balloon ride. There was practically no wind, and our 9,000-foot AGL almost exceeded the distance we covered in one hour.

by Rae Cawdell

Indiana Dunes Chapter

If Hobart Airport can get an instrument approach, one condition required is a stripe at the runway thresholds. Eight members and two 49½ers accomplished this July 7, and also repainted the large runway numbers.

Charlene Falkenberg represented our chapter at the Dayton National Aviation Hall of Fame when the 99s were awarded the "Spirit of Flight" as the outstanding aviation organization.

Charlene, assisted by Phyllis Webb, taught the Flying Companion course and "IFR Charts for VFR Pilots" at the EAA Convention at Oshkosh.

Paula Debois was interviewed on television checking out her plane and then flying to Springfield.

by Christine Murdock

Lake Erie Chapter

Members held their June meeting at the home of Bernice Barris, outgoing chairman, with a sumptuous buffet. Incoming officers include Chairman Meigs Adams, Vice Chairman Pat Baron, Secretary Dorothy Sturman and Treasurer Ruth Sitler.

Members held a successful air marking July 16 at Geauga County Airport, painting the name, the centerline and also the runway numbers. Welding brushes and rollers were Lucy and Kurt Hildebrand, Helen Keidel, Helen Sammon, Meigs Adams, Dodie Jewett and Marg Juhasz.

The July meeting was held at Linda Dickerson's apartment with members furnishing a potluck supper. Linda spoke about plans to man a combination 99s-USPFT

booth at Euclid Square Mall. She also will have a booth for USPFT at Oshkosh, and several members will help her. The chapter co-sponsored a safety meeting July 13 at Elyria Airport.

Welcome to new member Jane Schumann, who flies a Cessna 182 out of Cuyahoga County Airport, and congratulations to Dodie Jewett, who received her commercial multi-engine rating.

by Marg Juhasz



Linda Dickerson sets up and mans a 99s-USPFT booth at Euclid Square Mall.

Minnesota Chapter

A pig roast hosted by Joan Wyland and Mary Hudec at Joan's home was the focal point of the chapter's "changing of the guard" meeting and family social in June. Thirty-five 99s, 49½ers, family members and friends welcomed newly elected officers and nominating committee members. Ellie Nelson and Joan Wyland began two-year terms as secretary and treasurer, respectively.

Jeep Adamson has left Minnesota for New York, where she is a first officer with Omniflight Helicopter Services. Omniflight flies for Pan Am Helicopter Services, which carries first-class passengers into New York City from major airports.

Twenty 99s, 49½ers, 66s and guests met at Voyageur Village, Wisconsin for the June FBI. Pilots and passengers postponed departure from Minneapolis-St. Paul until morning fog lifted over the VFR landing strip located on the Voyageur golf course. The six aircraft landed in time for a late lunch in the lodge, followed by the induction of five new people into the FBI.

Hope Isaacson, member of the seven-person national Airway Science Curriculum Committee, met with FAA Administrator Engen and other representatives of the agency in Washington, D.C. in June. Twenty-three colleges and universities throughout the country offer FAA-recognized Airway Science programs.

Chapter members were guests of the St. Paul Area Red Cross at a July dinner and program celebrating the completion of nine years of the Lifeguard Blood Flight Program. The program transports blood to the St. Paul Red Cross Processing Center from donor sites located within a five-state area. During nine years, the program has grown from 71 flights in a year to 352, and from 12,657 miles flown annually to 76,420. Sally Woodburn, Rita Orr and Clara Johansen are Lifeguard flight coordinators.

Twenty-six 99s, 49½ers and guests participated in a Sunday afternoon Poker Run originating at Airlake Airport with stops at New Ulm, Mankato and Faribault before returning to Airlake for an early supper. Mankato 99 Marion Lutes was the "dealer" at her airport while Liz Langeslag was in charge at Faribault. The hand held jointly by Liz Groth and Dorothy Ryan placed first with Terry Ludtke in second, Joan Sommerfeld in third, Mary Hudec and Joan Wyland, fourth, and Bob Woodburn, fifth. Brisk crosswinds encountered at all stops made every pilot who finished the run a real winner — especially Bonnie Lewis, who, along with 49½er Tom, initiated their newly acquired C-172.

by Hope Isaacson

Scioto Valley Chapter

Our June meeting, hosted by Julie Roane, was truly a chairman's dream. Two guests — Amy Crum and Barbara Bowers — were present, and promptly filled out membership application forms! Barbara was our guest speaker for the evening, and we also had a visiting member, Muriel Majneri, from the Indiana Dunes Chapter.

"Julie's Ground School" topic for the month was "Thunderstorms — Development, Dissipation and Avoidance." Donna Spontak won the quiz that followed.

Guest speaker Barbara Bowers introduced us to the business of crop dusting and banner towing. She and her husband are based at Columbus Southwest Airport and run both businesses from that location. If you ever attend an Ohio State University football game and see a banner high over the stadium, or see a crop duster in Ohio, it will more than likely be from Bowers Flight Service.

In June, our members volunteered to drive AOPA meeting participants to and from a Dublin motel and the Don Scott Airport.

July's meeting again brought us a guest, Jean Redkey, who is presently working on her private license. Jessica Hedges was the hostess for the meeting, and she shared with the group a tape recording of conversation between pilots and controllers from approach control at Kennedy Airport in New York.

by Janie McIntire

Three Rivers Chapter

Members traveled to Nappanee Airport for the installation of new officers in June. Airport Manager Brandy Porter spoke to us about the restoration of her French Stampe aircraft.

June also found our membership assisting the City of Huntington with their Heritage Days Airshow.

A group of us spent a lovely July day at Nappanee Airport, where our chapter sponsored an air rally. We very proudly presented

Marcia Nellons, newly elected vice chairman, with first place, "Best Cessna" and rookie trophies. Another hot, summer day was spent at the pool of member Bonnie Kirkpatrick, where we not only cooled off but surprised member Bonnie Buhr with a wedding shower.

Marcia Nellons, who has a real flair for organization, has a schedule prepared that promises much fun, challenge and reward. We have begun preparation for the next North Central Sectional in May, and we have scheduled a Flying Companion Seminar for October.

Linda Rice arranged a 99 display case in the lobby of Baer Field, which depicts our activities in the area, houses some of our awards and brings attention to our purpose.

by Bonnie Kirkpatrick

NORTHWEST SECTION

Alaska Chapter

The air marking at Northway (Canada) Airport was successfully completed June 30. The letters are 30 feet tall by 20 feet wide, a total of 190 feet across. Six airplanes with 14 people (including baby Rayna Farnsworth) arrived at Northway Friday night.

We took a lunch-rain break in the middle of the project, but were fortunate enough to be able to finish later Saturday afternoon. Lud Larson was our host, while Patty Livingston designed and made the letter stencils.

Jamie Marten, an Alaskan seventh grader, won the national essay contest in Washington, D.C., with Ginny Hyatt, Claire Drenowatz and Ruby Pappas judging for the Alaskan region.

by Denise Saigh



The Northway air marking shows well from the air.

Columbia Cascade Chapter

The 66 program is a big item with members. Ann Shelton, 66, had just been awarded her private license when she promptly signed the 99 membership application during our meeting at the Red Cross Center. Also at this meeting, 10 members agreed to serve on a "Volunteer" 99 group for the mobile blood donor units in addition to our blood flights.

Another 66, Buffy Bush "flew up" immediately following our annual July "Summer Soshul" meeting at Betty Prakken's home on Dietz Airstrip, Canby, Oregon. Twenty-two members enjoyed the relaxing potluck luncheon; and, although many members fly in for this "soshul" event, Pegge Blinco drives her 49½er Stan's 1930 Model A on this annual trek. And, oh, the sweet memories of a rumble seat ride — somewhere, someplace in time — are often overheard.

Although three of our 66s have "flown up" to become 99s, we are fortunate to have



Poker Run winners include Terry Ludtke, Liz Groth, Bob Woodburn, Joan Wyland, Joan Sommerfeld, Mary Hudec and Dorothy Ryan.



Columbia Cascade members learn about Betsy Johnson's Transwestern Helicopters, Inc. at their May meeting.



Conducting a career education class are Madelyn Heesacker, Pegge Blinco, Mary Wohlgermuth, Gayl Ratigan, Billie Dutcher and Shirley Twigg.

enlivened that count with three new 66s. Chairman Mary Wohlgermuth is also the section 66 chairman, and we find the program to be a real inspiration to our members as well.

by Pegge Blinco

Eastern Idaho Chapter

We met at the Burley Airport for our July meeting. The weather was beautiful! Cathy Pusey told the group about some of the interesting 99s she met while she and Louise McBride were officiating for the 1984 Air Race Classic as women pilots stopped at Twin Falls on the first leg of the June 27 cross-country flight.

The 99s will be helping with the Idaho Falls Air Show, which will be held at the Idaho Falls Airport, August 11-12. Cathy and Sandi will be returning from the International Convention in Anchorage. There will be some exciting stories to tell and experiences to share. The group sends its condolences to Mary Kilbourne, who lost her son this summer.

by Sandi Bills

Idaho Chapter

Idaho 99s, including the Eastern Idaho Chapter, all got to participate in the 1984 Air Race Classic as those fantastic gals made their "pit stop" in Twin Falls. It was a great thrill and honor for our members to meet some of the legends in aviation history, and to feel that we were meeting some of the future legends as they make their debut in air racing. Members acted as tower judges and "water boys" and helped to close and open flight plans for 32 airplanes. Twin Falls had never seen such traffic, and you should have seen the expression on the faces of the crop dusters as one, two, three... an unending stream of women pilots exited in exotic, common and huge private airplanes.

And then, for something completely different, we attended the second annual Challis Airshow. Challis is situated on the eastern

side of the great Idaho Primitive Area at 5,070 feet. The aerobatics were great, especially at a density altitude of over 7,000 feet. A steak dinner, dance and fiddle-playing combined the best of the air and the West. After detouring around miles and miles of mountain peaks and wild river runners in a C-206, it became evident that the new "horses" for Idaho cowboys have to be airplanes. You just tie them down to the ground instead of the fence post.

by Barbara Sall

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Mid-Columbia Chapter

The 1984 Air Race Classic, starting in Pasco, pulled aviation-oriented groups and service groups together in an effort to make the racers' stay enjoyable. Through combined efforts, racers were able to enjoy a cruise on the Columbia River, a wine tour of some local wineries and golfing. In order for members from outside the Pasco area to be involved, Pasco members put them up in their homes. Numerous 49½ers were also involved, and their help was invaluable.

Wednesday morning was the start time, with a slight delay due to weather. Local chapter members, as well as other aviation-minded people, participated in the start.

The chapter had a one-week break before the Pasco Air Show was scheduled. Activities covered two days with the Blue Angels performing. The air show booth is the time we become very visible and inform the public about the Ninety-Nines. Also, sun visors, the major money-raiser for the year, were sold.



Mid-Columbia 99s helping with registration for the Air Race Classic are Anne English, Sandra Stanley, Margie Walton, Jean Davis and Carolyn-Rose Stella.

Dee Collins registers an Air Race Classic contestant.



During all the activities, election of new officers was held, and ideas for next year's activities were suggested. Welcome to Margie Walton, who transferred into the chapter.

by Anne English

North Dakota Chapter

The chapter met May 19 in Fargo with 11 members and four guests attending. Three of the guests — Margo Evenson, DeAnna

Burchill and Sandi Aarestad — joined us as members, as did Debbie Burchill. Eleanor Kraft, a former 99, visited with us to renew old acquaintances.

Kay Christianson of Prairie Public TV taped a program to be aired in the fall. She filmed us arriving at the airport and taped Jan, Audrey, Cindy, Wynola, Clara, Gwen and Diana in a dialogue about 99s, for her program "Free Space." This was a wonderful way to spread the word about 99s, and the gals enjoyed being "TV stars."

We elected officers for the coming year, including Chairman Wynola Thornton-Eide, Vice Chairman Beth Lucy, Secretary Shirley Frost and Treasurer Clara Sherman.

Our June 16 meeting was held at Hazen with 10 members and one guest doing some painting. The weather cooperated beautifully as we painted 31/13 on the runway.

The July 21 meeting was a poker run ending at Garrison. Thirteen members and one guest participated. Our guest, Norma Hellman, Rapid City, is chairman of the newly organized South Dakota Chapter.

by Lorraine Boehler

SOUTH CENTRAL SECTION

Ablene Area Chapter

This newly organized chapter's first air marking project last May turned out to be a real experience!

When asked to repaint runway numbers and the airport name on a taxiway in prepara-

Jackie Jennings, Jan Terrell, Wanette Bergman, Jean Everett, Micki Wright and Penny Montgomery participate in the chapter's first air marking project.



tion for an annual air show — plus help with parking planes and taking admission fees — the request sounded so simple. Do you know how many letters there are in Breckenridge, Texas?

Short notice to prepare... having to drive a great distance to obtain paint... lots of inex-

perience... and west Texas wind were thought to be the only problems.

After talking Vel Morgan, section air marking chairman, into coming to our aid, the job became a little easier. Vel and her 49½ers are to be commended for their hard work and dedication to the 99s.

When we began to repaint the runway numbers, we thought the job would be a snap! Instead, we found ourselves running and ducking the planes the rest of the day. Later, we learned the reason for the unusual amount of air traffic for such a small airport. A hitchhiker had killed a motorist, stolen his car, ended up in a downtown bank, and had held four men hostage until midnight before surrendering to the law. Every news team in the state flew in that day to record the story. No

Wheelock, Pat Chester, Jacque Breedon-Boyd and Dottie Hughes in 100-plus-degree heat working at the CAF Air Show in Denton. Suzanne Frias set up a booth to sell her "Pilot Shop" items.

Summertime finds many of our members coming back, gone or getting ready to leave on vacations. Beverly Stephens and 49½er spent theirs stripping the paint from the leading edges and tail section of their Cessna 177 — and then painting it. Jacque Breedon-Boyd and family flew off to London July 29, while Pat Chester and 49½er will be attending the International Convention in Anchorage.

At the July meeting, we viewed a videotape, entitled "Weather Phenomenon."

by Dottie Hughes

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one will ever know the real experience we had with our first air marking project!

by Micki Wright

Dallas Redbird Chapter

Chairman Bryant Hutchinson and Kathy Long journeyed to De Queen, Arkansas for the National USPFT meet the end of May. They both attended the training session for judges, and served as check pilots for contestants. Kathy also helped judge landings and navigation while Bryant was busy videotaping many of the events. Kathy is salesperson for the USPFT T-shirts, jackets, patches, decals, bumper stickers, pins and posters, all of which are quite attractive and help support the teams.

Helen Louise Wilke, Pat Jetton and Elinor Johnson were all involved in the Air Race Classic in June. Helen flew the chase plane, collecting timesheets and keeping things straight. Pilot Pat and copilot Elinor flew the race and came in respectably in the middle.

July 14 brought the Confederate Air Force to Denton, and Bryant, Kathy and Elizabeth Jordan joined members of the Dallas, Ft. Worth and Golden Triangle Chapters at the 99 display booth. Perfect weather, wonderful old planes and expert flying brought out many spectators, including some prospective 99s.

Our July meeting was held at Addison Airport, and we had a VIP in attendance — newly elected International President Hazel Jones. After congratulations and the business meeting, Helen Louise put everyone to work making portable IFR hoods, the popular chapter sales item.

by Elizabeth Jordan

Golden Triangle Chapter

We began a new year June 1 with Jacque Breedon-Boyd, chairman; Pat Chester, vice chairman; Suzanne Frias, secretary; and Lorna Linhart, treasurer. A planning budget meeting was held June 14, with our monthly meeting being held June 19 at the University of Texas at Arlington.

A fly-in, air marking, spot landing contest (to help us practice judging for USPFT and NIFA competitions) and a picnic was held July 4 at Aero Valley Airport near Roanoke.

We welcome the transfer of Miriam "Winky" Fortune to our chapter.

July 14-15 found Beverly Stephens, Mary



At the installation of Kansas Chapter's officers are Janet Yoder, Carol Lanning, Phyllis McCollom, Diana Wittman and Dorothy Barker.

Kansas Chapter

Our June meeting was hosted by Pat Mlady. The meeting included a salad supper, after which our new officers were installed.

We had our flying progressive dinner and appreciation party for our 49½ers on June 23. Events for the day included meeting at High Point Airpark for an appetizer, flying to Hutchison for a salad and to Mid-Continent Airport for dinner and a party at the Canterbury Inn. Bad weather ruled out flying; however, many drove to the Canterbury for dinner and the party. "Klinky the Clown" presented our 49½ers with humorous "certificates of appreciation."

Phyllis and Dave Blanton and Debbie and John Hattan attended EAA sponsored fly-ins in Seward, Nebraska and Tulsa, Oklahoma in June. They all participated in the flight events.

Janet Yoder recently returned from participating in the Air Race Classic. She placed 16th overall and won a second place leg prize.

Dorothy and Bob Barker flew to Crane Lake, Minnesota to visit relatives. They enjoyed the cool air and took in a lot of fishing.

Five airplanes flew to Shangri-La near

Kansas Chapter hosted 49½ers at a recent dinner.



Miami, Oklahoma for a July 22 fly-in arranged by Chairman Carol Lanning. About 20 people enjoyed hamburgers, swimming and boating.

The chapter has gained two more 49½ers. Kay Weber married Bruce Dunlap June 27, and Debbie Nichols married John Hattan May 31.

by Phyllis Blanton

Lubbock Chapter

An early June meeting of Camp Fire boys and girls was treated to an enthusiastic talk and demonstration on "How an Airplane Flies" by Angela Boren and Jane Bartos. These 99s were pleased with the intelligent questions the youngsters presented.

Our June 16 picnic with EAA at Jim and Jane Bartos' country home was fantastic. Two planes flew in to their 2,200-foot gravel air strip, while some 36 drove in.

At the left seat pilot position for next year is Janie Bailey, and her copilot-vice chairman is Jane Bartos. Passenger-secretary is Georgianna McKinney, and economic director is Betty Hampton. The super crew will keep us flying high.

Wooden wheel chocks cut by the Bartos family were distributed for painting at the July 10 meeting. We wished Angela and Betty a safe trip to the "land of the midnight sun" as our chapter representatives to the International Convention, and we welcomed new 66 Suzanne Copeland into our midst.

by Pat Cantrell



Rosemary Stidham helps Georgianna McKinney, Janie Bailey and Jane Bartos at a recent ground school refresher course.



Edith Whalley McKenna, octogenarian from Snyder, shares her story of early aviation with Janie Bailey, Delores Key, Betty Hampton and 66 Cathy Way.

Photo by Angela Boren

Nebraska Chapter

Keeta Thompson headed up the official 99s to greet and time the Air Race Classic entrants as they either flew by or landed at

Checkpoint #3, Scottsbluff, June 28-29. Chief timer was Ann Rosenberry, with Dottie Adcock and June Acklie, official assistants.

Carol Sutton, past chairman, and her daughter, Carol Magarin, Heloise Bresley and new member Jackie Flohr were there to assist and share the excitement. Eight planes came Thursday and were there overnight. No problems were encountered except for Pauline Glasson's alternator, which was repaired at Rock Springs.

While gathered at Scottsbluff, the chapter held their July business meeting as scheduled, making final preparations for the Beatrice air marking.

by Heloise Bresley

Oklahoma Chapter

Air marking of Sayre took place June 21 with Jo Ann Carpenter, Lu Hollander, Susie Mitchell, Debbie Schmicker, Dot Clum, Lu Skillern and Bill Pollard behind the rollers.

Another Okie Derby is past history, and another success can be chalked up. Dana Gibson chaired this year's race, when 29 contestants completed the 300-sm derby. The weekend concluded with a banquet and awards presentation. (See results in "Air Racing News.")

Nema Masonhall, sponsored by the chapter, was an honoree July 28 at the International Forest of Friendship in Atchison, Kansas. In addition, two new concrete benches have been added to the Forest by Nema and 49½er Mase. One is in honor of Nema's mother, Grace I. Spencer, and the other is in special recognition of all 49½ers for their support of the 99s. Attending the ceremonies were Mark, Dana and Trent Gibson, Norma Vandergriff, Charlene Davis and Jo Ann Carpenter.

Charlene Davis attended an aerospace education workshop at Oklahoma State University. The three-week session for Oklahoma educators included a trip to Huntsville, Alabama, with a tour of the Marshall Space



Attending Forest of Friendship ceremonies are honoree Nema Masonhall, Charlene Davis, JoAnn Carpenter and Norma Vandergriff. Below, 49½er Mase points to the plaque honoring long-time 99 Nema Masonhall.



Flight Center and the Alabama Space and Rocket Center.

by Nancy Smith

Shreveport Chapter

We met July 16 at the home of Mary Jo Voss for our annual "Swim 'n' Salad" supper. A thunderstorm beat us to the pool, so we retired to the patio for a short business meeting, and then enjoyed a fun evening finding out where our various members have been vacationing this summer. Our hostess took time off from her duties as ground instructor for Royale Airlines to fly with 49½er Benny to Grand Cayman Island for a brief vacation.

Mary Phillips and 49½er Jim report a fine time at the World's Fair. When she returned, she supervised an air marking at our own Downtown Airport. It's a treat to become airborne and see the bright yellow letters on the taxiway.

We are happy to announce that we now have two airline pilots in our chapter. Amy Pilkenton recently passed her checkride and is now first officer for Royale Airlines, joining Renee Sharp, who is now checked out in the Gulfstream G-159.

Marjorie and Ken Hardcastle, flying a CAP C-182 June 10, located a downed aircraft within 30 minutes. They were returning from a practice Search and Rescue mission in New Iberia, which Evelyn Snow and Eileen Anderson also attended. Alexandria Approach Control notified them of a Mayday call, and they started searching. Fortunately, the pilot of the downed aircraft was unhurt.

We've saved the best until last. The remodeling of our local headquarters, "Hangar 99," has been completed and we are ready for visitors. Marjorie Hardcastle undertook the giant task of redecorating and, with the help of 49½er Ken, accomplished a miracle. We now have a large, comfortable meeting room, complete with white wicker furniture and velvet cushions in 99 blue. We celebrated the occasion June 15 with an open house, and Starr Stone did a beautiful job of chairing the affair. Come see us!

by Helen Hewitt

South Louisiana Chapter

The chapter's July meeting was a fly-in to East Lake Charles Airport. Dr. Sandra Leder introduced Ed Martin, a businessman-pilot, who related history of his 1941 De Haviland Tiger Moth and gave rides to five 99s and two guests. Martin has also supported 99s' activities by offering the meeting room of his GMC truck dealership for several FAA Safety Seminars.

Judy McLane, Ann McMahon and Polly Baughman flew in from Baton Rouge, while Carrie Reininger and Pat Bacala flew guest Kathryn Dreher from Lafayette. Other Lake Charles members present were Dr. Ziggy Novak and Anne Self. Barb Seegraves, Sulphur, became a 66. Ninety-Nines' history, brochures and chapter scrapbooks were on display for the meeting, which received front page coverage in the *Lake Charles American Press*. Over 20 flying enthusiasts from the area came to see Martin fly his Tiger Moth.

Dr. Leder and Dr. Novak were privileged to hear Edna Gardner Whyte, Ft. Worth Chapter, speak July 11 to the Sulphur Rotary Club about her flying career and the airport she



With Ed Martin and his Tiger Moth are Sandra Leder, Ann McMahon, Dr. Ziggy Novak, Anne Self, Polly Baughman and Parker Bradley.



Sandra Leder enjoys a ride with 49½er Ed Martin in his 1941 Tiger Moth.

built. They were invited by Gene Allen of Gene Allen Air Service, also a 99s supporter.

by Sandra J. Leder

Tulsa Chapter

We have been directing most of our energy to preparing for the section meeting in October. We are confirming dates and speakers and gathering goodies for our guests, but we still manage time for other projects.

New officers are Chairman Melissa Whitehead, Vice Chairman Janet Minnerath, Secretary Karen Greenawalt and Treasurer Carol Thompson.

Deanna Robertson and her 49½er entered the Okie Derby, along with Mary Alice Baldwin and Lee Pang. They had lots of fun and flying, but did not report the results of their efforts in the race.

The fly-out to Cleveland Airport was successful in getting some of those hangar pilots into their planes. Green Country Pilots joined the 99s for a delicious lunch at Judy Ann's Restaurant.

Many thanks go to Lee Brown for hosting the summer party at her ranch in Pryor. There was a picnic, some swimming and lots of good visiting.

by Caroline Harper

Wichita Falls Chapter

Our June meeting was held in the home of Marilyn Spitsnagle. A very interesting program on EURO-NATO activities at Sheppard AFB was presented by Major Bob Wooley, Captain Chuck Frances, Sergeant Tom Reese and Sergeant Janis Hoskoe, air traffic controllers. An excellent film on EURO-NATO Jet Pilot Training was shown, followed by a question and answer period. "Share the Air" and "Facts About Flying Low and Fast" booklets were distributed. Since Sheppard is such a busy training center (planes taking off about every two minutes), such information is very important to civilian pilots.

Some of our members have been initiating younger family members into flying. Hellen Hutchison reports taking her young grandchild flying with her, and Leslie Patrick gave her 21-month-old daughter her first flight not



Sergeant Tom Reese, Captain Chuck Frances, Sergeant Janis Hoskoe and Major Bob Wooley present a program on EURO-NATO Joint Pilot Training at Sheppard Air Force Base to the Wichita Falls Chapter.

long ago. Virginia Holmes very likely inspired her grandchildren to take to the air when she flew solo to California to visit them. Sandra Gundermann's daughters react quite differently when she and her husband take them flying: The eight-year-old goes to sleep immediately after takeoff, while the four-year-old investigates everything on the plane!

We are delighted to have three new members — Liz Copland, Leslie Patrick and Dale Prontho — since our last report.

by Betty Kidd

Wildflower Chapter

The annual pool party at the home of Greta Greb was an all-day affair, beginning with doughnuts and sweet rolls in the morning, and ending with grilled hamburgers that night. Thanks to Charlene Falkenberg, we learned more about the life of Amelia Earhart through the film, "On a Wing and a Prayer." Pat and Bob Wright and Bob's niece, Stacy Ruhl, attended, along with Kristina and Herb Campbell, daughter Rebecca, Margaret and Ben Chessher and daughter Carmen. Jolene Fry, Hugo, came by long enough to become our newest 99. Also attending were Ava Ray, Sonja Boothe, Melissa Mahan and hosts Greta and Chuck Greb.

The July 15 air show at Cox Field in Paris was attended by chapter members in spite of the intense heat. The Tumbleweeds put on a terrific show. We are looking forward to our concession at the Grayson County Air Show in September when, hopefully, we will have lower temperatures.

by Margaret Chessher

SOUTHEAST SECTION

Blue Ridge Chapter

Up, up and away went those happy pilots who attended the July meeting in Hendersonville, North Carolina. Comments such as these were heard floating through the air: "Whee-e-e-e, I've hit a thermal!" "Get out of my way, cloud, here I come!" "Sure, I can lose 20 pounds. I've got to fly... no, SAIL that plane." "What did you say, Spoiler?" As one gal soared through the air, a loud voice boomed over the radio: "Hello, Dot, this is God, welcome aboard!" Imagine that 99's feeling!

This summer has been one to remember for us. We attended a beautiful Balloon Fest in May in Henderson, North Carolina. Louise White entertained us at her condominiums in Hilton Head, South Carolina. There were no cares, no worries in June — lots of sun and all

those other relaxing activities. Four of our members participated in the June 9 Tennessee Poker Run. What a show those Tennessee 99s produced! With all of this, we took time to attend a huge safety meeting in Spartanburg, South Carolina.

If you haven't tried gliding, we heartily recommend it! And come fly with us in October for the Autumn Gold Air Rallye in Asheville, North Carolina.

by Dot Penney



Madelyn Smith, Louise White, Don Penney, Lee Orr, Tenee Rhea and Janice Berry get acquainted with a sailplane.

Carolinas Chapter

Chairman Nancy Wrenn (returning to the helm after a few previous terms) is hard trying to hit the choice of the most members; that is, we're now meeting one month in North Carolina and the next in South Carolina, first on a Saturday and then on a Sunday. This doesn't leave too many excuses for members to miss meetings.

And it's working. June's meeting was in Chester, South Carolina, with gliders looking on. The bunch met for lunch in July at Periwinkle, the ever lovely and ever popular cabin by the lake, belonging to Louise and Herman Smith. We had 11 members at the July fun meeting — and that, friends, is a start for this chapter coming back to life!

Our August meeting will be a spot landing contest in Rock Hill, South Carolina.

Two major productions are upon us. Have you seen our handmade gold wings with "99" in the center? They're 14K gold, lovely and — until gold goes up — not too expensive. The other production is our part — a flying treasure hunt — in North Carolina's 400-year anniversary. You are invited, and we promise to keep you posted.

by Page Shamburger

Florida Crown Chapter

CAVU in all quadrants, yet an "Alaska or bust" send-off for five local 99s brought a record turnout to Jacque Whaley's home in



Jacque Whaley, 66 Bunny Waters and brand new pilot and 99 Cathy Winterfield discuss the best routes to Alaska for Convention.

Atlantic Beach. Everyone looked over the survival gear, the elaborate flight plan (a notebook filled with brochures, articles and contacts at every stop), maps on the walls and floor, as we discussed the different routes that would be taken.

Repaving continues at Craig Field, Jacksonville. The new hangars are all staked out, new taxiways are being formed and plans being made to paint our compass rose this fall. When the construction work is complete we will start, and we have even been offered a little office space at the field.

Our 66 program is expanding well. Not only have one or two students been at every meeting, but a young male student joined three 66s at our most recent meeting.

We have had six fly-ins this year — Spruce Creek, Palatka, Lakeland, St. Augustine, St. Mary's (Georgia), Lake City and the drive-in this month.

by Jacque Gross Whaley

Florida Gulf Stream Chapter

Lighthouse Point Yacht Club, Pompano Beach, provided the setting for the June meeting and installation of officers, including Chairman Ginny Orosz, Recording Secretary Cindy Rouse, Corresponding Secretary Sue Perrigo and Treasurer Ruth Jenkins.

Chairman Ginny Orosz and her hard-working air marking crew completed the compass rose at North Perry, our May project. Requests for more designs are coming in from neighboring airports.

The July 14 meeting, arranged by Ruth Jenkins, convened at the 94th Aero Squadron Restaurant at Ft. Lauderdale Executive. Bill Besarick, Pompano Air Center, spoke about aerobatic flying and the International Aerobatic Club. He urged the members present to schedule an introductory aerobatic lesson, and emphasized that the average pilot can master many aerobatic maneuvers.

Hats off to Ellie Odorico for a job well done as one of the race judges in Gainesville, Georgia for the Air Race Classic.

Sue Perrigo is the gal to contact for more information on our October 6 Flying Poker Run. The route will cover Stuart, Clewiston, Palm Beach County (Lantana), North Perry and Pompano. Plans and publicity are in the works, and the manning of each airport is being assigned to chapter members.

by Pamela Rochowiak

Florida Spaceport Chapter

The chapter has become very balloon-conscious. Last fall we built a big tissue paper balloon as part of our aerospace meeting. Later on, Rosemary Jones, our vice chairman elect, helped her Girl Scout troop build one of their own. Jackie Holland, one of our newest members, also caught the fever; with the help of Rosemary Jones, she showed her students at Clearlake Middle School in Cocoa how to build their own individual balloons. June 4 was launch day in the playing field at Clearlake School. Numerous balloons made their ascension in front of a large and fascinated crowd.

The following Wednesday, the chapter completed the second air marking of the season, a compass rose at New Smyrna Beach Airport.

Members met June 13 at Daytona Beach Airport for a tour of the tower. The chapter



Rosemary Jones, Jackie Holland and Jeanie Ball launch the 99 balloon.

had responded so eagerly, with several 66s and 49ers accepting the invitation, that we had to be divided in small groups to visit the facilities. First, we had a chance to examine the radar display, then in the darkened room we watched approach controllers working their respective sectors. After that, in the tower itself, we found personnel very willing to detail their part in the landing process. We were all pleased to meet the people we are so often talking to and working with and to view the operations from their side.

by Jeanie L. Ball

Florida Suncoast Chapter

The summer heat hasn't slowed these 99s. Thirty-two people gathered at Barbara Sierchio's home for a pool party in June. In July, we toured the Avon Park Air Force



Sixth place winner in the Air Race Classic, Sophie Payton, enjoys a chapter picnic.



Nancy Brantly, Alice Cutrona and Skip Fernandez tour the Avon Park Air Force bombing range.

Bombing Range. It was a thrill to see the F-16s in action.

Mary Lou Galea and Alice Cutrona have passed their written IFR. Mickey Faber completed Phase I of the FAA Wings program, and Alma Parker was promoted to major in the Civil Air Patrol.

Pat Judges placed 10th in the Grand Prix Air Race, and Sophia Payton placed sixth in the Air Race Classic.

Pat Hange's Lenox Aviation has relocated to a grass strip at Gardner, 10 miles north of Arcadia. The St. Petersburg City Council voted to keep runways 6-25 at Albert Whitted and make improvements, including lengthening the runway.

We welcome Thelma Johnson, transferring from the Washington, D.C. Chapter.

by Barbara Sierchio

SOUTHWEST SECTION

Alameda County Chapter

The chapter's popular annual Hayward Airport Airlift, our major activities fundraiser, was held June 3.

Our chapter representative to the recent Reno sectional, Doris Kempert, gave us a rundown on events and brought home a lot of good information.

Member Fran Gibson, aviation education instructor at Hayward High School, recently organized a chapter tour of NASA's Ames Research Center at Moffett Field NAS. Members attending included, along with Fran, Chapter Chairman Billy Sposeto with children Barbara and Dominic, Judy and Noel Barker and Ruth McGill.

Our May meeting was hosted by new

CHAPTER NEWS, ETC.

Mississippi Chapter

Members joined with the Jackson County Airshow Committee, the Civil Air Patrol and other interested individuals in June to enlarge the air marking at the Jackson County



Ninety-Nines and CAP cadets are proud of their handiwork in air marking the Jackson County Airport in Pascagoula. Shown here on a small portion of the marking are 99s Virginia Midgette, Gail Lofdahl, cadets Jimmy Biles, Calvin Taylor, 99s Andy Ballus and Ramona Young.

Airport in Pascagoula, Mississippi. The expanded sign is 1,044.75 feet in length and 30 feet high. It took 102 gallons of paint, donated by several local businesses and industries, and 192 man hours to complete the air marking that now reads, "Jackson County Airshow (the compass rose) October 19-21, 1984." The chapter hosts a booth at the annual aviation event.

Also in June, Chairman Ramona Young was guest speaker at the "State of Safety" meeting held in Meridian.

Ninety-Nines from Mississippi, Florida and New Orleans joined Glorice Wills July 4 at her private strip in Poplarville to celebrate our nation's birth. The weather was good, the shrimp were great, and the fellowship even better.

Member and glider pilot Betsey Hopson recently earned her private license. She now plans to begin work on her commercial glider rating. Members receiving CAP promotions include Ramona Young, captain, and Fay Shearer, first lieutenant.

by Ramona O. Young

member Marty Landers, manager of the Oakland Flight Service Station. Following the meeting, we viewed the videos, "Flying to the Olympics" and "The Flight Service Station Modernization Program." Even though the Olympics are over as you read this, the videotape can help you fly more effectively in southern California, for it will give you a picture of the summer weather effects and hazards frequently encountered in the Los Angeles Basin. It will also help you more easily recognize the general aviation airports in the vicinity. Both videotapes may be available at your local FSS.

by Marty Landers

Aloha Chapter

Caroline Takahashi-Kang and Lori Hill received flying scholarships at the annual banquet. Caroline will use the award toward an instrument rating, while Lori will be working toward a multiengine rating.

Mimi Tompkins-Beltrano received the annual recognition award for the chapter member who has contributed most significantly to aviation and the chapter during the past year. Her accomplishments include chairmanship of a two-day stall-spin clinic plus a year as newsletter editor.

Presentation of awards was made at the chapter's 16th Anniversary Banquet, which also featured installation of Chairman Nelwyn Choy, Vice Chairman Nora Chee, Secretary Vickie Miller and Treasurer Nona Meinen.

by Eleanor Sharpe



Caroline Takahashi-Kang accepts the scholarship award from Andrea Rice, last year's winner.



New officers of the Aloha Chapter include Vice Chairman Nora Chee, Secretary Vickie Miller, Treasurer Nona Meinen and Chairman Nelwyn Choy.



Mimi Tompkins-Beltrano receives the chapter's recognition award.

CHAPTER NEWS, ETC.



Flying its first refueling mission over eastern Arizona is the all-female crew of Captain Marilyn Koon, Second Lieutenant Gabrielle Thorp, both 99s, and a female navigator.

Arizona Sundance Chapter

An all-female crew flew an Air National Guard Boeing KC-135 June 27 on its first air refueling mission above eastern Arizona. This was the first ANG tanker from any state to fly with an all-woman crew on a refueling mission. It refueled two A-7 Corsair fighters from Kirtland AFB, Albuquerque. Flight commander was Captain Marilyn Koon, a Phoenix Chapter 99, with Second Lieutenant Gabrielle Thorp, Arizona Sundance 99, copiloting. Both the tanker and the fighters were flying at nearly 400 mph.

The Third Annual Tubing Party was a great way to keep cool in the arid desert climate. Large inner tubes carried our 99s and their guests down the Salt Lake River in Mesa June 30. A cookout was held at Pat Moreland's after everyone washed away the sand.

Amid tarantulas, rattlesnakes and bear, the chapter spent the July 28 weekend in Geronimo Estates near Pine, Arizona for the First Annual Chili Cookout Weekend. At the K Ranch, Joyce Kienitz and husband Jim cooked up a prize-winning batch of chili. Bonnie Krentler, our super songbird, provided music around the campfire.

Janna Shea is now a corporate pilot for Garrett Turbine Engine Company, flying Conquests, Metro II and Merlin IV-A. After

being chairman of our First Annual Shamrock Air Derby in March, she received specialized training for her new job.

by Joyce Kienitz

El Cajon Valley Chapter

Perfect weather, lots of helpers, great planning, few contestants... the story of our first poker run. Chairman Marian de Lano did an outstanding job setting up the event. The best hand was held by a 15-year-old girl whose father teaches aviation science at a local high school. Combined with a spot landing contest, chaired by Eleanor Richardson, it was a fun day for all who participated, entrant or worker.

Many members attended the "Operation Raincheck" held at NAS Miramar in April and May.

Doris Ritchey again taught two classes of "College for Kids." One field trip was to the San Diego Air and Space Museum, the other trip was to Gillespie Field. Dottie Campbell assisted Doris on these field trips.

Cherie Parsons, Eastern New England 99, is stationed at NAS Miramar as a weather observer, and has been attending our meetings and events.

Lynn Coulthard, Doris Ritchey with 49½er Frank and Susan Maule, an AE Scholarship

finalist, attended International Convention Anchorage.

Officers for 1984-85 include Chairman Dottie Campbell, Vice Chairman Frankie Clemens, Secretary Marian de Lano and Treasurer Dottie McAuley.

by Frankie Clemens

Mt. Shasta Chapter

Air show season is in full swing in northern California and, as usual, the thermometer has climbed to well over 100. We again pumped Pepsi at the Red Bluff Air Round-Up, featuring Julie Clark and a number of other popular acts as a warm-up for Redding's Air Show '84. The Redding show featured the Blue Angels and drew a tremendous crowd and a good number of acts never before seen in this area.

In between, we installed new officers at our annual potluck and pool party.

by Bev Tickner



At the Red Bluff Air Round-Up, Mt. Shasta 99s pump lots of Pepsi for visitors.

Palomar Chapter

Our annual awards meeting, June 9, with the theme of XXIII Olympiad, was an evening potluck at Bev and George Zirkle's home atop Starvation Mountain. A bevy of service and fun awards were given — "Santa," "Gutsy," "Turkey" and "Racy Lady." The Pilot of the Year award went to Syd Dolbec, and Amy Erickson received the Flight Experience PIC award for her 400 hours logged during the year. New officers installed for 1984-85 are Chairman Connie Francis, Vice Chairman Syd Dolbec, Secretary Lou Ann Unger and Treasurer Ami Erickson.

After our July 14 general meeting, we held a spot landing contest. It was an unusually overcast morning, but the ceiling was high, just right for observation from the tower. Anthea Beletsis, San Diego Chapter, joined us. Lou Ann Unger was our winner, and the bottle of wine went to helpful controllers Steve Beckman and Kelly Sandfer. Toni Mattei planned the contest.

Airline Captain Suzanne Skeeters spoke on "Women in Aviation" July 11 at an FAA meeting. She was joined by San Diego WASPs, who gave the "inside story" on military women aviators' roots. Several women at the meeting were very excited to learn about the 99s.

Pam Vander Linden entered this year's Air Race Classic. Pam has flown in every Classic, this year with racing buddy Lois Sweeney of Redding. Also at the ARC were Mary Pearson and 49½er Brad. Mary taught the First Time Racers Clinic, and Brad was official race starter.

by Vi Pfeiler

Phoenix Chapter

Bob Thompson, four times Arizona State champion hang glider, told us many things we did not know about hang gliding at the July meeting. Beautiful slides, taken from the wings of his hang glider, verified his tales of silent flights at 18,000 to 24,000 feet. In an extended question and answer period, we learned that hang gliding is a rather strenuous physical activity, and only four women in Arizona are members of the Desert Hang Gliders Association. Bob is a member of the Board of Directors of the US Hang Gliders Association.

At the May meeting, Karen McLean, a senior at Arizona State University, was awarded the fifth annual memorial scholarship given by the chapter in recognition of members who have found New Horizons. At the same meeting, she was voted into membership in the Ninety-Nines. The \$500 scholarship is given to a female student in aeronautical technology at ASU to help defray the costs of tuition and books. Karen, an out-of-state student (Havertown, Pennsylvania is home), maintains a 3.92 grade point average. She is approaching her commercial and instrument check rides, and plans to have her CFI and CFII before graduation.

Chalk up another air marking for the chapter. In June, it was Sedona, in the beautiful red rock country. Air markers included Stacy Hamm and daughter Adrianna, Shirley and Bob Rogers, Cindy Johnson, Grace and Bob Jones, Carolyn Chard, Sue Storm, Redgie and Ray Murdock, Lois Ward, Caroline Reibert, 66 Ellen Bolko, Sundance Chapter's Bonnie Krentler and Sedona Airport Manager Beau Fox. Their efforts were rewarded with a superb lunch hosted by Mr. Fox.

Mother Hen Grace Jones, chairman of the 66 program says she hasn't quit fluffing her feathers since she was awarded a very special plaque painted especially for her depicting a very flustered mother hen with baby chicks running around, taking off, looping, landing or hanging on. The occasion was the annual June dinner meeting. Several other members, 49½ers and Sunburst Aviation, an FBO at Deer Valley Airport, were honored with humorous awards for special service. Sixty six people — 99s, 66s, 49½ers and friends — had a fun evening.

Shirley Rogers cooked up a cool ice cream social July 15 at Sunburst Aviation. Shirley can never leave well enough alone, though; she always has to throw in some devious education "game." She is determined to make us proficient pilots.

by Mary Lou Brown

San Fernando Valley Chapter

Prior to our July meeting, some of our members had dinner at the newly completed Airtel, located on the east side of Van Nuys Airport. Meetings are held in the airport office board room, so this should prove to be a good arrangement for those who come straight from work and wish to eat prior to the meeting.

Before the business meeting began, we had a special showing of the FAA film, "Flying to the Olympics." Fred Hekmet, flight instructor, and Rick Gorel, pilot and partner in a flight school, both located at Whiteman Airport, brought the film and informational handouts on the subject.

Wanda Ogne and Ely Rickabaugh, co-chairmen of the combined scholarship committees for the chapter and the Jim Hicklin Memorial Air Race, announced that Thomas J. Boylan received the chapter aviation scholarship, and the JHMAR scholarships went to Charlie Prior and Scott A. Grubbs.

The summer potluck was held at the home of Jaye Howes, vice chairman, and her 49½er, Bill. Jaye has edited our newsletter this past year and is now co-editing with Monie Pease, assisted by Betty Irwin, who handles printing and circulation. About 40 Ninety-Nines and 49½ers attended, enjoying the pool, Jacuzzi and varied dishes brought for the buffet.

by Doris M. Totans

San Luis Obispo Chapter

The annual meeting was held this year at the Motel Inn in San Luis Obispo. New board members include Chairman Cris Darbonne, Vice Chairman Cheryl Cooney, Secretary Dawn Foster and Treasurer Shirley Moore. Our Member of the Year was Dawn Foster, and Pilot of the Year was Meta Neubert.

The generosity of the local aviation community, in addition to our annual \$500 flight scholarship, allowed us to award \$1,090. Scholarships this year were presented to Bonnie Schaller, \$500; Cindy Cole, \$310; Nancy Eckrote, \$200; Ciella Steinke, \$200; Christina Bennett, \$200; and Laurie McDermott, \$180.

In April, our chapter took part in the Direct Relief International flight to Santa Barbara with lunch at the Elephant Bar. The May meeting was "Project Aware," hosted by Wanda Strassburg and featuring a program for non-pilots, spouses and friends who want information about flying. Later that month, several of us flew to Bakersfield to dine with members of the Bakersfield Chapter.

by Doris M. Totans



Scholarship winners include Laurie McDermott, Christina Bennett, Ciella Steinke, Nancy Eckrote, Cindy Cole and Bonnie Schaller.

Santa Clara Valley Chapter

Our July meeting combined a picnic in the park with installation of officers and celebration of the chapter's 30th birthday. Chapter charter members Pat Gladney and Patti Sherwood were on hand to share reminiscences of July 19, 1954 and the days following when the newly-formed group enjoyed, among other things, bingo parties in the hangar of Marion Barnick. (Besides Pat and Patti, current members who are part of that original group are Natalie Bossio, Jeannie Collins and Jackie Petty.)

Officers installed for this year include Chairman Mayetta Behringer, Vice Chairman

Sue Schiff, Recording Secretary Stella Leis, Corresponding Secretary Debby Cunningham and Treasurer Julie Kays.

Special guests at our picnic meeting included 66s Grace Voss and Peggy Loe. Peggy had special reason for celebrating that evening, since a few hours earlier she'd soloed! Mayetta Behringer is Peggy's instructor.

by Kathy Pelta



Enjoying the chapter's 30th anniversary party are Nancy Rodgers, Claire Floris, Joey Connell, Pat Gladney and Mayetta Behringer.

Santa Rosa Chapter

Fred Weisman, pioneer aviator, would indeed be proud if he had been present for the June 24 celebration in his honor. It was a beautiful day with a terrific turnout of approximately 2,000 to 3,000 people, who came to witness the Larkfield Lions Club dedicate the visitors' park in Fred's name at the Sonoma County Airport.

Fred was the first native son of California to build and fly his own airplane. He also flew the first mail processed through the US Post Office from Santa Rosa to Petaluma in 1911. His plane is presently being reconstructed at the Smithsonian Institution.

Members of our chapter participated in the exciting events. A booth was set up with information on 99s and our chapter activities. The gals were busy selling hot dogs, cold drinks and homemade cookies. To our delight, we were successful in our sales.

Aircraft on display included antiques, ultralights and a P-51 Mustang. Local Squadron #42 of the Civil Air Patrol also displayed their T-34 and Bird Dog aircraft. The 561st Air Force Band presented a concert. It was the greatest event at the Sonoma County Airport since the PAR terminus.

Also, as part of the ceremony, our chapter honored our favorite senior air traffic controller, Sam Fabela, with a plaque in recognition of his cooperation and good will to the Santa Rosa 99s.

by Betty La Guire



Selling hot dogs, old drinks and homemade cookies at the park dedication are Santa Rosa 99s.

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