

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 11

OCTOBER 1984

NUMBER 8



Convention Album

Letters to the Editor

Dear Editor:

In the July/August issue of *The 99 NEWS*, past International President Betty McNabb addressed an issue in this same column that is sorely coming to a head. However, she was terribly misinformed on the "classification of section membership."

To quote the International Bylaws, Article IV, Section 3, Paragraph B, "Section member — Any member may become a section member any time after joining or an applicant may join as a section member...." That, by the way, is what Sally Ride chose to do, and others who do not have time to devote to a chapter. This does not mean she is not a good 99.

Why does a member fail to come to chapter meetings, fail to pay chapter dues, make no effort to contact members or officers for two to three years at a time? It could be any number of things — health, loss of interest, moved out of state. No matter what the reason, I'm sure it's legitimate in the eyes of the member.

Times change, circumstances change, we change; these are a few things we are guaranteed in life. How we handle them is our responsibility. Let's not ignore the situation.

As children, we're taught competition. Didn't you see what the Summer Olympics did to this nation? Can't you feel the joy, love and unity of all those kids who worked hard to strive for excellence? They, each and every one, worked hard, and the ones who worked the hardest were rewarded with gold, silver and bronze medals. Did that take anything away from the others? No! What's the point of having Olympics, football, baseball, tennis, etc., if after the game is over, there is no winner?

Have you ever said, "I won!" Sure, we all enjoy the competition, the challenge, the friendship and whatever satisfaction one gets from participating. Is this what you call a "child's lollipop?" Did you ever enter a proficiency race, poker run or even apply for an AE Scholarship? Someone is always rewarded. Is that wrong? If so, why bother? Sure, there are a lot of other things we can do as a 99 chapter. We're not arguing that!

Have you ever tried to explain to a 99, prospective or new member, who all those people are listed in the directory under your chapter heading? Have you ever said, "I've been a member for several years and have never met her or them?" Have you ever said, "We've called her numerous times and written her with only a response of, 'I'm sorry,' 'I know,' 'I can't' or 'I'll try,' but always to no avail."

The Ninety-Nines hasn't lost a member — the chapter has. The member hasn't lost or

given up the Ninety-Nines — she still receives *The 99 NEWS*, the directory and retains her voting privileges. She merely loses contact with her chapter. Section members have the best of both worlds, and may, upon request, receive the chapter newsletter.

If all this is possible, why, then, would a member feel she is being "kicked out"? Why, if she has so much to offer, doesn't she? Why would anyone be ashamed to be a section member? If these people with experience have achieved in the past — great! But let the ones who are enthused now achieve in the present — today! People retire every day. If they choose to feel they've been put out to pasture, that is their problem. It's a frame of mind. Section members are still very vital, and can contribute at sections and International Conventions. If they were doing so on the chapter level, then there would be no need to be having this discussion!

To sum it all up:

What kind of a member are you?

Are you an active member,
the kind that would be missed?
Or are you just contented
that your name is on the list?
Do you attend the meetings
and mingle with the flock,
Or do you stay at home
then criticize and knock?
Do you take an active part
to help the work along?
Or are you satisfied
to only just belong?
Think this over, member,
you know what's right from wrong.
Are you an active member,
or do you just belong?

by Carol Phillips

Dear Women Pilots and 99s:

I would like to share with you all the joy and excitement of my first few flights in my very own, completely rebuilt VariEze N66SM. In 1980 when I had five hours in my log book, I saw this futuristic airplane in the Watsonville Air Show. I could not forget it.

Later the same year, I enjoyed rides in a V.E. Before I knew it, I was hooked. I became a member of the local EAA (Experimental Aircraft Association) and soon realized that, to successfully finish an airplane, together with my busy job as a head nurse in the operating room, would take me many years. However, I wanted very badly to build a VariEze and to understand everything about the airplane. The second

choice, then, was to get a wreck and rebuild it.

It took me almost a year (after some advertising in *Trade a Plane*) to find one. Finally, I got what I was looking for — a neglected wreck.

When all parts were unloaded in a corner of a hangar one cold June night (1982), and the truck left, I was uncertain about my ability to rebuild it. I started to look over "my airplane" and told myself, "There must be some difference between the round screws and the hexagonal ones." The truth is, I really did not know the difference between a screw and a bolt.

For all those months when I was looking for my VariEze, I was determined to rebuild the plane and to do all the work by myself; I was not going to change it now. I was going to learn how to do it!

It took me almost two years and about 1,400 hours of work to rebuild the plane. The list of modifications (the plane was built in 1978) and changes were a mile long. I keep documentation of my work, and the book of pictures is six inches thick.

On November 27, 1983, I asked my VariEze mentor (Carlos Amspoker, president of the local EAA) to test fly my airplane. The night before the flight, I could not sleep. VariEze N66SM tested well on that day, so I started to prepare for my first flight. A VariEze pilot sits in the front seat; the back tandem seat does not have instruments or controls except for the stick. The visibility of the instruments in front is almost nonexistent. Preparation for the first flight and the



solo are done by verbal instructions from other fliers of VariEze.

The day was set for my solo — December 7, 1983, 1500 hours, Buchanan Field, Concord, California. That morning at the hospital I was totally useless and left as soon as I could to drive to the airport. I carefully preflighted the Eze, propped the engine (0-200) and taxied to Runway 19R. Just before I put on full throttle, I had to be the happiest gal ever born.

cont'd. on p. 8

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ON THE COVER:

The new Ninety-Nines Board of Directors includes (*front row*) Secretary Jean Davis, Board members Chanda Budhabhatti and Harriet Fuller, Treasurer Judy Hall, (*back row*) Board members Marie Christensen and Pat Roberts, President Hazel Jones, Vice President Barbara Sestito and Immediate Past President Marilyn Copeland.

Calendar

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, Elaine Ralls, 1416 E. Grandview, Mesa AZ 85203.

Oct. 12-14: Fall East Canada Sectional. Ottawa, Canada, Delta Ottawa Hotel.

Oct. 19-21: Middle East Sectional. Dulles Marriott, Washington, D.C. Contact Betty Fisher, (703) 560-5289, or Joan Stalk, (703) 451-4181.

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) 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, 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*.

DECEMBER

Dec. 2: Greater Kansas City Chapter Wright Day Dinner, Richards Gebauer COM Club. Guest speaker Fred J. Schieszer on "The Howard Hughes Connection." Contact Sarah Ratley, 221 W. 48th, Apt. 1903, Kansas City MO 64112, (816) 753-6881 or 561-2345.

Dec. 15: Applications for AE Scholarships must be submitted to chapter AE chairmen.

Dec. 30: The 99 NEWS deadline for January-February issue.

JANUARY

Jan. 30: The 99 NEWS deadline for March issue.

FEBRUARY

Feb. 28: The 99 NEWS deadline for April issue.

MARCH

Mar. 8-12: World Aviation, Education and Safety Congress. Bombay, India. (See September 1984 issue of *The 99 NEWS* for information and registration forms.)

Mar. 15: Deadline for Intent to Seek Election forms. (See September 1984 issue of *The 99 NEWS* for additional information.)

Mar. 16: Second Annual Shamrock Air Derby. Kits, \$3.50, Shirley Cochrane, 1500 N. Markdale, #70, Mesa AZ 85211, (602) 834-0250.

Mar. 17-23: 11th Annual Sun 'n' Fun EAA Fly-In, Lakeland, Florida. Contact Sun 'n' Fun office, P.O. Box 6750, Lakeland FL 33807, (813) 644-2431.

ROSTER ADDRESS CORRECTION

The correct address for 99 *NEWS* Editor Lu Hollander is 3533 N.W. 41st, Oklahoma City OK 73112, (405) 949-1187. Lu moved after the Roster had gone to press.

NOTAM

A limited supply of handouts from the Resume Writing and Interviewing Skills Seminar, presented at Convention, is available. Send an envelope, stamped and self-addressed, to Lillian LeBlanc, 45 Ruggdale Rd., Dorchester MA 02124.

New Ratings

MIDDLE EAST SECTION

Gayl Henze, Eastern Pennsylvania — COMM

Kathy Rodziewicz, Eastern Pennsylvania — COMM

Alice Krick, Potomac — ASES

Mary L. Lewis, West Virginia Mountaineer — IFR

Sharon A. Peters, West Virginia Mountaineer — IFR

Jean A. Pickering, West Virginia Mountaineer — ASES

NEW YORK-NEW JERSEY SECTION

Virginia Hake, Western New York — ASES

NORTH CENTRAL SECTION

Linda Druskins, Michigan — ASES

Renate McLaughlin, Michigan — ASES

Kendra Benham, Minnesota — CFII

Jackie Chambers, Minnesota — CFII

Mary Dodson, Minnesota — COMM, CFII

Marci Glaesemann, Minnesota — COMM, CFII Glider

Rene Holmes, Minnesota — CFII

Ellie Nelson, Minnesota — IFR

NORTHWEST SECTION

Sue Davidson, Alaska — IFR, CFII, ASES

Judy Lanning, Alaska — IFR

Ellen Panoek, Alaska — IFR, CFII, ASES

SOUTH CENTRAL SECTION

Suzanne Azar, El Paso, COMM, AMEL

Betty MacGuire, El Paso — AMEL

Michelle Miller, El Paso, CFII

Marilyn "Didl" Shaffer, El Paso — COMM, IFR

Janie Bailey, Lubbock — B61

Joanese Honegger, Oklahoma — AMEL

Jan Millon, Oklahoma — AMEL

Elleen Anderson, Shreveport — CFII

Hellen Hutchison, Wichita Falls — IFR

Martha Harvey, Wichita Falls — IFR

SOUTHEAST SECTION

Gudl Lashbrook, Florida Suncoast — Glider

Judy Magglore, New Orleans — AMEL

SOUTHWEST SECTION

Georgia Beck, Monterey Bay — COMM

Dorothy Flynn, Sacramento Valley — COMM

Sherry Moore, Santa Paula — ATP

Melody Rich, Santa Paula — BGI

Heather Cissna, Santa Rosa — ASES

Heidi Cronquist, Santa Rosa — ASES

Carol Clarke, Utah — ASES

THE PRESIDENT'S MESSAGE



by International President Hazel Jones

One of the more interesting items on the business meeting agenda in Anchorage was the discussion and subsequent voting on proposed bylaws changes. The proposed change to Article X was defeated, and it was probably good that it did not pass.

Essentially, the proposed change, *as amended from the floor*, would have required that members elected to the International Board be from a section not already represented on the Board; as the bylaw now stands, Board members may not be from a chapter already represented on the Board.

Each time an election is held, it is difficult to find members who will run for the various openings. The dedication in time alone causes many to decide against standing for election.

The International Nominating Committee makes numerous long-distance phone calls to obtain a full slate of candidates, not only for the Board, but also for the Nominating Committee itself. Imagine what a job it would be if they could only select from 20 sections, instead of the 200 chapters now in existence. If the bylaw had passed as amended, the Nominating Committee would be calling all over the world to recruit eligible candidates — a tremendous expense to the organization.

Additionally, Board members' travel expenses are customarily paid to two meetings annually. Obviously, travel from many areas of the world would be enormously expensive to the organization, and could eventually create an increase in dues to cover such expenses.

Wouldn't it be great to have a budget that would allow all the section governors to come in for three days of discussions and exchange of ideas? Maybe someday the 99s will have such a budget; until we do, we must rely on our normal channels of communication — *The 99 NEWS* and regular monthly mailings to section governors and chapter chairmen.

The closeness of the vote on the bylaws revisions did call attention to the fact that these bylaws need to be updated, which has not been done since they were rewritten in 1974.

The Bylaws Committee (Chairman Pat Jenkins, Marci Mauthe and Mary Ann Jamison, assisted by Past President Thon Griffith and Sylvia Paoli) will meet in Costa Mesa to formulate a questionnaire for members. This questionnaire will be sent to all chapter chairmen to be filled out by each chapter and returned in a timely manner. From these responses, bylaws revisions will be made ready for presentation at the International Convention in Baltimore. This is a grand time for all of you to become directly involved in your organization and how it is to be run. Please give this questionnaire your serious attention — and if you have any additional ideas, let Pat Jenkins, Idaho Chapter, know.

It is the intent of the Bylaws Committee to formulate workable bylaws that will allow us to run the organization and yet will not be overly restrictive.

Fly safely — and may all your winds be tailwinds.

We've cut the cost of flying!

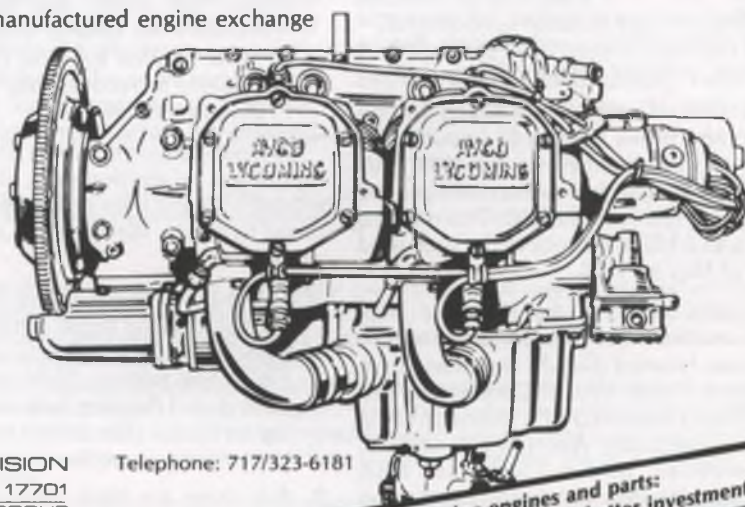
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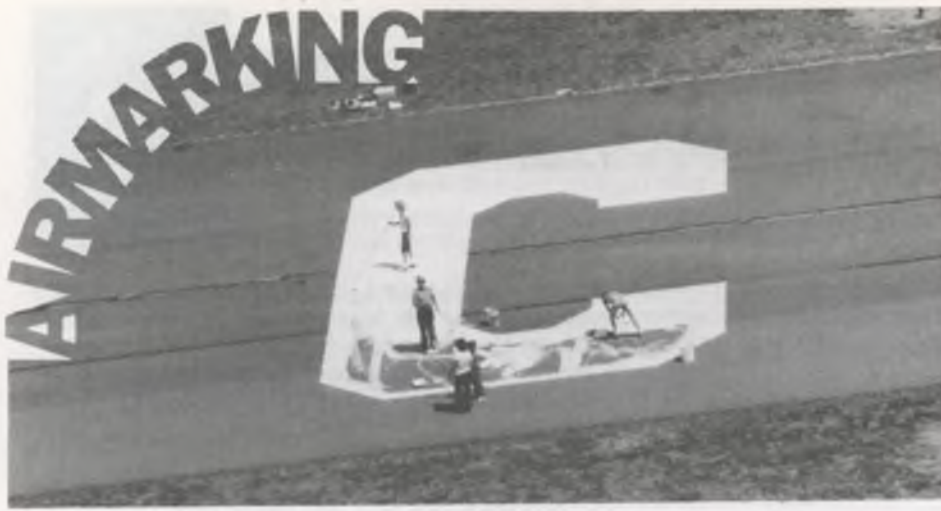
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seek & keep

by Stacy Hamm

While other pilot organizations can serve specialized interests such as experimental building, agricultural, corporate or recreational flying, the Ninety-Nines must be capable of serving the demands of all of these. Our meetings and activities must boost the interest of all our members.

Lay out a long-range calendar as a visual aid when you plan your 1984-85 activities. Your chapter can draft a positive program that considers those interests currently being provided in your area, dates and funds available for new projects, and a survey of current members' interests.

When you begin working your plan, remember to enlist the aid of non-member women pilots. It is a great way to introduce them to the Ninety-Nines, and their expertise can benefit your programs. Many talented, knowledgeable women are anxious to make a contribution to aviation. They are often impressed with the scope of service that we provide and the enthusiasm and warmth of the Ninety-Nines. Keep in touch with these pilots to inform them of upcoming flying events, educational seminars and special meeting programs. If we provide them the opportunity, they will provide us with members.

New Ideas for Old Air Marking

by Mary Hill
International Air Marking Chairman

What an exciting and fun time we all had in Anchorage at Convention! It also proved to be quite educational. I asked for help and information which I could pass on, and the response was overwhelming.

One of the slickest ideas I heard was using large head tacks (roof tacks) and string to lay out your letters and numbers the day before painting. Even if it should rain, the letters would still be outlined, unlike chalk lines which would be washed out by the next morning.

The steps are quite simple. Measure center lines and distances from edges, then lay out first letter, using string and tacks.

Hammer tacks tied to string into surface (works on all surfaces) at 10-foot distances. Lay out diagonal corners and straight legs exactly as you wish the final product to be. Then just paint away. No chalk, chalk lines, dust or sneezing. Be sure to remove all tacks from the surface. Keep an accurate count, and you'll not lose any.

Several chapters use tacks and string and report it is much easier and faster than conventional methods.

On the forms to be mailed to me after completing an air marking, please list the amount of paint used, letter size and type of surface. This information will be most useful to those chapters just beginning to air mark. Keep those cards, letters and pictures coming. I love and use them all.

Legislation Information

NO ARPEGE, THANKS

by Joan Kerwin

Unless you have been lost in the wilds somewhere, you are aware that this is an election year in the US — not only for president and vice president, but also some of the representatives and senators. Before you vote, consider the following:

- In 1983, Congress reneged on its promise of full funding of Airports and Airway Improvement in the 1984 FAA budget, for which they increased general aviation fuel taxes in 1982. This resulted in a \$5.6 billion balance in the trust fund as of May 31, 1984.
- A "turf battle" in the House of Representatives between Representatives James Howard (D-NJ), chairman of the House Public Works Committee, and William Lehman (D-FL), chairman of the Transportation Appropriations Subcommittee, may cut proposed FAA funding for 1985. If they don't settle who has jurisdiction over the bill before the recess for campaigning this fall, the FAA

funding will remain at 1984 levels.

- The Congressional Budget Office is still crying "fair share" and insisting that "revenue from general aviation would have to increase eightfold (to about \$1 per gallon) to recover fully its share of FAA expenditures."

So what can you do about it? Remember that this is an election year, and both the incumbents and their opponents are in the mood to please. Write, phone or wire both candidates:

1. Tell them of your concern that general aviation is being taxed out of existence. General aviation airports are closing, FBOs are folding, flight schools are closing, and the manufacturers are holding on by the skin of their teeth. And it isn't only the recession that's caused it.
2. Ask them for their views on general aviation. Remind them that we are not all flying around in twins and Learjets. Many

of us are not using ATC or federally funded facilities, and we use our airplanes for transportation — not just recreational flying.

3. Inquire of the incumbents how they voted on aviation issues and their reasons behind their votes.
4. Remind them that four-fifths of FAA funding comes from the Aviation Trust Fund, which receives no money from general revenue. We are more than paying our way.
5. Ask for a written reply with answers to your questions.

Then vote for the candidate of your choice. And be sure to follow up on the voting record of the winner. Candidates can and will promise anything, but airplanes can't run on Arpege.

WRITE ON.

New Horizons



Did you miss the Convention?

Too bad... but you can still get some of those enchanting Eskimo faces framed with real wolf fur, which were favors at the AE Luncheon.

Pearl Laska, an early Alaskan bush pilot now living in California, made them all by hand (no two alike) and donated the extra ones to the AE Scholarship Fund. They have a pin backing, but many 99s are planning to use them as Christmas ornaments, stocking stuffers, magnets for the refrigerator, etc. Do your own thing! We plan to have a picture in the next issue of *The 99 NEWS*.

Send your check payable to the AE Scholarship Fund for \$5 each, postage paid, to Alice Hammond, 15 Oakdale Dr., Millville NJ 08332.

Phyllis May (Innis) Goddard Penfield

Charter Member

Born July 17, 1897 on the island of St. Helena (mid-South Atlantic), Phyllis Goddard Penfield died August 29, 1984 in Santa Maria, California.

An International Charter Member and charter member of the Bay Cities Chapter, as well as a Life Member of the Ninety-Nines, she was educated in England and Canada. Her first flight was a ride in a Jenny Canuck in Victoria, British Columbia.

She left Victoria for San Diego to marry Lieutenant Norman A. Goddard, USNR (AV), and assisted him in operating a flying field at Imperial, California, as well as barnstorming in southern California.

Moving north, she was involved with the Dole Air Race, flown from Oakland to Hawaii, as her husband was an entrant. (See coverage in *Glory Gamblers*, the book by Lesley Forden.)

In 1927, the Goddards established the Palo Alto School of Aviation on the campus of Stanford University. Following Goddard's fatal accident in a glider, Phyllis continued to operate the school, and also founded the

Stanford Flying Club. In 1930, with Paul Mantz as chief pilot, the school was sold.

Phyllis qualified for License #5487 on March 15, 1929 after three hours and 45 minutes of flight instruction. She held this license until 1935.

In 1931, she married Thomas Petts Penfield and, in 1940, moved to Santa Maria, California, where Tom was squadron commander in the Army Flight School. Later, he flew for Alan Hancock's company for 25 years.

Active in her church, Phyllis was its organist until mid-1984, and a successful artist.

Bay Cities Chapter honored her with a plaque in the Forest of Friendship in 1981.

by Ruth N. Rueckert



Board Meeting Report

by Barbara Sestito

Before each International Convention, your Board of Directors meets for one day. This year we met August 6 in Anchorage. Our sincere thanks go to Claire Drenowatz and the members of the Northwest Section for a beautiful and interesting Convention.

During 1983-84, we have chartered six new chapters: Mat-Su and South Dakota (Northwest Section); Abilene Area and Pikes Peak (South Central Section); and Borrego Springs and Clear Lake (Southwest Section). In addition, two chapters changed names: British Columbia to British Columbia Coast and Palisades to North Jersey.

We are the proud sponsors of two World Aviation Events in 1985. Along with the India 99s, we are sponsoring the World Aviation, Education and Safety Congress in India in March. As a result of our involvement with USPFT, we will host the Sixth World Precision Flying Championships in Kissimmee, Florida in August.

The 1988 Convention will be held at Shangri-La Resort, Afton, Oklahoma. Plans are to offer a side trip to our Headquarters in Oklahoma City.

We are pleased and excited to announce the beginning of the fund drive to expand our Headquarters building. This much needed project will enhance our organization and properly house our heritage. Three weeks before Convention, we had \$30,000 in our building fund; at the end of the Convention, we had money and pledges totaling \$98,000. We will apply for a match-

ing fund grant based on the amount of money and pledges we receive by December.

The revision of Article X failed to pass the required two-thirds vote, as did the revision of Article VII, Section 1-B-F. Because of this and the wishes of the membership at the meeting, a committee has been formed to revise the entire set of bylaws. This procedure will be similar to the last time we revised the bylaws in that a questionnaire will be sent to each chapter for input to the committee.

At the post-Convention Board meeting, President Jones appointed Vice President Sestito to be the liaison to all section governors. It is felt that providing this kind of Board access to the governors is vital. To further respond to the need of individual members to be represented by a specific Board member, the Directors are assigned

to sections as follows: Chanda Budhabhatti, India, Africa South and East Africa; Marie Christensen, North Central and members-at-large; Marilyn Copeland, British, Finnish and German; Jean Davis, Northwest and Western Canada; Harriett Fuller, New England, New York-New Jersey and East Canada; Judy Hall, Southeast, Caribbean and Middle East; Hazel Jones, South Central; Pat Roberts, Australia and New Zealand; and Barbara Sestito, Southwest. We hope you consider these Directors to be your personal contact on the Board.

ber 31. A pledge tearsheet is included in this issue of *The 99 NEWS*.

At the annual business meeting August 9 in Anchorage, two Board members were elected: Chanda Budhabhatti, India Section, and Harriet Fuller, New England Section.

NOTAM

Each month section governors and chapter chairmen receive detailed information from Headquarters, including a complete list of members, a list of non-renewals and a list of members who are receiving renewal notices for that month. A numeric list of members for each chapter in a section is sent to each governor.

September's mailing also includes AE Scholarship winners; a general information sheet on membership processing; the World Precision Flying Championships in Kissimmee, Florida, August 11-18, 1985; and a report from the immediate past President on the building expansion and the World Aviation, Education and Safety Congress to be held March 8-12, 1985 in Bombay, India.

For detailed information on any of these mailings, contact your chapter chairman or your section governor.

A Weekend at the National Aviation Hall of Fame

by Marilyn Copeland

The weekend of July 19-22 was one of the great ones in the life of our organization, as we were honored with the 1984 Spirit of Flight Award presented by the National Aviation Hall of Fame. The award was to recognize the 55 years of effort the 99s have given to the promotion of general aviation and aviation safety. Our organization was unanimously selected for this award by the Board of Nominations, composed of aviation leaders from throughout the United States.

My 49 $\frac{1}{2}$ er, John, and I flew our Piper Lance to Dayton, and were met by our official hosts for the weekend, Retired Colonel Don VanDerKorn and his wife,

Jackie. They escorted us to activities which included the Air Force Museum reception and dinner, Wright Brothers Memorial Service, the Enshrinement Banquet and the Dayton Air Show.

Rockwell International hosted a luncheon Friday recognizing another Hall of Fame honoree, J. Leland Atwood. An outstanding aeronautical engineer, Atwood served as president of North American Aviation and both president and chief operating officer for Rockwell International. Other guests included executives, engineers and test pilots from both firms, as well as Wally Schirra (master of ceremonies at the enshrinement ceremonies), the Wright broth-

ers' nephew and niece and their spouses.

Friday evening concluded with a reception and dinner in the Air Force Museum, with guests seated among the great Air Force collection of memorabilia. Four of us were asked to present several "hangar flying" incidents, and it was great fun to represent the 99s and relate Powder Puff Derby stories.

Zoe Dell Nutter, a Dayton area 99, was in charge of Saturday morning's Wright Brothers Memorial Service in a beautiful park where the memorial overlooks Wright-Patterson AFB. My part, on behalf of the 99s, was to place three red roses in the large baskets of white flowers at the base of the memorial precisely when the Wright Flyer II, flying just above the treetops, made its first pass over the memorial.

Saturday evening brought us to the formal reception, dinner and enshrinement ceremonies in the Dayton Convention Center. Other honorees included Henry Ford, Maj. General Albert Boyd and Brig. General Joseph F. Foss. The former governor of South Dakota, Foss is another aviation great who earned the Congressional Medal of Honor as the Marine Corps' leading ace during World War II. He first became interested in aviation when Lindbergh, after his 1927 solo flight, visited in Joe's hometown of Sioux Falls, South Dakota.

The guest list for this event included generals, television personalities, astronauts and many important persons in aviation. Of course, I was extremely proud to view the marquee outside the convention center, where news of the enshrinement ceremony and its honorees flashed — "The Ninety-Nines, Women Pilots" — along with the others.

Note: The National Aviation Hall of Fame in Dayton, Ohio is dedicated to honoring the outstanding pioneers of aviation and space. It is a public foundation and the only hall of fame recognized by the US Congress.



With the Gold Medal from the National Aviation Hall of Fame are John and Marilyn Copeland; Anne Sawyer Green, who presented the 99s' story; Mrs. Wally Schirra and retired astronaut Schirra.

...Letters *cont'd. from p. 2*

The takeoff was busy, but safe. The canard popped up too early (in spite of 30 pounds of ballast in the nose — I weigh only 112 pounds)... wobble... wobble... pitch up and down... gear up... more pitch struggle... mild turns up to 4,500 feet above the airport. There I met my chase plane, N77NS (Norm Spitzer of Berkeley). It felt good to have Norm beside me. I started my checklist — slow flights, turns, checking the engine's CHT probes, etc. This was the first time in the front seat for me, and I was surprised by the rudder responsiveness.

Then I got a call from the ground crew to land, due to an approaching rain squall. I took a couple of deep breaths, slowed the airplane, put gear down, carburetor heat on, and turned for 45 on downwind. I was glad that the chase Eze made my tower call this

time. Turned to base... lost some altitude... picked it up... red over red on VASI... low... but left it this time. The field was made throttle-off, canard on horizon, and I was still fast. I was floating and floating with a slight wobble. Finally, I settled down with plenty of runway left. I still can't believe it. Was it me and my Eze?

As of today, I have 50 hours in my airplane and I feel quite at home flying it. This summer, I have been flying to the air shows in northern California. I won second prize in the Columbia, California Air Show and a Special Award in the Hollister Air Show. I strongly feel that the future holds a change in general aviation. Rising prices of production airplanes is leading a growing number of people dedicated to flying, but who cannot afford the rising prices, to build their own airplanes. This type of an aircraft is more efficient and more economical to operate.

I am glad to be able to share this experience with other women dedicated to flying who might not be aware of the possibilities here.

by Alexander Sasha Munir

(VariEze is composite (fiberglass, foam, fiberglass) sandwich construction, pusher propeller, canard wing (small wing in front) and main swept wings with winglettes. The main gear is fixed, and the front gear is retractable. Total fuel capacity is 25 gallons. Fuel consumption is approximately (depending on speed and leaning procedures) five to six gallons. My aircraft has a Continental 0-200 engine (100 hp). Gross weight is 1,250 pounds; empty weight is (including non-usable fuel) 698 pounds. Rotation speed is 65 mph, climb 110 mph at 1,200 fpm. Maximum true air speed is 187 mph. Cruising speed at 23", 2,700 rpm, is 175 mph (TAS). Landing speed at touchdown is 80 mph.)



The Peale Museum exhibits portraits, paintings, photographs and prints.

French impressionists are well represented at the Baltimore Museum of Art.

Museums in Baltimore — Something for Everyone

by Ellen Hahn

We really don't want to discourage you from attending any of the Convention '85 events, but Baltimore offers so much to do that you'll have to discipline yourself. Maybe you'll want to send the kids and 49½er out to scout for you....

The Walters Art Gallery (Charles and Center Streets) is considered one of the most comprehensive art museums in America. William Thompson Walters, a mining engineer, came to Baltimore in 1841 and made a fortune in railroads while still a young man. He began investing in paintings his first year there and acquired an excellent collection of 19th century paintings and Far Eastern porcelains by the time he died in 1894. His son, Henry, expanded the collection and built the present gallery, which he left to the city in 1931. The collections now include Greek, Roman and Egyptian art, Sevres porcelains and Limoges enamels, French art from the 17th and 18th centuries and German art from the 16th and 17th centuries.

Nearby, at 1 E. Mt. Vernon Place, is the Peabody Conservatory of Music. Not a museum, it is nevertheless worth a stop to view the library's reading room, an open court surrounded by five tiers of cast-iron balconies and lighted by a skylight. Spectacular!

The Baltimore Museum of Art (Art Museum Drive, Charles and 32nd Streets) is another "don't miss" for art lovers. The Alan and Janet Wurtzburger collection of 20th century sculpture is displayed in a garden bearing their name. The Cone Collection is perhaps the most stunning of the museum's collections, containing works by major French artists of the late 19th and early 20th centuries — Braque, Picasso, Matisse, Gauguin, Cezanne and Monet, to name a few. But there are also prints, drawings and

photographs, American textiles, Far Eastern art, works of the Old Masters, including Raphael, Titian, Rubens and Rembrandt.

The Peale Museum (225 Holiday Street) is the oldest original museum building in the United States. It was built in 1814 by American portrait painter Rembrandt Peale (with a brother named Rubens, what else could they be but artists?) as a gallery of their paintings and a "cabinet of natural history." Because the museum was not a financial success, it was sold in 1830 to the City of Baltimore and used as a City Hall until 1875. The building fell into disrepair, was condemned as unsafe in 1928, and finally restored and reopened as a museum in 1931. It still houses the bones of the mastodon originally exhibited by Rembrandt Peale, portraits and paintings and a valuable collection of prints and photographs of Baltimore.

There's also Cloisters Children's Museum (10440 Falls Road), a "castle" where children can play King Arthur, view the doll and dollhouse collection, and see and participate in special programs. Fun!

For those whose interests are more technical, try the Baltimore Museum of Industry (1415 Key Highway). Near the Inner Harbor, the museum features a re-creation of an old-time machine shop, clothing factory and printing shop, plus exhibits illustrating Baltimore's present-day industries.

Transportation buffs will find the Baltimore Streetcar Museum (1901 Falls Road) great fun. It's a rolling history of Baltimore streetcars. You can ride an antique streetcar from the car barn along a mile of reconstructed track. Over a dozen vehicles are maintained there. The B&O Railroad Museum (Pratt and Poppleton Streets) is entered through the Old Mt. Clare Station,

built in 1830 as the nation's first passenger and freight station. There are working models of early locomotives, including the Tom Thumb, which in 1830 lost a race to Ellicott's Mills to a horse-drawn car because a belt slipped. Another first occurred here — on May 24, 1844, Samuel F.B. Morse sent the world's first official telegraph message from the chambers of the old Supreme Court in the Capitol through the Mt. Clare Station to the nearby Pratt Street Station (now destroyed): "What hath God wrought?" Indeed!

There are two fire museums in Baltimore. The Fire Museum (Eutaw and Fayette Streets) houses the Baltimore Equitable Society's fascinating collection of volunteer firemen's equipment and apparel from the 1800s. And the City Fire Museum (Old #6 Building at Gay and Orleans Streets), built in 1799, is the oldest firehouse in continuous use in the US. It contains mementos of the Great Baltimore Fire of 1904 and antique equipment dating back to the 1700s.

For people who like people, there's the Babe Ruth House (216 Emory Street), the Edgar Allan Poe House (203 Amity Street), the Lillie Carroll Jackson Museum (1320 Eutaw Place), Carroll Mansion (880 E. Lombard Street) and St. Elizabeth Seton House (600 N. Pacca Street), whose residents played baseball, wrote horror stories, presided over the NAACP for 35 years, lived longer than any other signer of the Declaration of Independence, and was the first American-born Roman Catholic saint, respectively. Each house offers exhibits and/or tours.

And these are just some of Baltimore's museum attractions. Appetite whetted? Check Convention literature for current exhibits, hours, fees — and more things to see! Baltimore — more than ever before!

Travel to India for the 1985



World Aviation, Education & Safety Congress

Venue: Taj Mahal Hotel, Bombay India

Date: March 8-11, 1985

NOTAM

Please note that Barbara Harper's address for registration for the World Aviation, Education and Safety Congress is incorrect in both the brochures and *The 99 NEWS*. Her correct address is 7752 E. Oakwood Pl., Tucson AZ 85715.

Delegate Registration

WORLD AVIATION, EDUCATION & SAFETY CONGRESS

Date : _____

FULL NAME _____

ADDRESS _____

ACCOMPANYING PERSONS NAMES _____

AMOUNT US \$ — FOR DELEGATES
\$ — FOR ACCOMPANYING PERSONS

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C/o Indravels
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Ballard Estate,
Bombay-38,
INDIA.

OR

Ms BARBARA HARPER
7752 E. Oakwood Place
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World Aviation, Education and Safety Congress

Questions and Answers

Question: Who can be a delegate to the World Aviation, Education and Safety Congress?

Answer: Any person (man or woman) who pays the registration fee and registers for the Congress before December 31, 1984.

Question: How much is registration for the Congress?

Answer: Before October 15, \$175 per delegate and \$125 for each accompanying person; after October 15, \$225 per delegate and \$150 for each accompanying person.

Question: How much is tour registration?

Answer: \$200 per person before December 31, 1984.

Question: Do I make two checks and fill out two registration forms?

Answer: Yes.

Question: Can my husband or friend attend and go to the Congress?

Answer: Yes, if he or she pays the registration fee for the Congress and tour as an accompanying person. There are no voting delegates at this Congress. Registration includes some meals and the banquet.

Question: How much does the Congress, round-trip air fare on Air India from New York to Bombay and the six-day tour cost?

Answer: Approximately \$145 per day.

Question: When are the tours?

Answer: The 13-day tour is offered immediately before and immediately following the February 21-March 7 Congress. The six-day tour is offered only after the Congress.

Question: Is the trip deductible?

Answer: A major portion is probably deductible if the 99 is active in her chapter in educational, scientific or charitable projects. There is no deductible for most accompanying persons.

Question: Why are the 99s sponsoring this Congress in India?

Answer: To present a program of aviation education and safety, offered to over 50 countries that have been sent special invitations; to promote safety and communicate with other countries on aviation and aerospace matters; and to give visibility to women in aviation — not only in Asia, but all over the world.

Question: Who do I contact for more information?

Answer: For the Congress, contact 99 Barbara Harper, 7752 E. Oakwood Pl., Tucson AZ 85715; for tours, contact Susan Hunter, New Horizons Travel, P.O. Box 12868, Tucson AZ 85732.

Information compiled by Marilyn Copeland

INDIA

Tour Registration Form

(802) 323-3333

SUSAN HUNTER

New Horizons Travel
P.O. Box 12868
Tucson, AZ 85732-2868 USA

NAME (Mr./Mrs./Miss) _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

TELEPHONE _____ ACCOMPANYING PERSONS _____

DELEGATE'S SIGNATURE _____

DEPOSIT \$ _____ FULL PAYMENT \$ _____ SINGLE SUPPLEMENT \$ _____

CHECKS PAYABLE TO "INDIA TOUR GROUP"

(A) 13-DAY TOUR ☐ (C) 4-DAY KASHMIR EXTENSION FROM DELHI ☐

(B) 6-DAY TOUR ☐ (C) 4-DAY KASHMIR EXTENSION FROM DELHI ☐

(D) 4-DAY EXTENSION FROM BOMBAY ☐

PASSPORT NO. _____ Place & Date of Issue _____

DEPOSIT \$200.00 PER PERSON _____

Don't miss this!

by Marie Christensen

Internationally renowned dynamic speakers will be addressing the World Aviation, Education and Safety Congress March 8-12, 1985 in Bombay, India. This is the first time ever such a Congress has been held in Asia. It is also a rare opportunity for aviation enthusiasts around the world.

The Ninety-Nines, Inc. and the Aero Club of India are sponsoring this event. Mrs. Indira Gandhi has tentatively agreed to inaugurate the Congress, and her son, Mr. Rajiv Gandhi, member of Parliament, is the general chairman. Ninety-Nines, Inc. International President Hazel Jones will act as master of ceremonies. Heading the list of very fine speakers will be Mr. J.R.D. Tata, pioneer of aviation in India and founder of Air India. Prominent speakers from Egypt, France, South Korea, Holland, India, the United Kingdom and the USA will also participate.

There will be opportunities galore to mix and mingle with world famous personalities in aviation and aerospace. Scientists, astronauts, international airport authorities, aerospace educators, air safety experts, authorities in space law, international transport authorities and many more interesting and thought-provoking personalities associated with aviation and aerospace will be participating. The Congress will be a forum for all of us to listen, discuss and learn.

In addition to the Congress, exotic tours have been carefully planned for the delegates. They will experience the thrill of mysterious, philosophical, spiritual India with her cultural heritage and architectural legacy of history which dates back 5,000 years. Tours of 13 days, six days or four days are available. Approximately \$145 per day for 21 days will cover the round-trip air fare (New York - Bombay - Sri Lanka - Nepal - Delhi - New York), deluxe hotel accommodations, three meals and English guided tours. The above rate also includes Congress registration with hotel accommodations in Bombay. For further information about the tours, contact: (USA) Susan Hunter, New Horizon Travel, P.O. Box 12868, Tucson AZ 85732-2868; (UK and Europe) Vijay Sujun, New Apollo Travel, 5, Denmark St., London, WC2H 8 LP UK; or (India) Atul Karande, Indravel, Neville House, Nicol Rd., Ballard Estate, Bombay, 400 0038 India.

Registration fees for the Congress should be sent only to Ms. Mohini Shroff, Hon. Secretary, WAE&SC, c/o Indravel, or Ms. Barbara Harper, Hon. Treasurer, WAE&SC, 7752 E. Oakwood Pl., Tucson AZ 85715. All registrations are requested by October 31, 1984, and none will be accepted after December 31, 1984.

(For detailed tour information, see page 24 of the September issue of *The 99 NEWS*.)



USPFT Goes to the Oshkosh Air Show

USPFT reached a milestone when we exhibited for eight days at the 32nd annual Oshkosh Air Show for the first time. Record crowds and airplane arrivals marked this year as one of the most spectacular conventions, and it was reported that a record 300,000 people attended on Sunday, the second day of the event.

Many thanks go to the following volunteers who helped me man our booth: Ellen O'Hara, Polly Gilkison and Mary Pancyszyn, Chicago (Mary recruited volunteers from the Friendship Tent); Joann Bush, Wisconsin; Fran Schmidt, Indiana; Shirley Lawson, Judith Suit, Chicago; and from my home chapter, Dodie Jewett and Margaret Juhasz. Special thanks go to Bev Demko, Lake Erie, who gave unlimited moral support for my tired feet while helping at another exhibitor's booth, and Danielle Jenkins, Newark, Ohio, a soon-to-be 99 and handicapped pilot.

The Kissimmee Convention and Visitors Bureau co-sponsored our booth and provided us with literature, which was distributed to many interested people. MC Graphics, Chagrin Falls, Ohio, printed 15,000 USPFT brochures on a complimentary basis (as well as 1,000 pieces of stationery). Delta Airlines, our official carrier, provided 3,000 flyers and 20 posters. Over \$1,000 was raised from the sale of shirts, pins, patches, bumper stickers and raffle tickets.

The highlight of our week at Oshkosh was a live interview I did in the illustrious EAA "Interview Circle" on the main announcer's stand, which was taped for a local radio station. Mary Ann Koene, a reporter from the *Oshkosh Northwestern*, visited our booth and ran a feature story on USPFT and the 99s. I was also able to give a presentation on USPFT in the Forum Tent.

I have either exhibited or given a verbal presentation at 10 air shows and safety seminars in the Midwest since May 15. All my exhibit space (except EAA) has been complimentary. It takes so little effort to set up a display on USPFT/99s — won't you help in your area and do the same?

Just look at the calendar section of *The 99 NEWS*, AOPA, EAA or any flying publica-

tion, and contact the person in charge of the show in your area. Explain about the 99s and USPFT, and ask for exhibit space. You can customize your exhibit to promote your own chapter and the USPFT/99s in general. If you need suggestions or help, contact me or Hazel Jones. We need your support.

by Linda Dickerson

Classified

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Purse leashes (\$10 ppd) are available from International Headquarters, P.O. Box 59965, Oklahoma City OK 73159.

Convention Album

'84



A tour bus travels a winding gravel road miles into the Denali Park wilderness for a spectacular view of the mountain, laced with lenticular clouds.

Photo by Janie Postlethwaite



A group of 99s pose under the Trans-Alaska pipeline during one of several tours of the area around Anchorage. Below, spirit houses at the St. Nicholas Russian Orthodox Church.

Photo by Janie Postlethwaite



In native gowns, Kyung O. Kim Lee and her Korean friend are introduced at the welcome breakfast. Below, a military color guard and brass band greeted 99s.



Question: Is it possible for an ultralight pilot to be a member of the Ninety-Nines?

Answer: Yes, if she lives in Canada or some other country that licenses ultralight pilots. The United States does not have a license for the ultralight — so, for now, we have to restrict the American ultralight pilot from being a member. This is just one of the many knotty problems that the Bylaws Committee faces when they meet.





New International President Hazel Jones opens the discussion at the "Planning the Future Course" meeting.



Australian 99 Nancy-Bird Walton listens to the discussion at the future planning meeting from a comfortable vantage point on the floor.



Discussing a point of order during the Business Meeting are Parliamentarian Judith Shapiro and International President Marilyn Copeland.

cont'd. on p. 14

Convention Statistics

714 registered
860 attended the International Banquet
713 attended the AE Luncheon
690 attended the Early Fliers Luncheon
91 airplanes flew to Alaska

Gifts to International Headquarters

Archives

Ruth Shafter Fleisher,
Florida Goldcoast Chapter
Nancy Hopkins Tier, *Charter Member*
Marion S. Brown,
South Louisiana Chapter
Carol A. Roberts, Ph.D., *Potomac Chapter*
Deborah Richardson, *Mt. Diablo Chapter*
Jean Parker Rose,
Memorial by Glenn Buffington

Building Expansion Fund

Mary Ann Jamison,
Orange County Chapter
Van Adderson, *Greater Seattle Chapter*
Pat Roberts, *Central Oregon Chapter*
Yvonne Smith, *Caribbean Section*
Helen L. Tabor, *Santa Barbara Chapter*
Nancy Hecksel,
Greater Detroit Area Chapter
Shirley Winn, *Sacramento Valley Chapter*
Altha M. Carico,
Washington, D.C. Chapter
Past International President
Ruth Deerman, *El Paso Chapter*
Emma McGuire,
Santa Monica Bay Chapter
Clara Livingston, *Southeast Section*
Blanche Noyes Estate,
Western New York Chapter
Diana Williams, *Colorado Chapter*
H. Glenn Buffington
Thelma Cull, *Sacramento Valley Chapter*
LaRue Brown,
Memorial by Sacramento Valley Chapter
El Paso Chapter
Gail Gross, *Santa Paula Chapter*
Marion P. Jayne, *Chicago Area Chapter*
Ila Fox Loetscher, *Charter Member*
Rio Grande Valley Chapter
Santa Clara Valley Chapter
Louise White, *Blue Ridge Chapter*



Mayor Tony Knowles welcomes 99s to Anchorage.

Several art galleries welcomed 99s with wine and fine art.



...Convention Album

cont'd. from p. 13

A representative from Western Canada Section accepts the International Safety Education award, presented by Charlene Falkenberg.



intense discussion from the floor preceded the vote on bylaws changes for Article X.

Voting is an important function of 99s who attend Convention.



Lynn Barber won one of several parkas made by Alaska bush pilot Pearl Bragg Alaska.

Candidates for the Board of Directors include Bonnie Quenzler, Virginia Mattiza, Judy Logue, Clarice Bellino, Chanda Budhabhatti and Harriet Fuller.





Sally Plumley



Gene Nora Jessen



Janet Green



Marie Christensen

This year, the Governors' Luncheon was combined with International members and Board Members, and turned out to be televised for the local TV station.

Photo by Judy Logue



Mary Hill



Joan Karwin



Sylvia Paoli



Clara Johansen



Bonnie Carr

The Careers Seminar, moderated by Mary Jo Knouff (left) included outstanding speakers such as Judy Nauman, FAA Public Affairs; Loretta Shaw, NASA astronautical engineer; and Cynthia Gruber, Embry-Riddle Aeronautical University.



cont'd. on p. 16

...Convention Album

cont'd. from p. 15

Judy Logue and Charlene Davis, 99s, shop among the chapter sale items.



NASA astronaut Bonnie Dunbar signs autographs after the banquet. Marilyn Copeland presented Bonnie with her 99s pin during the evening's ceremonies.



Connie and Alan Fricker from England enjoy the hospitality in the President's suite.



Part of the head table included Marilyn Copeland, Claire Drenowatz, Charlene Falkenberg and (second from right) Bonnie Dunbar.

A string quartet plays for the gathering 99s and their friends.



Two 99s from Finland (Orvokki Kuortti is facing the camera) look through photographs at the pre-banquet cocktail party.



Handmade miniature caches were very attractive centerpieces for the banquet tables. Afterward, lucky 99s with the correct number went home with them as souvenirs.

NOTAM

Watch for more Alaska flying adventures in the November's 99 NEWS.

Alaska! Are you kidding?

by Lin Clayberg

If you had told me four years ago when I decided to conquer my fear of flying that I would fly a complex, turbo-charged single-engine to Alaska and back with only 131 hours of actual flying time in my logbook, I would have said, "You're out of your mind!"

If you had dared to add that I would also have to shoot a real honest t' God gun for the first time in my 48 years as preparation for surviving a forced landing in Alaska, I would have retorted instantly, "No way!"

And, if Gerda and I had known that cylinder number four in our 500-hour rebuilt engine could have caused our second engine failure in 18 months, would we have flown several airways over high, snow-covered, jagged peaks out of sight of the longest, continuous emergency runway in the world?

In the final months before our departure July 27, we were coping with three different areas of preparation. I had to check out in N2896G in order to share the flying time with Gerda; we had to gather the maps, camping and survival gear, as well as camera equipment needed for the trip; and, to top it all, we had to empty and clean my 12-room farmhouse and three-level barn 60 miles away so my buyers could move in during our absence.

JUNE 19-21: We estimate a minimum round-trip time of 60 hours, averaging 130K, not including side trips. The Turbo Arrow IV still has 30 hours before its 100-hour inspection, which can be done in Anchorage. We read relevant chapters in Don Downie's "bible," *Your Alaskan Flight Plan*, generously loaned to us by Jean Pickering, governor of the Middle East Section.

JUNE 26: Red Letter Day! A low-time private pilot begins to check out the complex Turbo Arrow IV. I don't do too badly for the first time in the left seat. In the afternoon, I buy a camera outfit to take slides of our journey — a Pentax Super ME with zoom telephoto wide-angle lenses.

JULY 10: Bill Chatfield, widower of 99 Shirley, a fisherman and gun collector, shows us how to load and fire my late husband's Winchester 12 and 20-gauge shotguns at a farm near Leesburg. Bill has assembled two tackle boxes of fishing and survival supplies for us, including a pair of collapsible, telescoping rods, a brand new frying pan for all the fish we catch, and tie-down stakes of his own design for 96G. I used to fish, and Gerda used to hunt and skin rabbits with her father in South America, so between the two of us, we should survive!

JULY 24: We buy a Hank Roberts stove/lantern combo, foam mattresses, four mosquito "helmets" with which to combat the "Alaskan state bird," fishing line and new tent stakes.

JULY 26: We purchase 10 rolls of 36-exposure slide film, NIKE shoes, bulk food, cold cuts, various cheeses, bacon and eggs for our styrofoam ice chest. After supper, we assemble our equipment from the "Alaska Closet," packing survival food and camping supplies in boxes, weighing everything going into the airplane. We determine that the 96G will be seven pounds under gross!

JULY 27: The journey begins! Awake at 0500 to finish our own personal packing, we finally depart Dulles IFR at 1327 hours with Gerda as PIC. Leaving rain and darkness behind us, our Alaskan adventure of a lifetime begins. On autopilot, 96G finds its way from Armel, to Shawnee, to Kesel, to Morgantown, to Zanesville... to Champaign, Illinois, where we spend the night with my sister and then on the next morning at 0500 to Atchison, Kansas for the remainder of the weekend.

JULY 30: Off to Alaska at last! Leaving the Amelia Earhart Airport, we fly to Lincoln, Nebraska, and on to Pierre, South Dakota, where a weak cold front is passing, making the air turbulent. The terrain becomes more and more desolate with no obvious checkpoints. After five and a half hours, we land at Miles City, Montana for the night.

JULY 31: Gerda files IFR to Cutbank so we can fly in smooth air at 10,000 feet. The weather is excellent to Grand Prairie, but we have to land at Lethbridge for Canadian Customs. Continuing on to Edmonton via Calgary and Red Deer, visibility is excellent at 8,500 feet, and our ground speed is 155K. That DME/RNAV is fantastic! A sign-up sheet at the FBO shows that many 99s from Pennsylvania, Maine, Indiana, Michigan and Toronto are en route to Alaska. The Canadians are very cordial; it's so nice to share a common language!

Filled with our traveling gear, the Turbo Arrow is seven pounds under gross.



AUGUST 1: Leaving Edmonton, we follow the airway at 10,000 feet via Whitecourt, Grande Prairie, Dawson Creek to Fort St. John. The weather is gorgeous! We hear two other 99s on the frequency, and in the airport coffee shop, we catch up with Adele Fogle and Daphne Schiff from the First Canadian Chapter.

Now the sky is laden with clouds, but we can still see where we're going. FSS at Ft. Nelson says "GO" to Watson Lake! The view of the terrain now is spectacular, but I am silently concerned about an obvious oil leak I discovered during the preflight back in Edmonton.

The Alaska Highway is totally out of sight somewhere to our left in the Sentinel Range. Out of the corner of my eye, I glance over periodically to the oil pressure gauge, hoping Gerda doesn't notice. (She's doing the same thing!)

Crossing the junction of the Toad and Liard Rivers, we pick up the NDB (acutely powerful in Canada and Alaska) and see our emergency strip joining the river on our left. Beautiful views from the airplane!

Already at Watson Lake are four or five more 99s who fly on to camp at Teslin Lake,

Reluctant to leave our campsite at Valdez, we savor a delicious breakfast of bacon and eggs.



but after five and a half hours, we are happy to camp here beside this lovely lake with four other 99s.

Two very friendly gentlemen in an amphibian (one of whom turns out to be J.J. Frey of EDO, the seminar speaker on "Floats" at the Convention) borrow our corkscrew to open their fancy bottle of vintage wine. They are impressed that 99s travel prepared for any eventuality!

AUGUST 2: On to Alaska! We awake in our cozy blue cocoon after a remarkably bug-free sleep.

During an examination of Helen Tabor's "Wren," Gerda mentions our oil leak to

cont'd. on p. 18

Lynne Barber and Linda Marshall, who help her remove the cowling, exposing excess oil all over the left side of the engine. Since we are not using excess oil thus far, we can probably get to Anchorage. (I bet we now fly the Highway rather than the airway!)



"Approach vectors us promptly to Merrill Field, and Tower now dispatches us for Runway 24."

AUGUST 3: Camai, Alaska! What a fantastic, incredible (and daring!) flight from Northway to Gulkana, straight over the rugged, dangerous (to an oil-leaking airplane!) mountain range to intercept the Richardson Highway and pipeline south to Valdez. In 45 minutes, I take 36 shots — front, right, left, all the way down that spectacular gorge between high, close peaks to either side. Then, suddenly, without warning, at Thompson Pass, the valley below us drops perpendicularly 1,500 feet. The road below disappears in a hairpin curve, giving us the kind of sensation you get in a 3D film!

A forked tongue of ice from the Worthington Glacier spills down in motionless suspension off our right wing tip.



A forked tongue of ice from the Worthington Glacier spills down in motionless suspension off our right wingtip. Weaving through this narrow canyon is the most remarkable flying experience of the entire trip! Should another aircraft be flying in the opposite direction at the wrong altitude, passing to the right would be thrilling indeed!

The day, again, is perfection itself! High peaks, some with snow on top, azure blue lakes and deep green forests are breathtaking! Words are so inadequate when superb weather and terrain coincide!

The morning flight to Whitehorse is so smooth, the colors brilliant. We are eating our lunch under the wing of 96G when a Turbo Arrow 111 parks next to us. Shirley Teutch, Wanda Joyner and Velma Lemco from the Willamette Valley Chapter in Oregon are going to spend the night in lively Whitehorse, but we leave for Northway, Alaska. The air is bumpier now, a little less clear, the terrain features softer in the golden hues of late afternoon.

Finally the ADF points to the middle of a huge swamp, potmarked with a myriad of small ponds, snaking streams and streamlets. How can there possibly be a stable airport in the middle of all that? But the ADF has sniffed it out, and we land on a respectable hardtop runway.

Then around the bend is Valdez itself, nestled between the wide, blue fjord of Valdez Arm and white-crowned peaks. Shirley, Wanda and Velma are just about to take off for the Northwest Sectional at Homer as we roll to a stop.

Beside the picturesque harbor, we feast on delicious, fresh native halibut and enjoy the comical antics of a show-off sea otter on his back trying to crack open his own seafood delicacy. We hitch a ride back to the airport in time to clear our tentsite of stones and knots of grass and pitch the blue cocoon in the glow of a rosy sunset.

Camping here at the end of the taxiway, we have more spectacular scenery than exists anywhere, except Switzerland, I imagine! Even now, at 2245 hours, I can still see to write this without the stubborn lantern Gerda is trying to light for me. At 2315 hours, it is still twilight, and we hear an airplane flying around overhead. What a truly exotic adventure! And still no Alaskan mosquitoes....

AUGUST 4: On to Anchorage! Another gorgeous day!

After studying the approach into Anchorage, we head southbound to Whittier with spectacular views of the famous Columbia Glacier that is "calving," as the geologists call the breaking off of iceberg chunks.

Beyond Whittier, clouds cover Portage Pass, Turnagain Arm and the approach to Anchorage. We can see snatches of the city through holes in the cloud cover. Approach vectors us promptly to Merrill Field, and the tower quickly dispatches us downwind for 24.

After parking 96G at Vernair for its 100-hour inspection on Monday, we are driven by Liz Gilbert of the Welcoming Committee to the Sheffield, where we relax with wine and sandwiches in our ninth floor balcony room.

AUGUST 6: Registration day! The ceiling to the east is horrible — looks like 200 feet, if that! Someone says 40 planes are stuck in Northway, waiting for VFR conditions in the passes to Anchorage. Now I know we timed our arrival here perfectly!

Gerda calls Vernair, and the preliminary report on 96G is a shock. Manager Lee Wiles says the mysterious oil leak in the rocker arm assembly is nowhere near as serious as the number four cylinder, which must be removed for examination because its compression is a highly suspicious 50. The estimate for this and the 100-hour inspection will come to \$1,826!

AUGUST 7: Following the Wilderness Survival Seminar, Gerda learns that number four cylinder also had five loose bolts with a torque strength of 10, instead of the required 100, and a sixth bolt was completely severed, a piece of it lying loose inside the cowling. Even Mr. Wiles is shocked. Only two other large bolts were holding the cylinder in place. He tells Gerda flatly we never would have made it home.

AUGUST 8: We walk to Vernair after the AE Luncheon. Lee Wiles suspects that, if those six accessory bolts were properly torqued 500 hours ago when the rebuilt engine was installed at Camden Farm, then the cause of the sheared bolt is most likely "overboosting" of the turbo-charged engine. Furthermore, the intake valve stem is much too thin, the valve itself chewed on its margin, and the outlet valve opening is oval instead of round. Another "swallowed" valve incident was probably imminent. — a forced landing in this inhospitable wilderness possibly less than an hour away!

AUGUST 11: I repack 96G while Gerda figures out how to pay the whopping bill of \$2,888.88 — \$1,000 more than the estimate last Monday and \$1,200 more than the inspection we planned for.

After watching some of the air show at Merrill Field and devouring our consolation prize of two free steak dinners at the Sizzler

across the road (we doggy-bag the second one for another meal), we marvel at another gorgeous flight past Kenai to Homer. Our fly-by around this famous sand spit before the snow-capped Kachemak Range is spectacular in the late afternoon light.

The FSS fellows discourage us from camping at the airport, suggesting instead

that we camp with the motor homes on the Spit. We end up hiking the entire five miles to Land's End (it is much longer than it looks!), returning four hours later with the setting sun at 2200 hours. Our feet and legs hurt — there is no way we can lug all our stuff another mile back to the Spit!

We are considering unloading the airplane to sleep in it when the owner of Cook Inlet Air Service flies in and tells us, "This is Alaska. Do what you want!" Greatly relieved, we erect our tent in the semi-darkness and prepare roast beef and ham on our fresh French doughbread for a very late supper in the tent.

AUGUST 12: Our 0600 wake-up this time is a pair of curious, loudly squawking sand hill cranes, tip-toeing toward us in the tundra misty with ground fog. (So exquisitely camouflaged are they, I still can't find them in the slide.)

Already the airport this Sunday morning has come alive, planes landing and taking off before us, voices behind us.

We brew our instant coffee in front of the tent, savoring the cinnamon rolls and the lovely view.

On the way back from the float plane base, we discover the biggest, fattest raspberries either of us has ever seen! They are delicious with milk, sugar, Jarlsberg cheese and shortbread cookies.

The climax of our entire adventure awaits us to the north — Denali Park and Mt. McKinley! FSS says "CLEAR" all the way to Fairbanks!

Gerda and I are awed by the majesty of Denali, the right and bigger of the twin peaks. Even at this distance, its soaring white massiveness is etched against the blue sky laced with cirro-stratus. Only 40 percent of the tourists here ever view Denali wholly unobscured by clouds — let alone from their own airplane!

The Turbo Arrow bucks a headwind up the wide plain toward Talkeetna, made famous in *Wager the Wind*, the story of Don Sheldon, Alaska's most famous bush pilot, which I read over a year ago.

As we follow the Highway toward Summit and Cantwell, I am taking pictures of Denali as quickly as I can, exposing "fast" (sometimes 1/500th of a second) to stop the effects of some chop.

Gradually we leave the "Elusive One" behind us and enter Windy Pass. Denali Park air strip lies dead ahead. The challenging approach over a railroad trestle, itself over a deep gorge, and an abrupt drop-off at the end of 36, demands Gerda's total concentration. Skillfully avoiding a huge puddle of water on the runway, we slip into the one parking slot left.

Selecting another protected site with soft, even bed, we stake out our "claim" with the four corners of the tent. Ruth Frantz and Marion Servos of the Chicago Area Chapter come over to chat.

cont'd. on p. 20



In the late afternoon light at Homer, halibut hang ready for fileting.



The float plane lake at Homer is peaceful and picturesque on a sleepy Sunday morning.

Suspended over Denali's peak is a large flying saucer-like cloud cap, which gradually disappears as evening approaches.





Denali Park's challenging approach over a railroad trestle, itself over a deep gorge, and an abrupt dropoff at the end of 36, demands Gerda's total concentration.

...Alaska *cont'd. from p. 19*

AUGUST 13: The other side of the tracks.... The Denali Park train whistle awakens us at 0600 as we are camped between it and the runway. Poking two sleepy heads out, we see a "layered look" of blue and alto-stratus gray. By the time we emerge from our little shelter after coffee and consume the last of Maureen and Polly's cinnamon rolls, the sky is once again a deep, cloudless blue.

We decide to catch the free yellow park shuttle bus, which runs every half hour. As we make our sandwiches for lunch, a coyote trots leisurely right behind our tent and across the runway! I look twice to be sure it really isn't someone's undernourished pet.

Our bus lumbers up the winding, dusty, dirt park road. Slate-colored foothills guard the tundra — low, spongy vegetation accentuated with tree spikes. Lavender, mauve, copper and slate blend gently with the soft lime greens of the tundra against a deep blue sky. Farther into the park, the higher peaks are topped with brilliant "Dream Whip" white in the later afternoon — a pure and perfect feast for the artist's eye.

Our driver warns us not to expect wildlife until we are much deeper into the preserve, but in eight hours of straining eyes and craning necks, we see only five caribou, four moose, a very distant herd of Dall sheep, one wolf, three grizzlies and three bear cubs — most so far away, even my 200-mm zoom telephone lens can distinguish no detail.

Later, we are in the middle of supper when the wife of a couple from California comes over with a generous serving of "char," foil-baked with lemon and onion rings. We greedily accept this delicate pink fish from Prudhoe Bay as a delicious addition to our gourmet dining.

At 2245 hours, a park ranger informs us that there is no camping outside designated National Park Service campgrounds. But, he says, if we are "watching" our airplane, he will "overlook" it. Another ranger comes on duty at 0600, so we had better be gone!

Transient aircraft and pilots anywhere are in a unique situation. In this instance, Moreno campground is too far to lug even our most essential supplies and equipment. Leaving our "winged" vehicle unattended is not only unwise, it's also unfair since most campers are permitted to camp in or near their vehicles. Why shouldn't pilots have the same convenience? Unless the park restricts this strip to emergency use only, why not simply designate this area next to the runway a "special pilot campground"?

AUGUST 14: It's cold at 0600. The sun is still behind the mountains, and ice crystals cover the poncho on our food cache. The dark, lowering clouds in Moody Pass toward Fairbanks look threatening. Quickly we finish loading and pre-flighting, taking off at 2240 hours. Luckily, it's all downhill to Fairbanks.

Landing 35 minutes later, we become acquainted with Alaska bush pilot Ruth Jethroe, a former 99.

AUGUST 15: We experience our first weather delay in three weeks, trying to leave Fairbanks for home. After three hours, the drizzle and low ceiling get worse, so we depart IFR for Northway, which is VFR. Grabbing two huge slices of homemade blueberry pie from the cafe, we fly on to Whitehorse for customs. It's sunset now at 2000 hours, too late to reach unlighted, unmonitored Teslin Lake, so we camp on a nice knoll overlooking 96G and the runway.

AUGUST 16: We hope to fly "The Trench" between Watson Lake and Prince Georges, but after studying the problem of flying through narrow canyons during late afternoon CB buildups between Prince Georges and Calgary, we choose to instead overfly that part of the Alaska Highway we did not follow on our way up — Liard River to Ft. Nelson.

Inside our blue cocoon for the seventh and probably final time, we sip wine and munch on our "survival trail mix" and peanuts.

AUGUST 17: Leaving Whitecourt behind, we feel sad that our camping days are over for a while. After customs at Cutbank, we spend the night in our favorite motel, the War Bonnet Inn in Miles City, Montana.

AUGUST 18: Flying on autopilot at 7,500 feet, we eat the sandwiches we made at Pierre. Over the Sioux City Airport, the billowing cumulus appear low and ominous. On the spur of the moment, we circle back and land.

Sunset is 2010 hours in Sioux City, and we have a two-hour flight to Canton, Illinois, where we will spend our last night with my parents-in-law. But soon the haze thickens again, and the visibility is rotten! We lose the Sioux City VOR, and by the time we receive the DSM VOR, we have drifted left of course.

The sun is setting behind us, it's getting very murky, and we're still 20 minutes away from Ingersoll Airport, says the DME. Though the chart shows an NDB, a notation also warns that it is not always operational, so Gerda has plugged the coordinates from the Peoria VOR into the RNAV, thus placing a VOR on the airport.

I have flown out of Ingersoll before, so I know what I am looking for, but I wonder if there will be runway lights. The female voice reports the airport 12 o'clock and seven miles ahead. Cleared to 2,300, I descend again. Pattern altitude is 1,682. I can see four bright lights in the murk dead ahead.

AUGUST 20: After a day of rest, we depart Canton at 0900, landing Dulles at 1525 in clearing weather behind the front moving off the coast. Whereas we had the time to maneuver around weather systems or delay flying altogether, Linda Hollowell of Hampton Roads writes that they were stuck in Whitehorse for 48 hours, and then she flew four and a half hours of "solid IFR" to Ft. Nelson, seeing nothing except what anyone can see in a simulator at home. Some people get all the rotten luck!

The Adventure of a Lifetime

Our journey to Anchorage and back took us three weeks, three days, 8,700-nm and 65.9 hours — Gerda flew 22.4, mostly in Alaska, and I now have 43 and a half hours added to my meager logbook entries.

In my memory is a beautiful, kaleidoscopic blur of airports, FSS, towns, cities and the most exquisite scenery on the continent! Our 650 slides are a priceless treasury of visual delights and unique, personal memories.

Somehow we found ourselves in the right places at the right times. The six airports where we pitched our blue cocoon will be extra special names to us now — and those 99s, new friends we met along the way, we hope to meet again on our way to Convention '88 in Vancouver.

Expensive? Yes, indeed! \$4,600 just to "rent" 96G from Dulles Air Service, Inc. But, at our age, the "adventure of a lifetime" must be now... or maybe never at all.

Chapter News, Activities and Projects

AFRICA SOUTH SECTION

"Hairy Happenings from a letter from Jill Adair..."

"An exciting (heart-stopping) moment took place on the ground due to one trip I made. I flew down to Mana Pools to collect some friends. When I landed at the strip, they had not yet arrived. As we planned to fly up the river to Kariba and then home, I thought I would take a quick trip into the bush to prevent any discomfort later on.

"I was quite far from the aircraft and not told when he and two colleagues were saved from possible death by the quick thinking of a Nelspruit woman pilot.

"Hairy Happenings of another kind..."

The three men were returning to Johannesburg after a business trip to Nelspruit. They had been flying for about five minutes when an oil pipe broke, filling the cockpit with smoke. Fortunately, pilot Val Humphries had 22 years of experience. She turned the aircraft and climbed, opening a small window to let out the smoke.

"The oil pressure started to drop and I realised we had bigger problems than I thought," Val said later.

She switched off the engine and electrics as a precaution and glided back to Nelspruit. There were about 12 Africans working on the runway, and with no engine on, they did not hear the plane approaching. Suddenly one looked up, and they all scattered. Val battled to land because of excessive speed, but got down safely.

An hour later, the four were on their way in another plane.

by Lindsay Glaum

Flame Lily Chapter

So far we have run two APPL (advanced pilot) courses and both were most successful. With a lot of good instructors, the job, though a big one, is very enjoyable. With a ratio of one instructor per pupil, the course is a very intense one.

We had a very enjoyable visit to Air Zimbabwe, which included a comprehensive tour of the engineering workshops where metal fatigue and cracks in vital support systems are detected.

May found us flying away to Jane and Louis Souchon's home in Middle Sabi. The turnout for the 99s' flying competition for the 99s' trophy was disappointing in numbers participating, but enjoyable for those who did participate. A set route of flight included a spot landing at Chipinge, precautionary short field at Middle Sabi and a right wheel landing to finish at Tonje. We then had to answer

questions about what we had seen along the route. The aircraft were also inspected and rated for control locks in, etc.

We decided to award a \$500 scholarship in memory of Zee Witham, with the recipient being a PPL who will use the money toward any new rating.

Transvaal Chapter

A large nav rally was recently staged by this chapter. Master-minded by Dr. Ian Leitch, the nav rally saw Transvaal members serving in all capacities, including participants. It was such a success, plans are to continue the event in the future.

AUSTRALIAN SECTION

In 1935, Nancy-Bird Walton, O.B.E., flew the clinic sisters of the Royal Far West Children's Health Scheme to Outback settlements to attend to children living hundreds of miles from the nearest doctor or nurse. This year the Scheme celebrated its 60th anniversary with a luncheon at the Hilton Hotel in Sydney. Nancy was presented with a Certificate of Appreciation from the Council, members and children of the Scheme. Her work in those days brought invaluable health care to so many who lived in the hot, dry, featureless Outback.

Nancy is also Sydney's first honorary life member of Zonta. She and Rosemary De Pierres attended the International Convention.

The Darwin 99s were delighted to entertain Trudy White, visiting for the weekend. Trudy is the first woman in Australia to be accepted as an examiner of airmen. Prior to joining the Department of Aviation, she operated her own flying school at Port Macquarie, NSW, where she was a designated instrument rating examiner. Trudy and Mary O'Brien, who is a regular visitor to Darwin, took part in the Darwin Aero Club Navigation Trial by staying on the ground, offering encouragement to the participants and putting their seal of approval on the chicken and champagne breakfast.

Governor Sue Burdekin is launching a membership drive. She announced this at her first 99 meeting, held at her home in Brisbane. How about *you* introducing someone to the 99s?

Jan Kennedy flew out to far western Queensland in a beautiful Beech 36 to visit Lois Bredhauer. Things are different out there. Some of the normal day-to-day events that Jan helped with included cattle mustering by helicopter, collecting the weekly shopping in a Cessna 182 and, on the ground, an endorsement on the D9 Cat.

Marie Murphy also took a flying visit to Darwin. Not at the controls this time, Marie had the great thrill of occupying the jump seat of an Ansett 737.

by Mary O'Brien



Taking part in the Darwin Aero Club navigation trial are Monica Stewart, Kathryn and Mary Flynn, Nell Ives, Ellen Silvester, Barb Stott, Trudy White, Natalie Van Den Herrick, Meredith McCreadie and Mary O'Brien.



Lady Sonia McMahon presents a Certificate of Appreciation to Nancy-Bird Walton for her outstanding services to the Royal Far West Children's Health Scheme, forerunner of the Flying Doctor Services and Aerial Ambulance Services in New South Wales, Australia.

NEW ZEALAND SECTION

The section's annual meeting was held in Invercargill in June in conjunction with the New Zealand Airwomen's Association meeting. Business included the election of officers. Current Governor Ena Monk was re-elected, along with Vice Governor Pam Collings, Secretary Sue Campbell and Treasurer Sue Thodey.

It was decided to send two years' funds to the Amelia Earhart Memorial Scholarship Fund, totaling a nice round figure of NZ 100, which shed excess weight and reduced itself to a smaller size when passing through the eye of the bank's needle.

This year's winner of the 99 silver tray was Sue Campbell, the second time for her to accumulate the highest aggregate points in the weekend flying competitions.

Carole Dennis and husband Don attended the Olympics in Los Angeles, while Ann and Jim Renner and Joan and Malcolm Campbell went to Oshkosh and then on to Anchorage for Convention.

Pam Collings will be participating in the 1985 World Precision Flying Competition in Florida with the New Zealand team.

by Ena Monk

WESTERN CANADA SECTION

Alberta Chapter

Early August saw many of us "all aboard for Alaska" and a wonderful experience of northern hospitality. Western Canada Section was represented by 20 members, seven from our chapter. We wish to congratulate and thank those who worked so hard to provide a Convention of events to long remember.

We are especially pleased by two awards given during Convention. Section Governor Jo Harris was awarded an AE Memorial Scholarship, which she will use toward an air transport rating, the highest licence issued in Canada. The prestigious Aviation Safety Award was won by our section, and Alberta Chapter is honored to have its name engraved on the plaque to mark our contribution.

Several members assisted the Red Deer Flying Club during the August 4-5 Red Deer Air Show. They worked the registration table, assisted in closing and opening flight plans, and also took advantage of the setting in promoting the 99s and their work. Many valuable contacts were made with interested women pilots in the area. Our large blue display board really attracts attention!

by Mary Oswald



Members of the Western Canada Section gather on the jade staircase of the Sheraton Hotel in Anchorage.



AE Scholarship winner Jo Harris is congratulated by AE Chairman Thon Griffith (left). The chapter accepts the Aviation Safety Award for the section (right).

Saskatchewan Chapter

Four Saskatchewan Flying Tigers were able to make the eventful flight to the Convention in Anchorage. June Mills and Mary Pyne went in June's Beech Sundowner, while Mildred Beamish and Karen Rutherford flew in Mildred's Cessna 172. This was a first for us in mountain flying over such a long distance. It was a tremendous learning experience.

June and Mary started early, and June left registers along the way. Thanks to the willingness of 99s to "sign in" and the gracious assistance of flight service personnel, who were so friendly and patient (especially the "unflappable" people in Merrill Field Tower), we have a memento of 99s who flew through Canada — around 75 at last count. A special bouquet goes to one 49½er who sent back a pipe from Rainbow Lake — "It's down to the ground" — and saved others unnecessary fuel consumption.

The Convention was well organized, the seminars very practical. The best part was meeting all those 99s from various chapters so that, when we read *The 99 NEWS*, a familiar name has a familiar face.

The low clouds in Chickaloon Pass were long since forgotten the day we flew to Denali and saw the mighty peak above a cloud wreath.

We brought some lovely favors and souvenirs back with us, the best of all being the memory of friendly hospitality. Thank you all who made it such a memorable time in one of nature's most beautiful settings on earth.

by Mary E. Pyne

MIDDLE EAST SECTION

Eastern Pennsylvania Chapter

Early May found us trying something new and successful for fund-raising. Penridge Airport was the site of our first plane wash. Those owners who brought their airplanes were delighted with the job performed by Nina McKissock, her crew and some helpful husbands.

Later in May, we went back to Penridge to air mark the roof of the hangar. Marge Pinciotti conned several members and other friends into baking cakes and cookies for successful bake sales at both events.

The weekend of the Pennies-a-Pound produced unpleasant weather, with fewer rides possible and, therefore, less money than expected for the treasury. Air and ground crews worked enthusiastically under Kate Macario's direction, and the day was counted a qualified success.

Since this is the "Year of the Balloon," and the chapter is proud of our record-holding balloonist and long-time member, Connie Wolf, we decided to celebrate. Anne Shields was the sparkplug for a surprise luncheon in June for Connie and 49½er Abby. It really was a surprise. In conjunction with AOPA, of which Abby Wolf is a founder and legal counsel, it was announced to the 75 of their friends attending that a plaque for each would be placed in the Forest of Friendship at Atchison, Kansas.

Six members attended the Convention in Anchorage. In addition to interesting programs, there was all of Alaska to explore, and we all came home in a state of happy collapse. The Northwest Section members did a fine job of entertaining and making everything run smoothly. The shuttle buses were an outstanding contribution to everyone's enjoyment. The weather was fairly cooperative, and we all contributed to Eastman Kodak's profit for the year.

by Louise Sacchi

Potomac Chapter

When the chapter met at Alice Krick's home

in Annapolis for our August meeting, there was much cause to celebrate. Loretta Haskell won an AE Scholarship this year (she plans to work on her CFII), and the chapter received the first International Aerospace Education Award at the Convention. Kudos also went to Alice and Ben Krick, who obtained their seaplane ratings in Anchorage.

Chairman Pat Garner, Edna Dragoo and Alice Krick reported on the Convention, the beauty of Alaska and the wonderful hospitality of those 99s who made the affair a great experience.

While Alice's husband, Ben, took some of the 49½ers on a boat ride in Chesapeake Bay, chapter members discussed how we can help make next year's Convention in Baltimore equally memorable.

by Marilyn DonCarlos

Washington, D.C. Chapter

Our new chairman is Barbara Rohde, with all other officers remaining the same.

Attending the Convention were delegates Polly Carico and Adelaide Tinker, as well as Maureen Long, Betty Fisher, Gerda Ruhnke and Lin Clayberg. Lin and Gerda flew the Turbo Arrow IV 8,700-nm in 67 flying hours, covering a period of three and a half weeks. They returned with 650 slides, the best of which are being selected for a safety seminar slide presentation for the FAA on "Flying and Camping with a Single Engine in Alaska."

The Convention was superb, and the Alaska 99s, people and countryside itself were most hospitable and memorable. For those who could afford the time and expense, Alaska is an unforgettable experience; for all those who flew their own airplanes, including two gals from Finland, the incredible and dramatic scenery at very close range combined with extremely rare good weather to make this the adventure of a lifetime!

by Lin Clayberg

West Virginia Mountaineer Chapter

We're proud to announce that Sharon Peters is the recipient of our first Natalie Stafford Scholarship, which was established in memory of our deceased members. Sharon has since received her instrument rating with the help of the scholarship.

We held our second annual fly-in pancake breakfast on Memorial Day, and once again the monsoon rains arrived in Pt. Pleasant on the same day. We're thinking of selling our

West Virginia Mountaineer 99s Sharon Watson, Sarah Van Dyne, Jean Pickering, Lois Fida (front row), Wanda Gabritsch, Maragaret Skeen, Sharon Peters, Mary Lou Lewis and Tammy Morton (back row) pause between rain showers at their pancake breakfast.



rain-making talents to area farmers next year in lieu of the breakfast!

Thanks to the efforts of Morgan Hapeman, we sponsored our first poker run in June, and it proved to be so much fun that we are already planning to have another one in 1985.

Lois Fida flew her newly-restored Tiger Moth to EAA in Oshkosh in August, which was a memorable experience. Several chapter members got a "sneak preview" when Lois brought the Moth to our July meeting.

Mary Lou Lewis, Sharon Peters and Jean Pickering attended Convention. Mary Lou and Sharon both completed their instrument ratings prior to leaving for Alaska, and Jean received her seaplane rating during the Alaska Convention.

by Sharon D. Watson

NEW ENGLAND SECTION

Eastern New England Chapter

Another air marking! Members winged their way to Chatham, Massachusetts, July 14. This pretty airport on the "elbow" of Cape Cod was also the site of a chapter spot landing contest, which took place before the air marking. Our members must be great pilots, for we had two winners — Jean Griffin and Jillie Shankar, both leaving a bit of rubber from their Cherokees on the tape. A superb lunch was provided by airport restaurant personnel, and we lunched on the deck to enjoy the CAVU day.

Members are now busy planning the fall section meeting and a local USPFT meet.

by Lil LeBlanc

NY-NJ SECTION



Shirley Ludington and Nancy Morgan entered the parade in Brewerton sponsored by the Chamber of Commerce.

Central New York Chapter

It's a dream come true for Nancy Morgan and Millie Murray, past chairmen, to advertise the 99s in the Central New York area, thanks to Marilyn Kamp and 49½er Bernie, owners of Kamp Airport, Durhamville. Bernie built and painted an airplane that could be displayed at air shows and entered in local parades. Metal signs were purchased to be mounted on each side of the vehicle used.

by Millie Murray

Long Island Chapter

Twelve 99s attended Convention. Mae Smith and four others took a ferry from Sitka

to Juneau at 0200 after their commercial plane missed two approaches to Juneau.

A skit was presented via song and show cards at the business meeting depicting the chapter's activities for this past year. Later, our specialty airplane hats were presented to outgoing President Marilyn Copeland and incoming President Hazel Jones.

Several gals flew around Mt. McKinley. Doris Abbate saw the breathtaking sight on a

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tour plane, while Pat Bizzoso and Roberta Pistorius rented an airplane and flew this scenic route themselves. What an adventure for flat land pilots!

Carol Maffettone, CAP mission pilot, flew into Plattsburg AFB to teach navigation and scanning procedures to the cadets August 13-18. She then conducted search and rescue flights, with targets placed around the area for the cadets to find.

Doris Abbate and 49½er Ronnie flew in the August 25 Long Island Sound Rally, sponsored by the Connecticut 99s. Doris rented a C-152 and, in spite of the fact they usually fly something larger, she and Ronnie won a beautiful prize for coming the closest to their estimated time flown.

Joyce Malkmes has volunteered to chair the Corporate Angel Network (CAN) committee on Long Island. She will coordinate our pilots with patients needing rides to hospitals in local and other areas.

by Patricia Rockwell



Long Island 99s sing about their activities at the Convention in Alaska.

Hazel Jones and Marilyn Copeland are presented "aviator hats" used by Long Island 99s in their skit.



Western New York Chapter

Four members attended the International Convention in Alaska. One member, Virginia Hake, obtained her float plane rating there.

The chapter had a plane wash in August to raise funds.

by Dorothy Hake

NORTH CENTRAL SECTION

Central Illinois Chapter

Anita Albert and Linda Hamer had the opportunity to present their skit about a trip

to Sherman, Texas at the Women's Forum at Oshkosh. Also at Oshkosh were Jean and Bob West, accompanying Bob and Susie Hull.



Central Illinois Chapter conducts their monthly chapter meeting while en route to McDonald's for lunch.

Viewed from the air, Litchfield air marking is very visible.



Margie Ford is advancing in her work as an air traffic controller and has moved to Quad City Airport, Moline.

Seven 99s and three 49½ers braved the hot and hazy day to air mark Litchfield Airport recently. Our chapter sincerely appreciates all the help and encouragement given to us by our great 49½ers.

Nancy and Ted Hunter flew to Pensacola in May to attend their son's graduation. Low ceilings and adverse winds forced them to spend the night in Centralia, Illinois, along with pilots from four other planes. All had an enjoyable evening getting acquainted.

A check for \$1,020, representing the profits from the Marshall County Airport fly-in breakfast, a benefit for St. Jude, was presented at the St. Jude Telethon in Peoria, hosted in part by Marlo Thomas, daughter of Danny Thomas.

Lorraine Reynolds was part of two plane-loads of Springfield Air Rendezvous pilots who flew to Dayton, Ohio, July 21-22, to attend their air show. While there, they also visited the National Aviation Hall of Fame. It is interesting to note that 99 other aviators have been honored there since it was established

in 1962 with the enshrinement of Wilbur and Orville Wright. Representing the 99s, Lorraine and Dick Ware, Department of Aeronautics, discussed the Illinois Aviation Honor Roll and how the two groups could help one another. The highlight of the weekend was the presentation of the Spirit of Flight Award to the 99s with Marilyn Copeland present to receive the honor on behalf of all 99s.

by Mary Waters

Chicago Area Chapter

Johannah Grieco, Gail LaPook and Susan Murray attended ceremonies of the Forest of Friendship in Atchison, Kansas. Michelle Bergen was honored during the impressive weekend.

Diane Cozzi spent a week ballooning in the Loire Valley, the chateau country of France. One of the pilots was France's 1983 national champion.

Polly Gilkison went to Seattle to attend a party to benefit Boeing's Museum of Flight in July. Her son-in-law is an aeronautical engineer with Boeing Aircraft Company.

At our July meeting, we cordially greeted new members Cathy Anderson and Sandra Melovic.

The WOW Derby results from Keokuk, Iowa were heavy with our members. Marlene Winters won the spot landing contest, which was tricky because it was the one ending each race time. Third place went to Bev Greenhill and 49½er Chuck in Bev's Cutlass, fourth place to Ruth Frantz and 49½er Bob, assisted by Marion Servos, and fifth place to Marjorie Sundmacher and 49½er Herbert in Marge's 152. Bev and Bruce Blietz came in eighth in their Piper. Other participants included Madeleine Monaco, Wendy Wenk, Marilyn Baeckelandt, Norma Freier, 66 Katie Lussenhop and prospective Clara Parmley. Even if everyone wants to know, "What's in Keokuk, Iowa?" we know — a lot of hard work and fun.

by Debbie Karas

Greater Kansas City Chapter

Our Preventive Maintenance Seminar in June was very informative. We have had calls inquiring about the date of the next one from some who missed this one.

Brushes and rollers were put to work July 9-10 at Atchison, Kansas, as we put "ATCHISON" on the taxiway and repainted the compass rose.

Eighteen members traveled to Lawrence, Kansas, July 19, for dinner at the home of

Kathy Zimmerman, followed by the Kansas Repertory Theatre production of "Daughters of Heaven." The play, written by Shelley Fitze, covers the early period of women in aviation.

Our booth with information for women interested in aviation careers was part of the Heart of America Small Businesswomen's July 21-23 exposition.

Several of our members were off to Oshkosh, Wisconsin the weekend of July 27 for the EAA International Sport Aviation Exhibition. Eight members took part in the Forest of Friendship celebration at Atchison, Kansas.

CHAPTER NEWS, ETC.

Marie Christensen, Marilyn Dickson, Marj Engelman, Mary Ann Hamilton, Ruth Stafford and Kathy Zimmerman returned with pictures and glowing reports of the Convention and Alaska. While there, Marie caught a king salmon — 78 and three-quarters pounds!

Janet Mason has been awarded an American Flyers/ATE scholarship.

by Ginny Pacey



Marj Engelman and Ginny Pacey watch over the chapter's wares at the North Central Sectional.

Greater St. Louis Chapter

The July and August business meetings were held at the homes of Barbara Wilper and Mary Kinnaw, respectively. The main topic of discussion was the September 21-23 section meeting at Castle Oak Conference Center, Chesterfield, Missouri.

Val Johnson and 49½er Belmont attended the Forest of Friendship celebration in Atchison, Kansas. Val accepted a Certificate of Recognition honoring Joy Harvey, deceased chapter member.

Audrey Casper, Helen Hall, Dorothy Haupt, Val Johnson, Amy Laws, Nelda Lee, Martha Norman, Laura Sellinger, Rosemary Zander and 49½er Trev Zander attended the Anchorage Convention.

by Nelda Lee

Indiana Dunes Chapter

The chapter was represented by four of our members at the Convention in Anchorage. Past International Vice President Charlene Falkenberg arrived early to attend the section meeting in Homer, Alaska. Phyllis Petcoff and husband Jim, Christine Murdock and husband Rawson, and Pat Mason and husband John also attended. One of our former members, Sheila Dick, and her husband came in their plane, along with their two little girls.

Alaska is a pilot's dream, since airplanes are as commonplace as cars. With the

Sheraton Hotel five to six blocks from the approach end of the runway at Merrill Field, the general aviation airport, it became ordinary to watch the planes fly past the hotel window as they were on approach or departure from the field. With nearly 1,400 general aviation planes based at Merrill, and 80-plus 99 planes added to that number, the traffic was nearly continuous.

by Patricia Magon



Lake Erie 99s Marg Juhasz, Dodie Jewett, Helen Keidel and Helen Sammon marked the centerline at Geauga County Airport (it's a long 3,500 feet). Not pictured are helpers Kurt and Lucy Hildebrand and Meigs Adams.

Lake Erie Chapter

Members attending Convention in Anchorage included Helen Sammon, Helen Keidel, Rose Ray, Meigs Adams and Marg Juhasz. The beauty of the countryside was exceeded only by the efficiency of the Convention schedule. It gave us all a greater appreciation of that huge state up north.

Several members attended Oshkosh. Coralie Felger Stamp and family were there several days. Dodie Jewett and Marg Juhasz flew in for a day, and Bev Demko spent the week helping friends in their booth (new member from Michigan is Sherry Giesler). Linda Dickerson spent the entire week manning the USPFT benefit booth. The winning ticket for a week for two in Florida

Phyllis Petcoff, Pat Magon, Christine Murdock and Charlene Falkenberg attend Convention in Anchorage.



Refurbishing the compass rose and painting the name on the Atchison, Kansas runway was a recent project of the Greater Kansas City Chapter.

during the August 1985 World Precision Flying Competition in Kissimmee will be held at the AOPA Convention in Nashville this October. All chapters were given opportunities to participate in the raffle.

by Marg Juhasz

Michigan Chapter

Friends tell me that there is an advertisement that says once one has been in Alaska, one never comes back completely. Thanks to Claire Drenowatz and her many able co-workers, this slogan has taken on a very real meaning! Ten of us (Toni Babcock, Colleen Bradley, Linda Druskins, Eloise Greenlee, Leah Higgins, Renate McLaughlin, Margaret Napierala, Claire Ojala, Jean Pearson and Valerie Palazzolo) saved for years, spent every penny of our savings in Alaska, and don't have a single regret! The meeting and the country were terrific!

For our August meeting, members Lorraine Siegrist and Martha McLeod invited us to the Losco County Airport near Tawas City. The longer trip was well worth it. The hospitality extended to those who attended was most generous. Not only did our hostess have all sorts of refreshments and lunch, even a tour of the town was available.

Several of our members helped at the August 18-19 Bishop Airshow in Flint, Michigan.

by Renate McLaughlin

Minnesota Chapter

Thirteen 99s, 49½ers and guests enjoyed a leisurely morning of ballooning over southern Minnesota in late July. While the "no wind" conditions of the day kept the three balloons fairly close to the launch airport, the first-time ballooners agreed that the ride was well worth the 0400 wake-up call. Traditional champagne ended the morning.

Marci Glaesemann welcomed 20 Ninety-Nines, 49½ers, 66s and guests to the Albert Lea Airport where she operates a flight school and aircraft rental business with application pending for a charter service. Marci provided van transportation to the In Town Motel for the September FBI luncheon. New FBLers included Jean Ellingson and 49½er Lem from Iowa Chapter as well as several prospective 99s and 66s from southern Minnesota.

Fourteen 99s, seven 49½ers and a guest attended Convention in Anchorage. While most chose to travel via the airlines, Clara Johansen and 49½er Arnie flew their C-172, and Barb Chambers and 49½er John, along with their daughter, 99 Jackie, and her guest, were joined by Gayle Vail in the Chambers' C-206. The Johansens spent several days "flight-seeing" Alaska prior to the Convention and, following it, Joyce Francis-Van Dusen and 49½er Fred, along with Rita Orr and 49½er Bert, toured in a large RV.

It was "strictly business" when 25 members gathered at Chairman Joan Sommerfeld's home for a salad potluck dinner, followed by an evening of reviewing chapter activities and planning for the future. Former 66 Lou Purdy was introduced by Vice Chairman Terry Ludtke and welcomed by the chapter as its newest member — as of that very evening! Lou earned her private pilot license in Tacoma, Washington, while she and husband

Charles were vacationing. Debbie Kaeder was Lou's Minnesota CFI.

by Hope Isaacson

Quad-City Area Chapter

AOPA offered ground school courses March 23-25 in Rock Island, Illinois, with Judy Pobanz attending the commercial course and subsequently passing her written. Leota Rickey and Carolyn Pobanz took the updater course, which was very helpful to Carolyn in receiving her BFR and finally becoming current this past August after a lapse of seven years.

Our newest member, Mary Wilson, joined us in April and is in the process of putting together an Air Age Education program to be presented to area school children.

Memorial Day weekend found us welcoming the 15th annual Illi-Nines Air Derby to the Quad-Cities. Despite inclement weather for impound Friday, 30 of 39 entries were able to fly in for a beautiful day of racing Saturday.

New officers, Chairman Carolyn Pobanz, Vice Chairman Leota Rickey, Secretary Marlys Turnquist and Treasurer Judy Pobanz, assumed their duties at our July meeting.

August finds us congratulating Leota Rickey on being designated the Quad-City CAF squadron leader. She is the first woman squadron leader in the CAF, and we're really proud of her.

by Carolyn Pobanz

Scioto Valley Chapter

Our August meeting was hosted by Mary Ellen Keil at her lakefront cottage on Lake Erie, Catawba Island.

Members and guests, either flying or driving, first met Mary Ellen at Keller Field, Port Clinton, where she had arranged for us to view the "Tin Goose" and hear Jack Hendrickson, chief pilot of Island Airlines, talk about "Flying the Islands" of Lake Erie. The "Tin Goose" is the only one of 22 Ford Trimotors remaining, to the knowledge of Island Airlines. It has recently been rebuilt and is presently for sale and not in use.

by Janie McIntire

Wisconsin Chapter

Cloudy skies and gusty winds hampered the crowd from flying into the Sextonville Airport for the pancake breakfast, but those attending enjoyed lots of delicious pancakes and homemade sausage.

July brought the ladies together again for a paint party at the Palmyra Airport. The end



JoAnn Bush gets a big USPTF thank-you for manning the Oshkosh booth.

markers were painted, as well as the segmented circle markers. After a busy morning of painting, the ladies gathered for a potluck lunch and business meeting.

Also in July, the group again made a float for the Ripon Roaring Twenties parade. The theme was "Roaring into the '80s," complete with an airplane and barn around it. Several members rode on the float wearing "Roaring Twenties" costumes.

We ended July by helping at the 99 Friendship Tent at the EAA Convention at Oshkosh.

The August meeting was held at the West-bend Airport. At this time, we made out the calendar of events for the coming year.

by JoAnn Bush

NORTHWEST SECTION

Alaska Chapter

Even though the Alaska 99s were very busy with the '84 Convention, we still had time to air mark Palmer Airport July 19. With our long days, we painted until 2200, using 45 gallons of yellow paint.

Now that the Convention is over, we are busy recruiting new members and their husbands.

We would like to thank everyone for attending our Convention and making it a great success.

by Denise Saigh



The Palmer Airport was marked by Patty Livingston, Kent Woodman, Denise Saigh, Barbara Bowerman, Claire Drenowatz, Shirley Upton, Christy Cutting and Janet Sprague.

Columbia Cascade Chapter

Alaska's Convention and Homer's section meeting had to be real highlights as far as conventions go. Cook Inlet members made our long trip to Homer well worth it with breathtaking scenery as our first glimpse of the "Land's End" popped into view. What a spectacular sight! It was evident from comments uttered from the locals that we brought the sun with us — sun, fun and that Seldovia crab bake! Wow!

Back to Anchorage — and the thrill of seeing so many members in one place! The Welcome Breakfast was wonderful with the introduction of all international members who came so far. That was exciting, as were the seminars, guest speakers, float plane lesson, luncheons, fashion shows, banquet and the finale — Mt. McKinley exposed herself to us!

We are back on the ground — but only for a little while. Several of our members will have the opportunity to meet Jessie Woods, one of the first women wing-walkers from the Tennessee Chapter who formed the Southeast

Section and is a past governor of that section. We are hoping to hear some interesting tales.

by Pegge Blinco

Idaho Chapter

Neither smoke, nor fire, nor dark of night will keep our 99s from painting runway numbers. The August project centered around producing a nice set of visible numbers for Mountain Home Municipal Airport. That evening, a huge brush fire was raging about two miles from the airport with a strong wind blowing smoke, ash and junk on our newly painted surfaces. We finally elected to complete the project the next morning, got into a car and set off to see just how close the fire



Taking a "breather" by the brush fire is 66 and Mt. Home Airport operator Joy Case, her two children, 99s Cathy Wilson, Ruth Garrison and air marking engineer Bev LaBrie.

was. Expecting to meet some firefighters to warn us if we were approaching too close, we drove on until we noticed that there was sage brush and grass on fire all around us. You've never seen anyone back up so fast!

The chapter must have the most dedicated members in the United States. Cathy Wilson, a new officer in the Air Force, was transferred to Louisiana but made it back to Mountain Home to help with the air marking. We were also joined by new transfer member Carolyn Rodgers, and we initiated Carolyn Martell into her first air marking.

by Barbara L. Sall

Mid-Columbia Chapter

During July, chapter members set up a booth at the Pasco Air Show, where information about the 99s was presented. Also, selling sun visors is the fund-raiser for the year.

New officers picked up the duties from the outgoing officers during the August meeting. Included in the changeover was the planning of next year's activities and the various people responsible for planning them. Activities will include a safety seminar, poker run, Easter egg hunt and a money-making project. As a chapter, members are all trying to participate in the Wings program; some have already completed two of the phases.

by Anne English

Mount St. Helens Chapter

In June, Larry Bramhal and Ron Schinke built our group a beautiful concession booth. Ellen Coady, Marilyn Britt and Betty Jo Elwess volunteered to paint it and get it ready for "Super Saturday" June 9 at Evergreen State College in Olympia. The weather was great and the day was split into three shifts.



The new Mount St. Helens booth bolts together and collapses for easy handling and transporting.

Many of the Mount St. Helens 99s and volunteers after the air show express exhaustion!



Joannine Squyers, Marlene Marleius, Bonnie Baker, Gloria Payne, Tommie Goins and Terry Cole worked at the booth along with the paint volunteers. Joan Renn took on the chore of obtaining all the fruit for the fruit-kabobs we sold faster than we could make them up. We sold them for 99 cents and raised over \$450 for our upcoming air show.

Our second annual Airshow, a two-hour event July 15 at the Olympia Airport, featured several aerobatic acts, a musical ballet, parachute jumpers and lots of refreshments. Our turnout was up from last year, and we hope to continue the trend in coming years. Our gals also gave \$5 scenic flights all day Saturday, as well as before and after the Sunday Airshow, and there was always a line of waiting customers to fill the planes.

by Marilyn J. Britt

Oregon Pines Chapter

We have welcomed two new members — Loraine Gabel, a transfer, and Patricia Hanna. Our youngest 66, Lisa Hadley (who soloed at 16), has her license now, and her membership application is in. Two other 66s, Beverly LaCrosse and Linda Fetsch, have dates set with the flight examiner — but our Flying Farmer 66, Lois Bish, altered her schedule by breaking an arm.

The June meeting was a fly-in for evening dinner at Tahkeena Lodge, Albany Airport, with special emphasis on taking student pilots along.

"Communications Past & Present" was the theme of our July salad potluck and barbecue at Loraine Gabel's home in Independence Airport. Loraine told of homing in "on the letters" in the 1940s. CFII Ann Littrell brought us into modern times with a demonstration of the Morrow Apollo II Loran C. Guests included pilot Mary Snethen, new student pilots Bobbie Krause and Linda Fetsch, and 66s Bish and LaCrosse.

We're proud of our two members who flew their own planes to Anchorage. With the ink only five weeks wet on her license, Tricia Hanna flew her long-time pilot-husband Ron, daughter Debbie and Mary Snethen to

Alaska. In tandem with them, Jane Roach flew pilot-husband Bob to the Convention. Traveling via commercial airlines were Betty Wittmer, who went to the section meeting at Homer and then to International, and Ann Littrell, who demonstrated the Apollo II at the Cache in Anchorage.

Our August meeting at the Independence FBO began with Bev LaCrosse's humorous description of her long solo cross-country flight. Convention-goers filled the rest of the evening with tales of Homer and Anchorage.

Of course, we showed the moose nugget necklaces, Pearl Laska's wonderful furry Eskimo pins and all the other great souvenirs. During our serious business time, we voted to send \$100 to the expansion fund for International Headquarters. Guests included pilots Ginger Jones and Mary Snethen, as well as 66s Edith McDermitt, Lois Bish and Linda Fetsch.

CFII Lisa Dahl, owner of Buswell Aviation, flew to Montana the last week of August to serve in the aerial force fighting Montana's horrendous forest fires. Lisa's experience in this work dates to her teen years in southern Oregon.

Oregon Aeronautics Administrator Paul Burket has appointed Betty Wittmer to a new task force — Oregon Continuous Aviation System Planning. This committee will represent all aviation interests in the state and will meet regularly to consider alternative sources of funding for Oregon's airports.

Betty and her 49½er, Russ, who edit the Oregon Pilots Association bi-monthly newspaper, *Prop Wash*, gave three talks on flying at a career fair for elementary school children in Corvallis.

A national aviation magazine recently featured Vice Chairman Betty Griffith and 49½er Bill, with photos and an article about their unusual car rental service for fliers — Auto Pilots, Inc. (API).

by Betty D. Wittmer

SOUTH CENTRAL SECTION

Colorado Chapter

Members of the Colorado and Pikes Peak Chapters assisted the Aspen Chapter in the first air marking of the Aspen Airport. Betty Pfister, Aspen 99, coordinated the activity.

The air marking team then headed out to Colorado's new Front Range Airport in late August to utilize their painting talents.

During the same weekend, some of our other members attended the second annual FAA/CPA Aviation Safety Education Seminar (Wings program) at Ft. Collins-Loveland Airport. This seminar also included a Pinch-Hitter course, and it was gratifying to see many of our non-pilot friends take this opportunity to learn more about flying from Mick Wilson of the Broomfield GADO. For many, this will be their first step toward getting that rating. The Wings program provides an opportunity to re-evaluate flight proficiency, and as an attendee, I can vouch for its valuable experiences.

In the recent Jackpot Derby, Linda Horn and copilot Neil Johnson finished fourth in their class.

by Phyllis J. Kramer

Dallas Redbird Chapter

Hostess for our August dinner meeting was

International President Hazel Jones, and her delicious lasagne was the hit of the evening.

Hazel and Margaret Conlin, members attending International in Alaska, described the trip in glowing terms. Mountains, glaciers and scenery were as wonderful as the friendship of the 99s. Margaret and her husband captured much beautiful scenery on film during a delightful boat trip via the Inside Passage from Ketchikan to Juneau and on a spectacular float plane excursion around Mt. McKinley.

Prior to the Convention, Hazel attended Homer's Northwest Sectional, where one annual section meeting replaces fall and spring sessions.

by Elizabeth Jordan

El Paso Chapter

Election of El Paso officers for the 1984-85 year was May 20 following our monthly fund-raising breakfast at West Texas Airport. Installed at the annual banquet June 13 at Santa Teresa Country Club were Chairman Louise Austin, Vice Chairman Marsha Mascorro, Secretary Suzie Azar and Treasurer Lois Hailey. Outgoing Chairman Didi Shaffer was presented a plaque from the chapter, and she presented gifts to outgoing officers and committee chairmen. Incoming Chairman Louise Austin received an inscribed gavel.

Our 99s thoroughly enjoyed the hospitality of local residents at the annual Carrizozo, New Mexico Fly-In June 23. Louise Austin, Edna Lavezzari, Michelle Miller, Marsha Mascorro, Stella Teran, Suzie Azar, Vicky Wingett and Didi Shaffer flew from El Paso and Sue Shyne flew to Carrizozo from Alamogordo. All were welcomed at the airport by Carrizozo residents and hostess 99 Mary Spencer. Several members participated in spot landing and flour bombing contests. Our group fared well, as Mary Spencer won the spot landing in her Bonanza and Didi Shaffer placed second in flour bombing.



New El Paso Chapter officers are Suzie Azar, secretary; Louise Austin, chairman; and Marsha Mascorro, vice chairman. Not shown is Lois Hailey, treasurer.

El Paso 99s are outfitted for the float trip on the Eagle River in Alaska.



Members were invited as special guests of the El Paso Association of Certified Flight Instructors at their monthly dinner meeting July 5. Didi Shaffer was guest speaker, providing members with information on the background and projects of 99s.

Members met July 8 at the home of Edna Lavezzari for a potluck Mexican Dinner and Margarita Party as a thank-you to all workers who did such a great job with the South Central Sectional. We did manage to polish off quite a bit of the tequila that was left over.

Several members flew into Cielo Dorado Estates for the July 14 meeting at the home of

Kay Barnett, and they thoroughly enjoyed the luncheon and swimming pool. Our chapter was very saddened to learn that Kay, who is our extremely enthusiastic 66 chairman, will be leaving El Paso September 1 for Scottsdale, Arizona.

We were represented at Convention by Louise Austin, Didi Shaffer and Estelle Kirkpatrick, who thoroughly enjoyed the beauty of the state and were able to take several tours, including the float trip on the Eagle River, as well as attend the business and seminar sessions.

Vicky Wingett, her 49½er and Lynn Stover all report "fantastic" rides in Dick Azar's aerobatic Pitts. (Dick is husband to 99 Suzie Azar.) These were door prizes won at the section meeting compliments of Dick and Suzie.

by Marilyn "Didi" Shaffer

Kansas Chapter

Our August 17 meeting consisted of hangar flying and a covered dish dinner in the home of Marilyn and John Copeland. Special guest Bonnie Quintal, a flying nurse from Norfolk Island, South Pacific, filled us in about island living and her flying experiences. We all enjoyed meeting and getting to know her. Marilyn spoke of her Convention trip and shared highlights of the session as well as memories and accomplishments of her past two years as International President.

The chapter has managed to keep very busy during the summer. Pat Mlady has been elected vice governor of the South Central Section. She will be installed at the fall section meeting in Tulsa. Carolyn Schmalz has been elected to the Board of Trustees for the AE Scholarship Fund, and Dorothy Dickerhoof was elected chairman of the South Central Section and member of the International Nominating Committees. We are all very proud of these women.

Carolyn Schmalz and Pat Mlady flew to the terminus of the Air Race Classic in Gainesville, Georgia. Carolyn presented the Beech Aircraft awards at the banquet. Carolyn and Pat also flew in the July 14 Okie Derby, where they won half fast and best fuel estimate awards.

by Phyllis Blanton

Lubbock Chapter

Rosemary Stidham was on the panel of the South Plains Flight Instructors Association meeting this summer.

Our August 4 picnic was well attended by

members and families at Biggin Hill Airport. Each 99 brought food, and hamburgers were cooked on the hangar apron by 49½ers Bill Cantrell and Luther Bailey. During the picnic, Denny Way, husband of 66 Cathy, and EAA neighbor Van White gave us an aerobatic show. Rosemary got a ride in Van's Buecker Jungman. He put the plane and Rosemary through some unusual attitudes.

Congratulations go to Chairman Janie Bailey twice. She has a new rating of basic ground instructor, and she received one of the AE Scholarships.

Captain Stephanie Wells, former Reese

AFB instructor, was a visitor of the Cantrells August 6. Pat flew Stephanie to T&C Airport so they could congratulate Janie on her recent award. When the newspaper reporter finished the interview with Janie, she immediately took notes and pictures concerning Stephanie's last Guam assignment, flying KC-130s into the eyes of typhoons.

by Pat Cantrell

Oklahoma Chapter

A happy, tired group returned from Convention in Anchorage, full of enthusiasm and with a wealth of information to share with those who remained behind. Charlene Davis, Lu Hollander, Norma Vandergriff, Helen Holbird, Broneta Evans, Susie Sewell, Rita Eaves and Susie Mitchell were our representatives.

The dedication to flying we share can be exemplified by checking the log books of Phil and Susie Mitchell. This new member and 49½er put over 60 hours on their C-182



Oklahoma Chapter members Helen Holbird, Charlene Davis, Norma Vandergriff and Rita Eaves listen to the debate at the Business Meeting.

traveling to Convention. They then joined the chapter 18 hours after their return, climbing into the C-182 to go on the Mystery Fly-Away planned by Dana Gibson. Some 45 members and guests were sent to Guthrie Airport, where transportation was provided to a restaurant for champagne brunch.

Another new member welcomed in August is Margaret Burton of Woodward.

Diana Monday and John Burton were married at sunset August 18 in the tower of Wiley Post Airport. They wore matching flight suits color-coordinated with the Spezio they fly for pleasure. The reception, catered by chapter members, followed in the airport

restaurant where they met two years before.

by Nancy Smith

Shreveport Chapter

Chairman Eileen Anderson is on "Cloud 99" since she completed her CFI rating July 31. Eileen, our most recent AE Scholarship winner, was recommended by CFI Evelyn Snow and was given her flight check by 49½er Benny Voss. Eileen promptly went along with Evelyn and Jere Saur to the AOPA Flight Instructor Clinic at DFW Airport in August.

Evelyn recently visited daughter Betty Heise, who is a former chapter member, in Vacaville, California, while Helen Hewitt and 49½er Whitey are spending time at their second home in Ashland, Oregon after attending Convention in Anchorage and taking the post-Convention cruise. Also conventioning were Helen and Charlie Wray with granddaughter Helen Lee Anderson of Little Rock, as well as Mary L'Herisson and 49½er Larry. Larry caught the limit of silver salmon at Alexandria River and won at Bingo on the cruise ship. Starr Stone enjoyed a visit with her sister, Sara, an Anchorage teacher, and stayed over to work on her float plane rating.

Two new members, Betty Moss and Debbie Meyer, were present at the August 20 chapter meeting and swim party at Mary Phillips' home when Joan Price gave an enthusiastic report of her flight in her Navion to Oshkosh for the Experimental Aircraft Association fly-in.

by Mary L'Herisson

Top of Texas Chapter

Virginia Pownell, our new chairman, flew Jannis O'Briant and Marvelle Prestley to Headquarters in Oklahoma City. They certainly enjoyed the trip and look forward to the future expansion of our Headquarters facility.



Visiting Headquarters in Oklahoma City are Top of Texas 99s Marnell Prestley, Virginia Pownell and Jannis O'Briant.

Helping with registration at the Panhandle Flight Instructors Safety Seminar, co-sponsored by the 99s, are Marsha Meredith, Jan Hedrick and Mary Vermeulen.



Mary Vermeulen represented the chapter as a voting delegate to Convention in Anchorage. Her report on all the "happenings" was interesting and exciting. Mary, 1967-68 Alaska chapter chairman, was so very impressed with the coordinated arrangements that ensured super success for all involved.

We co-sponsored the Texas Panhandle Flight Instructors General Aviation Safety Seminar July 13, held at Amarillo College. Speakers included Charles Valdez, FAA; Clay Wilkins, executive director of the Texas Aeronautics Commission; Ron Lacy, Amarillo FSS; Jeff Church, ATC; Dennis Mosely, EAA; Colonel Pete Minden, CAP; Ron Terry, manager of Lubbock's FAA/GADO; and Rich McCullum, assistant manager of Amarillo International Airport. Ninety-Nines assisting were Virginia Pownell, Jan Hedrick, Marsha Meredith, Ann Piggott and Mary Vermeulen.

by Mary M. Vermeulen

Wichita Falls Chapter

Leanne Bush hosted our August potluck dinner and swimming party at her home.

Our most recent project was an FAA Safety Seminar August 22 organized by Barbara Henry and Carolyn Baker. John Jarchow, safety specialist from the General Aviation District Office in Dallas, presented a film on



Betty Kidd, Carolyn Baker, Lou Ellen Foster, Sue Stillely and Leslie Patrick enjoy refreshments at the El Paso section meeting.

the pilot proficiency program and discussed the earning of Wings. He also showed a film, "Probable Cause," which was a very instructive discussion of wind shears. Captain Bill Kurey, 80th Flying Training Wing, Sheppard AFB, distributed booklets, "Share the Air," and discussed the training routes and altitudes of the T-37s and T-38s in use at the base. To conclude the program, Darell Shierry, an FAA flight examiner, showed a film, pointing out the very detrimental and sometimes fatal effects that alcohol and drugs can have on a pilot's judgment and performance.

We are very happy to welcome two new members — Carol Nutt and Beth Sutton.

by Betty Kidd

SOUTHEAST SECTION

Carolinas Chapter

Twelve of us met August 18 at the Rock Hill Airport, South Carolina. Our job? To host a spot landing contest, the first we've tried in years, with invited guests, male and female.

The weather was okay, but quite well-filled with haze. David Jennings, Rock Hill, took home first place, and 99 Nita Hudman cap-

tured second. Now these placings were not awarded homemade ribbons — not at all. David opened the envelope containing a \$100 bill, and Nita's second place was worth \$50. David, a gentleman to the end, gave the chapter back \$50 of his prize money. How did he know that 99 chapters are always broke? We really are the lucky ones, though; Louise and Herman Smith had originally donated the \$150.

Ksena Stone, FBO at Rock Hill and Gastonia Airports, seems locked into spot landing contests every good Saturday. That's how much everybody enjoyed our first efforts with spot landings in a long, long time.

by Page Shamburger

Florida Crown Chapter

This month's news carries a real sense of being a part of a supportive, educational, innovative and respected group. From the hilltop strip at Fallbrook, California, to Lakefront Airport, New Orleans, we were met by 99s; from the Shell dealer at Fort St. Johns, British Columbia, Canada, to the Exxon dealer at Saskatoon, Saskatchewan, we were carried to rooms and helped with calls; from El Paso to Ft. Yukon (that's Texas to northern Alaska), the FSS and controllers were there to help us; and, last but not least, back at home our families, friends and instructors encouraged us as we made our way to Alaska.

We learned practical, psychological and personal information. We felt the "image" past President Marilyn Copeland spoke about, as we moved through three countries, five provinces and 19 states. And in September when we show all the prints and slides of the trip, discuss the business and plan our fall air marking, we will be able to feel the pride of being a part of such a multi-faceted organization.

We welcome four new members to our chapter — Merrie Wilner, Virginia Owen (Virginia first joined in the late 1940s and we're so glad to have her back!), Kitty Goodloe and Marleen Williams. These new members don't know it yet, but they have rooms in Baltimore next July!

by Jacque Whaley



On the ground in Alaska are Florida Crown 99s Jacque Whaley, Chris Hill and Donna Ross.

Florida Goldcoast Chapter

At the March meeting at Tamiami FSS, Membership Chairman Mary Ann Zdunczyk welcomed prospective members with an outstanding program that outlined the history of the 99s and its present and future plans. May was a fly-in picnic at Ruth Fleisher's home, and June was an "assist" given the Gulf Stream Chapter in their air marking project at

North Perry Airport. Lynn Vincent, our balloonist, gave us all a real "lift" in her beautiful balloon for our July meeting.

Attending the NIFA SAFECON meet in Colorado Springs in April were Fran Sargent and Ursula Davidson. Ursula is the new director of the Aerospace Department at Broward Community College, and both Fran and Ursula are former AE winners.

Raquel Tedder, Fran Sargent and Ruth Fleisher attended the Flight Instructors Revalidation Clinic in May under the watchful eye of our own Mary Lou Westmoreland, recently appointed FAA safety inspector.

Judy Logue of Wyoming was busy in our area conducting interviews for the new Resource Center at Headquarters.

Newly elected chapter officers are Chairman Helen Mennitto, Vice Chairman Connie Wilds, Secretary Felicia West and Treasurer Barbara Chapman. Barb broke both her wrists while clogging recently, and has decided that flying her Grumman is far safer!

by Ruth S. Fleisher

Florida Gulf Stream Chapter

Since the World Precision Flying Competition is in south Florida next year, some of our members are already busy making plans for another chapter meet. This will take the place of the December meeting at North Perry Airport. Chairman Ginny Orosz is in charge of runway marking; Cindy Rouse will organize the cross-country; Southeast Section



Standing in the middle of the newly completed compass rose at North Perry Airport is Gulf Stream Chapter chairman Ginny Orosz.

Governor Alexis Montague-Ewanchew, Lee Mayers and Brenda Cruz are planning for the spot landing.

by Pamela Rochowiak

Florida Suncoast Chapter

Attending Convention in Anchorage were Sophia and Neil Payton, Barbara and Jerry Pierchio, Alma Parker, Mary Fletcher, Skip Hernandez, Carol Hogan and her mother, Alice Cutrona, and Fred Hartman. We enjoyed the varied activities, from luncheons, banquets and cocktail parties to float plane lessons, mountain flying, an air show, trips to glaciers and excursions to the Arctic Circle. Nancy Cadorette has been promoted to first lieutenant in the Civil Air Patrol.

by Barbara Pierchio



Kay Dement (second from left) presents certificates to Linda George, Erin Gaulding, Judy Armstrong and Angela Smith.

CHAPTER NEWS, ETC.

Memphis Chapter

The chapter is delighted to welcome new member Jean Ziekle, sponsored by Mary Needham. We put Jean right to work on preparations for the Southeast Sectional.

The Girl Scout program last year was a big success, thanks to Dolly Gibbons, Kay Dement and helpers Mary Needham, Mary Ellen Parks, Laverne Pendergrass, Linda George, Dora Dunavant and others. To head up the classes and tours for next year, Mary Needham and Jean Ziekle have volunteered. With an all new class of enthusiastic Scouts asking for more in-depth information, it should be an interesting project.

by Rosemary Williams

Mississippi Chapter

Ruby Robinson is currently working on obtaining funding for the purchase of an Amelia Earhart bust for the chapter to place on display, and raffle tickets to raise money for a USPFT competition were sold. Members also submitted information for the safety education report.

by Virginia Midgette

New Orleans Chapter

The Amelia Earhart Stamp was presented to Wedell-Williams Museum Board of Trustees representative "Pappy" Weaver June 30. There were many on hand for this presentation, including 99 Gloria Holmes, assistant secretary of the Office of Aviation and Transportation, and F.C. "Butch" Felterman, chairman of the Wedell-Williams Memorial Foundation. Attending were museum board members, 99s, EAA members and local officials. Refreshments were provided by Perry Aviation, and a tour of the museum followed the ceremony.

by Mary Watermann

At the AE-Stamp presentation are "Pappy" Weaver, Gloria Holmes, Lisa Johnson and F.C. "Butch" Felterman.



North Georgia Chapter

March found members driving to Hampton to tour the Atlanta Air Route Traffic Control facility. It was a most informative session, especially for our new members. A regular business meeting was held in April.

For the May meeting, Anne-Elizabeth Mitchell arranged a tour of the Delta Flight Training Center in Atlanta, where everyone had a chance to actually fly one of the simulators!

June was election time, and our new officers for the coming year include Chairman Tanya Johnson, Vice Chairman Wendy Hurst, Secretary Beth Cowart and Treasurer Sara Hiern. Pilot of the Year points are being tabulated, and the winner will be announced at the September meeting.

Evelyn Lacy Trammell notified me of a change in her original discharge papers from the WASPs to include the awarding of a World War II Victory Medal, the Honorable Service Pin and the American Campaign Medal.

by Sara Hiern

SOUTHWEST SECTION

Arizona Sundance Chapter

Treasurer Lucy Enos recently participated in the Southwest Regional Civil Air Patrol Search and Rescue Contest at Abilene, Texas. Twelve western states were represented with 24 groups participating. Lucy's group came in third, and was the only all-female crew with Lucy as pilot.

The contest consisted of navigation, grid search (simulation of downed plane) and a written test.

Lucy has been flying for three years and has been a CAP member for a year and a half.

Colonel Dalton Smith, Arizona wing commander, talks with First Lieutenant Lucy Enos and Captains Phyllis Lorenz and Martha Morris about their coming mission at the Southwest Region Search and Rescue competition. The trio scored with third place wins in both navigation and grid search competitions.



Las Vegas Valley Chapter

A mid-summer pool party was held at the home of Elizabeth Heller for members, friends, husbands and children. Attendees included Linda and Dick Trettin, Kathleen Snaper and son Curtis, past Chairman Rene Crow with son Patrick, Alice and Bill Halkyard, Gloria Johnson, Bonnie Rannald, Nancy and Jerry Schirmer, Judy Trent and Mink Dixon.

Stacy Ferguson is on her way to Alaska to visit her family, while Nancy and John Craddock are flying back and forth to San Diego to weekend on their boat. We miss some of the familiar faces and hope they'll be with us soon. Marie McMillan has been busy flying around Mexico and the Caribbean establishing speed records.

by Elizabeth Heller



Long Beach award winners include Jacquie Sprague, Susan Kennedy, Betty Engstrom (front row), Gloria Myers, Sharon Crawford and Lynn Schug (back row).

Long Beach Chapter

Among those honored at the annual awards dinner were Jacquie Sprague, Special Award for aviation work with her third-graders in air education; Lynn Schug, Achievement Award for multiengine rating; Gloria Myers, Achievement Award for instrument rating; Susan Kennedy, Pilot of the Year and Instrument Rating Achievement Award; and Sharon Crawford, Achievement Award for her certified flight instructor rating. Lou Ann Gibson was unable to attend, but she also received an Achievement Award for commercial, instrument and certified flight instructor ratings; she is now with the California Highway Patrol and hopes to be using her flying on the job.

The chapter had many members in the top 10 of various races during the year. Among them were Sharon Crawford, Marie Hofer, Fran Bera, Betty Faux, Jean Schiffmann, Suzie Henney, Rita Buhl, Mary Jo Volk, Susan Kennedy and Jacquie Sprague.

Rita Gibson had the joy and excitement of seeing her son, Robert "Hoot" Gibson, pilot the shuttle on Mission 10 in February.

We celebrated Dorothy Ruether's 50th anniversary as a licensed pilot in January. She regaled us with stories of flying in the old days!

Betty Faux made national news in a series, "Women in Aviation," on Cable News Network. She was filmed and recorded during in-flight instruction.

Debbie Baron-Rawdon and husband Blaine, who were crew members during the building, flying and testing of the Gossamer

Albatross, Condor and solar-powered Challenger, presented slides about the history and development of human-powered and solar-powered aircraft for the edification of chapter members and guests.

by Ella May Pattison

CHAPTER NEWS, ETC.

Monterey Bay Chapter

Approximately 40 people were on hand at the June 2 installation dinner to see Lynne Kastel Hsia installed as chairman, Cindy Bergstrom as vice chairman, Judi Wing as secretary and Judy Knox as treasurer.

The morning following the installation dinner, a group of 99s, 49½ers, 66s and other friends gathered at Salinas Airport for a Back to Basics proficiency flight/contest. Pilots and navigators were given the checkpoints and destination by latitude/longitude coordinates only. Each plane was assigned spotters as well. BTB Chairmen Joanne Nissen and Charlie Dake checked each pilot's cross-country trip planning, first making sure that everyone was heading for Pine Mountain Lake, and then obtaining an estimate of time en route from each airplane. Winner Carolyn Dugger, the newest pilot and 99, was only off 30 seconds from her estimate when she arrived at Pine Mountain Lake.

The chapter is extremely proud that the team of Lynne Ullicki and Jayne Overgard placed second in this year's Air Race Classic, while Diana Peterson and Lynne Kastel Hsia placed 22nd. Both teams loved the adventure of flying 2,214 miles over seven legs, seeing the diversity of regions, meeting friendly and hospitable people all along the way, and being part of the camaraderie of women air racers.

As we have done the past two summers, we gathered at Bobbie Garin's home in Arroyo Seco. Over a barbecue and around the swimming pool, everyone caught up on summer activities.

Carolgene Dierolf and Ann Wallin and their husbands attended International Convention in Alaska.

by Lynne Kastel Hsia

Orange County Chapter

Seven of our members attended the Alaska Convention, of which three (Bev Allen, Eleanor Todd and Barbara Ward) were fortunate to have the opportunity to fly with Lowell Thomas, Jr. in his Helio-Courier. We are still enjoying the many tales brought back of the Convention and Alaska's beauty.

The new slate of officers includes Chairman Elaine Williamson, Vice Chairman Barbara Ward, Treasurer Sally Cornell and Secretary Suzonne Windham.

The Olympic Reservation System did not pose any immense problems to our chapter. In fact, air traffic seemed much lighter than normal. It was no problem to obtain an IFR clearance. Other than being aware of the restrictions over Olympic event areas and actually having to "tear ourselves away" from watching the Olympics, it was "business as usual" in our area.

During August, 17 members and three 49½ers air marked the American McGaw building. This building marks the northern boundary of the left traffic pattern at John

Wayne Airport and will remind us to stay out of the Marine Helicopter Base's air space. Under the direction of Joan and Hank Hill, and with the aid of Bob Lamken and his compressor, we sprayed "McGaw" on the rooftop in a record three hours. Using a



Pam Mahonchak stirs the drum of paint while Betty Carrier ladles it out for the McGaw building air marking. Air marking the McGaw rooftop are 99s Marci Mauthe, Pam Mahonchak, Toni Mendez and 49½er Pat O'Brien.



sprayer instead of paint rollers made the job a "snap" (well, almost!).

Welcome to new members Barbara Chandler, Marikay Lindstrom and 66 Cecelia Goetz.

by Adrienne O'Brien

Palomar Chapter

We celebrated our 18th Founders Day August 10 with 23 members and guests enjoying a buffet dinner at the home of Syd and Pete Dolbec. All left with fresh ideas, fond memories and lemons from the orchard. Chairman Connie Francis borrowed Syd's commercial pilot cassette course, inspired with good intentions.

Ami and Russ Erickson have a new paint job on their Cherokee 180 and are delivering our local aviation newspaper, *Pacific Flyer*, to southern California airports. Ami also has a position chartering freight and flying a Cessna 402 and a Navajo.

In the spotlight are two outstanding members — Suzanne Skeeters and Carol Emerich.

Suzanne is taking a position as flight engineer with American Airlines. She has been flying with a commuter airline as captain of the Brazilian Embraer Bandeirante (EMB110) and the Shorts SD3-60. She got her FE rating last July in a B-737.

Carol Emerich, air traffic controller, will attend a seminar for prospective women

managers, August 26-September 2, in Williamsburg, Virginia. Carol is one of four women in the Western Pacific Region chosen by Secretary of Transportation Elizabeth Dole for the all-expense-paid seminar. The lengthy selection process began over a year ago with a nomination from Palomar ATCT Manager John Moore. Following a seven-year tenure at Palomar Tower, Carol is now at Lindbergh Tower in San Diego. She also teaches air traffic control at National University in Vista.

by Vi Pfeiler

Sacramento Valley Chapter

Members finished the year in June with their annual Awards and Installation Banquet at the Yolo Fliers' Club. Installed were Mary Ben McClave for her second term as chapter chairman; Dorothy Flynn, vice chairman; Shirley Wallis, recording secretary; Betty Alair, corresponding secretary; and Isabel Warmoth, treasurer. The chapter's annual Aviation Scholarship was awarded to Kathy Orlando. Woman Pilot of the Year for the chapter was Dorothy Flynn, and the chapter Service Award was presented to Betty Alair. The successful evening was arranged by last year's WPOY, Lori Brand.

The August general meeting was a potluck dinner at the home of Florence Breen, with 26 members and five guests. Two of the guests were tower personnel from Sacramento Executive Airport.

Seven members attended Convention in Anchorage. Thelma and Neil Cull, along with Betty and Neil Alair, flew up in their own aircraft; Gerry Mickelsen, Barbara Goetz-Sestito, Lois Erickson and Shirley and Dean Winn made the trip via commercial airlines; and Jean Coyle and husband drove up with their RV.

by Dorothy Flynn

San Diego Chapter

A balmy mid-summer evening was the setting for the August 18 installation of new officers at a poolside, potluck affair at the home of Chairman Ramona Burk. Members, 49½ers and friends were on hand as Gertrude Lockwood installed (California style) Chairman Ramona Burk, Vice Chairman Betty Wharton, Treasurer Kathy Boyles and Secretary Phyllis McDaniel.

A highlight of the evening was the announcement of the chapter's Pilot of the Year award, a tie between Pat Fry and Phyllis McDaniel. Kathy Boyles, recipient of the award for the last two years, assisted in presenting a beautiful trophy to each.

by Sandra Bliss

Santa Clara Valley Chapter

Pat Gladney, Marge Standish and Patti Sherwood attended the Alaska Convention, along with members mentioned previously (Dottie Theurer, Mayetta Behringer, Stella Leis and Verna West). Also there, after a two-day trip to the Northwest Sectional in Homer, Alaska, were Vera Arnold, Pat Roberts and Nancy Rodgers.

On a recent fly-in with the Sacramento Valley Chapter to Watts Woodland Airport for brunch were Marilyn Orloff and 49½er Ken, Maureen Houk and 49½er Warren, and Mayetta Behringer with her student, Peggy

Loe. Peggy, who is a 66 with our chapter, used the trip as her dual cross-country.

Marilyn Orloff has been recalled to "Fly the Friendly Skies" with United Airlines again. We're sorry to see her go, but delighted for Marilyn. During her four-year furlough from United, she was not only chapter chairman for two years, but also an important and contributing member at flying companion seminars, our speakers' bureau, safety seminars and many other activities.

Under the able guiding hand of Evelyn Lundstrom, we again did our PR bit for the 99s at the Moffett Air Show. Evelyn has been "in charge" of the booth since 1977, and each year since has done her best to help promote flying for women. Though we dispense information rather than make money, we feel it's a worthwhile effort. It continues to be a good source of potential students for our flying companion seminars.

by Kathy Pelta

Santa Rosa Chapter

Our chapter was well represented at the Convention in Anchorage with eight members attending. A send-off breakfast was held at D's Airport Inn at Sonoma County Airport for the members who were flying their own planes to Alaska. Joy and Jim Reinemer, with son Rick, flew their plane, and Heather Cissna and Peggy Williams went with Heide Cronquist in her plane. Lavonne Boyle, Jean Schulz and Kathy Shanahan flew commer-

cially. Sandy Petersen left earlier in the month. Heide and Heather earned their float plane ratings during their spare time. For those of us who were unable to make the trip, we are looking forward to seeing the photographs and hearing about the events.

During the month of August, Hialeah Reilich and Kay Albright flew to Santa Barbara and delivered medical supplies.

Many thanks to an anonymous donor who supplemented our scholarship funds, which enabled us to award four \$500 scholarships this year.

by Betty La Guire

Utah Chapter

Rock Springs, Wyoming is really not close to anywhere. It seems this chapter is the closest, and so we worked the Rock Springs Air Race Classic stop. A good turnout of members — plus a couple from Wyoming — provided timing and hospitality for the racers. Many of the racers chose to make this an overnight stop. Linda Anderson was stop chairman.

Our annual Density Altitude Clinic is held in Wendover. The salt flats and desert along the Utah-Nevada border can have temperatures in excess of 38°C, creating a true test of aircraft performance at high density altitude. This year was an exception. Overcast skies and rain kept temperatures mild instead of hot, but the soggy pilots still enjoyed the flying event and awards party. Sidney Sandau chaired the clinic.

by Carol Clarke

Air Racing Update

Summer Flight Air Rallye

The Inland California Chapter held their first Summer Flight Air Rallye August 26. Coordinated by Janet Landfried and Tookie Hensley, it was a great success, open to all pilots with 20 aircraft participating. In addition to the top five winners, awards were made in several other categories. A news photographer from the *San Bernardino Sun* rode along with one of the teams and provided pictures for an excellent article in the newspaper the day after the rallye.

Despite a delay due to weather and late arrivals, the rallye went off without any problems. The 231-sm route took the teams from Rialto Airport to the desert areas of Southern California and back to Rialto. All returned safely and enjoyed chapter hospitality until the results were tabulated.

The chapter is looking forward to making this rallye an annual event with an even larger field of participants in 1985.

Winners of the Summer Flight Air Rallye were:

Don Benari/Glen James	Cessna 182 + 10.615
Don Hensley/Mike Bell	Cessna 172 + 9.870
Mardell Haskins/Melody Rich	PA 28-112 + 9.857
Robert Evans/Mary Beth Rodriguez	PA 28-161 + 8.683
Roger Hyder/Steve Cimmarusti	Sundowner + 8.376
Dan and Maureen Motola	Best Husband-Wife Team
Mary and Mary Jayne Rawlings	Best Parent-Child Team
Robert Harwood and Steve Long	Best First-Time Team
Robert Berndt and Christine Zopf	Best Team with Observer

Zimbabwe Sun Air Rally

This prestigious rally, drawing entries from all parts of Zimbabwe and beyond, was won this year by Flame Lily 99 Caroline Puezy. She had previously entered with husband Clive, but this year went professional with Peter Mason as navigator, beating the previously successful teams of Barker/Meilke and Randell/Mussell.

NOTAM

"Chapter News" reporters are urged to compare the original text of their submissions with the copy as it actually appears in the magazine for guides on style and subject matter.

NOTAM

Henceforth, new ratings mentioned in chapter reports will be deleted and listed only under "New Ratings."

NOTAM

Read about more Alaska flying adventures in the November issue of *The 99 NEWS*.

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