

the 99news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 11

NOVEMBER 1984

NUMBER 9



The 99's Inc.
Headquarters Building Expansion
Will Rogers World Airport
Oklahoma City, Oklahoma

HTB Architects Engineers Planners



Building for the Future

Memorial

to a flying lady



This handsome Christen Eagle (N4556) was recently completed from a kit by Paul "Pete" Young as a memorial to his wife, Dottie. Pete built his first airplane when he was 16, and he is an A&P mechanic retired from the simulator section of the FAA Aeronautical Center. He is rated in most aircraft, including 707s.

Dorothy L. "Dottie" Young



To the Oklahoma 99s:

This beautiful Eagle was built for, and dedicated to, the memories encompassing the past half-century wherein Dottie was my life, my love and my wife for 48 wonderful years.

Other than the Eagle, there is nothing I will leave behind that more closely epitomizes Dottie's zest for life, her love of flying and her indomitable spirit. Besides, a fully aerobatic biplane, scaled to her size, is something she always wanted.

I regret very, very much she wasn't visibly in evidence when the Eagle made its first flight at Wiley Post Airport August 16, exactly two years after she passed away,

but I'll bet she was there — and radiating happiness for all who made that first flight possible.

When the Eagle's time runs out and she, too, returns to the earth forever, maybe somebody will find and preserve wonderfully the tiny metal plate sealed in the center section of the upper wing that reads, "This airplane owned and flown eternally by Dottie Young, ATR 4556, CFI!"

— Pete Young, ATR 4555, CFI

P.S. From the sale of the Eagle, a Dottie Young Memorial Scholarship Fund will be endowed, to be governed by the Oklahoma Chapter of The Ninety-Nines, Inc. I know that's what Dottie wants, also.

The aviation career of Dottie Young, internationally known fixed wing and helicopter pilot, began in Sterling, Colorado, in 1936, when she helped husband-to-be Paul "Pete" Young study for his transport license. She had her first formal lesson in a 37-hp, single ignition J-2 Cub (N16378) September 21, 1937.

This same Cub, purchased for \$985 with a special bronze and green paint job, provided the time for Dottie's solo, February 20, 1938 at Sterling, her solo license May 6 and her limited commercial license January 2, 1939.

Dottie and Pete purchased 80 acres of land north of Ft. Morgan, Colorado in March 1938 and, with "Betsy" (N16378), inaugurated Young Air Activities as a fixed base operation. Pete also taught his father, two brothers and two sisters to fly in the Cub, and the family received national recognition as the "Flying Youngs." The J-2 stayed with the family until replaced with one of the first Cub Coupes, which transported Mom and Dad Young in style for

several hundred hours.

When the CPT program began in the fall of 1939, Pete and Dottie moved to Denver to work for Ray Wilson, Inc. at the old Park Hill Airport, flying J-3 Cubs. Dottie's first trip to Lock Haven was in October 1939, when she picked up a 55-hp J-3F Cub (N25044) for a five-day ferry trip back to Denver.

She received her commercial pilot certificate March 22, 1940 in a J-3C Cub (N26165), becoming one of 41 commercially rated pilots in Colorado, with 204 of 211 total flying hours being "Cub time." She became a flight instructor in a 65-hp Cub (N26887) in June of that year.

She was selected in November 1942 as one of 25 women pilots to report to Houston, Texas for military flight training, designated as Women's Airforce Service Pilots (WASPs). Dottie, as squadron commander of the first class (43-W-1), was the first woman to receive an Army Diploma and Wings. Her initial flight training was in Cubs — until military PTs and BTs were

acquired. She was assigned to the Ferry Command, Wilmington, Delaware, and delivering Cubs to training schools in Texas and Oklahoma was among the ferrying missions.

Dottie held Airline Transport Certificate #4556, CFI in single and multiengine airplanes, instruments and rotorcraft (helicopters). She also held advanced and instrument ground instructor ratings. She had over 10,000 hours of flying time, more than half of which was in flight instruction.

Some of Dottie's "aviation firsts" include being the first woman in Colorado to be COMM and CFI rated in airplanes; first in that state to be COMM and CFI rated in helicopters; first woman in the world to attain an ATP in helicopters and to hold ATP in both helicopter and fixed wing aircraft; first woman in the US to be designated a helicopter pilot-examiner by the FAA; first woman in the US to be designated

cont'd. on p. 9

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ON THE COVER:

An architect's rendering of the proposed expansion to International Headquarters indicates the existing portion of the building on the right; the addition is on the left.

Calendar

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.
Mar. 31: The 99 NEWS deadline for May issue.

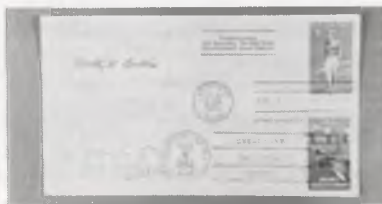
APRIL

Apr. 1-20: First Annual Easter Egg Hunt. Contact Carolyn Rose-Stella, 1803 S. Palouse, Kennewick WA 99336, or Dee Collins, Rt. 4, Box 324, Berney Dr., Walla Walla WA 99362.
Apr. 30: The 99 NEWS deadline for June issue.

NOTAM

You may still obtain this Amelia Earhart Commemorative airmail cover, celebrating the 55th anniversary of the Ninety-Nines and the 25th anniversary of Alaskan statehood. Only 100 were made, postmarked August 8 at Anchorage, with the beautiful Alaska stamp, and autographed by Betty Gillies and Nancy Hopkins Tier, the two Charter 99s at the Convention.

Send your check for \$15 each, payable to the AE Scholarship Fund, with a self-addressed stamped #10 envelope to Alice H. Hammond, 15 Oakdale Dr., Millville NJ 08332.



NOTAM

The October mailing to section governors and chapter chairmen includes: bylaws questionnaire; Amelia Earhart Scholarship; USPFT; World Aviation, Education and Safety Congress; public relations letter; "Dial a Shuttle Service" news release; and order form for items from Headquarters.

For further information on any of these enclosures, contact your governor or chairman or International Headquarters.

New Ratings

MIDDLE EAST SECTION

Morgan R. Hapeman, West Virginia Mountaineer — IFR

NORTH CENTRAL SECTION

Janeen Adrion, All-Ohio — COMM, IFR, CFI, CFI
Marcia Greenham, All-Ohio — CFI
Sharon Haucke, All-Ohio — CFI
Connie McConnell, All-Ohio — AMEL
Joyce Warger, All-Ohio — IFR
Trish Davenport, Lake Erie — IFR
Marg Juhasz, Lake Erie — IFR
Rene Holmes, Minnesota — ASES
Lorraine Kearney, Minnesota — IFR

SOUTH CENTRAL SECTION

Shellah J. Bryan, Aspen — IFR
Jan Ebelke, San Antonio — CFI, Helicopter
Mary Alice Baldwin, Tulsa — CFI
Tiana Pickle, Tulsa — COMM, IFR

SOUTHEAST SECTION

Barbara Selwitz, Florida Spaceport — IFR
Alma Parker, Florida Suncoast — ASES
Mary Waterman, New Orleans — IFR

SOUTHWEST SECTION

Chris Pease, Arizona Sundance — COMM
Susan Maule, El Cajon Valley — ATP
Georgia Beck, Monterey Bay — COMM
Bette Wilke, Orange County — IFR
Debby Cunningham, Santa Clara Valley — IFR
Sue Schliff, Santa Clara Valley — COMM
Susan Weiner, Santa Clara Valley — IFR

NOTAM

Membership Directories were mailed September 21.

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

STATEMENT OF OWNERSHIP, MANAGEMENT and CIRCULATION (Required by 39 U.S.C. 3685)

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Free distribution (mail, carrier, samples, complimentary, etc.)	237	242
Total distribution (total paid circulation plus free distribution)	6,379	6,521
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THE PRESIDENT'S MESSAGE



by International President Hazel Jones

This is the time of year that is always so much fun in The Ninety-Nines. It is section meeting time throughout the United States and Canada. The most tantalizing materials cross my desk, announcing such-and-such meeting, explaining what they will do and where it will be held. It would be great to attend all of them. So, painfully I pick and choose and vow to visit later the one I missed this time. My choice last weekend was the Southeast Sectional in Memphis, Tennessee, my first official visit as President.

A special educational activity was a trip to the Federal Express Superhub located at the Memphis Airport. This is where the action takes place between the hours of 2330 and 0200. Federal Express hires young men and women from local colleges to man the Superhub during night hours. It is a great part-time job, and the pay is super. They also receive full coverage from the company, and they are encouraged to become full-time employees when they graduate. In the meantime, they work like crazy for about 17 hours a week, most of it done on a dead run. We watched boxes on conveyer belts running 20 mph, and everything was processed with computerized efficiency. If you ever have a chance, go visit this operation. It is the true epitome of American ingenuity and super motivation. Dolly Gibbons, a ground instructor for Federal Express, set the tour for the group.

Governor Alexis Montague-Ewanchew conducted a good meeting and, in spite of the fact that most of us had been up rather late, there was much spirited conversation about our building expansion, India, NIFA, USPFT, EAA Fun 'n' Sun, air rallies, etc. The section is busy and seems to have a great time participating in all activities.

Now it's on to Tulsa for the South Central Sectional, and later to the Middle East meeting. There were also some interesting plans scheduled for the New England and New York-New Jersey Sectionals. I promised I would get there next time. I hate to miss East Canada's meeting as they are also having some interesting workshops. It seems that they all come on the same weekend.

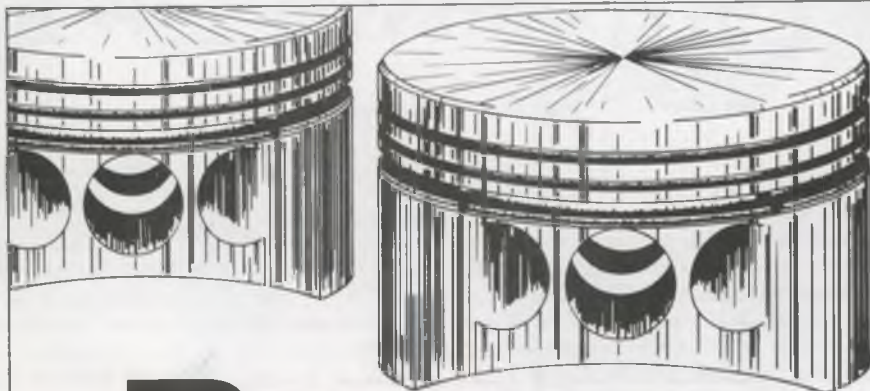
Do you get the idea that you are missing a great opportunity if you miss your section meeting? You can see old friends and meet new ones — these are friendships that will last the rest of your life. You will have a good time and be learning while you are enjoying. If you have never tried it, do so. Save your pennies and make a promise to yourself to go to the next section meeting held in your area.

JUST A QUICK NOTE

By now, your chapter chairman has received a questionnaire having to do with the bylaws. Please be sure to fill it out and return it to Headquarters. If it is not mentioned in your next business meeting, ask about it.

Approximately 10 years ago, when the bylaws were rewritten, a questionnaire was sent out, and the responses were used to help formulate the bylaws. We are now going to do the same thing. The Bylaws Committee needs your input to assure we will have bylaws that the majority of you want.

Remember, however, we have certain constraints under which we must operate. Our tax deductibility dictates how things must be. As far as we can, we will formulate the bylaws to make it easy for all of us to run our organization. Please help us, so we can help you.



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... "ration private corporate jets out of the crowded airports at the peak hours.... The assumption that the entitlement of general aviation to this increasingly scarce commodity is inviolable is simply shocking." (Alfred E. Kahn, former chairman of the Civil Aeronautics Board)

... "there has also been a phenomenal increase in general aviation and military aircraft activity which place substantial burdens on airport and ATC center activity... since general aviation activity is one of the main contributors to the problem it **MUST** be part of the solution... prompt action by the FAA on limiting general aviation activity must be adopted." (Peoples Express Airline President Harold J. Pareti, a letter to CAB)

As of June 1984, general aviation aircraft "constituted only 16 percent of the daily traffic at the nation's 22 busiest hub airports, down considerably from 1981. At Newark, your home base, general aviation traffic is down 9.5 percent from pre-strike levels. Meanwhile, preliminary review of CAB data shows Peoples Express departures for 1983 are up 405 percent over 1981. You can hardly blame general aviation for this." (GAMA President Ed Stimpson, a letter to Peoples Express Airline)

The congestion at the hub airports at peak hours is caused by the airlines themselves, which, naturally, want to have their flights leave at the times that their customers most need their service. This was not much of a problem when there were just a handful of airlines. Since deregulation, which has permitted almost anyone with the money and a few airplanes to enter the industry, we have umpteen airlines competing for the same customers and the same departure times.

Can you name one airline formed after deregulation, which was enacted for the purpose of competition? Righto! Peoples Express. And now that Peoples Express is

one of the club, Mr. Pareti is all for regulation (of the other guy — general aviation). How soon they forget.

Well, fine, you say. What has this to do with me? I don't have to fly in to Atlanta, Denver or Newark, where it is anticipated the FAA will restrict general aviation operations. Why should I care if IBM, General Motors or McDonald's is restricted from flying in to Newark at 1700 hours on a Thursday?

The answer, my friends, is that we, the private sector of general aviation, may be next on the list for restrictions. Remember the GAR?

It may seem irreverent to quote Martin Niemöller in such a situation, but the message is adaptable:

"When they came for the Communists, I didn't speak up, because I wasn't a Communist. When they came for the Social Democrats, I didn't speak up, because I wasn't a Social Democrat. When they came for the Jews, I didn't speak up, because I was already in a concentration camp. By then nobody was left who could or wanted to protest."



OSHKOSH '84

by Charlene Falkenberg

Where do you find the best of America and aviation? How about a clue? You see families who have made this a vacation stop... an unheralded genius showing a yet unnamed airplane... businessmen casually dressed, moving from exhibit to exhibit... a clean ground... everyone smiling, no matter if the weatherman brings rain or shine... education, friendliness, fellowship and fun! I'll bet you knew after the first clue: Oshkosh, of course! This is where the crowds come from all corners of the world, drawn by wide and varied interests in aviation.

In the midst of this is the Friendship Tent, surrounded by the Women's Forums, chaired this year by Jennie Dyke. We are all very proud of 99 Jayne Schiek, EAA director, who has been instrumental in making these Women's Forums a vital part of the convention. Mary Panczysyn and Norma Freier co-chaired the Friendship Tent with the help of many other 99s from every corner of the world.

In the tents, seminars were presented by Marion Jayne, June Bonesteel, Charlene Falkenberg, Sue Johnson, Marjorie Scoville, Fran Weir, Rita Eaves, Linda Hamer, Joan Reindl, Julie Downie, Verene Miller,

We have been visiting Bombay and New Delhi, India to inspect facilities and meet people who will be assisting with the March 8-12, 1985 World Aviation Education and Safety Congress.

The 10-day trip began September 20 when we boarded Air India's colorfully decorated 747 in New York. We enjoyed special attention and good food on the 12-hour flight to London. (Six hours was the actual flying time, with six hours being lost to changes in time zones.)

Within a few hours after arrival in London, we were whisked off by 99 Connie Fricker to the home of Naomi Christy, president of British Women Pilots. Discussions regarding the growth of the British Section were held with all who attended, including Gwen Bellew, section governor.

A couple of days in London involved shopping, sightseeing and learning the transit system. The red double-decker air bus is best and least expensive. As we waited on the taxiway for departure clearance at Heathrow, a Concorde took off in front of us; it appeared slim and small beside

Mary Zaborski, Anita Zellner and tiny Louise Pfoutz, who thrilled us with tales of her experiences.

In the "Flying Cinema," our 99 presentations, "For the Fun of It," "For the Fun of It, Too!" and "On a Wing and a Prayer," were shown several times. Charlene Falkenberg brought greetings to the convention on behalf of the 99s in the "Theatre in the Woods." An interesting program was presented free to all in this beautiful setting each night.

The EAA Convention Center Air Museum is a must for all to visit. Many go through it during convention week, but it is open to the public all year.

Many sessions on other subjects are offered, along with hundreds of exhibits and the daily air show, which features great aerobatic pilots like the Warbirds. We had the thrill of seeing the Rutan Voyager fly. However, the greatest thrill seems to come each year when the thousands and thousands of airplanes come into view.

Each 99 who attended the world's largest and most exciting aviation event did her part in supporting general aviation and the freedom to fly. What wonderful memories we have!

NOTAM

Deadline for discount registrations for the World Aviation Education and Safety Congress, to be held March 8-12, 1985 in Bombay, India, has been extended to November 15, 1984.

NOTAM

A tip to "Chapter News" reporters — please do not use three-letter identifiers for cities and navigational facilities. The magazine staff must change them to the full name for the benefit of our readers who may not know every identifier in the US by memory.

Traveling to India

by Marilyn Copeland and Janet Green

the many heavies.

We arrived in Bombay after 12 hours of flight time (four and a half of which were due to time zone changes). A guide from Indtravels met us and conveyed us to the Taj Intercontinental Hotel on the waterfront near the Gateway to India Memorial. This memorial commemorates the arrival of King Albert V and Queen Mary in 1911, the first visit of British royalty to India.

Bombay was pleasantly warm. People were very kind, gentle and eager to help. Although traffic was choked with buses, mini-taxis, bicycles, motor rickshaws, cars and bullock carts, the drivers smiled and pulled over where possible.

Chanda Sawant Budhabhatti and Mohini Shroff were our official hostesses. They had prearranged for us to meet over 20 of the most influential persons of India who will be assisting with the conference. Store clerks and Air India personnel recognized us from pictures appearing on the front page of two daily newspapers. A highlight in Bombay was a visit to His Excellency, I.M. Latiff, governor of the State of Maharashtra. Air

India flew us to Delhi, the beautifully designed, clean, well landscaped capital, in little over an hour. Many improvements were made for the Asian Olympic-type games two years ago. Accommodations at the Taj Palace, a part of the Five-Star Taj chain, were excellent by world standards.

A highlight of the trip was an audience with Prime Minister Indira Gandhi. She received Chanda, Mohini, Marilyn and Janet in her spacious office in the capitol complex of pink stone. We presented her with an engraved walnut box, complete with a 99 emblem. She was friendly and chatted easily about the 99s, World Congress and India.

India 99s besides Mohini and Chanda who greeted us at various points included Rabia Futehally, Sumaira Futehally, Saudamini Deshmukh, Refat Al-Jeran, Sunila Bhajekar, Binodini Devi, Leena Mukadam and Nirmal Mayer.

When you come to India, bring excess carrying capacity for the outstanding buys in brass, silks, cottons, fine leathers, jewelry and art objects. Food at our hotels was

Western, Oriental and Indian. Marilyn took antibiotics and Janet took acidophilus capsules, and neither had stomach problems. Be sure to bring any special medications and cosmetics, also, as they are probably not available. Other suggestions include lightweight, non-wrinkling clothing, low-heel shoes and evening attire. Perhaps you could buy a sari there for the evenings. Electric current is 220 volts, which makes most travel irons and hair dryers inoperative. You may wish to bring a swim suit as the hotel has a gorgeous health club and pool.

We are thoroughly convinced that the conference will be most interesting and enjoyable. It will not be just another tour, but rather a rare opportunity to make friends with our hosts and give them a good impression of aviation and our country. You will return with a new insight and respect for India. It is a once in a lifetime chance. We'll see you there!



Meeting with Prime Minister Indira Gandhi are Marilyn Copeland, Janet Green, Chanda Budhabhatti and Mohini Shroff.



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PASSPORT NO. _____ Place & Date of Issue _____

DEPOSIT \$200.00 PER PERSON _____



Spa Creek, at the foot of Main Street, is a favorite spot for landlubbers to watch sailors and sailors to watch landlubbers.

US Naval Academy photo by Jack Moore

Annapolis — Gracious City on the Chesapeake

by Marilyn DonCarlos

About 30 miles south of Baltimore, on the Chesapeake Bay, sits Annapolis, the capital of Maryland. This small, charming city offers visitors the opportunity to discover its colonial past, tour the US Naval Academy and board a boat — sail or power — to cruise the Bay.

Annapolis was first settled in the mid-1650s. First called Providence, then Anne Arundel Town, it was finally named Annapolis (for a future Queen of England) in 1694, when it became the provincial capital of Maryland. The town quickly prospered because of its tobacco ("sotweed") exports and trade with Europe and the West Indies. In the years before the Revolutionary War, several beautiful homes were built for prominent residents of the town. Many of these are still standing today, and some are open to the public. Perhaps the most well-known of these is the Hammond-Harwood House. Legend has it that Mathias Hammond, a wealthy lawyer, built the house in 1774 for his fiancée. Bachelor Hammond, perhaps in his desire to please her, was so preoccupied with the elegant and delicate details of the house that his fiancée became disenchanted and refused to marry him. Broken-hearted, he remained a bachelor to the end of his days. Today the public can tour this fine example of Georgian architecture. The house is furnished with 18th century antiques, including a collection of pieces by Maryland, Philadelphia and New England cabinet-makers.

Across the street from the Hammond-Harwood House is the Chase-Lloyd House. Construction of this home was begun in

1769 by Samuel Chase, a signer of the Declaration of Independence. It was here that Francis Scott Key, author of the "Star Spangled Banner," wed Mary Lloyd. The piano used to play their wedding march is still on exhibit.

During the time these homes were being built, Marylanders were beginning their move toward Independence. Committees were formed to forbid importation of any goods taxed by England. Annapolis even had its own version of the Boston Tea Party, called the Peggy Stewart Tea Party, in 1774. Anthony Stewart, owner of the brig which bore his daughter's name, paid the duty on its cargo of tea. Then, with the tea still on board and with full sails set, Stewart burned the brig to protest British policy.

From November 1783 to August 1784, Annapolis was the capital of the United States. During that time, General George Washington resigned his commission as Commander in Chief of the Continental Army and the Treaty of Paris, officially ending the American Revolution, was signed. Both these events took place in the Maryland State House, the oldest state capitol in continuous use as a legislature.

These are but a few of the colonial buildings that can be seen on a walking tour of Annapolis. Another attraction to visitors is the US Naval Academy. In 1845, George Bancroft, Secretary of the Navy in President Polk's Cabinet, established a naval school at the nearly abandoned Army post of Ft. Severn. From its original 10-acre post with seven professors and 50 students, the Academy has grown to 329 acres, 550

faculty members and 4,500 students, both men and women. The Naval Academy Tour Service offers guided tours of the campus. Visitors may also take self-guided tours. Highlights include Bancroft Hall, one of the largest dormitories in the world. It has 33 acres of floor space and five miles of corridors. In it is King Hall, a dining room 65,000 square feet in size, in which all 4,500 midshipmen and women can be served in four minutes. In front of Bancroft Hall stands Tecumseh, "god of athletic victories and passing grades." The original figurehead was of Tammanend, a Delaware Indian chief, although the present name of Tecumseh has been accepted for years. When the wooden figure began to weather badly, the class of 1891 had him recast in bronze, sealing with him much of the wooden original.

The Naval Academy Chapel, with its copper-green dome, memorializes sea heroes in Tiffany stained-glass windows. Below the chapel is the crypt of John Paul Jones, naval hero of the American Revolution and father of the US Navy.

Tours of the colonial area of Annapolis and the US Naval Academy never take the visitor more than a few blocks from the water. Annapolis occupies three peninsulas and four tidewater creeks. There are 16 miles of waterfront in this relatively small town. It was the water that attracted Annapolis' settlers in the 1600s, and it is primarily the water that brings tourists to the city today. Power boat tours lasting from 40 minutes to seven and a half hours are available at the City Dock. Shorter tours



Located on the Severn River, Annapolis, Maryland, is the United States Naval Academy.

US Naval Academy photo by Wayne R. McCree

The Maryland State House has served as a state legislature since the 1770s. For 10 months it was also the Capitol of the United States. Here George Washington resigned his commission as Commander in Chief of the Continental Army and the Treaty of Paris, ending the Revolutionary War, was ratified.

US Navy photo



cruise the Annapolis harbor area, while the all-day tour takes visitors to St. Michael's, a quaint town on the eastern shore of the bay.

But it's sailboats that attract most people to the city. Annapolis, the "Sailing Capital of the United States," lies on the western shore of Chesapeake Bay, considered by many sailors to be the finest cruising grounds in the world. The bay extends 200 miles from north to south, and it varies in width between four and 30 miles. Some 150 rivers, creeks and branches empty into it. The tidal shoreline totals more than 8,000 miles.

The Annapolis visitor who wants to learn to sail can attend sailing schools, offering introductory cruises, sailing weekends and three to five-day beginner's courses. In addition, sailboats can be chartered, with or without captains. Whether it's for a day or a week, sailing on the Chesapeake is pleasure never to be forgotten.

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MEMBERSHIP DIRECTORY CORRECTIONS

Page 38: Melva Doyle Gray (L). Her Life Member designation was not shown. It dates from 1938.

Page V: Hazel Jones' phone number should be (214) 348-4383

Page V: Barbara Sestito's phone number is (916) 961-9842.

Pages VII and 89: Lu Hollander's address is 3533 N.W. 41st, Oklahoma City OK 73112, (405) 949-1187.

Page 90: Jan Million's office phone number should be 686-4560, and her new home phone is 354-1716.

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Aviate... Navigate... Communicate

by Babette Andre'

You're cruising along enjoying the severe, clear winter smoothness, exhilarated by being in this special place in the sky. Suddenly, your mood changes as the engine coughs, sputters and dies. The quietness is deafening.

Now what do you do?

If you're like most folks, you'll take five to 15 seconds to recognize you really do have a problem that takes logical, sequential action. Then you'll spend another five to 15 seconds in the denial stage.

"Oh, no, this can't be happening to me!"

"The quietness is real," whispers the wind.

What is the first thing to do? I'm continually amazed at the experienced pilots who immediately want to grab the mike and holler, "Mayday," before doing anything else. This bass-ackward approach can be remedied if you program your mind and hands to move in logical pre-considered pattern.

Develop a flow pattern:

1. **Aviate...** fly the airplane...
pitch to glide speed.
2. **Navigate...** pick a field...
fly the airplane.
3. **Communicate...** fly the airplane.

Let's pick apart the elements of each step.

Aviate...

Fly the airplane. Pitch to glide speed — that speed that gives you the most amount of horizontal distance for vertical distance lost. Anything more or less than glide speed for your aircraft at the weight and configura-

tion will result in a higher sink rate. That particular speed happens to be just at the L/D max for your aircraft. If you don't already know that speed, whip out the manual and look it up.

The majority of engine stoppages in little recip's results from carb ice or fuel starvation. Your right hand by the power quadrant should pull on the carb heat immediately, enrichen the mixture, turn on the boost pump and switch fuel tanks (if so equipped).

The rest of troubleshooting may be done in the next phase, when you're flying to the chosen field.

Navigate....

Pick a field. Look directly below you rather than looking way out yonder for something that may turn out to be worse than what is under your left wing. If you're in the mountains, go for a road or a meadow near a house. You do want to be found and helped. If you're over the city, go for a golf course, a lake, open field or large warehouse roof.

Figure out the winds by smoke, dust, ripples on the water (the shiny side is the wind direction), windmills, cloud shadows or bending foliage. Set your pattern to land into the wind.

Since you have a little time because you have altitude and are flying glide speed, you can do more troubleshooting. Check the throttle — maybe something has rattled loose. Check that the mags and master are on and that the primer is locked. If you have time to locate and read the official checklist, do that, but more often than not, most folks are too busy to read.

Safety education

UNDERSTANDING VFR WEATHER MINIMUMS

*by Ramona O. Young
International Safety Education Chairman*

Learning and understanding the basic VFR weather minimums addressed in Part 91 of the Federal Aviation Regulations is sometimes a difficult task. Memorizing distance from clouds and minimum visibility seems to be a popular method of learning this regulation. However, when an applicant for a pilot certificate is asked a question about applying this knowledge, the applicant sometimes is totally confused.

The following discussion, given to me by my flight instructor, contains some basic definitions and illustrations that may not be complete or totally factual, but are used to help the pilot applicant remember, understand and apply basic VFR weather minimums.

Air space seems to be a complicated subject. You have to know about "positive control areas," "control areas," transition areas," "control zones" and "uncontrolled air space." When we are learning about VFR minimums, we will limit air space to two types — *controlled* and *uncontrolled*. Controlled air space refers to "continental control area," "control area" or "transition

Fly the airplane at glide speed.

Communicate....

Now is the time to reach for the mike and turn the transponder to 7700. Though 121.5 is the official emergency frequency, you may also use any other ATC or FSS frequency to make your Mayday alert.

Let's say you've done everything right, but the engine still doesn't want to come alive. You've set up a pattern to an ideal field and you'll land into the wind next to a farmhouse complete with daughter and good-looking son. You're on short final. Call it out to yourself, "All fuel and fire off!" Mixture, mags, master — off — and open the doors. I've heard of perfectly good emergency landings turned to tragedy because the door(s) stuck and the occupants either died from smoke inhalation or the resulting fire.

What if....

How long has it been since you practiced emergencies? Have you thought about them going to and coming from the airport?

area," within which some or all aircraft may be subject to air traffic control.

VFR weather minimums are exactly that — minimums. Regulations require minimum flight visibility and distance from clouds in order to promote safety. Flight visibility refers to the average forward horizontal distance from the cockpit of an aircraft in prominent lighted objects may be seen and identified at night. The cloud distance required is above, below and horizontally. Judging visibility and distance from clouds takes training and experience. Remember that these are minimums, not maximums — give yourself some room for safety.

Visibility minimums are easy to remember — they are all odd, and all on one hand. One, three and five miles are the required basic VFR visibility minimums. But what visibility goes with what area?

Looking at the air space vertically, "positive control area air space" extends from 18,000 feet MSL to (FL) 600; if you are flying in this air space, you are IFR, so visibility minimums are not a concern. The "continental control area" consists of air space at and above 14,500 feet MSL and goes upward to infinity; aircraft flying that high are usually high-performance and need to see other aircraft sooner, so the minimum visibility for this area is five miles. Regulations require that five miles of visibility be maintained down to 10,000 feet MSL. An easy way to remember this is that above 10,000 feet MSL, high-performance aircraft can speed up, so visibility must increase.

Below 10,000 feet there are two types of air space — controlled and uncontrolled. There are usually more aircraft in less space in controlled air space; therefore, you need more visibility in controlled air space. In controlled air space below 10,000 feet, the required visibility is three miles. Because there are fewer aircraft in more space in

flight at which prominent unlighted objects may be seen and identified by day and uncontrolled air space, the visibility requirement is one mile.

Put simply: Five miles of visibility is required above 10,000 feet MSL due to high-performance aircraft operations; three miles of visibility is required in controlled air space due to control and congestion; and one mile of visibility is required in uncontrolled air space due to less aircraft in more space.

Required distances from clouds are easy to remember if you go back to our discussion of the air space vertically and the logic applied.

Above 10,000 feet MSL, or in the "continental control area," high-performance aircraft, which require more space, are

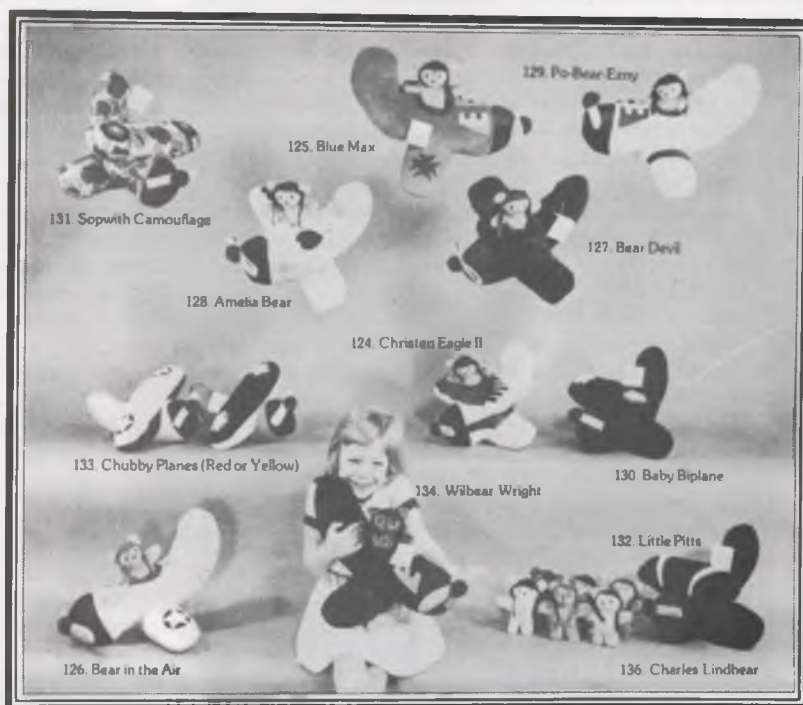
operating. In this area, remember the number 1 — 1 mile clearance horizontally and 1,000 feet above and below the clouds.

In controlled air space below 10,000 feet MSL to the ground and uncontrolled air space below 10,000 feet MSL down to 1,200 feet above the ground, the required distance from clouds is the same; in this area, remember *double* — 500 feet, 1,000 feet, 2,000 feet. Aircraft usually go faster down than up; therefore, the aircraft needs more room above (1,000 feet) than below (500 feet) clouds. Aircraft usually travel faster horizontally than up or down; therefore, the greatest distance from clouds (2,000 feet) is required horizontally.

In uncontrolled air space below 1,200 feet above ground level, you are only required to be *clear of clouds*.

PUDGY PLANES

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This example is one of the easiest to handle — an engine failure during cruise. You have time to think and act.

What if it quits just after takeoff? Lower the nose and land straight ahead. Pitch to glide speed.

What if it quits in the pattern? Go for the field, pitch to glide speed and don't mess with the flaps until you have the field made.

Go to your manual while on the ground and review procedures for the aircraft you take into the air. Mentally go through the procedures without the stress of actually being airborne. Then find an instructor, preferably one you like and who will teach you something, and go up in the sky to practice simulated emergencies.

By the way, don't let anyone really shut off the fuel, as you will have a real emergency as opposed to a simulation. And that scares me.

If all else fails, clip the following, place on panel and press.

PANIC

Flying to Alaska

by Ceci Stratford

A dream I have dreamed since I was a young girl finally came true — a trip to Alaska! In New Orleans last year, I learned the next International Convention was to be in Anchorage. I jumped at the chance to go! Then I dared to think, "Why not fly my Cherokee to Anchorage?" Just the dream was excitement enough, but add the chance to fly my own airplane — now, that was an adventure!

Thus began a year-long effort of studying, planning, talking, buying — all for my upcoming adventure.

First, I bought and read the Downies' book, *Flight Plan to Alaska*, then other publications. The FAA *General Aviation News* reprints on flying to Canada and Alaska were most informative. *Milestone*, a book for those who drive north, gives details on every highway and stopping point.

Next, my chapter invited Don and Julia Downie to speak to us about flying to Alaska. Talking to those who have flown to the Great North was very enlightening. I gathered ideas on packing, weather, camping and customs, based on their first-hand experience.

Much fun, though very frustrating, was planning what to take — survival gear, camping equipment, clothing, tools, food. With space and weight limitations in our little Cherokee 140, I had to carefully select each item and figure out how to pack it. We used our aviation room as a receptacle for sorting and weighing everything. Needless to say, no guests ventured there for several months!

The most intriguing part of planning was the navigation. I poured over Auto Club and *Milestone* maps while waiting for my Canadian sectionals. Mal and I were shocked to discover the trip via the Alcan Highway was over 3,100 miles — almost as far as Lindbergh flew from New York to Paris! That means just under 30 hours in the Cherokee — one way!

The charts finally came, and we spread them out on the living room floor. It took a while to get used to the color and lack of detail. But soon we drew our course lines, marked them off in 10-mile segments, measured distances and picked landing points (about 200 to 300 miles apart).

I created a file on my computer, listing each "flight plan" with check points, coordinates, distances and estimated times. These printouts were extremely helpful in the airplane and for filing flight plans along the way.

Getting the airplane ready was Mal's job. He and our mechanic did a few minor repairs and installed an antenna for the borrowed Loran C. A final oil change and the Cherokee was ready! Both of us convinced our employers that this was a trip of a lifetime, and we were able to get four weeks off. We were ready to go!

After a few days of R&R in the Puget Sound, where we also had starter and radio problems fixed, we crossed into Canada at Abbotsford. Just like everyone said, the Canadian Customs and Flight Service Station people were most amicable and helpful. Our first night in Canada was in Chilliwak, just east of Abbotsford. It's a tiny airport with green, green grass, flowers and fields all around, situated in a long river valley with high mountains to the north, east and south. We camped on the grass right next to old Cherokee. A pilot's delight!

The next morning was cool and clear. We filed our flight plan in the air and headed through the Fraser River Gorge. Then we were in a prairie — low rolling hills and checkered farmlands along the rivers and highway we followed.

Going north, we had beautiful weather all the way to Anchorage. Light chop and small altocumulus clouds were typical. We planned our flights for the morning hours so they would be most pleasant, and we would have time to enjoy camping and exploring. We spent four nights camping in Canada, including two in Whitehorse.



Ceci Stratford begins loading her Cherokee 140.

All the airports where we landed are amazing — Williams Lake, Prince George, Fort St. John, Ft. Nelson, Watson Lake, Whitehorse and Northway. They are large, most with two long runways, full services (including 80 octane) and always friendly, knowledgeable people.

The Alcan Highway, which we joined in Fort St. John, is easy to follow. In most places it is the only road. It is a ribbon of asphalt or dirt, carving a path through the trees, usually following a river valley. I was happy to be in my trusty Cherokee, rather than bouncing along the curvy, dusty, lonely road.

I must tell you a little about our camp. As I was official camp cook, I planned the kitchen to my liking. One file box was labeled "kitchen," and the other, "food." In both, I had everything I needed. With one Primus backpacker stove and a hobo stove with sterno, I was able to cook two things at one time — the main dish on the Primus and water for rice or vegetables over the sterno (which quickly became amazingly hot). For main dishes, we ate Yurika brand food (precooked meals in vacuum-sealed pouches heated in



Mal Stratford, Jeanne and Bill Fenimore and Ceci Stratford pause in front of the weather station at Beaver Creek, Yukon Territory, Canada.



boiling water — delicious!). Vegetables were freeze-dried. Starches included instant rice, noodles or dried potatoes. Dried fruits, nuts and cheese and crackers were super for snacks. Mal always complimented me on my dinners. We ate very well for not being able to carry fresh foods or an ice chest.

Whitehorse and the Yukon River! We spent some time in this historic area to get a feel for the Gold Rush era. A bus ride from Whitehorse to Carcross and Skagway led us over the rough terrain near the Trail of '98. As we stood in White Pass, I thought of the thousands of miners who struggled over the rocks, ice, snow and muskox, facing unimaginable obstacles in their quest for gold. Some succeeded. Many died.

Northway to Anchorage was the most spectacular leg of our trip. After crossing Bulkana, the Chugach Mountains displayed their beauty to our south. Glacier after glacier appeared, slowly pouring their ice down toward the valley.

Anchorage is a remarkable friendly city. What impressed me most about it was the community spirit that was displayed for our Convention. The aviation groups, city and government agencies, local businesses and citizens, all participated in the "Aviation Week." The local 99s are fantastically organized and know how to have a good time!

Our side trips to Homer for the Northwest Sectional and to Denali National Park were as exciting as our flight up. A description of them would take another volume!

The return flight was very different from our flight north. We (and many other 99s) were delayed leaving Anchorage by weather. We followed behind a front all the way to Watson Lake, stopping at colorful spots like Beaver Creek (where we walked across the Alcan Highway to go through customs), Burwash Landing and Teslin. All have gravel strips, but are well kept, long, and have the friendly FSS people. (Canadian Flight Service Stations were overwhelmed by all the women pilots going through — the most traffic they had ever seen! Plus the chancey weather and, at one point, a lost airplane — not a 99 — which ended up at Haines instead of Whitehorse.)

We enjoyed the company of several other airplanes from southern California along the route. At Watson Lake, a group of us decided to fly the Trench together. As novices, Mal and I opted to avoid this route coming up, but this time I calculated we could fly the 500 miles of remote wilderness if we stopped for fuel at Ingenika. It was the only way to avoid the weather, too.

The Trench is a long, long river valley, easily navigable by air in clear weather, but with nothing except trees and small rivers below.

A few bush and emergency landing strips are scattered along the route. Our refueling spot, Ingenika, is a small Indian town. Gasoline drums line the 6,000-foot gravel strip. The operator has a meter on his hand-operated pump, and even accepts credit cards. Gas was about \$4 a gallon, but it was worth it to see this beautiful remote area! Our flying partners through the Trench included Jeanne and Bill Fenimore (Cessna 182), Julia and Don Downie (Cardinal), Jenny Wright and Joanie Steinberger (Piper Dakota) and Helen Tabor, Lynne Barber and Helen Connelly (Cessna 182 Wren).

Continuing south to the US, we flew through the beautiful country of Kamloops and over the Okanagan Lake and Penticton to the tiny US port of entry, Oroville, Washington. All of a sudden we were home, our adventure over, though still so fresh in our minds! From Whiteman Airport, Pacoima, California, to Anchorage and return took 63 hours of flying time.

Now that I've seen the Great North and have been under its spell, I want to return. Robert Service, famed Canadian poet, expresses this feeling so well in his poem, "The Spell of the Yukon." I quote some lines here:

*There's a land where the mountains are nameless,
And the rivers all run God knows where....
There's a land — oh, it beckons and beckons,
And I want to go back — and I will....
It's the great, big, broad land 'way up yonder,
It's the forests where silence has lease;
It's the beauty that thrills me with wonder,
It's the stillness that fills me with peace.*

The Best of Robert Service. McGraw-Hill Ryerson Limited, Toronto, 1940



The Stratford's camp at Watson Lake Airport.





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Given that our maximum bladder range seemed to be 4.6 hours (4.5 in the air and a fast .1 on the ground before and after each flight), it would stand to reason that, after 69.3 hours in 26 days for three women in a Cessna 182, our most thorough and first insight into a new stop was the location of the ladies room. We (Jacque Gross Whaley, Chris Walker Hill and Donna Ross) Florida Crown Chapter members did, in fact, look in three countries, five provinces and 19 states as we made our way to Convention in Anchorage and back, and there isn't one in Tijuana, Mexico (at least we couldn't find one — a ladies room, that is).

Florida enjoyed its typical summer weather as we left July 21 for New Orleans. Within minutes of landing, the FBO had us to the hotel — but the baggage was out of the car, and us back in, before he could turn off the key. "To the French Quarter, please," we said. Saturday night in the French Quarter was more than the imagination could conjure. We were thrilled by the people, the smells and the sounds of Bourbon Street. We spent all day Sunday at the World's Fair. From opening until closing, we walked and wondered at the vibrant colors, the professional service people and the clan surroundings. It was a truly delightful experience to be there with none of the usual crowd disadvantages.

Monday was IFR with rain, thunderstorms, low cloud cover, fog and haze. Nearly seven hours of flying and we were at last in El Paso (we lunched in Austin and mini-toured the city). Ninety-Nine Vicki Wingate picked us up and took us to an elegant hotel arranged by Cutter Beechcraft. Her husband, Jerry, and 99 DiDi Schaffer joined us for a memorable dinner at the Wingate home, where we viewed the lights of El Paso. Theirs is a pilot's home as Vicki flies 737s for Southwest Airlines and Jerry is an Air Force pilot. Another 99, Louise Austin, joined us for breakfast Tuesday and drove us to the airport.

After about five more hours in the 182, and our first mountain and desert flying, we looked down at a 2,000-foot runway on the top of a plateau — Fallbrook Airport, just north of San Diego. Ninety-Nine Pam Vander Linden picked us up and took us to our gracious hosts, Sue and Charlie Modeleski. Charlie is the brother of Irene Kramer, past Florida Crown Chapter chairman. The Modeleskis turned over their hours to us Tuesday night, and lent us their car for Wednesday's trip to Mexico.

We walked in and bought all that we could carry, lunched at the San Diego Park, took in the Air Space Museum (the Ninety-Nines exhibit was superb, so completely, so professional, so alive and crisp), the Natural Science Museum and the San Diego Zoo. Exhausted, we returned to Fallbrook way after dark.

Bright and early, 99 Kay Brick met us for breakfast, carried us to the UPS office to mail home the Mexican loot, and loaned us a map that she used on her last trip to Alaska with Pam.

We headed northwest to Catalina Island. We planned to camp but, fearing the weather might change, we pressed on for San Francisco. The coast from Los Angeles to Carmel is lovely — lush rolling mountains that rise up out of the sea seem friendly and gentle. Then, in fast succession, San Jose, Monterey, San Mateo. We landed at San Carlos, keeping room reservations made in April. San Francisco was a three-day stop. Fisherman's Wharf, Chinatown, Marin County, Golden Gate Park — we tried to see it all.

We took off Sunday morning for Yosemite National Park and our

first real mountain flying experience! All the reading helped, and it was wonderful to put knowledge to practice. It was hard to know whether the view or the lack of oxygen affected us the most. (Actually, we did get up to 14,600 feet, and the pilot did use oxygen.) We passed close enough to almost touch Three Sisters Mountains, Mount St. Helens and Mt. Ranier. We landed in Seattle physically and emotionally exhausted, but 99 Doris Wolfstone sent her charming son to rescue us, tour the city and take us to our delightful "bed and breakfast." Doris loaned us her car, maps, information and well wishes. (She had planned to travel to Alaska, but family illness kept her home.)

We couldn't believe the FSS. It seemed that Mother Nature was out to show off for us. Instead of her normal warm, protective fog, she was alive with sunshine. The beauty of this lush area seemed ours alone to view. And alone we were — except for a quick refueling at Pt. Hardy, we saw no place to land until a small strip just before Ketchikan. There was no beach nor flat field — nothing. And, except for a few boats and creatures too small to see, there was no other life. The float plane that we passed just before landing at Ketchikan had turned back the day before due to weather.

Ketchikan reminded Chris and Jacque of Cedar Key, Florida — more for the friendliness of the people, the isolation and the large number of boats than the lay of the land. The town just barely hugged the mountain. It was built straight up. Sidewalks were stairs of wood that ran up for blocks.

After the fog had lifted, sightseeing was completed and we had lunch, it was off to Juneau. Another beautiful day, more mountains clear and bright with snow, but there was more activity than on the last leg — more boats and more planes.

As the wing lifted on base leg at Juneau, a blinding glare came off the most overwhelming sight — a glacier above and extending back from the town like a cornucopia that spilled forth a town. Juneau was a large, busy city that offered most anything modern man could want, including universities, museums, shopping, commerce and a rather mild climate.

After Juneau, the scenery was varied. The coastline brought Skagway and Haines Junction, then the Highway up to Northway, where the mountains go flat and the valleys bring forth grain, cows, buffalo and Fairbanks, our least favorite city. It was flat and hot, the motels were full and we were tired. The 99s were all in Homer, so after a visit to watch traditional Eskimo dancers, we headed for "heaven" — Arctic Circle Hot Springs. A 139.9-degree flow heats the olympic-size pool, the hotel, the greenhouse and anything else they can think of to heat — and still water flows down the stream. We spent two languid days floating in the hot water.

While at Arctic Circle Hot Springs, we toured a gold mine — and we found gold! The man working the mine and the tour guide were like all the people that we met in Alaska — as warm and friendly as the traditional South. It may be the vastness, the isolation, the culture; whatever it is, one could never hope to find more friendly people than in Alaska.

Leaving Hot Springs, we flew up to Fort Yukon, passed the Arctic Circle, and saw how the native Alaskans lived. They do live far north in log cabins, but the children still laugh and gather for a picture, and you can buy potato chips at the local store.

It was IFR to Anchorage. We saw Mt. McKinley at 13,000 feet, picked up some ice at 11,000 feet and saw little else. Three hours of

Five Provinces and 19 States

by *Jacque Gross Whaley*

flying and looking at clouds, and we finally descended to 1,600 feet, 16 days after we had left Jacksonville. Over the mountains and the water lay Merrill Field, Anchorage, Alaska.

It goes without saying that there was more Convention than there was of us. We just couldn't get to it all — but more gifts, two cache centerpieces and the three of us jumped back into the Skylane August 11. As the air show went on, we checked the weather.

The road to Whitehorse was paved with low clouds and other 99s on the radio, as we experienced the first bit of long-term scud-running of the trip.

Sunday in Whitehorse was very quiet and, after lunch, we left for Fort St. John and our biggest adventure! The weather was rainy with drizzle, a low freezing level and poor visibility, but we followed the highway that we had taken to Fairbanks — so we felt somewhat like we knew the area and didn't feel alone, until we turned off the highway to follow the river into Ft. Nelson.

The pass was closed to VFR because of ceilings, but the river was lower and therefore open. To say "the river" is deceiving; water went in all directions, and only one was the correct channel to follow. We, of course, got lost (or the river was dry and got lost). We radioed Ft. Nelson, after having turned around three times in very narrow passes between our altitude of about 8,000 feet and the mountains at 10,000 to 16,000 feet, and asked for an in-flight IFR clearance.

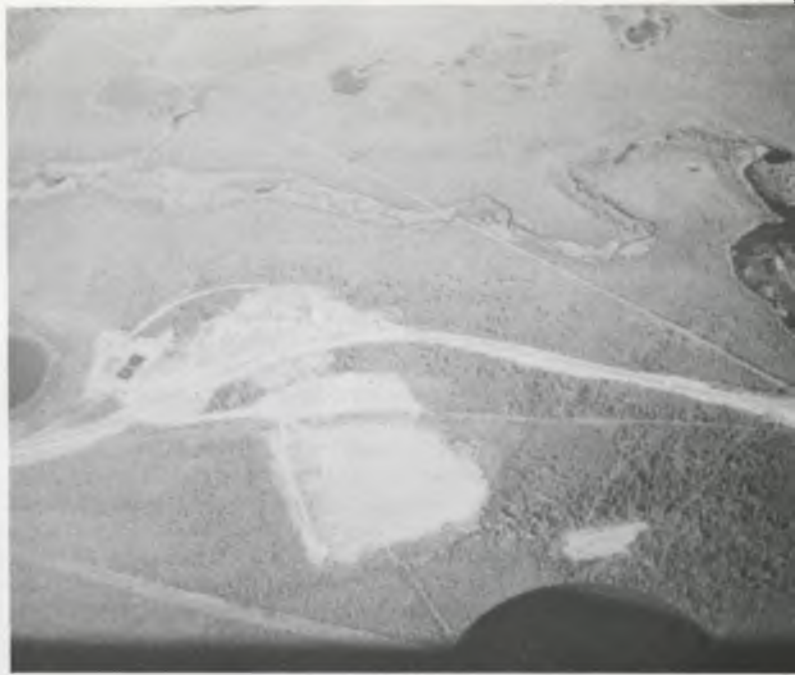
A Seneca was caught in the pass that we avoided, and 99 Mike Murski and Pam Bull in that plane went into a holding pattern while we flew on to Ft. Nelson for refueling. After a briefing, we left for Fort St. John.

If putting the past year's studies of mountain flying to extended use wasn't enough for one day, a western thunderstorm was — and that's what we faced. It was uncommonly dark, with rain, turbulence, hail reported, and us feeling as though the Skylane was doing 60 knots instead of 140. Finally we spotted the runway lights. We quickly tied down, waiting while the tower helped the Seneca get in, too.

We met in the tower the next morning after the ceiling suddenly dropped as we were ready to taxi. Later, the ceilings came up to 500 feet. We'd talked to two pilots just in from Edmonton, so we knew that after two hours we would have good weather; we filed IFR and left. I know everyone in the Skylane was thankful that Jacque's instrument instructor was so good; the other plane must have felt the same way. There was no outside contact for two hours, and then beautiful sky — and again, just as fast, the front. We had to drop down to 4,000 feet to get under it, but right back up to 9,000 feet and CAVU all the way to the flat lands and Saskatoon. Exhausted, the fine men at the Exxon dealership took the five of us to a motel.

We three were again airborne by 0630, heading for Grand Forks, North Dakota for customs. The tower reported wind at 170, gusting 20 to 30 knots, but cleared to land Runway 08. We cleared customs and pressed on to Davenport, Iowa for fuel, and finally to Decatur, Illinois for the night — 8.3 hours in the air and four days out of Anchorage.

We left Decatur early and lunched in Chattanooga, Tennessee. It was clear until just before landing. We touched down about 1530 Wednesday, August 15, glad to be home to check out our own "ladies rooms," but happier still to have made the trip.



Typical view of the Alaska Highway, showing gravel pit used in construction and seismic lines for oil and gas exploration.

A Flying Adventure

by *Bea von Tobel*

My first experience at an International Convention came in 1981 when New England hosted the Boston get-together. At that time, I came back from the business meeting, where Alaska invited us to come for 1984, and said to Ernie, my faithful 49½'er, that I was going to Alaska in our 172. He said, "What do you mean, you?" And so was born our great cross-country adventure.

Needless to say, three years passed quickly, and it wasn't until late 1983 that we began to make concrete plans. It seemed as though weekly parcels arrived at our rural mailbox with information regarding maps, routes, requirements, catalogs, typical tourist information — but most important, *The 99 NEWS*, with its tempting articles on the state and the Convention. We sent for more information of all kinds. I had already read several books on the state, including John McPhee's *Coming into the Country*, and had been in love with Alaska since teaching earth science in the flatlands of Ohio 20 years ago. Of course, we then moved to Maine, where at least there were some mountains!

The dining room table was soon full of "stuff for Alaska," and we regularly riffled through the piles, paring out duplicate copies of publications, sending for more information and gradually getting more organized. The survival gear was no problem, because we had everything, being the backpackers we are.

During the summer, while Ernie worked to free his schedule for the trip, I highlighted our route on the 15 VFR maps we carried (not counting all the IFR books and charts), and we tried spreading the maps out in order on the floor. (It's a good thing we own 18 acres!) Ernie took care of getting the plane ready, including taking out the rear seat, and finally the morning of departure came. We loaded the Toyota pickup truck (and I mean, loaded — the long-bed was full to the top). We roared off the 2,400-foot home strip at 1137 hours and, within an hour, were in IFR weather. (Oh, well, the real scenery was still 4,000 miles away!)

Our route took us from Maine to Ohio, where we stopped to visit my family (free overnight room), and then we were off to Pierre,

cont'd. on p. 18

A Flying Adventure

cont'd. from p. 17

South Dakota. As a native midwesterner, I knew Ohio was flat, and it only got worse as we proceeded westward. Our lack of slides through this area only emphasizes the lack of contour and the marked prevalence of haze. We arrived at Pierre only three days after a 90-mph windstorm had completely destroyed nearly 30 aircraft on the ramp, as well as two hangars whose metal was strewn for a quarter-mile downwind next to the runway. (Fortuitous planning.)

Density altitude became much more familiar to us as we flew in summer heat and dryness toward Miles City, where the airport elevation was 3,500 feet and the ground temperature was 100 degrees. Even our "180 horses" couldn't get us off before the intersection. The scenery improved from green and flat through brown and flat to brown and "butte-y." We started taking pictures. Cut Bank, Montana was our last stop in the States. Weather being what it was, we got to stay an extra day, each night in a different motel, instead of bucking a pretty stiff headwind.

At Cut Bank, we signed in on one of the many papers left for 99s to register their passage. We would see these names many times on the way, as we all hopscotched our way north — and we met most of them at one or more of the gas stops or overnights en route. We were amazed and pleasantly surprised that so many 99s had taken the opportunity to fly to the Convention, and we felt not at all alone.

Customs at Calgary asked if we were 99s, and they said that some had already been through. We said that we were probably just the tip of the iceberg. (Great publicity!) We purchased a couple of missing maps from FSS, which now made our map box very tight-fitting — and it seemed as though we were going through at least two or three a day, unfolding and folding regularly along the route.

At Whitecourt, we stopped for fuel and asked about all the little, long, straight lines, laid out seemingly haphazardly across the landscape. Seismic soundings, we were told, for oil and gas exploration. For such a population-free area, the entire ground seemed to have already been explored. (So much for being a brave pioneer!)

At our Ft. Nelson overnight stop, the motel was hit three times by giant bolts of lightning, knocking out the air conditioner and sending many of the diners at the restaurant into the air from the chairs. Luckily, the plane needed a wash and was securely tied down.

Gaining an hour of time nearly each day gave us a chance to sleep in a little. We took our time leaving Ft. Nelson, after purchasing some exotic foods at a very nice deli, exchanging some money and writing a few postcards. After all, we had to prepare for the most spectacular scenery of the trip so far — the section through Muncho Lake. All that flying with your mouth open and eyes wide is quite tiring. Film went through the camera at a record rate as both forester and former science teacher snapped relevant scenes to use later. We spent the night at Teslin Lake with three other 99s' aircraft from Washington. Electricity here is from diesel generators, which makes it quite expensive (but probably cheaper than stringing lines from who knows where). At 2200 hours, it was still quite light, so we stayed up for a long while — but finally decided our body clocks wanted us to get some shut-eye.

Customs at Northway was a little more thorough — at least he looked in the plane and felt the tail cone. The air marking of the runway looked great, and just trying to find the airport in the middle of what we thought was a big swamp was the most fun of all. After hearing how the airport was constructed, we were certain it would not heave during the winter frosts! We met the three Spokane couples again, and had a bite to eat, all marveling at the scenery and the hazeless visibility. Even if the ceiling had been 1,500 feet, the visibility would have been 60 miles.

Because we were now about three days early en route, we stopped at Palmer for a few days, staying in the downtown motel and walking around the entire town. The seismic recording laboratory for Tsunamis proved interesting, and we eyed the food

prices at a new, large shopping center on the west edge of town. Building was progressing at a phenomenal rate everywhere, and we read want ads for possible jobs every morning in the paper. (We were already hooked!)

One day we rented a car and drove north over the highway to the Matanuska Glacier, over which we later flew on the way south. We hiked up to the ice face and felt thoroughly miniscule and unimportant. I dropped a roll of film on the glacier, which may be washed downstream and recovered in years to come. (Perhaps I've provided some interesting future archeological evidence for someone.)

One day we visited the experimental gardens and talked with one of the soil scientists, who told us that the rock-free and very fine and fertile topsoil in the Palmer area averages six to 30 feet in some areas. It was truly quite sickening to someone from New England, who harvests more rocks yearly than vegetables! The lawns are incredible — one could go camping without an air mattress and feel as though she were on the world's most comfortable bed. The size of the vegetables was phenomenal — one head of cabbage would make cole slaw for our entire 99s chapter, and then some!

On Sunday, we flew to Anchorage, just down the river from Palmer. Landing in greater downtown Anchorage was quite fun, especially since it was on purpose! The collection of aircraft at Merrill Field made it appear like a used plane lot. We saw some modifications that surely flew quite well, even if we weren't sure there was an STC involved. After being whisked off to the Sheraton, we watched out our window for a while, and we were glad that the aircraft departing on 24 turned before they got to the hotel!

We spent a considerable amount of time walking around Anchorage during the week, and we were amazed at its cleanliness, flowers, fair weather and friendliness. We are not connoisseurs of gold, furs or leather, but there seems to be a lot of business generated from those products. From our window (or those of others), we watched nightly balloon flights or prostitutes on patrol on 5th Avenue. (Too bad they didn't realize it was a women pilots convention and that the men were already escorted!)



Welcoming sign at Northway, Alaska

The highlights of the Convention will probably be detailed elsewhere — but for New England, we received good news in four areas. Nineteen members and 49½ers made it to Alaska, the section placed fifth in safety education, Evelyn Kropp received an AE Scholarship, and Harriet Fuller was elected to the Board of Directors.

Sunday morning, after a full week of meeting people from all over,



Matanuska Glacier north of Palmer, Alaska.

sharing tales of how we got here and how we were going back, we finally loaded everything for the return trip. (Did the aircraft really hold all this stuff on the way here?)

At Northway, a weather check showed that Whitehorse, our night's designation, was not yet clear. We waited for pireps, changed the oil and talked with two couples from California. Finally, at 2000 hours, a pirep was received that it was VFR to Whitehorse. We filed, noted ADCUS, and were off in a three-plane caravan through the flats and passes. It was good flying for a while, but clouds soon darkened the sky early and, the last hour or so, we flew "IFAH" (I'm following the Alaska Highway) at about 300 feet AGL. Luckily, there was only one tower that was not on the map. The customs man at Whitehorse greeted us warmly at 2330 in the rain. (We were back to losing an hour a day.)

The next morning, the six of us (Sharon and Don Crawford and Joyce and Carl Terry) found that the airport was really becoming full of 99s and their aircraft. In fact, there were about 50 delayed by slow-clearing weather in our path. So, joining several others, we played tourist, sliding down the escarpment from the airport to the town, and touring the Klondike, an old river paddleboat, watching huge fish at the fish ladder and laughing at jokes made for Joyce at the Frantic Follies. A late dinner followed the show, and we visited with Shirley and Neil McDougall of Toronto and the rest of our growing group over dinner.

It finally cleared the following morning, and a convoy of planes left for Watson Lake. Unfortunately, we were all flying faster than the weather was clearing, so we were forced to spend another night touring and visiting greater downtown Watson Lake (and its well-known and documented taxi fares). We smushed eight of us into one taxi to lighten the fare (if not the load). After supper, we discovered that several 99s had left Anchorage before the Saturday banquet, because they were guaranteed that if they left then, they

would have clear weather all the way through the peaks. When we met them, they were about to spend their fourth night in Watson Lake. (Several were learning to knit.) We all toured the famous signboard display, and then off to bed.

The next morning, we arrived at the airport at 0900 and received hourly briefings for our various departure points, with some going down the Trench and some going east to Ft. Nelson. Finally, near 1300, we started leaving in dribs and drabs, with farewells, address exchanges and promises to meet in Baltimore. The rest of the way for us would be in our own plane, out of contact for the most part with the rest of the group we had come to know as people and respect as pilots. I now know why International Conventions are such treasured events, with memories to be stored and recalled many times through the years.

When we refueled at Ft. Nelson, those of us who were still hopscotching parted ways, and we headed east to Ft. McMurray in the oil sands area. Neil McDougall headed a little more south, and everyone else decided to spend the night, waiting for the weather to clear in the mid-section of the country, promising a one-day flight home.

By the time we reached Ft. McMurray, it was 2300 hours, and I was current at night. After the FSS guy who was going off duty drove us down the plateau to town, we ordered dinner sent to the room. The next morning, we awoke at 1000 and, when we arrived at the restaurant, the waitress asked us whether we wanted breakfast or lunch. We chose lunch, and then we were off to Minot (or so we thought). Customs at the airport goes home at 1700, so we spent the last of our Canadian money in Regina, and dodged what seemed like millions of grasshoppers both before and after landing. It had been a bad year for them, and a lot of crops had been destroyed.

cont'd. on p. 20



Scenery in Muncho Lake area.

A Flying Adventure

cont'd. from p. 19

We had been back in the flatlands again for two days, and were just anxious to overfly the areas quickly. The omnipresent haze had returned, reducing visibility to less than seven miles, and we flew through heat, humidity, rain and general yuck in a long day all the way to Mansfield, arriving after midnight and losing another hour. We stayed a few days to rest and view the slides we already had, and then headed for our usual six-hour flight to Maine on Sunday. As luck would have it, IFR weather caught up with us in the same area, and this time there were thunderstorms. We landed at Albany and stayed the night. From there, it was less than two hours via Loran to Twitchell's in Maine.

We unpacked, loaded the truck and headed for the house. Before we left, we had a security system installed in the house. Unfortunately, it did not protect the garden, and we discovered that a 40-foot row each of beans and peas had been removed, plants and all, along with four 40-foot rows of onions, leaving nothing but depressions. It was an interesting homecoming. The dining room table was filled with a month's worth of mail and *Wall Street Journals*, and we spent the next several days unpacking, washing clothes, putting survival gear away (we'd eaten a lot of the survival food en route home) and paying bills.

We are now receiving further memories of the trip in the form of notes, letters and pictures from people we met en route or in Anchorage. (And also humungous credit card bills. Since we used one card on the way up, another on the way back, and a gas credit card for avgas, we have a pretty neat chronological record of the trip, although it was not planned that way.)

We have shown our slides to sleepy audiences from Ohio to Massachusetts to Maine, and each showing garners compliments as to the complexity of the trip and its beauty. But we'd do it again in a minute; in fact, both of us are looking for employment in the Canadian Northwest or Alaska. Going back to work after a vacation like this is proving difficult, and there are daily reminders about how much fun we had, and how many times we've urged others to make a similar voyage. For us, without any mechanical problems with the aircraft, it really was a case of flying from Point "A" to Point "B" with lots of stops in between.

We've decided we need to make at least two more trips — one strictly for sightseeing on the ground, another just for fishing. We're taking names of anyone who would like to go — just name the date!

Gifts to International Headquarters

Archives

Glenda Philpot, *Australian Section*

Building Expansion Fund

Nancy Bushko, *Middle East Section*

Valera Johnson, *Greater St. Louis Chapter*

Pauline Gilkison, *Chicago Area Chapter*

David Jones

Miriam Brugh, *Bay Cities Chapter*

Alice Hammond, *Garden State Chapter*

Cameron Park Chapter, *Southwest Section*

Betty Hampton, *Lubbock Chapter*

Juanita Newell, *Phoenix Chapter*

Barbara Brooks, *New England Section*

Ruth Rueckert, *Bay Cities Chapter*

Gloria F. Myers, *Long Beach Chapter*

Tennessee Chapter, *Southeast Section*

Margo Smith, *Orange County Chapter*

Joan J. Smith, *Minnesota Chapter*

Monterey Bay Chapter, *Southwest Section*

Greater Detroit Area Chapter, *North Central Section*

British Columbia Coast Chapter, *Western Canada Section*

Eleanor Friede, *Greater New York Chapter*

Virginia Brown, *Indiana Chapter*

Charlene Falkenberg, *Indiana Dunes Chapter*

Indiana Chapter, *North Central Section*

Dorothy Niekamp, *Indiana Chapter*

Texas Dogwood Chapter, *South Central Section*

Virginia Bond, *Santa Fe Area Chapter*

Indiana Dunes Chapter, *North Central Section*

Eastern Pennsylvania Chapter, *Middle East Section*

Yvonne C. Pateman, *Middle East Section*

Southeast Section

Dianne Cozzi, *Chicago Area Chapter*

South Central Section

Landscape

June Leach, *Fullerton Chapter*

Library

Dodie Gann, *Greater Seattle Chapter*

Eleanor Friede, *Greater New York Chapter*



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Chapter News, Activities and Projects

AFRICA SOUTH SECTION

Beryl Markham, pioneer aviatrix who lives in Kenya, has written a superb book, *West with the Night*. Her description of the maps available for colonial Africa of the 1930s would make any modern day pilot think twice before venturing on a cross-country.

The available aviation maps of Africa in use at that time all bore the cartographers scale mark of "1/2,000,000" (that's one over two million). An inch on the map was about 32 miles in the air, as compared to the flying maps of Europe on which an inch represented no more than four air miles.

Moreover, it seemed that the printers of the African maps had a slightly malicious habit of including, in large letters, the names of towns, junctions and villages which, while most of them did in fact exist, as a group of thatched huts or a water hole, they were usually so inconsequential as completely to escape discovery from the cockpit.

Beyond this, it was even more disconcerting to examine your charts before a proposed flight only to find that in many cases the bulk of the terrain over which you had to fly was

bluntly marked: "UNSURVEYED."

by Lindsay Glaum

EAST CANADA SECTION

Eastern Ontario Chapter

The chapter held its annual Poker Run September 9. The skies were kind to us, and it was CAVU all day. A good number of air-planes participated, and lots of poker hands were sold. The winning hand was held by John Millet, and he picked up the first prize of \$25 cash and some float flying time at White's Air Services (owned by chapter member Debbi White) at St. Andre Avellan. The committee, comprised of Linda Hiles, Lorna de Blicquy and Betty Jane Schermerhorn, and all the stop chairmen made this undertaking a success.

The first meeting of the season took the form of a potluck supper September 19 at the home of Isabel Pepler. Good food and good fellowship were the order of the day. We welcomed some prospective members and also had fun hearing all the news of the summer activities of the regular members.

by Isabel Pepler

MIDDLE EAST SECTION

Hampton Roads Chapter

Linda Hollowell was our representative to Convention in Anchorage. She flew an Aztec from Monterey, California to Anchorage. All Flight Service Stations en route displayed friendly, helpful assistance. In addition to the successful Convention, other highlights included a trip to Denali National Park with Mt. McKinley an awesome panorama, as was the Glacier Bay Cruise. Slides accompanied by a synopsis of the trip were thoroughly enjoyed at our September 4 monthly meeting.

With the completion of the Hummel Airport marking, the unicom frequency was painted on the roof.

Linda Hollowell and Connie Zook placed second in the Capitol Proficiency Race, September 7, Dulles International Airport.

New officers include Chairman Edith Fisher, Secretary Joan Brott and Treasurer Connie Zook.

by Lois Young

Potomac Chapter

The Friendship 500 blimp was among the many attractions at College Park Airport's 75th anniversary celebration September 8-9. Since College Park is our home base, members were very busy during the festivities. We had a booth with aviation safety information and 99s publicity. Two of our members, Edna Dragoo and Marcia Hiltabidle, were among the pilots offering flights to the public. Near perfect weather drew record crowds on both days.

We set up our booth again September 22 at the EAA East Coast Fly-In at Martin State Airport. Vera Rollo led a forum on women in aviation as part of the activities for this increasingly popular event.

by Ellen Hahn

NEW ENGLAND SECTION

Eastern New England Chapter

Worcester, Massachusetts was the site of two recent chapter events. The roller and brush brigade was out for the fourth time this season (and our season is pretty short) to spruce up the pavement at the region's highest air field. It was billed as a Saturday of fun, a chance to get together without the pressures of a business meeting. Not only did chapter members turn out, but also our dedicated 49'ers and four future aviators. The weather was absolutely perfect for air marking, and we did not have to contend with our usual nemesis, the New England wind, which generally spreads the paint better than our rollers!

Just two weeks later, our monthly business meeting was held at Worcester, and we couldn't help but admire the crisp white letters. The flight line was full of 99s' aircraft! The program for the day was a potpourri of

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Flying can be a frightening experience, especially in a small plane, for someone who has never flown before. But airports can be even scarier. Picture this typical scene: travelers rushing in every direction; signs posted in 10 different languages; garbled announcements broadcast over loudspeakers; lines forming at every counter; and, of course, planes taking off and landing every minute. And, imagine on top of all this confusion, being faced with a serious medical problem.

Pat Blum, president of the Corporate Angel Network (CAN), recognized this to be a big problem. CAN's basic function is to match flights aboard planes owned by corporations willing to volunteer empty seats with cancer patients in need of transportation to cancer centers for treatment. But as the success of CAN grew and more and more cancer patients were being flown in and out of major metropolitan airports, there became a need for guides to help the patients overcome the confusion at these busy airports.

The answer was amazingly simple: a group of 99s from the Greater New York Chapter organized a volunteer service, called 99s/CAN, to provide welcoming companions and guides at airports to those served by CAN. But the duties of a 99s/CAN volunteer may go beyond a welcoming committee. She may be asked to arrange for transportation, find out about schedules and possible delays and, most important, make sure the patient gets on the plane. Sometimes, just escorting the patient from a faraway hangar to the terminal building is enough.

Although our 99s/CAN network is new, a system has been worked out. Each chapter appoints two chairmen (because one chairman may not always be available). The names of all the volunteers in each chapter, with their telephone numbers and airports each can serve, are sent to Eleanor Friede of Greater New York Chapter to be integrated with the total list and sent to CAN headquarters. When a need arises, CAN calls the co-chairman in the appropriate area, that person finds a volunteer, and the volunteer deals directly with CAN for instructions.

So far the system works. Julie Talbert drove from New York City to Westchester Airport to meet three people, a patient and two relatives, who had never traveled by plane before. They had to wait over an hour for their next corporate plane, so Julie took them to the coffee shop for a snack. She says it was one of the most rewarding experiences she's ever had.

We have written to all the chapter chairmen in our section asking them to join the program, and the response has been good. So far the Long Island, Western New York and Garden State Chapters have joined. Being a "city" chapter is advantageous since most corporate flights come in and out of busy metropolitan airports where our help is needed most. Other chapters wishing to help should contact Eleanor Friede.

We provide a few tips and advice to our 99s/CAN volunteers. First, try to ease the patient's transition from corporate aircraft to ground transportation — that's really the central point of our mission. Second, be on time; in fact, the volunteer should be about a half-hour early for outbound flights as executives frequently arrive early and are ready to go if the patient is ready. With inbound flights, the reverse is often the case, so schedules have to be flexible. Third, corporations are concerned about confidentiality, so the specifics of any flight should not be discussed. Fourth, bring some cash in case the volunteer wants to treat the patient to a snack or coffee. And keep track of expenses, including mileage and transportation to and from the airport, as these are deductible on the volunteer's personal income tax return. Finally, wear your 99s and CAN pins and a smile. A personal touch will make all the difference.

*by Marian A. Campbell
Greater New York Chapter*

The "Point Barrow Chapter" includes (back row) Mary Kay Schroeder, Doris Abbate, (front row) Margaret Bolton, Alice Foeh, Nancy Wells and Barbara Evans.



events, including final planning for our upcoming USPFT meeting and a slide show of the Alaska scenes enjoyed by several of our members. The saga of the moose nugget brought many laughs, but most were surprised at the uniqueness of the "finished product" as displayed in the leis.

NY-NJ SECTION

Long Island Chapter

All 12 who attended Convention in Alaska this year had a wonderful time. Some had more adventures than others. A new chapter has been formed as a result. Doris Abbate and Barbara Evans were stranded overnight in Barrow when caught by fog rolling in and no return airplane. Four other 99s, Margaret Bolton, Alice Foeh, Nancy Wells and Mary Kay Schroeder, with Barbara and Doris, decided they had enough gals to form a new chapter and felt there should be one in Point Barrow, Alaska. (Sort of an overnight chapter, one might say.)

While Ida Van Smith attended the International Forest of Friendship and became the first black woman to be inducted, daughter Jacquelyn Thompson was accepting another award given to Ida by her high school alumni in Lumberton, North Carolina. Both awards were bestowed upon Ida for her dedicated work with youth in aviation and education.

Jill Hopfenmuller helped the Connecticut Chapter with their Long Island Sound Poker Run in August while Doris Abbate flew. Jill volunteered to man the Brookhaven Airport Terminal. She also helped Doris and Pat Rockwell man the chapter display at the Plainview YMHA "Women in Business Day."

Doris Abbate flew her family to Trenton-Robbinsville Airport to help the Garden State Chapter with their Pennies-a-Pound event. They had two glorious weather days with the proceeds of the flights being shared by the Mercer County College NIFA team, the section and the Garden State Chapter. Doris brought 49½er Ron to help with some of the flying, while daughter Vivien and granddaughter Gina, 13, helped with ground handling.

Barbara Evans became the first chapter member to help with the Corporate Angel Network by transporting a couple from an airport to a city hospital. Our CAN Committee Chairman Joyce Malkmes made the arrangements.

by Patricia Rockwell

NORTH CENTRAL SECTION

All-Ohio Chapter

Our July meeting was hosted by Edna Hansen at Keller Field, Pt. Clinton. Home of the famous Ford Tri-Motor and of Island Airlines, "Shortest Airline in the World," it was a colorful place to have a summer meeting. A pilot with Island Airlines gave us a look at what island hopping in all seasons and situations, and with all kinds of cargo, is like. We all knew that "shortest airline" refers to the distances from mainland to islands, but we came away convinced it also stands for shortest runways, with short field takeoff and landings not a practice item on their flying agenda, but an everyday reality. One island has a runway of less than 1,500 feet!

Marty Veslesky invited us all to Veslesky International just outside Jamestown for our August meeting. There was a potluck lunch and good sod field practice.

Carol Wollam hosted our September meeting at Toledo Express. We installed officers, and Carol gave us a tour of FlightSafety International where she is employed as an instructor. Some of us got to fly the King Air



New chapter officers include Secretary Elinor Kline, Treasurer Kathy Samuelson, Chairman Salley Berryhill and Vice Chairman Connie McConnell.

200 simulator and look in on the Cessna Citation simulator.

Three of our members and two 49½ers made the trek to Alaska (Elinor and Steve Kline flew their Bonanza with 50.3 hours of flying time, stopping at Oshkosh first), while eight members and four 49½ers flew to the fall section meeting in St. Louis.

Linda Alexander is now Linda Blodgett, and Connie McConnell has been appointed an accident prevention counselor.

by Roberta Jones

Rita Adams were helped by 17 other 99s. Marion Jayne spoke on "How to Win Air Races," Diane Kapanowski on "Opportunities for Women in Aviation," and Vicki McIntyre, CFI, was asked to give check rides to two British pilots. Judy Suit was interviewed, and the article appeared in the Oshkosh newspaper. Mary Panczyszyn gave an interview on University of Wisconsin Campus Radio WRST and presented the 99 slide presentation, "For the Fun of It, Too."

Twenty-three members had a truly out-

ter who is now an Indianapolis resident, and Mildred Davidson, a non-pilot but a real friend of the 99s who turned in \$11 she had made collecting papers and glass for recycling. Joyce Rockwell, a senior dental student and a member, was pinned by Midge Moore.

Bunny Outlaw, a registered nurse, has been helping the Brown Flying School in Terre Haute, which is providing planes and pilots to transport hospital patients to different locales around the state.

Mary B. Nicholson and her sister, Wanda Galyan, recently visited the Air Force Museum in Dayton, Ohio. They also took a hot air balloon ride.

Lillie Normington and 49½er Bruce flew to Anchorage in their Grumman Tiger N28740, flying the Alcan Highway. En route to Edmonton, where they met Nellie Reynolds, Glory Van Arsdale and the Debauns, they lost their altimeter. On the return trip, a number of planes were grounded at Whitehorse because of weather. Four Indiana planes, the Normingtons, DeBauns, Nellie and Glory and Eva Parks and Marcia Nellons flew together, conversing on 122.95. After leaving Watson Lake, they all parted company. Glory said the flight to International in Nellie's Cessna 172 was the trip of a lifetime. Following the business meeting and lunch, Betty showed slides of their trip.

by Rae Cawdell

Indiana Dunes Chapter

Charlene Falkenberg was presented the chapter Ninety-Nine of the Year Award at the annual Achievements Awards Luncheon. A fall theme with mums and honey welcomed members and guests to the September 15 event.

Following lunch, the group viewed AOPA's safety film, "Stall/Spin: Classic Facts & Myths." Achievement Awards Chairman Audrey Karp then reviewed the chapter's activities during the past year and presented the awards.

Other members presented awards for their achievements included Sue Mohnnsen, Diana Austin, Barbara Jennings, Linda Mattingly, Pat Magon and Joy Black. The 66 award was presented to Eileen Torkelson. Walt Falkenberg received the 49½er award for his support and help to the chapter.

Charlene Falkenberg also was recently selected as the Outstanding Accident Prevention Counselor in the Great Lakes Region by the FAA, and Karen Johnson was awarded an AE Scholarship at the International Convention in Anchorage. Karen plans to use the scholarship to obtain an airframe and power plant rating.

The chapter placed ninth in International Safety Education standings and number one in the North Central Section.

by Audrey Karp

Skip Gumbert acted as chief timer at Paducah for the Air Race Classic.



CHAPTER NEWS, ETC.

Central Illinois Chapter

Barbara Brusseau made a marathon trip to Florida in one day. She flew Dick Blaudow, a former student, to Pt. Charlotte in his Mooney after his surgery. He was anxious to join his family on vacation and later fly them back to Lacon. Mary Waters got Barbara to Marshall County Airport at 0600, then picked her up at Greater Peoria at 2300 after her commercial return.

Mary Woodley spoke at our September meeting about NIFA and requested help judging the October meet at Champaign.

Lorraine Reynolds spearheaded our activities with the Springfield Air Rendezvous. Weather didn't cooperate the first day, but Sunday all went well for the air show. Chairman Anita Albert helped greet and transport honored aviators.



Deed Holcomb and Jean West head for home after a three-day tent camping trip in Vermont.

Earplugs are avidly prescribed to her students by Jean West. After a breakfast flight to Bloomington one Saturday, she came away sans orange plugs on their string. A week later, her favorite plugs, lost while untying the plane, picked up by a friend, were waiting for her in her breakfast menu.

Lindalou Foellner has discovered that she can fly the Mooney comfortably if she has wooden blocks attached to her shoes.

The National Aviation Hall of Fame at Dayton made a great impression on Lorraine Reynolds. She attended the banquet when the Ninety-Nines received the Spirit of Flight Award.

by Clarissa Holcomb

Chicago Area Chapter

For the third year, chapter members hosted the Friendship Tent at EAA Oshkosh. Co-Chairmen Norma Freier, Mary Panzyszyn and

standing visit to Anchorage for Convention. Ellen O'Hara and Susan Ficek Collins were winners of the American Flyers/ATE \$1,000 Certificate of Credit. Those who flew included Marion Jayne with Ginny Sayles, Bob and Ruth Frantz and Norma and Art Freier. Norma landed on the North Pole and received a certificate.

Flying Activities Chairman Jerri Nance organized the air marking at Glenview NAS. With clearance from Washington, D.C., we flew in and were given VIP treatment. We toured a C-130 and Huey helicopter, then met in the Officers Club.

Polly Gilkinson, Joan Kerwin and Rita Adams helped with parking of transient planes for the air show at the Springfield Air Rendezvous, and attended the banquet for the Illinois Aviation Honor Roll.

Chicago Area won back the traveling Attendance Trophy at the fall North Central Sectional at St. Louis with 26 members attending. We were also well represented at the Indoor Olympics with four teams. Connie Grubermann won the 13-inch color TV raffled off for Amelia Earhart memorabilia.

by Debbie Karas

Greater St. Louis Chapter

Nine 99s and one 66 gathered September 4-5 at Spirit of St. Louis Airport to repaint the 99 compass rose. Those participating were Shirley Dietz, Dorothy Haupt, Val Johnson, Mary Kinnaw, Amy Laws, Nelda Lee, Patty Mahre, Jan Pocock, Vivian Waters and Rosemary Zander.

Some 125,000 fans were attracted to the September 15 Great Forest Park Balloon Race, when 56 balloons lifted off for the 12th annual event. Chapter members Vivian Waters (logging her 400th hour) and Jane Buckles were among those participating in this hare and hounds race.

The regular chapter meeting was held September 18 at Liz Reel's home. The main agenda item was the North Central Sectional, which was hosted September 21-23 by the chapter.

by Nelda Lee

Indiana Chapter

Betty DeBaun hosted our September 16 meeting at Hulman Field in Terre Haute. Dorothea Hendricks brought a most welcome guest, former 99 Virginia Maggart, Lapel, and her granddaughter, Sherri. Virginia has not been active for several years but, now that they have their own landing strip ready for use, she plans to renew her membership and get back into flying. Other guests were Ann Nobles, a 66 from the Florida Suncoast Chap-



Kentucky Air Derby workers and winners include Betty Moseley, Dee McCollum, Skip Gumbert, winners Tim Kitsman and Hugh Houton, Diane Stafford, Dot Arnett and Kaye Moore.

Kentucky Blue Grass Chapter

And you've been busy? A new house, a new baby and 11 Doberman pups demand the attention of Terri Donner, recently installed chairman. A past chairman of the Wisconsin Chapter, Terri will lead the Kentucky group, along with Vice Chairman Louise Bornwasser, Secretary Diane Stafford and Treasurer Dot Arnett.

Although not all our members are as pressed, the calendar indicates a full schedule of individual and group participation during the coming months. This was evident during the North Central Section committee reports. Proud Kentucky 99s took the Membership and Air Education Awards home from the St. Louis section meeting.

An interest in air racing was further encouraged by working the Air Race Classic Paducah stop. While cheering on our home team, Dot Arnett and Elverta Jo Conlin, we made plans to co-sponsor the first Kentucky Air Derby September 8. This proficiency race was such a success that we intend to take over and sponsor the event next year.

Lake Cumberland State Park was the site of the Kentucky Aviation Association Annual Convention, and 99s, as in previous years, assisted with registration (while the October weather took care of the decorations). Tennis, golf, a fish fry and speakers from the USAF, FAA, Kentucky Aeronautics and AOPA (John Baker) were part of the program. Our chapter continues to become more involved in safety seminars and legislation pertaining to aviation.

by Skip Gumbert

Lake Erie Chapter

Members met at the home of Lucy and Ed Hildebrand in Medina for the September meeting. Balloonist Nancy Honeyman was unable to launch her balloon, but she showed a videotape. We welcomed new member Doreen Susman, sponsored by Bernice Barris. Doreen is currently a flight attendant with Eastern Airlines. She has her commercial, CFI and ATP.



At Lucy Hildebrand's home are Lake Erie Chapter Chairman Meigs Adams, Lucy, new member Doreen Susman and Membership Chairman Pat Baron.

Section officer Dodie Jewett had her airplane radios, altimeter and VSI stolen over Labor Day weekend. It is a hard task at best to reconstruct radio serial numbers, dates of purchase, prices, etc., for insurance purposes. Dodie suggests everyone who owns an airplane have duplicate photocopies of all the above information in a safe place. Even registration papers kept in the plane may be stolen!

Edye Maxim, Pat Baron, Dodie Jewett, Meigs Adams, Linda Dickerson and Marg Juhasz attended the fall section meeting in St. Louis.

by Marg Juhasz

Lake Michigan Chapter

At the July meeting, it was decided that we need some R&R. At the invitation of Maisie Stears and Natalie Kreeger, a gathering was planned on Drummond Island in northern Lake Huron. Four of us flew up July 21 and were met by Maisie, who took us on a super boat ride around the islands. Back on dry land, Maisie cleaned a couple hundred perch she had caught and drove us to the Kreegers' home, where she cooked a great meal. Natalie and Henry arrived in time Sunday for breakfast. Then Natalie escorted us around the island. By mid-afternoon, the haze was thickening, so we spread our wings and headed south.

Lois Stevenson and nephew Steve Nelson flew to Alaska in their C-172 for Convention. Steve, a student pilot, became expert at navigation during the trip. Lois had a lot to learn, too, having been licensed only a year with a total of 250 hours. The weather cooperated magnificently as a special favor to Lois, who retired June 2 from the National Weather Service. Thirty-six hours of flying time and six days later, Anchorage was reached below a 1,000-foot ceiling and about three miles of visibility. What a fantastic crew of controllers at Merrill Tower!

Also attending Convention were Mary Gardinier and former member Evie Borst, who is presently with the London Bridge/Havasu Chapter.

We took part in the Paul Bunyon Derby September 15. Among the top 10 were Mary Creason, Joan McCombs, Maisie Stears and her copilot, Bea Steadman. It was a special time for Bea, who has served as International President and was once an astronaut selectee. She has been grounded for the past seven years as a result of brain surgery. This was her first active participation in a plane.

by Lois Stevenson

Michigan Chapter

After many months of hard work by Jackie Scott, Bea Steadman and their helpers, this year's Paul Bunyan Air Derby was held again in the Traverse City area with 23 airplanes.

Three planes from our chapter (piloted by Lynn DeForest, Renate McLaughlin and Bev Mitchell) took advantage of the fly-in at Wright-Patterson AFB in Dayton, Ohio. Those who tried to arrive IFR in mid-morning had opportunities to polish their holding patterns at great length (but it was worth it!).

We are proud of Nancy Walters, who was appointed public relations chairman for the North Central Section.

Toni Babcock, Adele Binsfield, Renate McLaughlin, Beverly Mitchell, Carol Vollmar



Minnesota Chapter members judge a USPT meet.

and Nancy Walters attended the St. Louis section meeting; the others are still resting up from Alaska!

by Renate McLaughlin

Minnesota Chapter

Lew Groth, 49 $\frac{1}{2}$ er of Liz, placed first in the Minnesota local USPT competition in September. Greg DuChene, a flight instructor, placed second, and Debbie Kaeder, also an instructor, was third. A safety seminar, jointly sponsored by the Minnesota Division of Aeronautics, FAA and the 99s, opened the meet Friday evening with the flying events scheduled for Saturday morning. In spite of USPT Chairman Jill Newman's vigorous advertising campaign, the number of registered contestants was disappointing, and low ceiling further diminished participation.

Forty-three 99s, 49 $\frac{1}{2}$ ers, 66s and guests enjoyed a spectacular "blue and gold" autumn day as 14 airplanes carried the group over the glowing orange, gold and green landscape to Cable, Wisconsin. The September FBI was Sunday brunch at Mt. Telemark Lodge, located just off the runway at Cable Union Airport. Former 66 and newest chapter member Linda Stern was welcomed, as was 99 Mary Lou Gagosz, whose husband, Bernard, is with the Canadian Diplomatic Corps assigned to Minnesota.

Four private aircraft and the airlines brought 12 members, three 49 $\frac{1}{2}$ ers and one 66 to the fall North Central Sectional. Clara Johansen and 49 $\frac{1}{2}$ er Arnie celebrated 43 years of marriage by flying 79R to St. Louis for the meeting.

by Hope Isaacson

Scioto Valley Chapter

Our September meeting was filled with the installation of new officers and the reliving of Oshkosh 1984 through the movies of hostess Janie McIntire. Eleven members present also welcomed 66 Sherry Pattan.

Bev Griffin installed new chapter officers Bernita Mosher, chairman; Janie McIntire,



Marilynn Miller and Jessica Hodges participate in the Scioto Valley 99s booth at the National Exploring Conference.

vice chairman; Robin Rogers, secretary; and Connie Copeland, treasurer. Bev read a short aviation-oriented description of the respective officers' duties and presented each with a personalized model airplane painted blue and white with the date and "SV" on the tail.

Our chapter exhibited a 99s booth at the August 7-10 National Exploring Conference in Columbus, Ohio. This conference was designed to present career opportunities to some 4,000 young men and women. The booth was attended by Marilyn Miller, Jessica Hedges, Barbara Golan, Alice Jackson and Mary Ellen Keil. In addition to being introduced to various careers, the Air Explorers also participated in flying activities. A message drop and spot landing contest was judged by Alice Jackson and Bob and Marilyn Miller.

by Janie McIntire

Three Rivers Chapter

Three chapter members represented us in Alaska. Sheila Dick, Marcia Nellons and Linda Pulver have been spreading tales of Alaskan fantasies since their return.

Also amidst the scuttlebutt has been talk of the fall section meeting several of us attended. We brought home the Legislation and Public Relations trophies and took second place on another.

September's chapter meeting was held at Ft. Wayne's Marriott Hotel, where we enjoyed an elegant dinner in the St. Joe Bay Room.

by Bonnie Kirkpatrick

NORTHWEST SECTION

Columbia Cascade Chapter

September's meeting was our annual Pancake Breakfast at Dietz Airpark, the home of Barbara Daufel. We served 241 breakfasts, and 26 members helped. We had a super crowd and perfect weather (after the fog burned off).

Thirteen members met August 27 for lunch in Troutdale, Oregon to meet Jessie Woods, an early-day wing-walker and rope ladder aerobat, as well as life member of the Tennessee Chapter.

Almost a third of our chapter, 14 members, attended the Alaska Convention. Shirley Twigg and 49½er Leland flew their own airplane, while Mary Wohlgemuth and 49½er Al drove so they could tour the state after the Convention. The rest flew via commercial airlines.

Six members attended a September 25 American Red Cross meeting on orientation calls for the VolunTEAM program, a volunteer team group to assist blood donors at

bloodmobiles. Having flown blood for the Red Cross for several years, Team Captains Mary Wohlgemuth and Pegge Blinco would like our chapter to be involved in other aspects of the blood program, especially when the weather doesn't permit blood flights.

by Pat Lundahl

Mid-Columbia Chapter

September's meeting day was perfect for a fly-in to the Sunriver Resort at Pat Roberts' home. Even though the meeting was at a resort, there was time devoted to business. Pat shared some of her experiences with 99 activities that were a success. The ideas were a welcome addition to the meeting, presenting a different perspective.

The remainder of the meeting was spent seeing the area and, of course, hangar flying.

by Anne English

North Dakota Chapter

Thirteen chapter members met at the International Peace Gardens on a beautiful September 15. Janice Cannell, Suzanne McKegney, Irene Henley and Anne Jefferson, all of the Winnipeg Chapter, and Marie Morrau and Nedra Schroeder, Fertile, Minnesota, joined us for a picnic lunch.

Jan Kelleher, outgoing chairman, conducted the old business before turning the meeting over to Wynola Thornton-Eide, incoming chairman. Jan announced that the

Prairie Public TV program taped with our 99s last spring will be aired October 13 at Fargo.

We voted to pledge \$99 toward the Headquarters Building Fund.

by Lorraine Boehler

Southern Cascade Chapter

Our group said goodbye with a "swimming potluck" to Molly and Dave Hufford, who have moved to the Eugene-Springfield area. The gathering was at Hank and Dody Boehnkes' lovely home.

Our chapter had a preflight competition in June. A plane was provided by Logan & Reavis Air, Inc., and skillfully prepared by Wayne Reavis. There were the "obvious" problems and a few not quite so obvious. The big surprise was that 49½ers Dave Hufford and Steve Hardie took high score. Those attending included the Huffords, Linda Mayfield, Linda Pons, Kay Daily, Laura and Allan Smith, Laurie Woodard, Dana and Steve Hardie, Teresa Matocha, Steve Reavis and Barbara Grace.

The final big event of the summer was the Airshow '84 at Medford Airport in Jackson County. It was the most spectacular show southern Oregon has ever seen. Laura Smith was in charge of production, creating an event we shall remember throughout the long winter months. Her boundless energy is exceeded only by her enthusiasm.

by Barbara Grace

SOUTH CENTRAL SECTION

South Central Sectional

The fall section meeting was held in Tulsa, Oklahoma, October 5-7, with over 200 in attendance. Tulsa Chapter members, sporting bright red 99 vests, hosted the meeting.

Friday night consisted of a Hangar Party with barbecue, bands and old-time barnstormers with their airplanes on static display. Country music brought members onto the dance floor in the large spotless hangar of Avtec at Jones Airport.

A chairmen's meeting was held preceding the business meeting on Saturday. During the business session, members voted to give \$10,000 to the Headquarters Building Fund. Reports were given from each chapter represented at the meeting, and other business was conducted.

Tulsa Chapter Chairman Melissa Whitehead welcomed members and guests to the banquet Saturday evening. Our speaker was Laura Faller, American Airlines pilot and a new 99. Hazel Jones installed new section officers Carole Sue Wheeler, governor, Sue Halpain, secretary, and Mary Wheelock, treasurer. Pat Mlady, vice governor elect, was in the Orient.

*by Nancy Smith
Oklahoma Chapter*

International President Hazel Jones installed new section officers, including Governor Carole Wheeler, Secretary Sue Halpain and Treasurer Mary Wheelock. Pat Mlady, vice governor, was out of the country and could not attend.

South Central Section members take time to learn "Cotton-Eyed Joe" at Friday night's hangar dance.





Speaker for the evening's banquet was American Airlines pilot Laura Faller, who became a 99 that evening.

Abilene Area

Eight of us took advantage of the FAA's excellent Operation Raincheck in July. Held on the third Saturday of each month at Love Field and Dallas-Ft. Worth Regional Airport, it is an exciting refresher for instrument rated pilots or those working on their rating. It gives an insight into the TCA at DFW that perhaps cannot be gained any other way.

We met at Wanette Bergman's house in August for hamburgers and to make chocks. The 49½ers were a big help.

September 10 was unusual as Penny Montgomery managed to arrange a meeting at Dyess AFB, allowing us to climb all over a C-130.

Our first "annual" membership drive, organized by Chairman Micki Wright, was held September 25. Honored guests were none other than President Hazel Jones and Governor Carole Wheeler. Dr. C.L. Kay spoke about his recent NATO tour. We had the pleasure of hosting nine women from the High Sky Chapter who flew in despite IFR night flying.

We ended the summer with so many new activities and so many new friends. The Saturday fly-in to Snyder to "brown bag it" with the Lubbock Chapter gave us a whole new batch of flying friends.

by Wanette Bergman

Albuquerque Chapter

At its September meeting, the chapter welcomed Marilyn Seddon of the Hampton Roads Chapter. She has moved, with her Navy husband, to Albuquerque. As an active flier, we think she will be a great asset to our chapter.

Our 66, Elise Baker, is planning a trip to Omaha, Nebraska next month in the Piety Pol, copy of a 1932 model, which she and her husband have built.

With great sorrow, we must report the death, in an automobile accident, of our member, Navy Lieutenant j.g. Ann Elizabeth King, the daughter of another member, Barbara Doolittle. Ann Elizabeth had just earned her Naval aviator's wings last May.

by Harriet D. Nye

Austin Chapter

During the summer months we were busy with two flying events, one money-making project, one business meeting and one party.

The business session was held in June following a tour of the newest FBO at Robert Mueller Airport, Austin Aero.

Our money-making project happened July 1 when Kathy Bailey, Judy Carpenter, Pat Johnson, Judy Reinhart, Barbara Gard and 49½er Lance de Plate sold lemonade and iced tea at the second annual Killeen Air Show. Before returning to Austin, and to highlight a successful day, we stopped at Stagecoach Inn for dinner and fellowship.

Kathy Bailey was hostess for our first flying event, a fly-in picnic July 21 at Lampasas Airport. Four planes arrived with eight members, one 66 and three guests. Each "brown



Chapter members (seated) Pat Johnson, Peggy Hickman, Judy Carpenter, (standing) Paula Faught, Teri Gooch and Thelma Havice enjoyed speaker Stan Jircik's talk at their meeting at Austin Aero.

bag" lunch was numbered, and we drew to determine which lunch we would eat. A reporter from the Killeen newspaper joined in our hangar flying escapades, gathering information about 99s for an article he wrote concerning women pilots in central Texas.

Our second flying event was to Killeen Airport to tour Central Texas College and its flight training facility. Newest member Becky Lemly, instructor at the college, was our hostess and tour guide. Ralph Searle, professor of career flight, spoke to us about the statistics of the college, its rapidly expanding reputation, courses offered and entrance requirements. Following the tour, we all had lunch together in Killeen.

Thelma and Jim Havice hosted our August party honoring two members who were new brides. Laura Jobe married Pat Kelly, and Beck Spelce married Jim Strickland.

by Judy Reinhart

Chaparral Chapter

The chapter's first meeting of the season was September 15 in Deming, New Mexico.

After a boost to her battery from the local FBO, Chairman Jackie Shipp winged her way to Deming with three members aboard.

Historically, the first meeting of the year is a planning session. This year, much excitement was generated by discussion of the revival of a method begun by our most cherished and only Life Member, Lela Carwardine. In the past, Lela had introduced young people to the thrills of flying without ever taking them off the ground. Treasurer Judy Krump will visit with Lela and learn her system, which has left youngsters with the feeling of having actually flown. Lela's love of flying will obviously be transmitted to others when this program is initiated.

by Audrey P. De Lanoy

Coastal Bend Chapter

Vel Morgan has been appointed South Central Section Air Marking chairman for 1984-86. Please contact her at P.O. Box 1045, El Campo TX 77437, for information concerning air marking activities.

Speck Morgan, Vel's 49½er, has been nominated for the 1984 General Aviation Flight Instructor of the Year Award. We are extremely pleased that his hard work has been recognized!

by Barbara Kurtz

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Colorado Chapter members mark the new Adams County Front Range Airport.

Colorado Chapter

September 22 marked the first annual Mile High Derby sponsored by the chapter, with assistance from the new Pikes Peak Chapter. The new Adams County Front Range Airport was the starting point for the 450-sm air race, ending at Baca Grande, Colorado. There were a total of 12 entries. With the first derby barely settling down, the Air Race Committee, chaired by Nancy Aldrich, was planning for the 1985 event.

The Front Range Airport also was the recipient of the air marking talents of 11 members and two 49½ers. A lot of paint was rolled, with outstanding results.

Linda Horn assisted at the EAA Regional Fly-In at Greeley Airport in September, while Melanie Kinson recently soloed.

by Phyllis J. Kramer



Redbirds in Colorado include Hazel Jones, Bryant Hutchinson, Elizabeth Jordan, Cathy Jones, Helen Wilke, (kneeling) Pat Jetton, Kathy Long and mascot Matthew Jones.

Dallas Redbird Chapter

The Redbirds spread their wings and soared to Crested Butte, Colorado for the September gathering. Helen Wilke flew her

plane from Dallas to Gunnison with Bryant Hutchinson and Kathy Long as passengers. Hazel Jones and Elizabeth Jordan hopped aboard American to Denver, then drove a rented Eagle to Crested Butte. Pat Jetton, who lives in Crested Butte, and Cathy Jones, who lives in Denver, joined us at Helen's delightful mountainside home 30 miles north of Crested Butte. Before and after the meeting, much hangar flying took place, especially about mountain flying techniques. Cathy, an FAA inspector, discussed safety

Paint was donated by Wellborn Paint and the White Sands Regional Airport. The finished product, which consumed 45 gallons of paint, was the name of the airport and elevation in letters 20 feet high, totaling 295 feet in length. A total of 16 members, 66s, 49½ers and children participated, arriving in five planes. Lunch followed at the beautiful home of Air Marking Chairman Mary Spencer, who lives in Carrizozo.

The El Paso Soaring Society treated 99s, 49½ers and guests to an experience in soar-

Beverly and J.C. Stephens attended the Confederate Air Force Show in Pine Bluff, Arkansas in August. Beverly is employed by Mobil Oil Corporation, which flew them up in a company Cessna Citation to work in the "Mobil Firsts in Aviation" booth. Because of the enthusiasm of Tom Lanahan, aviation representative, Mobil is becoming more active in general aviation. Beverly and J.C. are colonels in the CAF.

The chapter is celebrating its 15th birthday in October. We had a workshop to make airplane and triangle-shaped candy mints, distributing them at October's South Central Sectional in Tulsa.

by Dottie Hughes

CHAPTER NEWS, ETC.

procedures with Hazel, International President, and Pat, Air Race Classic president.

Every day, Helen loaded us in her four-wheel drive Cherokee to explore areas such as Lake City, Emerald Lake and other scenic spots. The golden aspens were at peak color, and a night storm frosted the mountain peaks, so cameras were in continual use.

Hazel and Elizabeth said goodbye to the gorgeous mountains on Sunday ahead of the snowstorms, taking time to stop at the Leadville Airport to visit with 99 Ursula Gilgulin and enjoy the view from North America's highest airport. Helen, Bryant and Kathy had the pleasure of being weathered in for several more days before returning to flatland Dallas.

by Elizabeth Jordan

El Paso Chapter

Our chapter's first air marking of the year, September 22 at Carrizozo, New Mexico, was a tremendous success. We were greatly assisted in our effort by Chuck Carl of the Carrizozo Airport, with the help of Joe De Tevis and the high school Art Department, Gladys Hobbs, Tommy Escamilla and Troy Hollis, who laid out and outlined the letters.



Marsha Mascorro and Louise Austin work hard on the Carrizozo, New Mexico air marking.

Instructor-pilot Lloyd Hamilton and Lynn Stover are ready to enjoy some soaring time.



ing September 8. A day of introductory glider rides was followed by a potluck dinner and a film on soaring. A member of the soaring club, Betty Campbell, became our newest 99.

Our members co-sponsored a safety seminar September 12 at Eastwood High School with the FAA and the El Paso Association of Certified Flight Instructors. We provided a generous supply of coffee and cookies.

The October 6-7 Amigo Airsho culminated the hard work put in by our chapter, led by Vicky Wingett. Our Airsho duties included hosting the performers at Press Day activities, as well as before and after the show, and sponsoring a thank-you hangar party for the performers, static display participants and Airsho volunteers.

by Didi Shaffer

Ft. Worth Chapter

A clear sky greeted those who flew into the September 9 Fly-In/Covered Dish Swim Party at Bonnie and Ralph Stahls' private grass strip in Roanoke, Texas. Members, 49½ers and guests brought their appetites and enjoyed all the trimmings of a Texas summer afternoon around the pool.

Chairman Nan McNamara attended July's Confederate Air Force Show in Denton, and she joined representatives from other local chapters to man a 99s information booth. They gathered names of prospective new members and distributed 99s information.

A planning session was held in June, and we have an interesting year ahead, including the Alaska Convention, where we were represented by Verna Stubbs, Carole Wheeler and Juanita Waddell.

by Jeri L. Gault

Golden Triangle Chapter

One of our members, Angela Armstrong, is embarking on a new career in flying with Central West Airlines in Iowa.



Beverly Stephens, Stanley Cawelti and Tom Lanahan work at the "Aviation at Mobil" booth in Pine Bluff, Arkansas.

Kansas Chapter

More than 30 Ninety-Nines and friends enjoyed the many covered dishes in the home of Janet and Don Yoder September 13. After dinner, slides were shown of members' trips to Convention. A short business meeting was conducted afterward where many upcoming events were discussed.

Benton Airport sponsored a safety seminar August 25-26. Kansas 99s found this an excellent opportunity to set up their booth and promote 99s. Those helping included Diana Wittman, Janet Yoder, Wilma and Ken Sheets and Carol Lanning. The 99s served ice water to all participants; however, activity was light.

Members were thrilled to hear that fellow member Dorothy Dickerhoof has won an Amelia Earhart Scholarship.

Meriem Anderson left September 8 for a WASP Reunion in San Diego. Afterward, she and 49½er Harry and friends enjoyed a week in Reno and Tahoe.

by Phyllis Blanton



Behind the Bartos' 1947 Bellanca Cruisair are Lubbock 99s fly-by participants, Pat Cantrell, Jane Bartos, Janie Bailey and Mary Trusler.

Lubbock Chapter

August 18 found us in the air bright and early as we flew to Snyder for a picnic. Four Abilene 99s joined six Lubbock members in a preflight contest, followed by a series of humorous awards and a little serious discussion of some future events we can do together. Rosemary Stidham treated us to a Seneca fly-by as she was en route to south Texas.

The next Saturday we organized a fly-by and wheel chock sale for Sunday afternoon's Town and Country Airpark Open House and Airshow. Participating in the fly-by were Janie Bailey and Mary Trusler in Janie's Turbo Arrow, Pat Cantrell and Georgeanna McKinney in Pat's Beech Debonaire, and Jane Bartos in a Cessna 172. Nancy Viaille proved to be an excellent spokesperson and announcer for the 99s. Tending to our

successful wheel chock sales were Betty Hampton and 66 Suzanne Copeland.

Following Janie Bailey's example, Mary Trusler and Jane Bartos passed their final tests for basic ground instructor. Janie and Mary are now hard at work with CFI Rosemary Stidham, hoping to complete their CFI written exams this month.

by Jane Bartos



Cindy Schultz, Sally Van Zandt, Mildred Barrett and Sharon Meyer work on the rooftop air marking at Beatrice.



Nebraska Chapter

The letters "BEATRICE" were painted on the roof of a hangar July 14 by Lincoln area 99s Mildred Barrett, Sally Van Zandt, Betty Edison, Cindy Schultz and Sharon Meyer. Airport Manager Don Fitzwater provided a forklift, which was helpful getting the group up, on and down from the high roof.

The new bumper stickers that say, "Thank you, Orville and Wilbur," are now available from the chapter. Mildred Meyer, 6301 "A" St., Lincoln NE 68510, has a supply. The price is \$1.50 each from any member or \$2 each if we mail them.

The chapter newsletter is in new hands. After 15 (or more) years of service as typist for the *Chatter Frequency*, Millie Barrett has turned that job over to Betty Edison, who will be using her home computer word processor.

Aviation history in Nebraska is currently being compiled into a book by the State Antique Aircraft Association, with Ann Maxfield, 1420 E. 32nd St., Kearney NE 68847, as project director. She would welcome aviation stories from anywhere concerning flying in Nebraska or by Nebraska pilots.

by Heloise Bresley

Oklahoma Chapter

September 9 found members and guests participating in a poker run. Hands were purchased at Wiley Post Airport in Oklahoma City with stops for additional cards at Mustang Field and Cordell Airport, as well as a final card collected at Clinton-Sherman Airport. The total poker pot of \$84 was divided proportionately among Charlene Davis, Charles Vandergriff and Carl White.

Oklahoma 99s Norma Vandergriff, Lu Skillern, Debbie Schmicker, Dot Clum and Lu Hollander (*kneeling*) flew to Woodward to join new member Margaret Burton (*right*) and her furry friend (the gorilla) and air mark the words "WOODWARD AMERICA" on the taxiway. They finished just as the rain began.

For those who did not win money, cards were placed in a bag for door prize drawings. Transportation was provided by John Cleek of Cleek Aviation to The Greens Restaurant in Burns Flat for lunch. The planes then flew to Altus, where we were allowed to fly the length of the runway at low altitude so we could observe the space shuttle, which overnights at the Air Force base.

Air marking of Walters was completed by Lu Hollander, Nancy Smith and Norma Vandergriff. Lunch was supplied by the city, and pictures appeared in the newspaper. Woodward was also air marked, but in a different manner. "Woodward America" was painted on the taxiway by Margaret Burton, Lu Hollander, Norma Vandergriff, Debbie Schmicker, Dot Clum, Lu Skillern and 99 friend Bill Pollard. Charcoal hamburgers were served at the airport following completion of the project.

A work session was held at Colleen King's home to complete ceramic airplanes, which were to be sold at the section meeting.

Mary Kelly was recognized at the Aviation Safety Education Seminar held in Altus. She was appointed an accident prevention counselor by Accident Prevention Specialist Jay Nelson.

by Nancy Smith

Pikes Peak Chapter

The first organizational meeting was held in May to determine if there was enough interest to form a chapter. By July 5, charter members totaled 17 (transfers and new applicants) plus three 66s. A donation of \$99.99 from the Colorado Chapter and an anonymous \$99 gift assured chapter solvency. Soft drink sales at Meadowlake Airport's Great American Fly-In netted an additional \$620.

Flying activities began with a fly-in with the Colorado Chapter to the Black Forest Gliderport. The program included a demonstration of glider assembly, two movies, a talk on the wonders of flying the wave and a delicious buffet.

The July activity was a fly-in to the John Martin Dam for some tubing, picnicking and fun in the sun. Members also helped air mark at Aspen.

An August 13 fly-in breakfast at Colorado City was enjoyed by members, who plan to have fly-in breakfasts the second Monday of each month.

Labor Day weekend found 99s crewing for the Colorado Springs Balloon Classic and Annual Soaring Contest at the Black Forest Gliderport. Some enjoyed it so much, they're going to Albuquerque in October for that balloon fiesta. Next year they will be flying instead of crewing!

The September 17 installation dinner at Peterson AFB was followed by a film on Amelia Earhart. Officers from the Colorado Chapter participated in charter ceremonies.

Members and husbands helped with timing and hospitality for the Mile High Air Derby. The banquet and awards at Baca Grande were a perfect ending for the race.

by Joanne Wormsbacher



San Antonio Chapter

Our last meeting included reports about International Convention and weather in Alaska. To us in south Texas, it is hard to believe the "heat wave" the travelers experienced.

We welcome Frances Wehman, who has moved here from Washington, D.C., and congratulate Debbie Lindeman, who is now a first officer on 737s flying for Wien Air Alaska.

by Mary Ann Greer



Transferee Frances Wehman, Laura Richter and Virginia Spikes visit with other San Antonio 99s at a recent chapter meeting.

Shreveport Chapter

We really enjoyed the September meeting when Karen Logan invited us to her plantation home for a potluck picnic. When the weather prevented us from flying in to "Greater Gilliam," the grass strip in Karen's back yard, we chose Highway 71 as our alternate route and proved to everyone that inclement weather is no deterrent to our group. After eating, we visited her camp-house on Lake Havana and then journeyed to "Cotton Country," where Karen buys and sells antiques. We welcomed Sandra Shaw, who amazed us all when she announced that she and her husband, also a new pilot, had each received 100 percent on the private written exam!

Renee Sharp, our airline pilot, recently hosted a shower for Melody Caver, our favorite approach controller, who will be married in October — and then we'll gain another 49½er!

Mary L'Herrisson followed her Alaska vacation by a totally different type of experience — serving on the jury for a murder trial. As soon as she finished with that duty, she took off for Baton Rouge to attend a week-long dietician's seminar.

Eileen Anderson has already put her new instructor's rating to good use. Her commercial student has passed his written exam and is well on the way to his flight check. Eileen and Evelyn Snow have been working closely with the FAA, monitoring traffic at a nearby air field.

Our giant rummage sale September 8 was a huge success. Our big project this year is to

pay off the debt on our local headquarters, "Hangar 99," and then we can expend our energy on aviation activities.

by Helen Hewitt

South Louisiana Chapter

The chapter has recently grown from 13 to 22 members, and Polly Baughman was installed as 1984-85 chairman at the September meeting. Marion Brown and hostess Fran McLaurin Taylor reported on the Convention held in Alaska.

Dr. Sandra Leder, a public school science teacher, is pursuing the "Teacher in Space" announced by President Reagan. Ann McMahon continues to fly in conjunction with her business, while Marion Brown and Judy McLane are working as flight instructors.

Dr. Ziggy Novak introduced Dr. Susan Kelso, professor at McNeese University, who is directing a play, *Daughters of Heaven*. The play is a history of the Ninety-Nines and will be presented November 12-15 at McNeese.

Following the meeting, Pat Ward gave Dr. Kelso a demonstration ride in her Cessna 172. In typical 99 style, Ward emphasized safety and explained the importance of preflight planning as they prepared for a flight over the Baton Rouge area.

Drs. Leder and Novak met September 17 with cast members and talked about the 99s and flying in general. Three of the young women flew with Bonnie Lee Smith September 20 in a 1941 Stearman. They expressed exhilaration following their rides, and each of them stated that the experience would be a help in her performance.

by Sandra J. Leder



Putting on another Las Vegas Night are Space City 99s Mary Adcock, Sandy Sivert, Bernadine Roop, Dottie Wood, Kitty Havens, Maybelle Fletcher and Della Lynch.

Space City Chapter

Guest speaker at our September meeting was Barbara Rothwell with "Citizens Against Crime." She gave a presentation on methods to protect oneself against crime. We were also honored with the attendance of special friends Bill Willis and Richard Lovell.

Debbie Rihn made it to the meeting, having just returned from aerobatic competition in Austria. She carried a stack of great pictures and, more important, medals. The women's team won the silver medal, the men's team won gold, and Debbie won third best overall.

August 18 found members putting on another Las Vegas night for SDS-Bioteck, a chapter fund-raising project.

Anyone flying over Houston Hobby Airport can find the 99 compass rose on the ramp of Fletcher Aviation. We just have to put sealer on it as soon as weather permits.

Officers for the coming year include

Chairman Kitty Havens, Vice Chairman Bernadine Roop, Treasurer Linda Godwin and Secretary Della Lynch.

We were pleased to have one of our former members visit. Nita Brown had been out of the state for a while.

by Judy Covin

Top of Texas Chapter

Our WAFS, Delphine Bohn, attended the WASP Reunion in San Diego, California. She is one of the original 28 women pilots who helped form the Women's Auxiliary Ferrying Squadron in 1942. These women ferried all types of war planes and transports, from Piper Cubs to B-17s, to any air base or area as directed by the military during World War II. They did not get to deliver aircraft overseas, but they were highly qualified commercial pilots (averaging 1,100 hours each)-waiting for orders as were other experienced military personnel. They were deactivated in 1944 and received military status in 1979.

Our chapter held a bon voyage luncheon for her, which was attended by guest Florene Watson, another WAFS, from Borger, Texas.

by Mary M. Vermeulen

Tulsa Chapter

Once again, the Antique Aircraft and Experimental Aircraft Associations had their annual fly-in at Tahlequah, Oklahoma. Chapter members served barbecue plate lunches to the pilots, friends and spectators of some 40 aircraft that made the trip. We had our 99 banner and a display booth set up so people could find out more about our organization.

Carol Thompson attended the Air Scout National Explorer Fly-In at Columbus, Ohio. About 4,100 young people from all over the country came to the week-long event. Carol's son Paul won first prize for proficiency landing.



Tiana Pickle and friend spent the nights at Oshkosh in their tents next to the plane.

Janet Minnerath went to the AAA Fly-In at Blakesburg, Iowa, and while admiring a Vultee BT-13, she met owner and All-Ohio 99 Louise Pfoutz.

While flying to South Dakota and Minnesota to visit friends and family, Ozelle and Bill Landrum found that car gas works beautifully in their C-175.

Tiana Pickle and Karen Greenawalt each flew to Oshkosh, Wisconsin for that big air show. Tiana and others spent nights next to their airplanes in tents.

by Caroline Harper

Wichita Falls Chapter

Our September meeting was held in the

home of Carolyn Baker. The main item on the agenda was deciding what type of vest or stole we want to wear when we host the September 1985 section meeting. Lou Ellen Foster presented a very interesting program on the Convention in Anchorage.

To raise extra money for our sectional, Carolyn Baker provided a set of airplane-shaped magnets, which were raffled and won by Sue Stillely.

Not everyone gets to combine love of flying and jobs as successfully as Hellen Hutchison and Linda Colwell. Linda, a properties manager, flies the company's Bellanca or Aerostar to San Antonio and several other cities in nearby states each week, while Hellen, in her landman's job, usually flies once or twice a week to Dallas, Ft. Worth, Houston, Oklahoma City, Denver or wherever she has business.

Hellen and husband Tom recently completed a vacation in their Cessna 210. They spent 18 days touring Michigan, Canada, Maine, Vermont, New York, Connecticut and Ohio.

by Betty Kidd

SOUTHEAST SECTION

Alabama Chapter

The chapter met October 7 at Cullman Airport, and Renee West is our new chairman. CFI Bert Mack Entep gave the program, including a film of the heroic rescue of those in the Air Florida crash in Washington, D.C.

The chapter had their September meeting in Tuscaloosa with Rosemary Hataway showing an old film of a little girl, "Dorothy," taking her first airplane ride with her mother. The plane looked like the old R5Ds that were in use in the late '30s and early '40s. After the film, each 99 related her first airplane ride. Meredith Ward, a chapter charter member, remembered seeing a plane land in a nearby field. She asked for a ride and used the "laundry money" to pay for it. She later told her mother, "I just knew you would say 'yes!'" Her mother agreed but added, "You know, we still have to do the laundry." Another 99, Jaye Hudgins, had her first flight in a Standard. Many of us first learned to fly at the Tuscaloosa Airport.

by Rachel Snead Hunt

Blue Ridge Chapter

The Kings Mountain Country Club was the location selected by Tence Rhea, hostess for the September meeting, to install new officers, Chairman A. Lee Orr, Vice Chairman Rosaly Sheppard, Secretary Tence Rhea and Treasurer Sue Crisawn. Ninety-Nines in attendance enjoyed lunch prior to the meeting, while 49½ers played golf.

Six members of our chapter are attending an FAA Operation Raincheck Seminar. This has proven to be a good refresher course, and more participation is encouraged. Members participating included Lee Orr, Hilda Goley, Sue Chrisawn, Madelyn Smith, Dot Penney and Tence Rhea.

Four members from our chapter attended Convention in Anchorage and reported that it was a very interesting and informative week. Dot Penney represented the chapter as our voting delegate. We also understand that they concluded the week by meeting Bob Hope. Is this true, ladies?

by Madeline Kennedy



Newly elected officers for the Blue Ridge Chapter are Chairman A. Lee Orr, Treasurer Sue Chrisawn and Secretary Tence Rhea. Vice Chairman Rosaly Sheppard is not pictured.

Carolinas Chapter

Our September meeting was on the pool-side patio of the Bennett's house in Star. Elizabeth is the chapter's secretary, and husband Carlis flies the "big birds" of Eastern.

We will have a joint meeting with the Kitty Hawk 99s October 12-14 at Kill Devil Hill, and our section governor is expected to be in attendance. Let's hope for no hurricanes along those Outer Banks at that time.

Speaking of our governor, Alexis, we've heard she won a drawing at Convention in Alaska. She won a fur parka (and she is from south Florida). We hear she returned it for a raffle to benefit the new building addition for Ninety-Nines Headquarters.

by Page Shamburger

Florida Goldcoast Chapter

August found several members enjoying the sights and hospitality of the Alaska Convention. Lois Porter, Fran Sargent, Felicia West, Ruth Fleisher and Miriam Davis toured the beautiful countryside and waterways of our newest state. Congratulations go to Miriam, who was re-elected secretary of the AE Board.

Helen Mennitto was up and away to Baltimore to visit her 99 daughter, Donna, who recently gave birth to another possible 99, if tradition holds true.

Felicia West, Fran Sargent and Marian and Ed Keys were flying around the hills of North Carolina, keeping cool this summer, while Mary Ann Zdunczyk spent her off-time from FAA duties boating and getting certified as a Coast Guard Auxiliary member, going on boat patrols and giving boat exams.

Ursula Davidson accepted a plaque given to the chapter by FAA for our participation in proficiency updates. Ursula has just been appointed new 99 International Chairman for College Programs by President Hazel Jones.

Fran Sargent and Ruth Fleisher are back

Spaceport Vice Chairman Rosemary Jones thanks Airport Manager Steve Putnam for his help during the FSCAACA fly-in.



from San Diego, where they attended the WASP Reunion and visited the new air museum there, which has a fine exhibit hall of women in aviation.

by Ruth S. Fleisher

Florida Spaceport Chapter

Installation of officers for the chapter was August 25 at Spruce Creek. After the business meeting and dinner that followed, the new officers were introduced, with individual members receiving recognition for their achievements. Pat Race received the chapter's VIM (Very Important Member) Award, while Bonnie Quenzler presented Vice Chairman Rosemary Jones with the AE Scholarship certificate that Bonnie had accepted on her behalf in Anchorage.

Florida Suncoast Chapter

Our September meeting was planned by Diane Baynard and Susan Rice. The theme was "Aerial Pursuit," with questions placed at four different airports. Mary Webb and daughter Susan Long completed the course and answered all their flying-related questions correctly to win first prize. The business meeting and lunch were held at the Davis Island home of Chairman Roni Johnson.

Linda Bright, 66, received her private pilot certificate, while Connie Farrell passed her IFR written test.

Ruth Hubert attended the WASP Reunion in San Diego, while Mary Fletcher and Roni Johnson attended the Southeast Sectional in Memphis.

by Barbara Sierchio

CHAPTER NEWS, ETC.

The chapter sponsored a September 15-16 fly-in of the Florida Sport Aviation Antique and Classic Association. Ninety-Nines and members of EAA and CAP were on hand early Saturday morning to welcome the 150 fliers and friends who thronged to Merritt Island Airport. About 30 planes, classic, stunt and experimental, crowded the tie-down area.

After a lunch provided by the 99s, Bonnie Quenzler briefed pilots for the scheduled precision flying tests — navigation event, precision landings and message drop. Pat Race won the landing contest with such accuracy that she blew the flour target line off the runway. Irene Wirtschafter won the navigation event. During that time, other 99s and 49ers took interested visitors on tours of the area, particularly to the Kennedy Space Center.

The Central Brevard CAP cadets provided a Sunday morning pancake breakfast at the airport for departing pilots. Many 99s came to say goodbye to their friends, old and new, of the FSCAACA.

by Jeannie L. Ball

New Orleans Chapter

The September meeting was held at the Perry Flying Center in Patterson, where the chapter was invited to hold a spot landing contest as part of the Perry Flying Center's celebration of the anniversary of their first year in business. A parachute club dropped in with the US flag to begin the formal part of the flag pole dedication. Congressman Billy Tauzin was guest speaker, along with corporate customers and Patterson civic officials as special guests.

Included in the celebration was a static display of a Westwind II and a 1955 Staggerwing Beech that had been restored to factory-new standards by its owners, Gloria and Ed Swarthout.

Performance capabilities of S-76 helicopters and other corporate aircraft were demonstrated, and we watched an actual "hot prop" helicopter refueling operation.

All of this was capped by an elegant buffet supper.

by Mary Watermann

SOUTHWEST SECTION

Amelia Earhart Day

The Aloha Chapter of The Ninety-Nines, Inc. and the Aloha Flight, Order of Daedalians, invite Amelia Earhart and aviation history buffs to join them to celebrate the 50th anniversary of Amelia Earhart's epic January 11, 1935 flight from Wheeler Field, Hawaii to Oakland, California.

Activities will begin at 1630 hours, Friday, January 11, 1985, with an outdoor ceremony near the main gate at Wheeler AFB. A banquet will be held in the evening at the Hale Koa Hotel on Waikiki Beach. Cocktails will begin at 1830 with dinner at 1930. Dress will be coat and tie. At 0930 Saturday morning, a bus tour will depart the Hale Koa Hotel to visit places on Oahu that played a part in this historic aviation event. There will be several aviation pioneers, both men and women, with us to share their own special recollections of America's most famous and beloved aviatrix. The cost to attend any or all three of these events will be \$20 per person.

Those attending will be responsible for their own hotel reservations. Active duty and retired military personnel may wish to contact the Hale Koa Hotel, toll-free at (800) 367-6027; others may want to consider the Hilton Hawaiian Village, immediately adjacent to the Hale Koa, at (808) 946-6753 (or call the nearest Hilton in your area). Rooms are available beginning January 10, with rates beginning at \$75 per double occupancy. You are encouraged to make your hotel reservations immediately.

To make reservations for the Amelia Earhart activities, please send your check or money order for \$20 per person, payable to The Ninety-Nines, Inc., to Lois Luerhing, 86-358 Kawili St., Waianae HI 96792. We are limited at the banquet to 300 people, so please get your reservations in early.

by Ron Barker
Daedalian Project Officer



Kathy Walton and Virginia Showers watch as Carolyn Clarke passes the Governor's Cup to Pat Forbes, incoming governor.

Bay Cities Chapter

For the second year, the chapter was represented at the Travis Air Show in Fairfield. Chairman Marge Carmine, along with Rose Sharp, Joyce Hibbard, Miriam Brugh and Vonne Anne Heninger, gave out information about the 99s, balloons and broad smiles.

Several members traveled to the spring section meeting in Reno. Joyce Wells flew 49½er Hal, Rose Sharp, Vonne Anne Heninger, Ruth Rueckert and daughter Marsha in her Cessna 210. In addition, eight delegates flew to the fall section meeting at Rio Bravo. A highlight for many was white water rafting on the Kern River.

Helen Kelton, Ruth Rueckert, Hal and Joyce Wells and Joy Horn attended Convention in Alaska.

CHAPTER NEWS, ETC.



New Southwest Section officers include Treasurer Lois Erickson, Secretary Kathy Walton, Vice Governor Shirley Winn and Governor Pat Forbes.

Arizona Sundance Chapter

As part of our chapter's goal this year to have more flying activities, a breakfast fly-in took place September 23. Thirteen from our chapter flew to Sedona, Arizona and enjoyed the beautiful red rock scenery.

Chris Pearce started her flying in hot air balloons, receiving her commercial license in 1979. She and her husband have a balloon company and fly the Coors Lite balloons here in Arizona. A pharmacist by profession, Chris is also our Shamrock Air Derby chairman for March 1985.



Working in the 99s booth at the Travis Air Show are Joyce Hibbard, Marge Carmine and Rose Sharp.

The September 22 installation of officers featured a delicious Italian dinner. Verna West, section USPFT chairman, showed slides and presented an interesting program on how to put on a USPFT event.

by Vonne Anne Heninger

Cameron Park Chapter

Six of our members traveled north to Alaska to attend Convention. Nancy Hargath and 49½er Duane flew up in their Cessna 182, while Jeanette Bell, Mary Bovee, Misti Flashpohler, Betty Kohler and Doris Lockness enjoyed the "friendly skies" of United and Wien Air Alaska. We were honored to accept the American Flyers/ATE Scholarship, awarded to Jane Ferrell, who was not able to attend.

At the 4th of July celebration and parade at Cameron Airpark, Pat Collins and Doris Lockness, both balloon pilots, had the opportunity to hover the Channel 40 hot air balloon. Robin Ruhwedel was one of the skydivers who performed. We also had a float in the parade and operated a soft drink booth.

Jane Ferrell and Robin Ruhwedel were hostesses for our August meeting, which was held at Jane's home near Oakland. The return flight added to the night currency of five pilots — Jeanette Bell, Doris Lockness, Fran Pierce, Wray Robertson and Mary Bovee, whose passengers were Betty Kohler, Inez Jackson, Nancy Martino, Pat Collins, 66 Sherry Shetler and 49½ers Bob Lockness and Jerry Robertson. Becky Livingstone, Mary LaCroix and daughter Raylene drove.

Participating in the 4th of July parade are Mary Bovee, Jeanette Bell, Misti Flashpohler, Nancy Martino, Robin Ruhwedel, Pat Collins and Linda Swan.



The annual Georgetown Chicken Fly-Off afforded us the opportunity to enrich our treasury by operating a food booth. The two-day event was well attended in spite of the hot weather. Inez Jackson was in charge of our booth, assisted by eight of our gals.

A warm welcome goes to our 21st member, Dorothy Benker of Pioneer. She and 49½er Jack are part owners of a Mooney. And we congratulate Paulette Banks on the birth of her first child, a son, who was born just weeks after his mom's last BFR!

El Cajon Valley Chapter

Susan Maule has been a member of our chapter only one year, but what a year she's had! At Convention in Anchorage, she was awarded an AE Scholarship to pay for her ATP training; within six weeks, she had taken her check ride and was awarded her rating. Her year-long work, including co-chairing our Flying Companion Seminar and giving BFR review class to 12 members and three guests, earned her the Pilot of the Year Trophy from our chapter.

Chapter charter member (former San Diego member) Dottie Sanders celebrated 35 years as a 99 in September. She has always been active in all phases of 99 activities. Dottie served as section governor in 1961 and was copilot for the winning plane of the PPD in 1972. Currently, she is AE Scholarship and Membership chairman for our chapter. She also serves on the board of the Pacific Air Race; she has been secretary/treasurer of PAR for 19 years.

We welcome three new members — Joyce Smith, Deborah Frump and Nancy Becker. In addition, Chairman Dottie Campbell introduced three new 49½ers — Bob Davis, Ray Clemens and Don Keys — who were initiated by 49½er Dick Campbell during our September installation dinner. Dottie also introduced new board members Frankie Clemens, vice chairman; Marian De Lano, secretary; and Dottie McAuley, treasurer. Members, 49½ers and guests from the San Diego and Mission Bay Chapters also attended the dinner.

Dottie and Dick Campbell and Doris Ritchey participated in a five-day, four-state CAP search. Sadly, no rescue was made.

Judy Ross Bachofer invited us to a barbecue at her home for our August "get-together." Dick and Dottie Campbell, Eleanor Richardson, Judy Bachofer and son Danny Ross, Joyce Smith, Melody Neuhausen and Frankie and Ray Clemens helped Dick Campbell celebrate his birthday, complete with airplane-decorated cake for dessert.

by Frankie Clemens

Monterey Bay Chapter

The September meeting was hosted by Judi Wing, incoming secretary, who provided refreshments, including a cake decorated in a 99s theme. After the business meeting, we heard from Ann Wallin and Carolgene Dierolf, who attended Convention in Alaska. Ann had an exciting flight up the coast route in her Aztec, what with the cowl on one engine tearing; a mechanic at one of her stops managed to pop-rivet it together and she was on her way again. Carolgene displayed her souvenirs — a lovely new fur jacket and an "interesting" necklace.

We sold our famous hamburgers, sun tea, lemonade and coffee from our booth at the September 22-23 California Air Show at

Salinas. Joanne Nissen, Carolyn Dugger and Connie Brein, booth co-chairmen, were assisted by members Judi Wing, Cindy Berstrom, Harriet Brin, Bobbie Garin, Geneva Cranford, Mary Painter, Dell Hinn and Diana Peterson, as well as 49½ers Bill Brin, Dick Peterson, Doug Cranford and Bill Garin, who were kept too busy cooking and selling hamburgers to enjoy the performances of Leo Loudenslager, Art Scholl, Franklin and Kazian and others... until the Canadian Snowbirds came on and everything came to a halt as we thrilled to their aerial ballet.

We're sorry to lose Lynne Ulicki from our chapter, but our loss will be Chicago's gain. Lynne has been in the training program at O'Hare Field, and we'll miss her voice on Monterey Approach Control.

Mt. Shasta Chapter

For the first time in area history, two local pilots won an air race! We have more Myrtlewood in Redding than they do in Bend. Needless to say, we are all superior pilots, but these were our best for the two-day race. Donna and Jane had flown the race before, and this time they won; Bev and Carole had never flown it, but they seemed to know what to do.

Those of us who were left to "mind the store" managed to get the Red Bluff RON off without a hitch with the help of the Red Bluff Flight Service (all honorary members of our chapter), the Rotary and Siskiyou Chapter. We have been told it was the smoothest race ever run.

The stop chairman and the FSS have a special award for racer number 10, who finally managed to get a Cessna 421 pilot off all our backs with, "We are all professionals,"

Palms to Pines Air Race workers include Pam Arnold, Jane LaMar, Nita Cole, Bev Romero, Carole Clarkson, Ginger Strange and Donna Taylor.



when he couldn't seem to understand what was occurring and where all the planes were.

by Bev Tickner

Orange County Chapter

Cynthia Schoefer hosted our September potluck dinner meeting. We were entertained by guest speakers from the Aviation Breakfast Club — Dorothy Ruether and Dodie Cummings — who spoke about flying during the barnstorming days of aviation and early air racing. Flying without radios, takeoffs and landings in pastures and lack of many regulations made it seem much more casual than at present.

We were pleased to have as guests Diana Lindersmith, Robin Bohen, Bonnie Whitman and Judy Haslett.

by Adrienne O'Brien

Palomar Chapter

September 8 was Ag flying day — we didn't spray crops, but we did learn a little about the crop-dusting industry. Local crop-duster Dusty Varain was our guest. Owner and ag flier for over 40 years, Dusty talked about his business and his N3N biplane. He shed new light on this commercial flying enterprise and talked about southern California's needs for ag pilots in the future.

August was certainly a travel month for members. Lou Ann Unger and 49½er Jack flew their C-152 cross-country to Chicago. After having her Bellanca Viking put in the shop for a new paint job, Pam Vander Linden couldn't stand to wait on the ground; so, she took off for a vacation to England. Connie Francis took a vacation to England as well, and took in Scotland, too.

Ami Erickson has a new paint job on her Cherokee 180, while Ginny Boylls is grounded due to surgery. We wished Ginny a get-well-soon by encouraging her to quit dragging her tail and get back into her taildragger! Contrary to previous notions, Sheila Wing is with Lois Delay as her copilot, although Sheila's Cherokee 180 is up for sale. Although Suzanne Skeeters got a flight engineer's job with American Airlines, she received another offer from Northwest Orient, where she is currently going through ground school classes for six to eight weeks.

The McClellan-Palomar Airport pilot briefing September 26 was called to inform local pilots of noise abatement and projected growth at our sanctuary. Mary Pearson, past chapter chairman, Treasurer Ami Erickson and Chairman Connie Francis were present. Mary is on the board for the Noise Abatement Procedures Committee.

by Connie Francis

Sacramento Valley Chapter

The chapter got off to a flying start for fall, with a busy schedule of activities. Events began September 8 with a fly-in to South County Airport for lunch. Among those making the flight were Jacqui and Orin Koukel, Betty Alair, Corky Cronin, Bobbi Campbell and Shirley and Ernie Lehr. Even in the midst of a record-breaking heat spell, a good time was reported by all.

Weekly fly-ins for Sunday brunch at various local airports continue to be popular and well attended.

Our chapter had three members and a guest flying in the recent Palms to Pines Air Race — and all in the same airplane! Shirley Winn was the pilot of her 206, and her jolly crew consisted of navigator Mary Ben McClave, guest flight engineer Judy Chilkot and tailgunner Jean Turner — or so it was reported! All had a great time and still managed to finish well up in the middle of the standings.

The September meeting was an especially interesting one for members and guests. Heidi Poarch showed slides of her experiences ferrying single engine aircraft to Australia and New Zealand. These included a recent ditching in the Pacific several hundred miles east of Hawaii when the engine failed on the C-182 she was flying. Heidi spent nine hours in a life raft before being picked up by a Russian freighter, and eventually transferred to a US Navy vessel.

by Dorothy Flynn



New board members include Lou Ann Unger, secretary; Connie Francis, chairman; Ami Erickson, treasurer; and Syd Dolbec, vice chairman. Holding the Pilot of the Year Trophy is Lois Delay; next to her is guest pilot Marcia Brown.

San Diego Chapter

Ramona Burk, Betty Gillies and Gertrude Lockwood were delegates at Convention in Anchorage. Vacationing Pat Fry visited with Ireland's only 99 while in Dublin, and Betty Wharton's trip to China was made even more memorable by the sight of Russian MiGs landing moments after her commercial airliner in Guilin, China. Many returned home with great memories from the fall Southwest Sectional in Bakersfield.

Dottie Helms and Pat Fry continue to work on improving one of our favorite projects — the Women in Aviation exhibit at the San Diego Aerospace Museum. Special attention was given to the WASP exhibit when the city of San Diego welcomed their September 13-16 Reunion at Vacation Village Motel.

October 5-6 found us at Brown Field's Annual Fly-In, selling ice cream. (Chairman Ramona Burk got the honors of driving the truck again!) And a very successful Flying Companions Seminar was conducted October 19-20 by Betty Wharton, Dottie Helms and Ava Carmichael with the assistance of many others.

by Sandra Bliss

San Fernando Valley Chapter

After several postponements, we finally made the trip to Edwards AFB August 24. At 0715, members Lillian Holt, Berty Duffy, Betty Irwin, 49½er Bill Nuckolls and guests Michael Sandlang and Dick Shephard arrived at the base to participate in the High Altitude Test Chamber program for pilots. They were briefed, given a tour of the museum and had lunch before entering the chamber to safety experience the effects of flying at high altitudes without the use of supplementary oxygen. All agreed it was worth the long drive so early in the morning.

September 2-3 we had a booth at the annual Van Nuys Airport Air Fair. Jan Goforth was in charge and reports a tentative gain of \$400 from the sale of items, such as balloons, sunvisors, lollipops and folding hats (painted by Virginia Rainwater), featuring airplane and flying motifs. We also raffled rides in a P-51, a Stearman and a Stinson. It was interesting to note people who visited the booth who did not know about 99s; it was a wonderful opportunity to tell them about our great organization.

by Doris M. Totans



With Mayetta Behringer at the Santa Clara Valley Awards Banquet is speaker Nita Snook Southern, Amelia Earhart's instructor.



Bob (Marion's son) and Robin Barnick present the scholarship to Gayle Blanchette.

Santa Clara Valley Chapter

At our September 27 awards banquet, Susan Weiner was named Pilot of the Year (non-professional); honors for Pilot of the Year (professional) went, *in absentia*, to Colleen Anderson, who recently entered US Coast Guard Officer Candidate School in Yorktown, Virginia.

Recipients of awards for outstanding service to the chapter included Stella Leis, Nancy Rodgers and Sue Schiff. All five honorees were given Amelia Earhart medals.

Certificates in recognition of their lifetime contributions to aviation were presented to Neta Snook Southern, banquet guest of honor, and to Jeanne McElhatton of our chapter. Jeanne spoke briefly about the Fear of Flying Clinic she and Fran Grant (Golden West Chapter) started in the Bay Area, announcing their pride in a "95 percent success rate." Neta, author of *I Taught Amelia to Fly*, shared reminiscences of the early days when she was Amelia Earhart's flying instructor. She also spoke about her own career as a barnstormer in 1919.

This year's winners of the Marion Barnick Scholarship included San Jose State student Gayle Blanchette and Cathy Shanahan of Sonoma State. The scholarships were formally presented to them by Robin Barnick.

The banquet was at Moffett Field Officers Club. Credit for planning the evening goes to Evelyn Lundstrom, Stella Leis, Pat Gladney, Willy Gardner, Peggy Ewert and Mayetta Behringer. We were pleased to have out-of-town guests from International and the Southwest Section, including Barbara Sestito, Thelma Cull, Joyce Wells, Pat Forbes and Pat Roberts.

by Kathy Pelta

Air Racing Results



Ten competing planes line up for takeoff. Dulles International tower is in the background.

CAPITOL PROFICIENCY RACE

For the second year in a row, the third annual Capitol Proficiency Race was won by Pat Bizzoso and Joyce Malkmes of the Long Island Chapter, flying a Grumman American with a close-to-perfect score of 99.997704, using the race formula developed by 49 $\frac{1}{2}$ er Lothar Ruhnke. Designated overall grand champions, Pat and Joyce received matching, inscribed pewter tankards and a check for \$125.

Runners-up in first place flying a Piper Archer II were Mary Helfrick and Betty Pifer of Garden State with a score of 99.994293. They received inscribed matching pewter cups and a check for \$100. Second place cups and a check for \$75 went to Connie Zook and Linda Hollowell of Hampton Roads, flying a Warrior, with a score of 99.994196. Third place cups and a check for \$50 went to Skip and Dan Orlitzki of Western New England, flying a 180 with a score of 99.990194.

All other contestants received pen holders with the new CPR 1984 logo on the base. The winning scores this year showed a very noticeable increase over those of the two previous years, indicating an even more precise estimate of time and fuel use by the top teams.

The weather at Dulles International September 8 was superb as the 10 competing airplanes lined up for takeoff. The 290-sm triangular course required fly-bys at Williamsburg, observed by Polly Carico, Holly Cobb and Hedy Jaffe, and at Orange County, observed by George and Joan Stalk. Contestants returned for topping off and awaiting the computed scores by timers and scorers John and Jean Rogers, Betty Fisher and Barbara Rohde. Chairman Gerda Ruhnke thanked the enthusiastic pilots, many "charter racers" returning for the third time, for their faithful support.

The evening concluded with the premier showing of 80 of the most dramatic slides taken by Co-Chairman Lin Clayberg on the recent Alaskan adventure.

by Lin Clayberg



For the second year in a row, first place in the Capitol Proficiency Race went to Joyce Malkmes and Pat Bizzoso in a Grumman American.



Spotters and timers work at the first Mile High Air Derby

MILE HIGH DERBY

The new Adams County Front Range Airport was the starting point for the first annual Mile High Derby September 22. There were a total of 12 participants for the 450-sm air race, which ended at Baca Grande, Colorado.

A points system developed by the Air Race Committee determined the winners. First place with 25.17 points was taken by 49 $\frac{1}{2}$ er Charles Clemen, piloting a De-cathalon. Second place went to 99 Cheryl Ann Kinkel, with copilot Ralph Harvey in an Archer, with 22.39 points. Third place came in with 20.63 points in another Archer piloted by Tom Daly and Diane Daly.

by Phyllis J. Kramer

PALMS TO PINES

Race start activities were again efficiently handled by the Palms to Pines Race Committee, and terminus sponsors were 99s of the Central Oregon Chapter and a friend in Bend.

A fly-by of a Cessna 140 marked the start of this year's race. It was a memorial salute to Jean Parker Rose, oft-time air race entry who won this annual event in 1975.

The first of 40 airplanes was flagged away at 1012 in beautiful weather, and all were airborne in 20 minutes. Thirty-eight finished

the course — 33 at better than their assigned par speeds.

by Glenn Buffington



Linda Johnston and Shirley Thom, daughter-mother team, placed second in the race for the second year in a row.



MerryAn Sybilrud and Jean Schiffmann were third place winners in the Palms to Pines Air Race.



Melinda Lyon and Elizabeth Dinan placed fourth in the air race.



First place winners of the Palms to Pines Air Race are Jane LaMar and Donna Taylor.



Joyce Hilchie polishes her plane for more speed.



Fifth place was taken by Aileen Pickering and Norma Futterman.

PACIFIC AIR RACE

The October 13 Pacific Air Race was flown from Gillespie Field, El Cajon, to Franklin Field, Sacramento, California, a total distance of 568.4 sm.

The winning team of Sharon Crawford and Marie Hoefler flew a 1977 Cessna Cardinal, with a handicap of 132 mph. They bettered their time by 13.3708 smph.



Sharon Crawford and Marie Hoefler won first place in the 1984 Pacific Air Race.



Second place in the PAR went to (above) Mardell Haskins and Melody Rich, while (below) Jeanne Rumm Fenimore and Pat Forbes placed third.



PALMS TO PINES AIR RACE RESULTS

RACE #/PILOTS	AIRCRAFT	HDC	SCORE
1st Place #15 Donna Taylor/Jane LaMar	Piper Arrow	149	+11.099
2nd Place #11 Linda Johnston/Shirley Thom	PA-28-181	133	9.055
3rd Place #10 Jean Schiffmann/MerryAn Sybilrud	Cessna 182	144	8.350
4th Place #14 Elizabeth Dinan/Melinda Lyon	Cessna 172P	123	6.812
5th Place #42 Norma Futterman/Aileen Pickering	A-36 Bonanza	181	6.789

PACIFIC AIR RACE RESULTS

RACE #/PILOTS	AIRCRAFT	HDC	SCORE
1st Place #14 Sharon Crawford/Marie Hoefler	Cessna 177	132	+13.3708
2nd Place #9 Mardell Haskins/Melody Rich	PA-38-112	106	12.2592
3rd Place #8 Jeanne Fenimore/Pat Forbes	Cessna 182	144	9.7601
4th Place #4 Susan Kennedy/Jacque Sprague	PA-28-161	126	9.6473
5th Place #3 Mary Rawlings/Virginia Rainwater	PA-28-161	126	9.5036

