

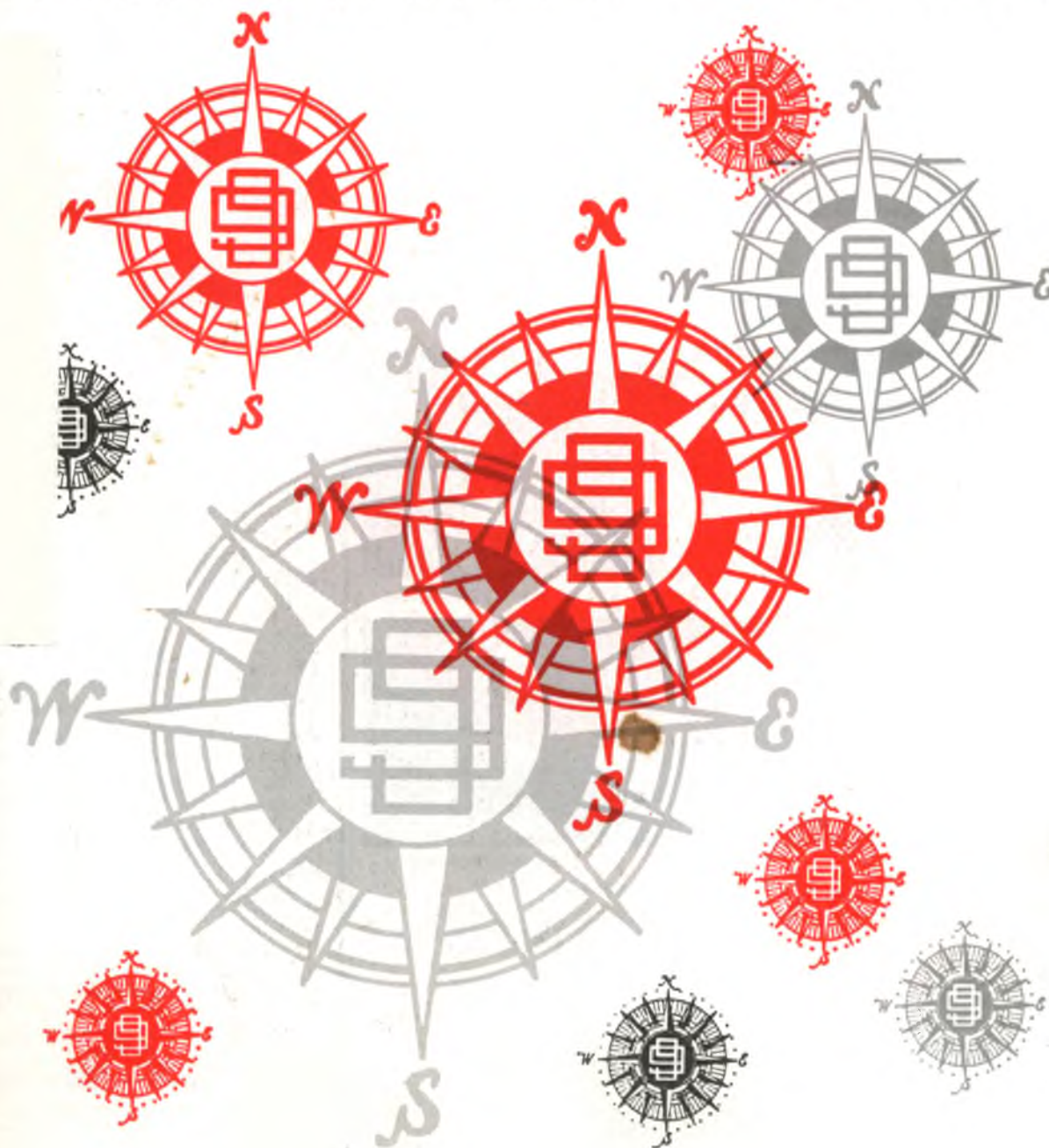
the 99news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 11

DECEMBER 1984

NUMBER 10



New Horizons

Lois Fida

West Virginia Mountaineer Chapter 99



Lois Fida loved the Tiger Moth that she and husband Victor renovated.

Lois Fida had a contagious zest for living and such a great exuberance! Those who knew her enjoyed her enthusiasm toward her many hobbies — antique jewelry, dolls and her beloved Tiger Moth. When she first saw it, she loved it, and she and her non-pilot husband worked long hours getting the Moth airborne and to Oshkosh this summer. Following the sudden death of her husband Victor, Lois continued to fly "their Moth project" to nearby fly-ins.

Returning from a Virginia fly-in, Lois attempted an unsuccessful landing to avoid weather in West Virginia. The West Virginia Mountaineer Chapter will miss her support, and her 99 daughter, Connie, a member of the Central Pennsylvania Chapter, will always remember her mom and dad as true "spirits of aviation."

by Jean Pickering

Helene Maria Kager

High Sky Chapter 99

Helene Kager suffered fatal injuries in an airplane crash May 10 in Kentucky. She had recently moved to Oklahoma from Texas and was returning home from a job interview when the crash occurred. She was seeking a career ferrying jet aircraft.

Helene loved flying and was enthusiastic to learn it all. A registered nurse, she held COMM, IFR and AMEL ratings. She was a member of the High Sky Chapter for over two years prior to her death.

by Velma Lee Barnett Copeland



Helene Kager and her son attended New Mexico's High Sky Derby in August 1982.

Photo by Velma Lee Barnett Copeland

Geraldine Beuscher

Chicago Area Chapter 99

Geraldine Beuscher and her husband Donald died in an airplane crash in October on their way to Santa Fe for a convention. They flew a Cessna 195 out of Casa de Aero.

Gerry had just joined the Chicago Area Chapter in June, and she will be missed by all.

Nancy Eckrote

San Luis Obispo County Chapter 66

Nancy Eckrote had just soloed, so she was not yet an official 99. Yet she was still one of us in spirit, in her enthusiasm and in her joy of flying. Nancy was a 66 and a recipient of the San Luis Obispo County Chapter flying grant.

She died tragically in the Porterville crash of a Citabria in which she was a passenger. We are all greatly saddened by her loss.

Tribute to Nancy

The sound of an engine overhead, she cast her eyes to the sky, thinking tomorrow morning, weather permitting, that will be I. Her voice was bubbling with joy, as she told of her solo flight. Her excitement was contagious, as her eyes twinkled in the light.

To be a pilot was a goal she spoke of often with great, great pride. But we know God was with her, on her very last airplane ride.

He gave Nancy her own wings, with no motor or prop today. Why he needed another angel, no one can question or say.

by Shirley Moore

AVIATION CHRISTMAS ORNAMENTS



A. WILEY POST

B. FLYING KNIGHTS

C. SHUTTLE CHALLENGER



D. BICENTENNIAL OF FLIGHT

E. AMELIA EARHART

F. SHUTTLE COLUMBIA

Photoair

P.O. BOX 20832 MILWAUKEE, WI 53228

- Name _____ City _____ State _____ Zip _____
- Address _____
- A. Send _____ 1984 Fourth Limited Edition "Wiley Post - Winnie Mae" Ornaments at \$4.95 each plus postage
- B. Send _____ 1984 First Limited Edition "Flying Knights" Ornaments at \$4.95 each plus postage
- C. Send _____ 1984 Third Limited Edition "Space Shuttle Challenger" Ornaments at \$4.95 each plus postage
- D. Send _____ 1983 Special Edition "Bicentennial of Flight" Ornaments at \$4.95 each plus postage
- E. Send _____ 1983 Third Limited Edition "Amelia Earhart" Ornament at \$4.95 each plus postage
- F. Send _____ 1983 Second Limited Edition "Space Shuttle" Ornament at \$4.95 each plus postage
- G. Send _____ 1982 Second Limited Edition "Spirit of St. Louis" Ornaments at \$4.95 each plus postage (not shown)
- H. Send _____ 1982 First Limited Edition "Apollo XI" Ornaments at \$4.95 each plus postage (not shown)
- I. Send _____ 1981 First Limited Edition "Kitty Hawk" Ornaments at \$4.95 each plus postage (not shown)
- J. Send _____ Wood Desk Top Ornament Stand at \$2.50 each plus postage (not shown)

Free with every purchase of all six ornaments

CALL TOLL FREE 1-800-541-1580

Collect The Whole Set SEND FOR A FREE COLOR CATALOG
DEALER INQUIRIES WELCOME — ALLOW 1-2 WEEKS DELIVERY

We also feature Aviation Christmas Cards, Note Cards, Posters and Pudgy Planes (Stuffed Airplanes)
CHAPTER DISCOUNTS AVAILABLE

PUBLISHER
The Ninety-Nines, Inc.

EDITOR
Lu Hollander

EDITORIAL ASSISTANTS
Nema Masonhall
Nancy Smith

ADVERTISING MANAGER
Norma Vandergriff

EDITORIAL CONSULTANT
Jan Million

EXECUTIVE DIRECTOR
Loretta Gragg

HEADQUARTERS SECRETARY
Pamela Mackey

International Officers

PRESIDENT
Hazel Jones
8536 Mediterranean Dr., Dallas TX 75238

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

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

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

BOARD MEMBERS
Chanda Sawant Budhabhatti
Marie Christensen
Marilyn Copeland
Harriet Fuller
Pat Roberts

The 99 NEWS

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

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

CIRCULATION INFORMATION

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

Membership Count 6,208 as of November 30, 1984

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 11

DECEMBER 1984

NUMBER 10

FEATURES

- 8 Baltimore — A Place in History
- 10 Personality Profiles

DEPARTMENTS

- 2 New Horizons
- 4 Calendar
- 4 New Ratings
- 5 The President's Message
- 6 Legislation: "Everyone's an Expert"
- 6 Safety Education: "Proficiency Programs"
- 9 Seek & Keep
- 10 Chapter News
- 23 Air Racing Update



ADVERTISING

- 2 Photo Air
- 5 Avco Lycoming
- 7 Intermountain Chapter
- 7 Aero Insurance
- 9 Photo Air
- 24 Cessna Aircraft



Calendar

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. 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.

New Ratings

MIDDLE EAST SECTION

Julie Music-LeKander, Washington, D.C.
— COMM

NEW ENGLAND SECTION

Carol Phelps, Connecticut — AMEL
Virginia Ursin, Eastern New England — IFR

NEW YORK-NEW JERSEY SECTION

Pat Bizzoso, Long Island — AMEL
Aimee Larrat, Long Island — COMM
Mira Rosen, Long Island — COMM, AMEL

NORTH CENTRAL SECTION

Ruth Stafford, Greater Kansas City — CFI
Anne Baughman, Michigan — CFI
Martha McLeod, Michigan — ASEL

SOUTH CENTRAL SECTION

Enid Kasper, San Antonio — ATP
Nancy Hawkins, Tulsa — CFI

SOUTHEAST SECTION

Cindy Rouse, Florida Gulf Stream — IFR

SOUTHWEST SECTION

Marge Thayer, Arizona Sundance — ASES
Pat Church, Bakersfield — CFI
Patty Tormey, Bay Cities — AMEL
Carol Clarke, Utah — ASES

International President Attends Ceremonies

Again this year, the Ninety-Nines were privileged to make a cash donation to both the Flight Instructor and Maintenance Technician of the Year awards at a ceremony held at the FAA Building in Washington, D.C. Represented by International President Hazel Jones, we were one of the many aviation organizations and companies who honored the two who won for 1984.

For the second time in a row, the Flight Instructor of the Year came from the St. Louis area. James G. Byrnes has been a flight instructor for 28 years, and he has amassed over 10,000 hours of flight instruction time. He admits that he always

tells his female students about the Ninety-Nines.

Charles R. Nelson, Maintenance Technician of the Year, is also from St. Louis. His contribution to aviation safety dates back to 1927, when he preflighted the *Spirit of St. Louis* the night before Charles Lindbergh's famous trans-Atlantic flight. He has been actively maintaining airplanes ever since. Since the early '70s, he has been working with the Wings of Hope and the Assembly of God missionaries.

This program is a fine tribute to those who are so instrumental in keeping general aviation "up in the air."



Hazel Jones congratulates Maintenance Technician winner Charles R. Nelson.

Photo courtesy AOPA



Ninety-Nine Elizabeth Matarese and International President Hazel Jones visit during awards ceremonies in Washington, D.C.

Photo courtesy AOPA

NOTAM

The World Aviation, Education and Safety Congress in Bombay, India has been postponed

from
March 8-12, 1985

to
March 19-23, 1986

Plan now to attend in 1986!

THE PRESIDENT'S MESSAGE



by International President Hazel Jones

I have attended the Southeast, South Central and Middle East Section meetings. Never have I been so proud to be a 99. We are certainly busy! We are involved in all sorts of wonderful projects that are going to make an impact on our various communities and certainly give the 99s added visibility. You are all terrific!

Occasionally with kudos come brickbats. There was quite a bit of dissention evident about the fact that International is going to assume its rightful responsibility for the International Convention beginning in 1988. International Headquarters is working with the Convention hosts for 1985, 1986 and 1987, but 1988 will be totally managed from International Headquarters. One section seemed truly surprised that this was going to occur; however, this information was in the January issue of *The 99 NEWS*, and it has been discussed as far back as before Albany.

Your Board has believed for some time that the need was great to be able to control the Convention from a focal point that remains constant. The basic idea is that International will select the site, negotiate all the "big ticket" items and be responsible for them. If the chapters in that particular area wish to assist in some way, of course we would be delighted to have them do so; but in no way will they be obliged to work on something they do not choose to.

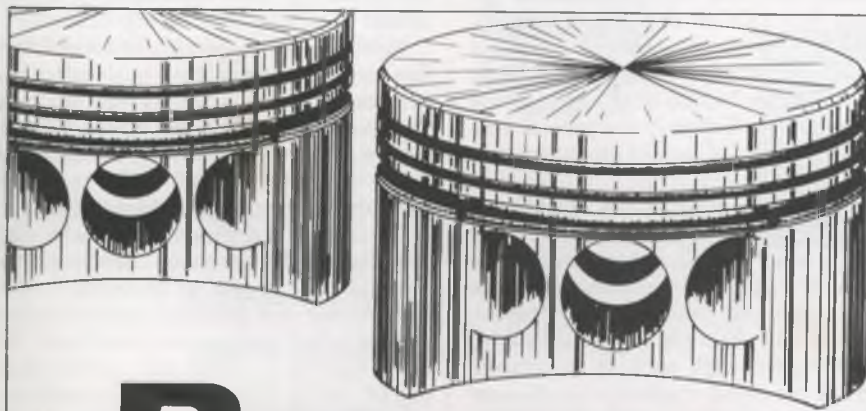
If a particular chapter or section has a location they think would be "the living end" for an International Convention, Headquarters would be delighted to know about it, and would also like information on anything pertaining to that specific area that you would offer. We

are way overdue in assuming our rightful responsibility, but we certainly want and need your help.

I had an opportunity to sit down and visit with Ralph Nelson, senior vice-president for the Air Safety Foundation, during my recent trip to Nashville for the AOPA Plantation Party. You may or may not be aware that the Air Safety Foundation has had a policy for some time, allowing 99s to attend the CFI Revalidation Clinic as guests of the Foundation. This was started years ago when the cost of things was much less. As you are aware, everything has gone up, including the costs of the clinic and the supplies. Nelson advised that it will no longer be financially feasible to allow us to continue without compensation.

He wants us to continue going to these clinics and has agreed to provide the clinic free with the 99 paying for her supplies, which at this time cost about \$55. In addition, if a 99 instructor wishes to help with the clinic by assisting with registration, she may contact the Foundation on their 800 number to volunteer her services. This would then enable her to attend at no cost. Of course, this would be on a first-come, first-serve basis. It is a tremendous opportunity for some of our members to avail themselves of this recertification and update, either by paying the small sum for supplies or by working with the Foundation to get recertification by way of scholarship. It is hoped that we can continue the fine working relationship the 99s and the Air Safety Foundation have enjoyed over the past years.

Blue skies and tail winds....



Beware of look-alike parts

When it comes to maintenance or overhaul, don't settle for less than genuine Avco Lycoming engine parts.

You can be certain that these parts were designed, engineered, tested, certified, and subjected to rigorous quality control in the Avco Lycoming Williamsport factory.

That's why genuine Avco Lycoming parts...

- assure you the maximum in performance and reliability;
- carry a no-nonsense warranty;
- are upgraded along with our engines for increased TBOs;
- are backed by Avco Lycoming, with over 50 years experience in engine design and quality control.

Some people think all look-alike parts are the same. In fact, they are not. Insist on genuine Avco Lycoming parts, for best protection of your engine investment.

AVCO LYCOMING WILLIAMSPORT DIVISION
652 Oliver Street, Williamsport, Pennsylvania 17701
AVCO LYCOMING ENGINE GROUP

Don't assume a cheaper part is the better buy.

NOTAM

The Bylaws Committee is requesting any proposed changes to the International Bylaws by March 1, 1985.

Please note that the entire set of International Bylaws is being revised this year. Any and all proposals will be incorporated into one final proposal based on the results of the questionnaire survey now underway.

Deadline for the questionnaire has been extended to December 31, 1984. Please send the questionnaire and/or your proposals to International Bylaws Committee Chairman Pat Jenkins, Barton Lake Ranch, Diamond OR 97722.

PROFICIENCY PROGRAMS

Safety education

by Ramona O. Young
International Safety Education Chairman

Federal Aviation Regulation Part 61.57 requires all pilots to obtain a flight and oral review with an appropriately rated flight instructor once each two years in order to act as pilot-in-command of an aircraft. But how many of us would be proficient pilots if we checked our skills only every two years? Proficiency means advancement in knowledge or skills. Therefore, to be proficient, we must continually re-evaluate our performance and continue our training.

The "Pilot Proficiency Award Program" was adopted in 1979 by the FAA to provide pilots an incentive to establish a personal recurrency training program on a regular schedule. Air carriers, the FAA and the military services require regular recurrent training for their pilots to assure that they maintain a high level of proficiency. So why should general aviation be any different?

Many of you may already be familiar with this program and may have qualified for one or more phases of the Wings program. However, there are areas where the program has not gained much attention. Pilots active in this program will be glad to know it has expanded to include Phase V Wings.

So what is the program and who may participate? The program reinforces the biennial flight review by providing a mini-flight course with minimum instruction time and selected maneuvers prescribed. All pilots holding a private pilot certificate or higher and a current medical certificate, when required, may participate. Upon completion of each phase, the pilot is presented wings and a certificate of completion. The Phase I Wings are plain bronze tone, Phase II Wings are silver tone with a star added, Phase III Wings are gold tone with a star and wreath, Phase IV Wings are gold tone with a simulated ruby mounted in the shield, and Phase V Wings are gold tone with a rhinestone mounted in the shield.

To meet requirements for Phase I, pilots select the category and class of aircraft in which they want to receive their operational training. All training requirements must be completed within 120 days. Certain training and flight maneuvers with specified training minimums have been established as follows:

• FOR AIRPLANES —

(1) one hour of flight training to include basic aircraft control, stalls, turns and other maneuvers directed to

Legislation

EVERYONE'S AN EXPERT

by Joan Kerwin

The sky was so clear that you could see for miles. Driving down the long roadway from O'Hare terminal, I watched as nine... I counted... nine airliners were in sequence for landing on Runway 27. This was a constant nine. One would land and another would appear in the eastern skies.

It was a beautiful sight with the landing lights on and the steady progression, evenly spaced, floating down out of the skies.

Why do I bring this up? Because of recent diatribes from the airline industry honchos and the press accusing general aviation of causing delays and congestion at major airports in the US.

The latest brought to my attention was an editorial in the *Washington Post* (October 17, 1984 issue) titled "Subsidized Congestion." This editorial could have been a reprise of Andy Rooney's column of several years ago. Mr. Rooney's ignorance of the facts could be excused somewhat as he is supposedly a humorist and most of his columns are written off the top of his head. However, an editor of a respected newspaper, such as the *Washington Post*, surely should rely on more than government statistics (which can be skewed) and airline industry handouts (which are self-serving).

"F'rinstance" (quotes from the editorial):

"Next time you're waiting for takeoff at a congested airport, you might notice a private airplane or two also waiting in line...."

I was on an airliner October 16, waiting for takeoff to Washington National from O'Hare. It was 1300 (not exactly prime time), and there were the airliners in front of our flight — 10... yes, 10... airliners lined up behind us. There was not one private plane in sight.

"Most federal spending for airports and controllers is financed by taxes on commercial passenger tickets and aviation fuel. But taxes and fees paid by private plane owners cover less than one-fifth of their share of federal aviation expenditures.... while absorbing the same controller and runway time.... private flights carry only a fraction of the passenger load and pay much lower landing fees."

Again, the "fair share" concept without considering that, although general aviation has many more takeoffs and landings per year and has a much larger fleet percentage-wise, the use of federal facilities is much lower than the airlines. For one thing, most of the general aviation fleet does not fly out of the major airports, using instead private airports, grass fields or general aviation airports. In addition, many of the general aviation fleet and pilots regrettably fly infrequently and, when they do fly, they fly only VFR.

As for runway and controller time, I'm sure that it would take a Lear, a C-414 or a Bonanza less time and distance on the runway than a DC-10 or a 747. In addition, the costly construction of lengthy runways capable of bearing a 750,000-pound fully loaded 747 can be laid only at the airline industry's door. Certainly the general aviation fleet does not require anything near that. It would be interesting to see the FAA come up with accurate figures on the costs to the FAA per passenger mile for each flight taken by general aviation compared to the airline passenger. This figure should include the cost of runway construction and repair, controller time, field use, terminal facilities and FAA personnel, such as inspectors. Then see the press editorialize on the cost to the government on both sides of the ledger.

Of course, you will never see this come about. It would be impossible to come up with accurate figures on general aviation because the government is not aware of the many flights that do not use their facilities at all. They can account only for those that do use their services, such as the scheduled airline flights. And there is the crux of the congestion problem — the scheduling of all airlines in prime time, such as the nine airliners on final at 1925 and the 13 in line for takeoff on a Tuesday afternoon at 1300. They are the source of the congestion problem at major airports, not the "private airplane or two also waiting in line" that you "might notice" and that the editor of the *Washington Post* is whining about.

mastery of the airplane; (2) one hour of flight training to include precision approaches, takeoffs and landings, including cross wind, soft field and short field techniques; and (3) one hour of instrument training in an airplane, instrument simulator or training device.

• **FOR HELICOPTERS —**

(1) one hour of ground training to include use of the rotorcraft flight manual to determine operating limitations, weight and balance computations, performance data, aircraft servicing, use of potential equipment and normal emergency procedures; (2) one hour of flight training to include airport and traffic pattern operations, including departures from a hover, normal and cross wind approaches and landings, maximum performance takeoffs and steep approaches; and (3) one hour of flight training to include autorotative descents, power failure at a hover, settling with power, systems or equipment malfunctions, slope takeoffs and landings, pinnacle/rooftop takeoffs and landings and lost procedures.

• **FOR GLIDERS —**

(1) one hour or three flights to include basic aircraft control, air speed control, maneuvering at slow air speeds and inadvertent stalls from normally anticipated attitudes; (2) one hour or three flights to include launch procedures, proper position during tow, emergency procedures, such as a slack line or tow rope failure, and tow release procedures; and (3) one hour or three flights to include safe thermalling procedures, including flight in close proximity to other aircraft, maneuvers at various performance speeds, demonstration of best lift over drag (L/D), minimum sink and precision approaches and landings.

• **FOR BALLOONS —**

(1) one hour of ground training to include fuel management, refueling, proper inflation procedures, review of the flight manual and proper weather check; (2) one hour of flight training to include precision approaches (touch and go), level flight, rapid descent and level out and simulated landing in a congested area; and (3) one hour of flight training to include relighting pilot light, simulated high wind/short field landings and other simulated emergency situations.

This training profile represents those phases of operation for each category of aircraft that have been identified from accident reports as most likely to produce

accidents. In addition to the training profile indicated, the pilot must attend at least one aviation related safety meeting seminar or clinic conducted under the auspices of the FAA District Office Accident Prevention Program for each aircraft flown. The District Office's accident prevention specialist or accident prevention counselor may certify to the applicant's attendance at the meeting.

Twelve months after the date of meeting the requirements for Phase I, a pilot may initiate action to qualify for the Phase II award. The pilot must repeat the same requirements under the same rules for Phase I. Requirements for Phases III and IV may be met in the same manner as Phase II, again waiting 12 months after earning each step. To qualify for Phase V, a pilot must have operated aircraft accident-free for the past five years, wait 12 months following Phase IV and repeat the same requirements as for Phase I. As pilots complete each step of the required training, their logbooks or other proficiency records must be endorsed by the people giving the instruction.

Pilot Proficiency Wings may be earned by flight instructors, based upon the number of pilots they certify through the program and their participation in safety clinics. Certification that they have provided training

required for completion of the Wings program to three pilots earns the Phase I Wings. Certification of three additional pilots is required to earn Phase II Wings, and another three pilots must be certified to earn the Phase III Wings. After completion of the Phase III requirements, Phase IV may be earned by successful completion of an evaluation or proficiency flight with a designated flight instructor examiner or an FAA operations inspector. Twelve months later, a certified flight instructor may qualify for the Phase V award by having operated aircraft accident-free for the past five years and repeating the same requirements as for the Phase IV award. Instructors must either attend or participate in a safety clinic to qualify for each step.

The Pilot Proficiency Award Program has been instrumental in reducing accidents throughout the United States. As your International Safety Education Chairman, I have much to learn about rules, regulations and proficiency programs in other parts of the world. Please share your safety programs and regulations with me. If you do not already have a proficiency program in effect, perhaps you can use this plan as a guide to begin one. We can learn from each other and help each other to be better and safer pilots.



Gifts to International Headquarters

Archives

San Fernando Valley Chapter

Building Expansion Fund

Santa Rosa Chapter

Reno Area Chapter

Imperial So-Lo Chapter

Long Beach Chapter

Willamette Valley Chapter

Nebraska Chapter

Florida Crown Chapter

Cimarron Chapter

Ft. Worth Chapter

Julia Carver, Aloha Chapter

Virginia and Edmund F. Ball, South Central Section

Sherry Edmonds, Eastern New England Chapter

Frances Powell, Alameda County Chapter

Western Washington Chapter

Jerome Hasemeier

Billie and Stuart Downing, Eastern New England Chapter

Golden West Chapter

Colorado Chapter

Austin Chapter

Library

Nancy-Bird Walton

NEW ITEM — WINGS RING



100% solid sterling silver, handcrafted in a beautiful distinctive, petite style. Wings with official 99 emblem in 18K gold raised over the contrasting antiqued sterling silver wings. Ring and bracelet, \$55 each. Send ring size. Intermountain Chapter, Dorothy Fowler, Rt. 1, Box 358, Spokane WA 99204.



99

SPECIAL GROUP POLICY

CALL
GENE NORA JESSEN
(208) 383-3304



AEROINSURANCE

3200 AIRPORT WAY, BOISE, ID 83705

Baltimore — A Place in History



Aerial view of Ft. McHenry National Monument.



Baltimore's Washington Monument, located in the historical Mt. Vernon district.

by Ellen Hahn

This is history month. And Baltimore is rich with it. But, first, we should give thanks that Baltimore is the site of Convention '85, and not '84. Because 1984 is the 350th birthday of the state of Maryland, and that is what is called (take a deep breath) the *sesquicentennial*. It takes almost as long to pronounce it as to celebrate it. This way, all we'll have to do next year is soak it all up!

While St. Mary's City, Maryland's first settlement, was founded in 1634, Baltimore was not founded until 1729, by an act of the Provincial Assembly. It was eventually incorporated, with a population of 20,000, in 1797. From the beginning, it was a vital and alive community, involved in trading, shipping, commerce and, later, transportation and industry. During the Revolution, Baltimore made her greatest contribution on the sea; between 1777 and 1783, the damage done to English shipping by Baltimoreans, with 248 vessels, was estimated at a million pounds.

There is still much to see in Baltimore that marks the Revolutionary period, including the Lafayette Monument (South Washington Place), which also commemorates American troops sent to France in 1917, and the Washington Monument (Mt. Vernon and Washington Places), begun in 1809 and

completed in 1829, whose 228 steps you can climb for a spectacular view of the city. Mt. Clare Mansion (Carroll Park), the only pre-Revolutionary building still standing in the city is another.

Anti-British sentiment was high in Baltimore, both during and after the Revolution — so high that one London newspaper wrote that, "the truculent inhabitants of Baltimore must be tamed." And we all know what happened September 13, 1814 at Ft. McHenry in that attempt. Sixteen British warships dropped anchor in the Patapsco River, about two miles from Ft. McHenry. The fort's guns, even though out of range of the British ships, kept them from coming nearer and prevented accurate aiming by the British. A dawn landing attempt failed, and Francis Scott Key, observing the battle from a ship at the rear of the British fleet, made notes which he fashioned into a poem when the dawn's early light revealed that "what so proudly we hailed at the twilight's last gleaming" was still flying, signaling the defeat of the British. But it was not until 1931 that Congress designated "The Star Spangled Banner" our national anthem, and not until 1963 that the music to the drinking song, "Anacreon in Heaven," popular in 1914 when the poem was written, was made

the official melody.

The fort, near the Inner Harbor, is now the Ft. McHenry National Monument. The Star Spangled Flag House and Museum (822 East Pratt at Albemarle Street) marks the location where Mrs. Mary Pickersgill began (she had to move to a nearby brewery because the work was so large) work on the 30-foot by 42-foot flat with 15 stars and stripes that inspired Francis Scott Key's poem.

There's much more to Baltimore's history than its contributions in times of conflict, of course. It's Baltimore's people who make its history.

Philanthropists include George Peabody, who, in 1857, established the Peabody Institute (South Washington and East Mt. Vernon Places), to which he ultimately gave \$1.4 million. Enoch Pratt gave the land, building and an endowment of \$833,333.33 on condition that the city establish a \$50,000 annuity to be paid to a board of trustees named by Pratt; the library (Cathedral Street between Mulberry and Franklin Streets) and four branches, with a total of 32,000 volumes, were opened in 1884. And Johns Hopkins, in 1867, set aside \$7 million from his estate to establish a university (Charles and 34th Streets) and a hospital.

Literary figures include H.L. Mencken, whose papers are at the Enoch Pratt Free Library, and Edgar Allen Poe, who lived at 203 North Maity Street. He died mysteriously while on a visit in 1849, and his grave is in the cemetery of the Westminster Presbyterian Church (Fayette and Greene Streets).

And it's the ethnic groups — the Irish, Germans, Italians, Lithuanians and blacks — whose neighborhoods, customs, foods and music continue to be celebrated in Baltimore's special festivals.

All this is just a scratch on the surface of Baltimore's historical attractions. The Maryland Historical Society (201 West Monument Street) has much more to see and learn about all periods of the state's history. Don't miss it. Then again, don't miss any of Convention '85. See you there!

seek & keep

by Stacy Hamm

New chapters? Big chapters? Split chapters?

There are growing concerns in many membership and chapter chairmen's minds about chapter organization. When is it best to start a new chapter? Should we split our chapter? Is it too big? These topics have been openly discussed at International Convention workshops, and some good ideas have been uncovered.

When should we start a new chapter?

Wherever there are women aviators with a desire to communicate, there is good reason to form a Ninety-Nines chapter. It takes only seven pilots. They may or may not already be 99s. Drawing up bylaws is fairly simple, and International is ready to help. Chapters covering extensive rural areas may believe it will be too difficult to keep going, but liberal use of telephone and mail systems will keep members in touch with each other between meetings. If it is difficult to organize your own activities because of widely scattered members or because of small numbers, join in other Ninety-Nines events, EAA and AOPA fly-ins or FAA safety programs. Just arrange a time and place that coincides with these events for your own chapter meetings.

Our chapter is so big. Should we split?

When a chapter grows to 75 or more members, we may sometimes feel it is unwieldy or cumbersome. The question to ask is not, "Should we break up?" but "Are we breaking up?" If you work well in your community, if you are able to use and enjoy the variety of resources that a large membership allows, then a large chapter is a terrific experience. There is plenty of testimony to encourage you. If, however, you find the interest of a portion of the members is changing, or if the geographic location of members tends to polarize attendance at meetings or activities, it may be a good time to discuss forming a new chapter of some members from the existing one. If we think

of this as a constructive move in terms of overall Ninety-Nines growth, it can be a very positive experience. You may even find yourself planning activities, such as fly-ins, spot landing contests and poker runs, to help establish funds for the new seedling chapter. Pilots who are not members may be delighted to find out there is a chapter forming nearer their area or with their particular interests in mind. So the new chapter may even attract new 99s.

Big or small, old or new, each Ninety-Nines chapter is a unique work of art, sculpted by the needs of its local women pilots.

Do you have an idea or question?

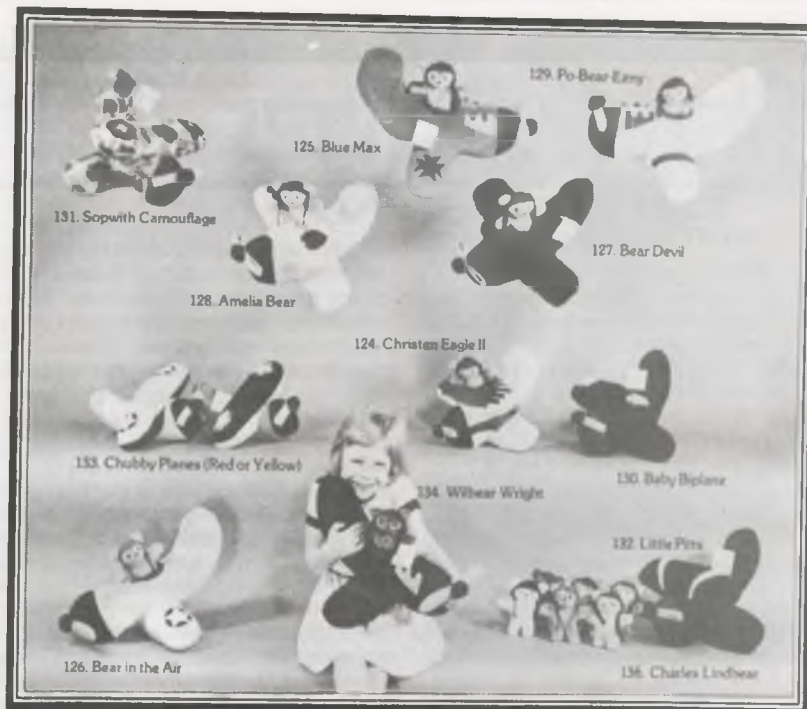
If you have comments or need information about a chapter in your area, please contact Stacy Hamm, 5710 E. Camelback Rd., Phoenix AZ 85018. Communication is what brings us together and keeps us strong.

NOTAM

The AE birthplace in Atchison, Kansas has been donated to the 99s by Dr. E.J. Bribach of Atchison. In addition to this valuable home, he has donated \$10,000 toward its maintenance and restoration.

PUDGY PLANES

Soaring off into the wild blue yonder is the *Christen Eagle II* following in close formation by *The Blue Max*, *The Bear in the Air* our wing walkin', barn stormin' *Bear Devil*, and his stunt companion, *Amelia Bear*. Sailing along in his experimental craft is *Po Bear Ezny*, and performing today's air show is the *Little Pitts*, *Baby Biplane*, and our *Small Chubby Planes*. Some of our soft sculptured toys even come equipped with little bears as the pilot in command. Our toys are filled with child safe polyester fiber filling and are approximately 15" by 15". Small pilot bears also sold separately - approximately 5 1/2".



"Pudgy Plane Airworthiness Certificates are now available."
HOW TO ORDER

Photoair

P.O. Box 20832, Milwaukee, WI 53228

Send or Call for **FREE COLOR CATALOG**

TOLL FREE 1-800-541-1580

Or Contact your local F.B.O. or Gift Shop.

Name _____

Address _____

City _____

State _____

Zip _____

DEALER INQUIRIES WELCOME — CHAPTER DISCOUNTS AVAILABLE

We also feature Aviation Christmas Cards, Note Cards, Posters and Ornaments

NOTAM

USPFT has a brochure in circulation concerning funding the US Team's expenses to the August 1985 World Competition in Kissimmee, Florida.

The words, "FUNDS AVAILABLE," were inadvertently omitted. When distributing this brochure, please add those words.

99/USPFT/C

Personality Profiles

Laurie S. Reeves



Laurie S. Reeves

Connecticut Chapter member Laurie S. Reeves is back in uniform and glad of it. After being furloughed from United Airlines for the past three years and seven months, Laurie received her recall notice and reported August 20 to United's Training Center in Denver for four weeks of transition training to flight engineer on a DC-8.

Before her furlough, she was flight engineer on 727s out of O'Hare in Chicago. Laurie maintains her residence in Niantic, Connecticut on her days off, and she commutes to Bradley Airport in Windsor Locks to catch a flight back to her base station in Chicago.

by Carol Phelps

Jeana Yeager

It all started about six years ago when she learned to fly — by who would have ever guessed in 1978 that she'd be attempting, in 1985, to do something that has never been

done before, ever, by anyone! That does seem to be how Jeana Yeager goes about her life, though. In such a short time, she already holds four world speed records and one world distance record. Challenges are not strangers to her, so maybe it's not too unusual that she and her partner, Dick Rutan, will attempt to fly around the world non-stop, non-refueled in the beautiful aircraft, *Voyager*.

Jeana and Dick incorporated three years ago for the sole purpose of building an aircraft capable of the globe-encircling feat — and then doing it!

Jeana's teeny size (5'3½", 95 pounds) belies the strength of character she possesses. Those close to the program believe Jeana's tenacity is one of the basic reasons for its success to date. Flying around the world without stopping and without refueling is a tall order! It's been said, "If it were easy, it would have been done before now." But Jeana somehow gets over the hard spots and keeps it going.

You can't tell by her size, but Jeana is a Texan. She grew up in the Dallas-Ft. Worth

Chapter News

AFRICA SOUTH SECTION

Tshipise mineral spa and nature reserve is situated in the northern Transvaal beyond the Soutpansberg in mopane and baobab country — which gives one an idea of the type of climate it enjoys; i.e., very dry. Sure enough, we had glorious weather at Tshipise itself, but the weather gremlins hampered both the Zimbabwean and South African pilots along the way. Nobody had to turn back, and all arrived and departed without too many grey hairs. In fact, the only casualties were those of us who were compelled for one reason or another to come by road!

The Glaums set out from Swaziland full of joy and anticipation and got half an hour out from home when our iniquitous dirt roads took our entire exhaust system off. We limped home, did the necessary repairs in record time and set off again, this time without any mishaps, to arrive in Tshipise after a stunningly beautiful trip through the eastern Transvaal hills.

By Friday evening, a goodly proportion of 99s had arrived and settled in to a rip-roaring party. By mid-morning Saturday, eyes were anxiously scanning the skies for the rest of the weekend contingent, when a message arrived from Barbara Thompson, our incoming governor, to say that they had irrevocable car trouble and were stranded back in Durban. By lunch time, the Tshipise air field was buzzing like an international airport as weekend visitors arrived from all points of the

compass. When we sat down to our AGM at 1430 hours, everybody had arrived.

Our meeting went briskly with Val Humphries, outgoing governor, chairing the session. Jane Souchon, incoming vice-governor, had been on the point of departure when news came through that her son had been involved in a bad accident, and the meeting attendees expressed regrets and best wishes for his speedy recovery.

Tshipise must be one of the best possible venues for a section gathering. It's an awfully long way for the gals living in the Cape or South West Africa, and not exactly a short hop for any of us. However, from the point of view of being relatively central to both the Flame Lily Chapter members and the Transvaal and Natal members, it can't be bettered. In particular, it means that the Flame Lily gals can get to destination and back across their border on one tank of fuel, thus saving them precious foreign exchange.

The nature reserve itself is beautifully laid out in lush grounds with immaculate cottages at very low prices. It runs on oiled wheels, with the shops there supplying all one's needs for a weekend. It even boasts a hotel with conference room where we held our meeting. The hotel served a lovely dinner that evening, with the table set in traditional banquet style U-shape. All in all, it was a tremendous weekend.

Next year's meeting will be June 14-16 in Zimbabwe at Kariba's Tiger Bay resort.

AUSTRALIAN SECTION

Six Australian 99s and 49½er Ray Wells made the 15,000-mile journey to Anchorage to attend the 1984 Convention. Nancy-Bird Walton, Glenda Philpott, Ann Bithel, Nancy Wells, Margaret Travers and Sue Burdekin hosted the "Under 35's Breakfast," which proved to be very popular. During proceedings, we were privileged to receive a visit from Marilyn Copeland, who spoke about how "precious" young members are to our organisation. Every member present was



Maureen Bredhauer and Ngaire Melhuish competed in the Great Australian Air Race.

Dr. Rhea Seddon, 99 astronaut, displays an Australian wool scarf she will carry into space in February 1985.



area and is a true cowgirl. Horses were her first love, but that's had to make way for flying and, at present, she has no horse on which to put that lovely saddle. So, all the tack is stored. She moved to California and became associated with Dr. Bob Truax and his Project Free Enterprise. There is a very strong possibility she would have been the first female civilian, non-government sponsored astronaut had circumstances not found her at the Chino, California fly-in where Dick Rutan was demonstrating his LongEze.

As we've noted, Jeana seems to move from one adventure to another, and this

Crew for the Voyager's incredible flight are Jeana Yeager and Dick Rutan.



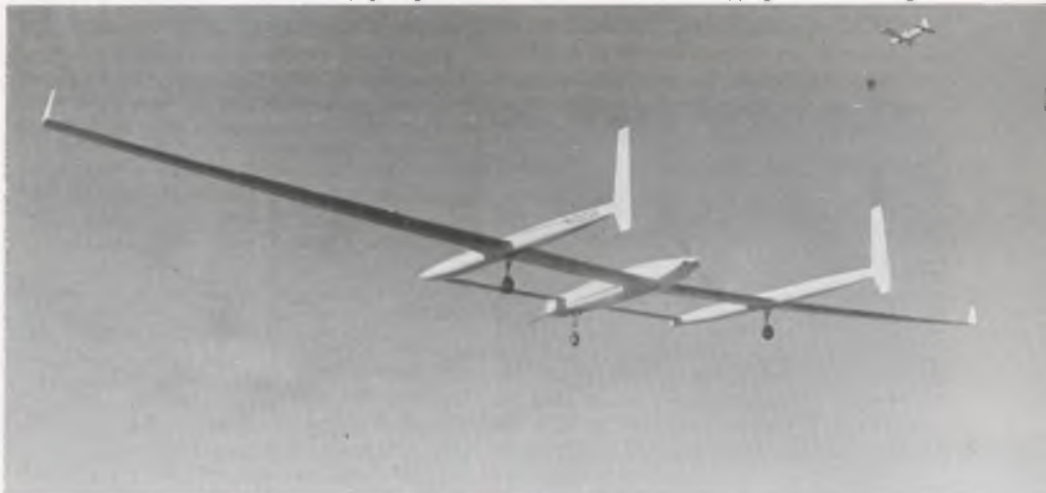
time she's "rounded up" the last milestone in atmospheric flight as her next challenge. Of course, we should not diminish some of the other major accomplishments that must go with completing such a world flight. Since the flight of *Voyager* will be approximately 95 percent over water, Jeana is, at the time of the writing, at the United States Air Force Deep Sea Survival School in Homestead, Florida. *Voyager*, with her crew (Dick and Jeana), will take all of the existing closed

course records and all of the existing straight line records before being ready to head around the world non-stop, non-refueled.

Voyager is slated to go into the Smithsonian's National Air and Space Museum, but Jeana, no doubt, will find other challenges for herself. It's true, you know, that some people have dreams — and live them. Jeana Yeager is one of those people!

by Joan Richey

Built for long-range fuel efficiency, the *Voyager's* goal is 25,000 statute miles without stopping, without refueling



given a copy of "Pioneer Woman," the story of Australian aviatrix Lores Bonney who set many long-distance flying records in her 1930s career, including a record between Australia and South Africa that still stands.

Glenda Philpott and Nancy-Bird Walton attended the Forest of Friendship ceremony in July and were thrilled to meet astronaut Sally Ride, who commented on Glenda's good taste to wear a "Sally Ride" T-shirt.

Barb Stott and Governor Sue Burdekin were among some 100 Australians who flew to Oshkosh in late July to attend the EAA convention. Sue met Joy and Max Manuel at Oshkosh with Edith Aitken. She even charmed one of the traffic controllers into visiting Brisbane to speak at an AWP Safety Seminar. Sue later went to Florida to represent the Australian Section as an invited VIP guest at the launch of Space Shuttle 41-D (the first flight of *Discovery*), carrying the second US woman, Judy Resnick, into space. The launch was absolutely spectacular and well worth the trip from Australia to attend. Sue had previously spent some time with Dr. Rhea Seddon, astronaut and 99 from Houston, Texas. Together they toured the Johnson Space Center and Ellington AFB.

Bonnie Quintal, Norfolk Island, has returned from an extended study tour in Wichita. She has been thoroughly enjoying logging many solo hours in the USA.

Back from the bush at the end of a cattle mustering job, Marcia Hremeviuc took some time off for her endorsement on the Bell 206 LongRanger and had her first try at carrying sling loads. She also flew with Christine Devy, who showed her how to set down on hilltops and squeeze the Long Ranger into a tiny scrubby patch on top of the ranges at Alice Springs.

We were well represented in the Great Australian Air Race. Maureen Bredhauer and Ngaire Melhuish from Queensland flew a Victa Airtourer. Nan Manthorpe and Thelma Pye arrived from South Australia, and their team succeeded in taking the prize for the best entrant from SA.

Anne Carter is back in the air again, enjoying the improved Sydney weather. She has completed her biennial flight review and is now planning some weekend trips to the country. Bronwen Searle is again instructing at Moorabbin, and Lyn Butler at Bankstown.

by Sue Burdekin and Mary O'Brien

CARIBBEAN SECTION

After a successful "99 Week," 99s took to the skies for Treasure Cay Airport on the resort island of Abaco to complete their third air marking project.

Hangar flying sessions included reports of interesting news of section members. Governor Yvonne Smith and 49½er Henderson attended the Convention in Alaska, returning with glowing reports of 99 happenings and information, of meeting new friends, renewing old acquaintances and marveling at that state's beauty.

Vice-Governor Fran Davis and 49½er Dub flew 46G north to their Indiana farm air strip. Fran had the honor of attending a September morning coffee at the White House by invitation of First Lady Nancy Reagan.

Iza Horsfall and 49½er Michael christened their new Loran system on a three-week flight up the East Coast to St. Hubert, Montreal, Canada. They were impressed with the scenic beauty, but especially the warm hospitality and cooperative assistance of airport and weather personnel along the route.



Working on the roof of the airport building at Treasure Cay are Caribbean Section members; below is the finished product.



Caribbean Section 99s enjoy lunch after air marking Treasure Cay.

Mary Higgs spends time over and under Mother Earth by riding a hot air balloon at Aspen, Colorado, beginning training for an IFR rating and taking scuba diving lessons.

Tensy Robinson has one eye on a multi-engine rating and the cockpit of Caribbean Air Service's Cessnas, while her feet are on the ground at Freeport as their affable ticket agent.

Our newest member, Erika Moultrie, has for many months been a member of the team in all section activities.

by Fran Davis

EAST CANADA SECTION

First Canadian Chapter

Carol Papas hosted a delicious Alaskan dinner for our seven members who attended Convention. We had great fun looking at pictures, retelling tales and sampling survival foods. Several have been asked to write articles based on the trip for various aviation publications.

Adele Fogle and Daphne Schiff flew to Killarney Mountain Lodge at Killarney to give a Flying Companions course at the Lake-Buchaneer pilots' fly-in. The 10 Lakes parked on the front lawn were a beautiful sight.

Heather Sifton and Betty Innes were instrumental in the realization of the Airfair at Toronto-Buttonville Airport. The purpose of the event was to raise money for the building fund for the Markham-Stouffville Hospital. Our members organised and flew sightseeing flights that netted \$1,175. Operation Sky-watch, a joint venture of the 99s and the Ontario Ministry of the Environment, had a display to increase the public's awareness of environmental issues and the role aviation plays in the observation and recording of environmental pollutants.

Pat Crutchley, in her first year of aerobatic competition in her Pitts Special, has captured both the Canadian National Sportsman and Canadian Open Aerobatic championships.

Governor Betty Innes attended the opening ceremonies of the Western Canada Aviation Museum in Winnipeg October 7. The museum was officially opened in the presence of Her Majesty, Queen Elizabeth II.

by Donna Deaken

Montreal Chapter

At the October meeting, Shirley Grant spoke about her trip to the 1984 World Aerobatic Championships in Bekescsaba, Hungary. Unfortunately, the Canadian team was there only to observe because they lack sponsors and funds.

Although we are a small chapter, we will work to promote and support the Canadian team so that they can, hopefully, participate in 1986 at Cranfield, England. We intend to enrich our program by taking advantage of activities organised by other aviation groups, such as COPA and local flying clubs.

by Sheila MacAllister

WESTERN CANADA SECTION

Greater Winnipeg Chapter

September 15 was the annual meeting of North Dakota and Greater Winnipeg 99s at International Peace Gardens on the border

between North Dakota and Manitoba. The beautiful setting of the Gardens is an ideal site for fellowship and a picnic. Irene Henley, Janice Cannell, Suzanne McKeagney and Anne Jefferson flew from St. Andrews.

Linda Stoesz is enthusiastic over her balloon lessons. She has almost completed the required 16 hours of instruction for her license. She has purchased a balloon and formed "Horizon Balloons" company.

Chairman Irene Henley attended the September 21-23 fall section meeting in Kelowna, British Columbia. As a representative of the Ministry of Transport, Irene addressed the meeting on "Emotions Affecting Learning and Decision-Making When Teaching in a Threatening Environment" (in airplanes).

Executive positions were filled for the coming year when 13 members gathered October 21 for a brunch meeting at the home of Janice Cannell.

by Edna Fowke

MIDDLE EAST SECTION

Hampton Roads Chapter

The joint dinner meeting of the 99s and EAA Chapter 339 was held October 2 at Flight One Restaurant, Hampton Roads Airport.

Piedmont Airlines Captain Alan Bush, a member of the US Aerobatic Team, gave an exciting account of his experiences en route to Hungary to compete in the World Aerobatic Championships. It was thrilling for the crowd of 70 pilots, spouses and friends to hear his account of the competition in which the US team placed ninth.

by Lois Young

Maryland Chapter

At our September meeting, held at Baltimore Airpark, we learned that Anitra Ruth, a 1979 AE Scholarship winner, has made captain with Florida Express. Anitra lives in Florida now, flies a BAC-III and has a Bandeirante rating.

Governor Jean Pickering joined us for our annual poker run September 22. Nine planes flew in the event, and we earned \$605 after giving a \$100 prize to 49½er Barry Larkin. Jean says that some of our highways are wider than our runways.

Our October meeting was held at Carroll County Airport. The meeting was preceded by a spot landing contest, won by Joan Kosek. The winner of the men's division was Ben Carey.

Eight of our members attended the fall section meeting, hosted by the Washington, D.C. Chapter, at Dulles Airport.

Our chapter is very proud of Barbara Feader, who is now vice-president of the Medical Support Flight Team, and also of 66 Pat Carey, who became a licensed pilot October 21.

by Catherine Hanson

NEW ENGLAND SECTION

Eastern New England Chapter

An entire weekend of CAVU enabled many members to fly to the New England Sectional, September 21-23 in Hyannis. The Friday night program was an "Avionics Potpourri,"

featuring speakers, slides and live demonstrations of a variety of avionics. Speakers from Otis TRACON gave us VFR and IFR flying tips during Saturday's luncheon, and we enjoyed a very special dinner Saturday night aboard the Cape and Hyannis Railroad. We traveled round-trip from Hyannis to Buzzard's Bay, viewing spectacular scenery and unforgettable sunsets.

An October 13 local USPFT event at Mansfield, Massachusetts was an enjoyable, educational experience despite cloudy skies, raw temperatures and a three-hour delay. Support from the chapter was organized by Carol Stites' committee, as members volunteered time to be check pilots, landing judges, registrars, briefers and scorekeepers. Those who were up to the challenge tried their skill as contestants.

by Lil LeBlanc

Potomac Chapter

Mary Feik recently appeared on "Smithsonian World," a PBS program that featured the antique aircraft restoration activities at the Smithsonian's Paul A. Garber Restoration Facility in Silver Hill. Mary told viewers that her interest in flying was sparked by seeing a Jenny fly when she was seven years old. She likened that experience to seeing a UFO. She was also the featured speaker at the section's banquet at Dulles in October, when she shared her experiences as the first woman engineer at Wright Field during World War II and as a flight instructor, training fighter pilots and crews.

We met with members of Washington's OX-5 Club, an organization of people who worked on or flew the OX-5 engine before 1940. OX-5s were among the most common engines used for training back in those good old days, and the good old OX-5 boys who were hosts made it an enjoyable and amusing evening.

As part of our safety education activities, Mike Romanish, APC and mechanic, talked about Service Difficulty Reporting, an FAA program available to general aviation that provides pilots a method of reporting airworthiness problems with defective equipment and/or systems. Mike encouraged us to take advantage of the program, which is designed to make flying and aircraft safer. After meeting with Mike, mechanic Bill Pechnik showed us some of the many things that have to be done to conduct an annual inspection. Bill demonstrated a compression check and showed us a gear retraction test.

Elizabeth Matarese has been promoted to Maryland's state director of general aviation, while Pat Garner, Marty Goppert and Loretta Haskell are now accident prevention counselors, joining Ellen Bowie, Linda Denett, Marianne Moyer and Elizabeth. That makes eight APCs in the Potomac Chapter!

by Marilyn DonCarlos

Shenandoah Valley Chapter

Chapter members assisted at the EAA fall fly-in, October 5-7 at Shenandoah Valley Airport. Despite the threat of rain, it proved to be a very successful event, culminating with an interesting talk by Frank Kingston Smith.

Sara Williams, Mary Horner, Theresa Brents, Ethel Garber and Virginia Thompson attended the well-planned October 19-21 Middle East Sectional at Dulles Airport. Theresa, our newest member, received her

by Virginia Thompson

Steel Valleys Chapter

October 6 dawned a beautiful, sunny, warm day for our fifth and most successful annual Poker Run-Treasure Hunt.

Nine planes, 22 pilots and passengers enjoyed a fantastic day of flying. The event originated at Connessville Airport with stops at Barnsville, Ohio, Fairmont, West Virginia and Greene County Airport before returning to Connessville for a buffet lunch. Prizes were awarded for the three best poker hands and top three treasure hunt clues contestants.

by Sherree Seaber



Gerda Ruhnke and Ellie Odorico beside "Schatzy" at Dulles International Airport.

Washington, D.C. Chapter

Lin Clayberg and Gerda Ruhnke welcomed Ellie and Lou Odorico of Vero Beach, Florida to Washington, D.C., where they attended the five-day convention of the IOC, the elite International Order of Characters.

The fall section meeting was a great success with 85 gals participating, including new International President Hazel Jones. Chairman Joan Bates met with her committees on the 1985 Convention, and Governor Joan Pickering met with all the chapter chairmen. Other 99s attended a Wings Safety Seminar, featuring Captain Roberta Russell of Andrews AFB. At the evening banquet, Ellen Bowie, FAA accident prevention counselor, presented Wings to six women. The high point of the weekend was the most engaging address and slide presentation by the main speaker, Mary S. Blackmon Feik, engineer extraordinaire and professional restorer of antique aircraft at the Paul A. Garber Restoration Facility in Silver Hill, Maryland. Her deep from the heart, extemporaneous remarks and her impressive expertise combined to leave an indelible impression. Helping Jean Marsom Rogers, sectional chairman, were Polly Carico, Lin Clayberg, Rosemary Doud, Betty Fisher, Marilyn Greenleaf, Barbara Rohde, Gerda Ruhnke, Joan Stalk and Katie Lou Webb.

by Lin Clayberg

NY-NJ SECTION

Central New York Chapter

The chapter had a display at the Cortland (New York) Air Fair in September where they distributed informational material for pilots and non-pilots about flying and the 99s. Helping at this two-day event were Marcia

Buller, Nancy Morgan, Joyce Revelle, Shirley Ludington, Mary (Muff) English, Virginia Breed and 66 Barbara Ladd. Credit goes to Marcia Buller, who produced a flyer on "What Do You Have To Do To Become a Private Pilot?"

We celebrated our 10th anniversary with a fun-filled summer weekend hosted by Joyce Revelle and 49½er Jack at their Pleasant Lake home. Saturday evening dinner was held at the Eis Haus in Mexico, New York, where Millie Murray passed the gavel to Marcia Buller, incoming chairman.

by Millie Murray

CHAPTER NEWS, ETC.



Marcia Buller accepts the gavel from Mildred Murray, outgoing chairman.



At the Cortland Air Fair, Joyce Revelle, Shirley Ludington, Marcia Buller and Nancy Morgan dispense information about the 99s.

Greater New York Chapter

"Airline pilot gives birth to seven-pound, eight-ounce baby boy." Bonnie Tiburzi has never been late in her life, but this time she was two weeks overdue for the scheduled arrival of Anthony Caputo, who was born September 13. Bonnie went back flying for American in November.

Our July 29 fly-in to the Flying "W" Ranch in New Jersey was lots of fun, and this time the weather was with us. We all admired Lisa LaPrelle's new Warrior, all shiny white with red and blue stripes and blue velvet interior. We weren't so lucky for our September 15



At the Flying "W" are Lise LaPrelle (at the door of her new Piper Warrior), Marian Campbell, Eleanor Friede and Nina Claremont.

fly-in to East Stroudsburg, Pennsylvania. Our planned lunch at Heidi Hafner's home had to be scrubbed due to IFR conditions. And only Nina Claremont in her Arrow and Penny Amabile in her Mooney braved the 30-knot winds at Block Island Airport for our October 13 fly-in.

Eleanor Friede, Lisa LaPrelle and Julie Talbert flew in Eleanor's Traveler to the October 19-20 section meet at Rochester. The chapter was also represented by Marion Andrews, who drove up with a group of Long Island Chapter 99s.

by Marian A. Campbell



At a recent section pennies-a-pound, Doris Abbate convinces a nervous non-flier to try it. She loved it.



Jill Hopfenmuller, Pat Rockwell and Doris Abbate work at the booth for the Women's Careers in Business meeting.

Long Island Chapter

Roberta Pistorius ran a super rain-dated poker run despite attendance limited because of the delay.

We welcomed Sandy McDonough and Mary Harwood from the Connecticut Chapter to our October meeting. We all agree that the northeast area needs someone to coordinate our dates for programs, seminars and aviation events. The chapters, though not in the same section, are very close in distance to each other, attending many events on each side of the Long Island Sound.

Ida Van Smith, Pat Rockwell and 49½er Ronnie attended the IVS Flight Clubs' "Night at the Races" October 8. It was great fun (and Ida seemed to be doing all right at the window, too).

Pat Bizzoso flew the Shenandoah Valley 500, a different type of proficiency race. In this contest, the aircraft must be flown at gross weight. Aircraft are placed on scales, and because weight is very critical, Pat could not bring her pocketbook or sweater during the race. Her Grumman Tiger wasn't too happy about all this weight-watching and showed its feeling by rolling off the scales.

Twelve members attended Rochester's section meeting.

by Patricia Rockwell



All-Ohio top achievers include Elinor Kline, Vi Blowers Stamm, Janeen Adrian, Kathy Samuelson, Sandy Gordley, Jayne Herman and Carol Deitsch (in back).

meeting. The wings of this reporter's Cessna 140 provided shade while the activity on Runway 27 of this charming country airport served as a fitting backdrop for aeronautical discussion. While we were meeting, a yellow Volkswagen convertible drove up and tossed a rubber chicken in our midst before quickly driving away; the chicken was immediately adopted as our mascot.

The chapter was represented at the section meeting by Sue DeWulf, Mary Wedel and Virginia Rabung. It was fun meeting old friends and attending seminars. Mary brought home the North Central Section 66 trophy.

49½ers, reported a deluxe bus trip to the vineyards and a great time at the sectional.

While Linda Hamer and Anita Albert took a trip to Texas in Linda's Skybolt, Kathleen Woods has tallied a few more hours in the Cessna 310. She's been acting as ground crew for her 49½er's spray plane.

Jean West protested when she soloed one more student and was teased by our 49½ers for saying "make three good landings." Her student made four and did so well that we couldn't decide which landing might not have been up to snuff.

Our Illi-Nines Air Derby board members, hard at work on the Memorial Day weekend derby, include Barbara Jenison, Jean West, Libby Kaiser and Lynne Trupin.

by Clarissa H. Holcomb

CHAPTER NEWS, ETC.

NORTH CENTRAL SECTION

All-Ohio Chapter

Following brunch, our top 10 achievers — Janeen Adrian, Vi Blowers Stamm, Carol Deitsch, Marcia Greenham, Sandy Gordley, Jayne Herman, Elinor Kline, Joan Mace, Kathy Samuelson and Jean Sloan — were honored at the October 21 annual Achievement Awards Banquet. First place went to Sandy Gordley, and the Amelia Earhart Medal was presented to Connie McConnell. The Emmett Blowers Award, which goes to an outstanding 49½er each year, was presented by Steve Samuelson, last year's recipient, to Nick Herman.

Gertrude Johnson, guest speaker, described her early days of flying in the 1920s. She shared what it was like to be a woman pilot in those interesting times. When she applied for her license, she was the only woman to whom the doctor had ever given a flight physical. He found her in very good health, but her comments about his cautions concerning times she would be "incapacitated" were hilarious. Gertrude married the man who initially took her flying, was her instructor after they married and later taught General Billy Mitchell to fly. She described licensing requirements (which were different from today), instruments on airplanes (also different, weather reports (which were non-existent) and forced landings (which were frequent).

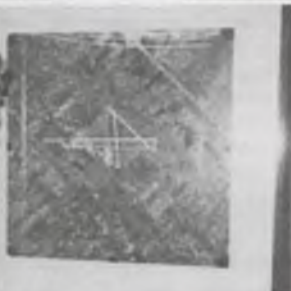
by Roberta Jones



Hostess Pat Fairbanks visits with guest speaker Gertrude Johnson and her son.

Aux Plaines Chapter

Eleven members gathered at Campbell Airport, Grayslake, Illinois, on a picture-perfect Sunday afternoon for our September



Above, Betsy Reed sells the chapter's travel mugs. Anita Albert wears her checklist shirt (with the list upside down so she can read it). Lorraine Reynolds checks out the NIFA shirt Anita is trying on. And, below, Mary Woodley speaks with the judges, while Mary Waters and Lorraine Reynolds check shirts to sell at the NIFA meet.

After a week of fog, five members of the section successfully navigated (via wheels) to the October chapter meeting at Sue DeWulf's Kenosha (Wisconsin) Airport hangar in 0-0 visibility. Flying activities had been at a standstill due to dense fog, and this particular day it was difficult even to read the highway signs. We met next to Sue's 172.

We were represented at the October 16 Aviation Safety Education Seminar in Chicago by Dee Griesheimer and Virginia Rabung. Keynote speakers were FAA Administrator Don Engen and EAA President Paul Poberezny. Jim Tilman, B-727 captain and television weatherman, was master of ceremonies. We were also privileged to see Conoco's Smithsonian Air and Space Museum's new 35-mm film, "The Flyers."

by Virginia Rabung

Central Illinois Chapter

Diana Lewis was hostess at Muscatine when Anita Albert drove over to air mark, while low ceilings over Illinois kept the rest of us at home.

Although busy with her EAA work at Oshkosh, Jayne Schiek, along with Lynne Trupin, attended the fall section meeting at St. Louis. Barbara Jenison presented the section's award for our chapter to Jean West, air marking chairman of both the section and our chapter. Bob West and Ed Jenison,

Chicago Area Chapter

Arta Hensen and Gail LaPook took charge of hosting the October 20 USPFT competition at Greater Rockford Airport. Although numbers were small, the competition was keen with Marge Sundmacher taking first place. No navigation or spot landing contests were held.

The weather was uncooperative for neither the date nor the rain date for the 35th annual Chicago Area Air Meet. Chairman Norma Freier didn't give up hope, though, and 10 competitors took to the sky on the third day. The air meet was held at Aurora Municipal Airport, and a round robin course was flown. Ellen O'Hara and Marion Servos placed first, and part of the prize is to run next year's air meet. Karen Acker and Gail LaPook took second, Diane Cozzie and Gail Rezabek were third, and Sylvia Harper and Helda Ewald placed fourth. Marge Sundmacher won first place in the spot landing contest, with Sylvia Harper placing second.

Nineteen members helped with registration and hosting of the October 16 Accident Prevention Aviation Safety Education Seminar at the Conrad Hilton Hotel.

Bev Greenhill was copilot for husband Chuck on a mini-tour of the USA in NIGA, their Aerostar. Navigator Diane Hromek stayed with them for a few days. Some of the stops included Aspen, Colorado; Reno, Nevada; San Francisco and Dallas, as well as

into and through the Grand Canyon.

by Debbie Karas

Greater Kansas City Chapter

Nine members and one 49½er attended the fall North Central Sectional in St. Louis, while Ruth Stafford was one of the speakers at the North Central Region Aerospace Education Association conference at Central Missouri State University. Ruth recently received her CFI rating.

Mary McBurney had the supersonic experience of flying in an F-15 to FL 37. She was chosen to represent the air traffic controllers on a radio talk show in Kansas City answering call-in questions. Mary also discussed air traffic control with Girl Scouts at Lone Jack, Missouri, and aviation careers with students at Pembroke Hills Day School.

USAFR Major Karen Ballowe was elected to a two-year term as executive committee-man of the Reserve Officers Association of the United States.

by Ginny Pacey



At the North Central Sectional are Mary McBurney, Helen Hamilton, Bev Huffman and Ruth Stafford.

Greater St. Louis Chapter

The regular chapter meeting was held October 16 at the St. Louis International Airport tower. Eight members and four guests enjoyed an informative tour and briefing of tower operations and services.

Chapter balloonist Vivian Waters and her son were in Albuquerque October 6-14 for the Balloon Fiesta. They enjoyed meeting balloonists from all over the world and participated with 450 other balloons in the festivities.

Chapter Chairman Rosemary Zander and 49½er Trev presented an October 25 slide show of their Alaskan Convention trip. They enjoyed a two-month vacation.

The St. Louis Aviation Museum held "Vintage Aircraft Day" October 28 at Creve Coeur Airport. Eight chapter members and two guests manned the refreshment stand for the museum. The activity was held to promote membership, publicity and aviation.

by Nelda Lee

Indiana Chapter

Our October overnight meeting at Sheridan Airport included Indiana Dunes and Three Rivers Chapter members. Through the courtesy of Sheridan Airport management, we used their new hangar for meeting and eating, which included a brown bag lunch, enhanced by a one-pot dinner prepared by Nellie Reynolds and a surprise added feast that was a gift from Barbara Simmons'

landlady. Minerva Mahoney helped with arrangements. Three motor homes and one camper served as lodging for all but Nellie, who slept in her little tent. Guests included Ruth and Wally Ruggles from the Three Rivers Chapter, as well as Linda Rice, who brought the makings for Sunday morning pancakes.

Betty DeBaun has been invited to serve on



Indiana 99s in Alaska include (front row) Glory Van Arsdell, Dorothy Niekamp and Mid Cassidy, (second row) Betty DeBaun, Nellie Reynolds, Lois Hawley and Eva Parks, (back row) Barbara Simmons, Minerva Mahoney, Ruth Engs, Marsha Nellons and Lillie Normington.

the Aerospace Technology Advisory Committee at Indiana State University. Last month, she spoke to two different women's clubs — about the 99s, of course.

Lois Kennard has been involved with the Epilogue Players for some time, and she is now chairing the renovation project of a storeroom into a little theater. Several Indiana 99s are in the group.

by Rae Cawdell

Indiana Dunes Chapter

Joy Black and Eileen Torkelson arranged to have Lieutenant Colonel John Foushi, Illinois Wing of the Civil Air Patrol, speak at the chapter's October meeting. He discussed CAP origins, objectives and activities.

The chapter has two new members — Dolores Bohman, R.N., and Dr. S. Toni Otiker. Dolores, director of nurses at Westville Correction Center, received her private certificate this year and is checked out in a 172. Toni, a research and teaching veterinarian, received her private certificate in 1983. She and husband Harold, a retired US Army colonel, raise black angus cattle.

by Audrey Karp



Pat Stark presents Linda Dickerson with the Pilot of the Year trophy, while Coralie Stamp looks on.



Helen Sammon installs new officers Meigs Adams, chairman, Pat Baron, vice-chairman; Irene Burkhart standing in for Dorothy Sturman, secretary; and Ruth Sittler, treasurer.

Lake Erie Chapter

The chapter held its annual Awards Banquet October 6 at the Avalon Inn. Last year's Pilots of the Year, Pat Stark and Coralie Felger Stamp, planned a beautiful evening with guest speaker Dick Schwabe. Winning the achievement prize was Pat Baron, while Linda Dickerson was named Pilot of the Year for her efforts on behalf of our chapter and the Ninety-Nines this past year.

Gini Sutherland and June Jarvis traveled from Michigan to help instruct our October 13-14 Flying Companion/Pinch-Hitter course at Cuyahoga County Airport. The flying portion could not be completed because of the dense fog, but nine eager participants profited from ground school instructors, including Dodie Jewett, Bernice Barris and Ruth Sittler. Debriefers and hospitality committee included Dorothy Sturman, Helen Keidel, Helen Sammon, Pat Stark, Bev Demko, Susan Chiari, Meigs Adams, Pat and Dave Baron and Marg Juhasz. Bea Axelrod and Kathy Eisner had planned to help with the flight instruction.

Helen Sammon, Meigs Adams and Marg Juhasz helped judge the October 19-20 NIFA meet at Burke Lakefront Airport. Participating were students from Western Michigan, Tri-C, Kent State, Ohio State, the University of Ohio and Bowling Green.

by Marg Juhasz

Michigan Chapter

The weather was well below minimums, so nobody could fly in. But nine of managed to get to our October meeting in Midland anyway. (It seems terrible to drive for over an hour when a pleasant 20-minute flight would accomplish the same goal.) It was especially nice to see Colleen Bradley again. She left our territory to attend college, but she had "come home" to attend this meeting. We were also happy to welcome Martha McLeod as a full-fledged 99.

We are especially proud of Kay Chamberlain, who was elected chairman of the Michigan Aeronautics Commission.

As a special treat, hostess Linda Druskins had door prizes for everyone and showed the film, "To Be a Pilot."

by Renate McLaughlin

Minnesota Chapter

At the 1983 Region V NIFA SAFECON, Hope Isaacson's Inver Hills Community College flight team offered to host the 1984 meet at St. Paul Downtown Airport. Several 99s who were serving as judges for the St. Cloud meet offered to help the Inver Hills team, knowing that the small college's Flight Department couldn't handle the event alone.

Chapter members were in charge of all flight events at the October 12-13 meet. Mary Hudec and Clara Johansen served as staging judges and, in spite of ultra-conservative tower personnel, managed to get the airplanes into the air with a minimum of delay. Marci Glaesmann chaired VFR navigation, and Jan Orr, IFR navigation; both 99s prepared routes, wrote instructions and managed the events. Jill Newman, veteran of landing event judging at regional and national SAFECONS and USPFT events, chaired the landing events. Rita Orr was in charge of the pre-flight event, assisted by Jan Orr, Jimmie Olson, Ruby St. Onge, Florence Robinson and Bonnie Lewis (chapter NIFA chairman), as well as Liz Groth and 49½er Lew. Clara Johansen chaired the message drop. Many other 99s helped with judging events and answering questions from Northwest Airlines pilots, who were judging their first NIFA meet. Members have been officiating Region V NIFA SAFECONS for five years and are respected by the 10 colleges in the region as fair, competent, efficient judges. The chapter already has been asked to provide judges for the 1985 meet hosted by the University of North Dakota.

Section Governor Joan Kerwin and her husband were special guests when costumes were part of the fun at the fourth annual Casino Nite. Witches, gypsies, vikings, mummies, cats, clowns, an Alaskan moose, a Bloody Mary and a crayon were among the 80 Ninety-Nines, 49½ers and guests attending the chapter's major fund-raiser at the office building of Dorothy Bolander and 49½er Dave. A \$15 ticket bought dinner, an open bar and a \$1,500 "99s money" stake for use at the gaming tables. The evening ended with the auction of donated gifts, including several meals at local restaurants, a weekend at the St. Paul Hotel, flight computers, flowers, liquor and two beautiful afghans made by Liz Groth. Ellie Nelson chaired Casino Nite for the second year and, once again, the event enriched our treasury by about \$1,500.

by Hope Isaacson

Scioto Valley Chapter

Our October meeting, hosted by Marilyn Miller, included a program by accredited meteorologist Valerie Voss from a local television station. A question and answer period proved valuable for all.

Marilynn also represented our chapter at the section meeting, and she provided us with highlights.

Several of our members participated in a physiological testing program at Wright-Patterson Air Force Base.

Member Jane Sturtz has recently taken a position with ComAir.

by Robin Rogers

NORTHWEST SECTION

Columbia Gorge Chapter

Highlights of the summer and fall included Donna (Newman) Davidson receiving her glider certificate (and getting married), while an excited Marvene Loudon flew her first Palms to Pines Air Race. Judy Newman's trip to Yuba City, California found mountain bad weather flying easier "over the top," and then she came home to earn her banner towing certificate.

Chairman Jeanne Hillis did the navigating and radio work for her 49½er on their trip to Mexico this summer. Lois Blumenstein was flying, also, to coastal North Bend for a school reunion, encountering severe smoke conditions in the Willamette Valley under a 3,000-foot ceiling.

Linda Wagner has gone from a C-170 to a Bellanca and is working on her instrument rating, while Pat Davis passed her flight exam and is a new 99!

The Flying Machine Spectacular at Hood River featured our 99 hot dog booth, followed by the Labor Day air show at The Dalles with 99s selling raffle tickets and acting as an information center for the airport. Friendly 66s Alma Lightner and Dora May Pizzolato represented our chapter in the Rotary hospitality trailer for fly-in pilots.

Our chapter's annual barbecue, held at Judy Newman's home, capped our year with plans made for the installation of new members at the Christmas party.

by Lois Blumenstein

Eastern Idaho Chapter

The September meeting was held in conjunction with our annual Mountain Flying Clinic at the Flying "B" Resort Ranch on the Middle Fork of the Salmon River in Central Idaho.

The business meeting was conducted by Chairman Sandi Bills. She and Cathy Pusey gave a report on the International Convention they attended in Anchorage.

After the business meeting, two instructors from Idaho Falls conducted a ground school on mountain flying and then gave check rides for the members. The food was wonderful, the weather fantastic, the company incredible, and the knowledge gained keeps us flying these mountains safely.

by Mary W. Kilbourne

Far West Chapter

In April, members and guests had a fun and informational tour of our local Coast Guard air operations. What made it even more interesting to us was that we had a woman helicopter pilot make the presentation. Gail Donnelly was our guide, and we had a chance to talk about the 99 program.

August brought our section meeting and International Convention in Alaska, and two of our gals were able to attend. They returned full of enthusiasm, creating a revitalization of our group that includes plans to start a 66 program.

Port Angeles is beginning a Civil Air Patrol unit and, at our September meeting, a representative encouraged us to take part.

We are pleased to have new member Mickey Dennis, a flight instructor who works our local FBO.

by Kathleen Harper

Sierra Buttes Chapter

We began the summer on a very "up" note by receiving the Annual Proficiency Training (APT) Award, presented at the section meeting in Reno, Nevada. Members who helped our chapter qualify included Vicki Lewis, Fran Weir, Helen Lake, Annette Ruppel and Kathy Frank.

The local flying club at Grass Valley held its



Vickie Lewis, Gladys Harper, Helen Lake, Annette Ruppel, Fran Weir, Vicki Kalman and Jan Hagar.

annual July fly-in. We contributed to the day by assisting with an FAA seminar on density altitude, something with which we are all familiar since our airport is at 3,250 feet and we often have days over 100 degrees.

We had an August fly-out to Cloverdale, California, on the Russian River. It was a "splashing" success. Six brave ladies paddled down the treacherous ankle-deep waters of the Russian River in primitive canoes. The entire trip was great, with the possible exception of a "portage" area. "Captain" Mary Stahlman nearly had a mutiny when the crew refused to carry the canoes. The trip was especially meaningful to one of our student pilots who made it her cross-country, and the flight reinforced our faith in the fine flying skills of our group.

by EstherSue Mozingo

Southern Cascade Chapter

There comes a time when credit must be given to individuals who have contributed time and effort on behalf of the 99s. In this case, a debt of gratitude is owed to Jerry Scott for the many hours of dedication he has given us.

Jerry is a striking, silver-haired man whose main objective in life is flying. His flying career began while he was in his teens, and he obtained his ticket while attending high school in Minnesota. Flying as a reservist, he was called upon many times to serve his country. The 20,000 hours (2,000 in helicopters) includes a stint with Global Airlines at Kwajalein in the Marshall Islands of the South Pacific.

His enthusiasm for flying is shared with our group as he has arranged a biplane fly-in and aa seaplane brunch. Airplane and flying memorabilia fill his cheery home, which our group is allowed to use for various functions.

Here is tribute to a man who is not only a fine pilot and instructor, but also a friend and advisor to us all.

by Barbara Grace

SOUTH CENTRAL SECTION

Colorado Chapter

The annual October membership meeting, highlighted by members becoming reacquainted, new pilots joining and encouragement for beginning student pilots, was planned by Paulie Doak, our membership chairman. New member Jessica McMillan, who obtained her license in June and is a

graphics designer, volunteered to become the chapter historian. Charlene Lawrence (who continues to provide excellent news through the *Crosswind Chatter*) and Nannette Gaylord, past chapter chairmen, together with Vanito Gallo, Carol Leyner, Diana Williams, Jan Clemen and many others, spoke of their flying and 99s activities. It was a time to regroup and offer encouragement to our new and beginning pilots.

The South Central Sectional was attended by Barb Hobson, Linda Horn, Mary McKillip and Nancy Aldrich, as well as Phyllis Wells of the Pikes Peak Chapter. Since Old Man Weather was not cooperative, it was necessary to go via the "big bird." Members were delighted to bring back the Governor's Achievement Award (third place), the Membership Award (third place) and the plate for our 66 program.

Sheri Stamford, 66 chairman, has been very active in recruiting and developing and is working on a statewide plan.

Our Flight Without Fear Clinic is underway. Participants are showing tremendous progress and are starting to plan and think about their dream trips with anticipation.

Jan Clemen has her instrument rating with 750 hours of flying time, including two trips to Alaska and a flight to the Bahamas. Jan, whose home base is Loveland-Ft. Collins, has served as chapter chairman, vice-chairman, secretary and treasurer. Currently, she is the chapter's flying activities chairman. She has also found time to earn a BS degree in electrical engineering at CSU.

by Phyllis J. Kramer

Dallas Redbird Chapter

The section meeting at Tulsa was enjoyed by Margaret Conlin, Hazel Jones, Bryant Hutchinson, Kathy Long, Fran Shelton and Helen Wilke. Bryant, as chapter chairman, had the privilege of carrying home the second place Air Age Education Certificate.

Cathy Jones, our GADO inspector member, keeps busy attending accident prevention courses in Oklahoma City, and she helps us become more informed pilots. When you go flying, do you ever consider how well your clothing would protect you in the event of an accident?

Before the snows arrived in Colorado, Pat Jetton and Cathy Jones participated in Colorado Aviation Weekend. Pat was co-chairman in charge of hang gliders and ultralights.

Hazel Jones has been on the "go." In late September, she and Carole Wheeler, section governor, were special guests of the Abilene Area Chapter; later, she spoke at the Mooney Annual Homecoming in Kerrville, Texas. In October, she attended the AOPA Plantation Party in Nashville, presenting two seminars on cockpit teamwork and two on knowing your sectional.

Hostess for our October meeting was Elinor Johnson, and we were delighted to have three guests. We decided to order 99 posters to place at airports, and we made plans to work with other area chapters on a Fear of Flying Seminar.

by Elizabeth Jordan

High Sky Chapter

The chapter was welcomed to Marfa, Texas by the Honorable Jane B. Shurley, mayor and

charter member of the now inactive Marfa Chapter. Chapter Chairman Velma Lee Barnett-Copeland informed charter members of the inactive Marfa Chapter that she would help them all she could if they wanted to reactive their group.

The business meeting and program, held on United Nations Day in October, found 10 persons, including charter members of the High Sky and Marfa Chapters, present.

CHAPTER NEWS, ETC.

Attorney D'Ette Fowlkes spoke about "How the United Nations Apply to the Ninety-Nines and the Aviation Pilot," and Mayor Shurley discussed the importance of taking a survey of pilot and aircraft availability in order to compile a list of volunteers to work closely with the Emergency Medical (vehicle) Services in time of need.

Ray Hegy, a true pioneer in the field of aviation, showed photos of unusually beautiful EAA aircraft. He built the Chuparose experimental, single-place biplane used as a centerpiece during the Marfa Chapter charter presentation in 1959. This little red biplane is now enshrined in the EAA Museum, Wittman Field, Oshkosh, Wisconsin.

Three persons were presented with Ninety-Nine Certificates of Appreciation in October, and Lynn Ferrell, student pilot, received a 66 certificate.

by Velma Lee Barnett-Copeland



High Sky Chapter recognized United Nations Day at a recent meeting. From Japan is 99 Reiko Kawai.

ROSTER CORRECTION

The High Sky Chapter's elected and appointed officers, published in the 1984-85 Ninety-Nine Membership Directory are in error.

Until further notice, all correspondence and telephone calls should continue to be directed to Chairman Velma Lee Barnett-Copeland, High Sky Chapter, P.O. Box 1493, Marfa TX, (915) 729-4930 (home) or 729-4012 (office).

Kansas Chapter

A good time was had at the Panganeca Country Club in Hutchinson for the Sunflower Air Rally awards ceremony. (For a report on the race results, see page 23.)

We had three entries for a spot landing contest for the USPFT competition. The power-on, power-off competition winner was Oklahoma's Robin Smith, only 19 feet off for two landings.

Mary Aikins has been appointed by the FAA as an Area Flight Advisory counselor. She is the first ever to receive such an appointment, as the FAA attempts to upgrade the Counselor Accident Prevention Program. Mary received a pin and a yellow jacket with the Area Flight Advisory emblem on it. Her responsibilities include giving advice to pilots and helping pilots make decisions.

by Phyllis Blanton



Kansas 99s enjoy a chili dinner.



Mary Aikins was recently appointed by the FAA as an Area Flight Advisory counselor, the first ever to receive such an appointment.

Oklahoma Chapter

We gathered 23 members and several 49½ers for Tulsa's fall section meeting. Tired muscles and feet were the result of line dancing at the Friday night hangar party. Nema Masonhall attended her 58th consecutive section meeting and was duly recognized. During Saturday night's banquet, we once again received the Governor's Achievement Award and the section's Membership Award for acquiring the most members in the past year. Our chapter scrapbook also received mention.

Guymon was marked October 8 by Norma



Twenty-three Oklahoma Chapter members attend the section business meeting.



Some 4,000 feet of center line at Downtown Airpark was a 1-o-o-o-t of work!



Carol Fox and Margaret Cosby hold two of the four awards San Antonio Chapter received at the section meeting

CHAPTER NEWS, ETC.

and Charles Vandergriff, Nancy Smith, Dot Clum and friend Bill Pollard with 30-foot letters on the taxiway, while October 13 found many members air marking the 4,000-foot center line and numbers at Downtown Airpark in Oklahoma City. Painters for the second effort included Jan Million, Nancy Smith, Dana Gibson, Poochie Rotzinger, Lu Hollander, Charlene Davis, Susie Mitchell, Colleen King, Phyl Howard and Helen Holbird. Assisting were Bill King, John Cleek, Dick Lynch, Charles Perry and Byron Hollander, who trucked members up and down the runway. Nema Masonhall and Diana Burton came by to cheer us on.

Skip Carter, Ruth Jones, Delrose Sieber and Lela Harding, four of our WASPs, attended San Diego's recent WASP Reunion, while five Oklahoma teams brought home trophies for the first five places from the October 20 Sunflower Air Rally in Hutchinson, Kansas (see air racing on p. 23).

by Nancy Smith

Pikes Peak Chapter

Chapter Chairman Phyllis Wells attended Tulsa's section meeting and, as the chairman of a new chapter, was greeted with enthusiasm and hospitality. She returned with many good ideas for flying activities.

Dawn Walker and Ann Marie Jones flew to the Albuquerque Balloon Fiesta, and they crewed in Bill Heck's balloon. From their reports, they encountered some interesting weather on their return to Colorado Springs.

Our October fly-in breakfast was held at the cafe adjacent to Flagler Airport. Phyllis Wells and Von Alter flew the Super Cub; Darlene Williams, Sarine Occhiuto and Lucy Cousineau traveled in their 152s; and Joan Boyd, daughter Cathy and Joanne Wormsbacher, in Joan's 182. We were all back in the air by 1030 hours, full of pancakes and companionship.

by Von Alter

San Antonio Chapter

We were proud to receive a Governor's Achievement Award and the Air Age Education Outstanding Achievement Award during the South Central Sectional.

With the winter season setting in, we will have indoor meetings and events for a while. We are planning to help a Christmas project in the city with our Whirly-Girl member, landing and helping to distribute and solicit gifts for the Christmas "Elf Louise" project.

This is new, and we do hope for success. We are looking for a suitable "ho-ho-ho" Santa.

by Mary Ann Greer

Shreveport Chapter

Mary Jo Voss and Dottie Ports returned from Tulsa with glowing reports of the section meeting they attended with their 49½ers. They were forced to drive due to the inclement weather.

Speaking of weather, Shreveport has had more than its share. We are now 10 inches over the normal October rainfall with threats of more, which has played havoc with our usual lovely fall flying weather. We had our annual fun meeting at Lake of the Pines, where Dottie and Bud Ports entertained us royally at their "hideaway" in the pine woods, just a few yards away from McKenzie airstrip. We had hoped to fly in and practice our cross-wind technique, but once again heavy rainfall changed our plans.

The sun did manage to come out for our bride, Melody Caver, who married charter pilot Jeff Summers October 27.

Mary Jo Voss has taken time from her duties as ground instructor at Royale Airlines for a week's vacation with 49½er Bennie. They departed October 20 for Buenos Aires, Argentina, equipped with Berlitz tapes for a crash course in Spanish — a very good way to pass the flying time. Vaya con Dios!

Our chapter sponsored an October 19 Country-Western Fish Fry at Southern Aviation's hangar to, hopefully, pay off our remaining debt. Joan Carroll and Eileen Anderson are a good team, and it was a smashing success. With the help of chapter members, they did a magnificent job, with attendees demanding a repeat performance next year. It's a fun way for the entire airport



Dr. Susan Kelso, director of "Daughters of Heaven," prepares for a ride in B.L. Smith's Stearman.

and all our friends and families to share an evening of conviviality.

by Helen Hewitt

South Louisiana Chapter

The cast members from the play, "Daughters of Heaven," assisted Dr. Ziggy Novak and Anne Self with parking fly-in aircraft for the October 13 Louisiana National Airshow in Lake Charles. Polly Baughman, Dr. Sandra Leder, Elinor Lowry and Sara Munn distributed information about the Ninety-Nines to prospective members from the display booth.

Fran Taylor and 49½er Ed flew to Harlingen, Texas for the Confederated Air Force Airshow. Other chapter members taking trips were Judy McLane, Ann McMahon, Polly Baughman and Fran Taylor, who flew to Tulsa for the section meeting.

by Dr. Sandra J. Leder



Mary Vermeulen, Virginia Pownell, Gail Callahan and Helen Madsen work at the Amarillo Air Show booth.

Virginia Pownell and Mary Vermeulen hold section awards received in Tulsa.



Top of Texas Chapter

Virginia Pownell flew Mary Vermeulen, Ann Crouch and Peggy Brandon to Tulsa's section meeting. A superior agenda, business meeting and Awards Banquet are proof of the activities, participation, progress and educational achievement 99s experience in a one-year period. Reflecting over past years' awards, it is amazing what this section has accomplished. Our chapter took home the first place Membership Award, second place Governor's Achievement Award and third place Safety Award.

Delphine Bohn was our luncheon guest on her return from San Diego's WASP Reunion. She was thrilled to renew past experiences and friendships with many WASPs.

Much preparation was involved for our Amarillo Air Show '84. Ima Jean Huff and crew worked on the reception, serving Eagles, Leapfrogs, their crews, guests and dignitaries. Virginia Pownell, 49½er Dale and Mary Vermeulen manned our sales booth. Snow and rain cancelled Saturday's performance but, when the fog lifted Sunday afternoon, the spectacular show began.

Virginia, Gail, Mary, Helen, Peggy, Jan and Ann all tried to make up for lost sales time.

by Mary M. Vermeulen

Tulsa Chapter

Tulsa's Sheraton Kensington Hotel rolled out the red carpet for 99s, especially President Hazel Jones, attending the South Central Sectional.

The agenda included tours of Gilcrease Museum, a collection of American art, Oral Roberts University and the City of Faith Hospital and, for the 49½ers, a tour of FlightSafety where simulators are made and can be "flown."

A Friday night barbecue and country-western dance at Avtec's hangar was complete with the Rogers State College Band and a dance instructor.

The business meeting, a flea market and some free time rounded out the agenda Saturday, while the center of activity was the Hospitality Room. Tulsa 99s had it stocked with food, beverages and lots of nice people.

Guest speaker Laura K. Faller, who related how she became a pilot for American Airlines, highlighted Saturday night's banquet. After awards and door prizes were presented, Hazel Jones welcomed Laura to the Ninety-Nines as our newest member.

Kathleen Purser, Tulsa Flight Service Station, was on hand that evening and early Sunday morning to brief departing pilots.

by Caroline Harper

Wichita Falls Chapter

Carolyn Baker, Leanne Bush, Lou Ellen Foster, Leslie Patrick, Sue Stilley and Betty Kidd attended Tulsa's section meeting. Due to low ceilings and rainy conditions, we got in some actual IFR time making an approach into Tulsa. The weather was more cooperative for the return trip — at least for those of us going south. We were delighted to receive two awards at the meeting. Lou Ellen Foster was presented a certificate for serving on the section's legislative committee, and our chapter won the second place Membership Award in our category.

Several of us planned to fly to an air show in Lawton, Oklahoma, October 20, to learn about conducting proficiency contests. However, we had a thunderstorm at takeoff time. So, to keep the morning from being wasted after getting up rather early, we had breakfast together at a local restaurant with a lot of hangar flying!

by Betty Kidd



Leslie Patrick, Lou Ellen Foster, Betty Kidd, Sue Stilley, Carolyn Baker and Leanne Bush enjoy the banquet at the Tulsa meeting.

SOUTHEAST SECTION

Carolinas Chapter

We often read, "Plane Lost in Mountains," "Pilot Fails to Clear Mountain-top by 40 Feet — No Survivors" or "Airplane Impacts Mountainside — Three Bodies Discovered." These are not pretty messages. In an effort to eliminate them, Don Bennett of the North Carolina FSDO, Raleigh, conducted an all-day Mountain Flying Seminar October 13 at Hickory Municipal Airport. C.M. "Pete" Parish, Hickory FSS, discussed the vagaries of mountain weather, and Richard Smith talked about pilot judgment, illustrating some positive techniques for mountain flying for the 122 pilots attending in 32 airplanes.

The afternoon was spent flying to two remote airports — Avery County (with its unique one-way uphill strip, 2,750-foot elevation, bordered on the near west by a 4,300-foot peak and on the immediate east by a 4,260-foot ridge) and Ashe County (with its equally interesting location. Twelve specially selected accident prevention counselors flew with the participants.

Patricia Schmertzler, coordinator of the seminar for Cannon Aviation, flew with Gus Jamison and Nancy Wrenn. Conditions were clear to scattered with some distant lenticular clouds, winds 350/360, 10 to 12 knots. It was a beautiful fall day, the hills clothed in full foliage of brilliant colors, soft and inviting — but, ah, so deadly.

Below lay Grandfather Mountain, aeons old, each one of its 5,940 feet solid and imperturbable; Beach Mountain, the ever-alluring siren to the unwary; and stretching into the distance, the long range of the Appalachian's highest, Mt. Mitchell, 6,684 feet, with its companions, the Blacks and the Craggies. All of these are dotted with their pockets of twisted metal and shattered lives, an accumulation of the years and a testament to careless flying.

It was an eventful day, a marvelous opportunity to practice, to learn and to add to a continuing respect for the mountains. Everyone went home the wiser and safer for the experience.

by Norvella Wilburn



COMPASS ROSE CREST

Handmade fabric compass rose crest with interlocking '9s' in the center, two shades of blue and gold bouillon thread, three inches in diameter, \$25 ppd. from International Headquarters, P.O. Box 59965, Oklahoma City OK 73159.

Florida Crown Chapter

We were warmly greeted in Live Oak at their second annual EAA Fly-In and Air Show. The 1930 unrestored biwing gave us an opportunity to feel the torn fabric, and the skeletons of several other planes were on display.

New business included an invitation to join Spaceport Chapter November 3 to air mark Ti-Co Airport, and we will be learning how it's done (shades of Tom Sawyer?).

We are going to issue a quarterly newsletter, supplemented with the monthly postcards, and we are finalizing arrangements for a field trip to the Navy base for a film and time on a three-axis simulator.

by Jacque Whaley



CAF Colonel Lee Leger poses with the T-6 after her evaluation ride at Harlingen, Texas.

Florida Gulf Stream Chapter

Ever get lost in the city of Atlantis? Well, after the September 9 meeting at Palm Beach County Airpark in Lantana, hostess Betty Dodds used the "scenic route" for our car caravan through the community of Atlantis before we "found" the Atlantis Country Club. We discovered that co-hostess Marilyn Burch had made reservations for luncheon for our expedition of 24.

Ellie Reichenbach won the spot landing contest, as judged by Martha Conte and Brenda Cruz.

Ruthie Brown earned her Phase I Wings, and International Convention delegates Alexis Montague-Ewanchew and Genie Merrill-Wood reported on the bylaws discussion, sharing their adventure in Alaska.

The annual Flying Poker Run October 6 was again a rousing success. Thanks to the efforts of Cindy Rouse and Sue Ellison, close to 300 hands of poker were played. Grand winner with three aces was Sandy Selapak, a newcomer to aviation, who has a few hours logged toward her license. We hope she will soon become a 99.

River Ranch Resort was our scheduled meeting place for November 11 with hostesses Gloria Rinker and Cindy Grier.

Lee Leger Ayers is an extremely busy lady, due to her involvement in the Confederate Air Force as a member of the flight crew of a B-26 Marauder. She was recently promoted to the rank of CAF colonel, having completed her check ride in a T-6 at Harlingen, Texas. Lee was very active with the 1984 Harlingen Airshow in October, which she described as, "a great show with about 130 World War II aircraft participating."

A tale of government red tape was recounted by Lya Korda, guest of Peggy Sanders, after a recent trip to Vienna, Austria.

Lya visited Ibusz, the official Hungarian Travel Agency, to inquire about the International Aerobatic Competition in Hungary. She was told that no information was available. She even tried asking at the Hungarian Embassy in Vienna. As a result, Lya spent a beautiful, but brief half-day in Hungary.

Meanwhile, Peggy Sanders and 49½er Dick traveled to northern Europe, attending the West German Seaplane Pilots Association meeting and visiting with seaplane friends in Norway. While there, they traveled above the Arctic Circle close to the 70-degree north latitude line to Tromsø, the northernmost airport for commercial and general aviation aircraft in the world.

by Pamela Rochowiak

Florida Panhandle Chapter

Fran Biele arranged a lovely September luncheon for us in Destin. The sky-rise restaurant revolves in a circle with a beautiful view of the beaches of Soundside and the Gulf of Mexico.

We held an October 20 local flight competition at Bob Sikes Airport in Crestview for USPFT. First place winner was Barbara Bethea, chapter chairman, and second place went to Past International President Betty McNabb. Betty did power-off landings for the first time in 33 years, and her practice power-off landing was even more accurate than her second one for score. Iva Walter and Cam Westberry were judges.

by Cam Westberry

Florida Suncoast Chapter

Eight members attended an all-day safety program in October at the American Red Cross building in St. Petersburg. First-aid modules included emergency action principles and respiratory emergencies. Everyone had a chance to practice on the mannequins, and then took tests on the materials covered. Vice-Chairman Mary Fletcher arranged for lunch at Bradford Coach House.

Pat Judges took a brief rest from her duties with the Florida Race Pilots Association to win the spot landing contest at the October Grasshopper meeting.

Our chapter has a new blue shirt with our logo. Look for us at all the upcoming flying events in Florida.

by Barbara Sierchio

SOUTHWEST SECTION

Aloha Chapter

Are you planning to attend the 1986 International Convention in Hawaii? Have you taken a chance on the beautiful 99 quilt that's being raffled then? Eight Aloha 99s — Lindy Boyes, Coral Hansen, Sue Hillmann, Beverly Haid, Dorothy Kelsey, Luki O'Connor, Pat Orcutt and Eleanor Sharpe — flew to Anchorage. We will have to go a long way to top Alaska, for it was a fantastic Convention in an equally fantastic land. We hope everyone stopped at the Hawaiian Hospitality Room and/or the Cache — it was a golden opportunity to meet fellow 99s.

We came back and started to work on "Happiness is Hawaii" in 1986. Executive Committee officers include Lindy Boyes,

chairman; Sue Hillmann, vice-chairman; Vickie Miller, secretary; and Eleanor Sharpe, treasurer.

While some of us were traveling to the north, the Apuepuelele (contest in the sky) proficiency competition went off as scheduled August 25. Five planes flew the route from Honolulu to Lanai, Molokai, north shore of Oahu. The winner, who flew solo, was new member Cynthia Yacaparo.

To update flying employment of chapter members, Lennie Sorenson has been promoted to captain with Continental Airlines and will be based in Houston. Charlene Geibe, currently the only woman pilot flying for DHL, is a 727 first officer, flying between New York City and home base in San Francisco. Marian Kuzma graduated from the Ft. Rucker helicopter pilot school and is now flying with the Hawaii National Guard.

Donna Frost received an Army Commendation Medal for her work as a helicopter pilot in Korea. While there, she married her check pilot, Will Swank. They are now stationed at Ft. Campbell, Kentucky, and she has just received a new rating in the CH-47 Delta.

Hawaiian Airlines hired Andrea Rice, La Donna Shea and Maureen Barnes in April. Andrea has been flying as captain on the Dash-7, and La Donna has been checked out for captain. Sherry Emminger had previously been recalled by Hawaiian, but she is taking time off to be with newborn son Robert Reid. Lucy Young is working at the Atlanta, Georgia GADO in the Flight Certification Division. Janet Hagberg, a new member, is flying as captain on 402s for a local commuter, Air Molokai. Mimi Tompkins-Beltrano was recalled by Aloha Airlines and is flying as first officer.

Nelwyn Choy, our chairman, has had an instrument approach intersection named after her. The new fix, NELYN, is located on the VOR-DME approach to Runway 17 at Lihue Airport on Kauai. The "w" was omitted as these names can contain only five letters.

by Eleanor Sharpe



With their 99 quilt are Aloha Chapter members Lindy Boyes, Sue Hillmann, Coral Hansen, Luki O'Connor, Beverly Haid and Eleanor Sharpe.



Apuepuelele race winner is Cynthia Yakaparo.



Sundance Chapter members and 49½ers.

Arizona Sundance Chapter

Nine members attended the section meeting September 28-30 at Rio Bravo Resort. Included in the activities was a white water rafting trip down the Kern River. It was a rough trip, though we really weren't supposed to pirate and pillage the other "vessels" on the excursion.

Four of our more active members recently jumped into Pat Moreland's Cessna 172 and flew to Tucson for a weekend of shopping, birthday dining, night spotting and sleeping on the floor.

Janna Shea was named one of the top five honorable mention pilots who competed for the section's Pilot of the Year award, while Mary Morrison has moved to Dallas, Texas, where she will be a reservationist for Muse Air. A CFI, Mary will be an asset to Texas 99s.

Thirteen of our members participated in the 17th annual Kachina Doll Air Rally, sponsored October 13 by the Phoenix 99s. Sherry Conner won the "Tailend Turtle," and Lisa Matthews won the spot landing contest.

Bakersfield Chapter

It is with a deep sigh (combination satisfaction and relief) that the chapter closes the book on the fall section meeting. Although there were a few traumas (such as a juggling act accommodating 260 people in 100 rooms and getting 141 people scheduled for white water rafting), the entire event seemed very successful.

It is true that producing a section meeting is a real challenge, but the chapter went at it with a real vengeance. From the slotting of 85 aircraft into Rio Bravo's tiny airport to coping with a failed circuit-breaker at the outdoor awards banquet, we took a deep breath and went at it. Rio Bravo itself saved the day. It is a beautiful resort, and no one seemed to really care if everything didn't go as planned. The intended atmosphere of relaxation certainly prevailed. Our success in putting on such a venture seems to prove that a relatively small chapter (35 members) can handle a large production — with lots of advance planning and cheerful cooperation. We had the two most enthusiastic and well-organized co-chairmen in the world — Janice Brown and Elizabeth Saba.

Just two weeks after the section meeting, the chapter helped "man" a checkpoint for the Pacific Air Race. Because of some questionable weather further north, many more planes landed for the optional fuel stop in Shafter, and the gals, under the experienced hand of Maude Oldershaw, cheerfully took care of them all, fueling and feeding all who landed.

That same weekend, two planes from Bakersfield went to Scottsdale to participate in the Kachina Doll Rally. Three 99s and one 49 $\frac{1}{2}$ er represented the chapter. Pat Church and Lois Oscars went in Pat's Bonanza, and Charline and John MacKessy went in their Cessna 182.

by Pat Church

El Cajon Valley Chapter

Dottie Campbell, Eleanor Richardson, Doris Ritchey, Vi Chambers, Frankie Clemens, Marian DeLane and Susan Maule attended the September 28-30 section meeting at Rio Bravo Resort. Susan was presented her certificate for completing her AE Scholarship work at Friday's banquet; then at Saturday's awards banquet, she was first runner-up for the section's Pilot of the Year award.

At our October meeting, Connie Davis surprised us with two great flying films, one on Oshkosh and another on the Blue Angels.

The annual Gillespie Field Open House keeps getting larger each year. The four-cents-a-pound plane rides were given to some 200 riders this year. Dottie McAuley, Polly Ross, 49 $\frac{1}{2}$ er Donald and Lynn Coulthard ran the booth for this October 13-14 activity.

Susan Maule hosted a "free" ground school October 30 for anyone interested in renewing their BFR or APT. This, plus offering one hour of instruction time to chapter members for their BFR, is Susan's way of saying thanks for her AE Scholarship.

by Frankie Clemens

Orange County Chapter

Our chapter is very proud to have won honors during the Rio Bravo section meeting. Carol Bloch was named Pilot of the Year for the section, we received the Public Relations Award and, as an additional feat, Marje Hanson won a golf trophy.

October's meeting was held at the home of Barbara Ward. We welcomed Palomar Chapter guests Connie Francis, chairman, and Ami Erickson, treasurer. Connie is employed by Imperial Airlines and spoke to us from management's viewpoint on what it takes to "make an airline go" versus a pilot being hired by an airline. She gave a new perspective on employment opportunities with commuter airlines. Other guests included Robin Bohen, Celia Mason, Anne Digenis and Dodie Cummings.

The first fly-in for our new chapter year was also in October. The Apple Valley Inn transported from the airport for their great brunch.

As the month ended, Joan Hill led members in another air marking project. Dressed in costumes on Halloween day, we repainted the runway at Meadowlark Airport in Huntington Beach. The evening closed with a ghoulishly delicious pizza dinner.

by Adrienne O'Brien

Palomar Chapter

Chairman Connie Francis, Kay Brick and Pam Vander Linden flew to Rio Bravo in Pam's Bellanca Viking for the fall section meeting. Sunny autumn weather and warm, friendly people made for an exciting "first section meeting" for Connie. She is inspiring all of us with her enthusiasm and verve.

We awakened to a gorgeous desert day for

the October 13 Palm Springs fly-in. Thanks to the gracious hospitality of Jims-Air FBO, our barbecue picnic, including swimming, was a great success. New pilots and new members Robin Garman and Emmy Ward accompanied Connie Francis and Ami Erickson in their respective planes. Another new member, Kathy Klage, came with her friend in a Sky Bolt. Syd Dolbec and 49 $\frac{1}{2}$ er Pete, as well as Lou Ann Unger and 49 $\frac{1}{2}$ er Jack, flew their

eria to Jake's Corner, up Teslin Lake and on to Whitehorse. Marginal VFR through the beautiful glacial valley of Kluane Lake and Burwash Landing forced a pleasant detour up Lake LeBarge, the Yukon and White Rivers and a jump over the hills to Northway — "the Gateway to Alaska," always a happy stopping place. The playful Mooney flirted with the Dall sheep in Mentasta Pass and indulged in a little diversion over Nelchina and Matanuska

CHAPTER NEWS, ETC.

planes. Lou Ann was awarded her spot landing certificate from last July.

Nena Hewett and Lois DeLay in a Warrior II won a first place leg prize, Gillespie to Santa Maria, in the Pacific Air Race. Ginny Boylls went to Oceanside for the VOR fly-by identification, and Lois is the envy of all as she packs to spend the winter in her Kailua-Kona, Hawaii condominium.

Summer cross-countries were enjoyed by Vi Pfeiler and 49 $\frac{1}{2}$ er Jack, who stopped in Albuquerque, Winslow, Amarillo, Oklahoma City, Little Rock and Santa Fe. Syd and Pete Dolbec flew to the East Coast, while Lou Ann and Jack Unger flew to Chicago. The Pfeilers and Dolbecs were plagued with bad weather, but the Ungers were more fortunate. Ginny Boylls and 49 $\frac{1}{2}$ er J.C. flew to the Grand Canyon for fall colors and snow.

by Vi Pfeiler



At the Southwest Sectional are Connie Francis, Kay Brick and Pam Vander Linden with Pam's Bellanca Viking.

Phoenix Chapter

Phoenix Chapter is alive and well. Inactive, it is not. The hiatus in chapter reporting for the last two months resulted from a very bad case of "deadline hang-up" on the part of the reporter. Usually reliable sources say that the condition is painful but not terminal. Therapy, in the form of monthly composition and typewriting exercises, is recommended.

Eight lucky 99s and three 49 $\frac{1}{2}$ ers trekked to Anchorage in August for Convention. They included Chairman Stacy Hamm and Jim, Kitty and Charlie Pope, Bruni and Ken Bradley, Martie Pearce, Nancy Nay, Helen Tabor, Ruby Sheldon and Mary Lou Brown. When not involved in Convention activities, they went hither and yon visiting the spectaculars, such as Denali and its park, Portage Glacier and much more.

Ruby and Mary Lou made the trip in a vintage Mooney that knows the way by heart. This time, it picked the path up the Fraser River Valley to Prince George, past MacKenzie, the Williston Reservoir and Ft. Ware, through The Trench to Watson Lake, over Liard River, through the canyon from Ranch-

Glaciers before ducking through Chickaloon Pass and across Knick Inlet into Anchorage and a landing at Merrill Field.

Return by the same route was "no go" because of weather. Undaunted, the little Mooney pointed its nose northward past The Big One (it was wearing a cap of fluffy cotton!), turned east along Denali Highway to the Richardson Highway, north along the Trans-Alaska Pipeline, past Paxson and Summit Lake, through Isabel Pass, past Black Rapids Glacier and Donnelly Dome to the Alcan Highway, then southeast to Northway. After fuel and homemade apple pie, it was across the border and down the valley to Whitehorse and an overnight stop at the Airport Chalet (a most favored motel for 15 years), then on to Watson Lake, Ft. Nelson and Grand Prairie in beautiful weather. The next morning, the little Mooney had to fly like the dickens to keep ahead of the menacing thunderstorms that were close on its tail all the way to Edmonton. It found clear skies on to Calgary, but those sneaky thunderstorms leaped out again on the way to Red Deer. They gave up the chase at Lethbridge, and the Mooney crossed the border to Great Falls, Montana in bright sunshine but vigorous winds. After a night of rest under the wing of Charlie Pride's "bizjet," the still frisky plane decided on another detour — this time to visit friends in the Wind River country of Wyoming. It climbed up the Yellowstone River Valley and flitted over Yellowstone Lake, circled over the mudpots until Old Faithful did its thing, then flew on past Jackson Hole, snubbing its nose at the jets crowding the ramp of the airport below, and into Pinedale. Refreshed from a good night's rest on the ramp of that delightful airport, it headed down the Green River to the Colorado River, through the maze of gorgeous gorges at Lake Powell, to its last refueling stop at Page, Arizona. Then it was homeward-bound, dodging thunderstorms on the high plateau of northern Arizona, circling over the volcanic cone of Sunset Crater, past San Francisco Peaks, through the Red Rock country of Oak Creek Canyon and Sedona, across the Verde Valley, down the Black Canyon and back into the "Valley of the Sun." Chalk up another 50 hours for the trusty little magic carpet.

Meanwhile, back at the ranch (Lois Ward's ranch in Prescott, that is), the rest of the gang enjoyed a Smoki Day cookout in real down-home country style. Lois' bash is anxiously anticipated each year, and Prescott is lovely any time, especially when the temperature in Phoenix has reached the maximum altitude and still climbing.

With September came a Fly Without Fear Clinic led by Kitty Pope. Five formerly fearful fliers proved to be placid passengers on their graduation flight to Las Vegas.



Air marking San Luis Obispo Airport are 99s Emily Cletsoway, Pat Kamm, Marci Barnett and Cheryl Cooney.

October saw the 17th annual Kachina Doll Air Rally fly into history. Gray Bower and Sharon Donahoo, Heart of Arizona 99s, took home the Goldwater Trophy and a \$300 first prize, and the Arizona Make-a-Wish Foundation received a healthy donation. David Ellis, long-time route chairman for the event, was honored for his contributions of time and service to the Ninety-Nines. Jerry Foster, popular helicopter pilot/television personality, emceed the awards banquet. (See page 23 for names of the winning teams.)

by Mary Lou Brown



These San Fernando Valley 99s were participants in the Palms to Pines Air Race.

San Fernando Valley Chapter

It was a perfect day for flying at LaVerne Bracket Airport October 7, when four members gave airplane rides to 28 Boy Scouts and eight of their parents. With only four airplanes, piloted by Lorrie Blech, Bozena Syska, Linda Johnston and Ceci Stratford (who organized the project), each pilot had to make three trips. All the participants had a wonderful time. It was great for both the airport and the Ninety-Nines.

We have a very active air racing group in our chapter, so it is not too surprising that we are represented in the winner's circle. Eight race teams participated in the annual Palms to Pines event, and four of them placed in the top 10. In the Pacific Air Race, we also had four race teams in the top 10.

The Kiwanis Club of Van Nuys awarded our chapter certificates for community involvement, specifically for beautifying Van Nuys Airport with our compass rose and also for our DRI flight transporting eyeglasses collected by the Kiwanis Clubs, along with other items donated to our chapter. Paula Bazar, our DRI chairman, organized the trip.

by Doris M. Totans

San Luis Obispo County Chapter

Our chapter has managed to keep busy the last couple of months. Activities have included air marking at San Luis Obispo and Paso Robles Airports, a treasure hunt (won by Louise DeMore and Sarah Parrish), followed by a hangar barbecue, participation in two Airport Days with food booths and airplane rides, a fly-out to Columbia, providing timers and hospitality for the Pacific Air Race in Santa Maria and attendance at the Southwest Sectional at Rio Bravo.

And while all of this was going on, one of us, yours truly, managed to get to Oklahoma City and visit International Headquarters. Maybe they should put us in charge in Washington. We could probably get rid of the national debt in two months. We'll get everybody in government to work as hard as we for the same pay scale (gratis).

by Pat Kamm

Santa Clara Valley Chapter

We are nearing the one-ton mark for amount of supplies transported this year from the San Jose area to Direct Relief International headquarters. On our most recent flight, September 25, five aircraft took part, manned by Peg and John Ewert, Maureen and Warren Houk, Pat Johnson and Claire Florio, Barbara Murren (our DRI chairman) and Mayetta Behringer, and Pat Rowe and Nancy Rodgers. At the Santa Barbara Airport, they were met by an ABC news crew. There were photo sessions, interviews and local television coverage that night. Also on hand to greet them were DRI representatives who gave everyone a DRI hat and T-shirt and took them to lunch at the Elephant Bar.

At our recent awards banquet, Helping Hand Certificates went to Vera Arnold, Debby Cunningham; Mayetta Behringer, Willy Gardner, Pat Johnson, Julie Kays, Lois Letzring, Diane Little, Evelyn Lundstrom, Debby Morton, Barbara Murren, Kathy Pelta, Linda Power, Ann Tapay and Dottie Theurer.

Our Flying Companion Seminar, chaired by Anne Tapay, was held October 20-21 in the classrooms of San Jose State's Aeronautical Department (next to San Jose International Airport). On the evening of the 20th, an FAA Safety Seminar was held nearby, giving a convenient alternative to spouses or friends of the flying companions attending our seminar. We had 57 attendees, including several males.

The oft-cancelled fly-in to Watts-Woodland (with the Sacramento Chapter) finally got off the ground October 7. Pilots and guests included Pat and Howard Johnson, Sue and Lew Schiff, Anne and Martin Tapay with their

daughter, Pat Blouin and daughter, as well as Jeanne McElhatton and three students.

by Kathy Pelta

Santa Paula Chapter

Jeannie Pool, our \$1,000 AE Scholarship winner, is also a Ventura County Forest Firefighters member. She works 56 hours a month, and her duties include medical help, driving ambulances and even ditch-digging if necessary. Her everyday job is working for the Camarillo State Hospital as a music therapist for adolescent children.

Gail Gross, our Navy 99, has begun her jet training at Pensacola. Sue Cedarquist-Yamamoto is a pilot with Imperial Airlines, and Sherry Moore flies for Rocky Mountain Airlines.

We welcome a new, enthusiastic, exuberant member, Sharron Price, who is a private pilot and owner of a Cessna 150, and we congratulate Jan Evans and her new husband Lee Manelski, a Regent-Aire pilot. Jan and Lee own a fine Pitts, and both belong to the Los Angeles Aerobatic Club.

Vacation time saw our members enjoying their flying in many different ways. Past Chairman Melody Rich attended International Convention, while Norma Williams and 49'er Vic flew their 172 to Idaho and as far into Canada as Prince George. Gwen and Jim Dewey went on a tour of English Air Museums, which was sponsored by the San Diego Air Museum.

Nadine Beliveau vacationed at Big Bear Lake, while Norma Emery and her family made a trip to Yosemite National Park.

Our members have a great time flying around, but we have an awful time getting them to meetings. Any good ideas from other chapters would be gratefully accepted.

by Gwen Dewey



At the Beaver air marking are Linda Anderson and Utah's First Lady, Norma Matheson.

Utah Chapter

"Circle the town and the sheriff will come to get you." We circled and Sheriff Cartwright came — to take us to dinner! The townsfolk of Beaver welcomed us with food and hospitality. In return, we painted the numbers and center line (all 4,600 feet) on their newly resurfaced runway.

The first plane to view our handiwork was the State of Utah King Air with Governor and Mrs. Matheson aboard. After exchanging paint-smearing handshakes, they joined us for lunch prepared by the Sheriff's Squadron.

Linda Anderson, Linda Pounder, Jan Knowles, Carol Clark and assorted relatives worked late in the day to finish the center line — only to be delayed by thunderstorms en route. It makes a long day when you arrive back home at 0200 hours from air marking!

by Carol Clarke

Back to Basics Air Race

The weather-delayed second Back to Basics Air Race finally took place October 6, two weeks after originally scheduled. The prize binoculars for pilots and copilots for the first three places were again generously provided by Bushnell Optical.

The race is devised to give practice in flying the way it used to be, pilotage instead of dependence on navigation instruments. All instruments except for the minimum FAA requirements of airspeed, altimeter

and magnetic compass, and all navigation instruments are sealed.

The course is a round robin less than 300 statute miles, and it is kept a secret until 30 minutes before takeoff. When contestants are ready, they are given the route and must call for takeoff within 30 minutes.

Back to Basics, good practice for both new pilots and those with many flight hours, is open to any licensed pilot. The navigator need not be a pilot.

by Sally LaForge

BACK TO BASICS AIR RACE RESULTS

1st Place	Mary Jo Volk/Rita Buhl	C-152	+10.7053
2nd Place	Lee Gruenfield/Andy Mazzarelli	PA 38-112	+10.1067
3rd Place	Jean Schiffman/Margo Alden	C-150M	+ 8.4550
4th Place	Rita Edwards/Coleen Spalsbury	C-172	+ 6.9182
5th Place	Sylvia Paoli/Evelyn Craik	C-172K	+ 6.8577

Buckeye Air Rally

An entirely new format for the Buckeye Air Rally was announced by President Kathy Samuelson at a recent meeting in Columbus, Ohio. Joan Feibel, All-Ohio Chapter, will chair the June 15, 1985 event in Marysville, Ohio.

In the past, the rally was a speed/navigation contest, permitting only stock model aircraft to enter. With the new format, all stock and experimental aircraft are permitted, and it will be a speed/proficiency/pilotage rally.

The changes will enhance safety by allowing participants to select their own speeds. It should attract more participants who are not interested in straight speed races. Pilots with aircraft that were previously ineligible will be welcome, while the long and tedious inspection and handicapping procedures will be eliminated. The BAR Board also felt that the slower speeds selected by pilots will be less costly. And, most important, the new format has loosened the strict structure to make the rally more enjoyable. If a participant still wishes to fly his or her aircraft at maximum speed, the rally does not preclude it.

Top prizes will be trophies and, since the rally has been such a success in the past, larger cash awards will be given.

Kits will be available after the first of 1985 from Joan Feibel, All-Ohio Chapter, 2886 Mt. Holyoke Rd., Columbus OH 43221.

by Jeane M. Wolcott

Kachina Doll Air Rally

Ninety-Nines from three Arizona chapters took top honors in the 17th annual Kachina Doll Air Rally, chaired by Carole Tobey.

Forty-one teams competed in the 348-statute mile event. Armed with geographical coordinates, they set out on a zig-

zag course through central Arizona to find markers deviously placed in obscure locations by Dave Ellis. Some found all markers; all found some markers; and all found their way back to Scottsdale Airport.

Scores were based on actual performance against prior estimates of time en route and fuel consumption, with consideration for successful location of markers.

by Mary Lou Brown

KACHINA DOLL AIR RALLY RESULTS

1st Place	Gray Bower/Sharon Donahoo
2nd Place	George Peabody/John Knudsen
3rd Place	Nancy Rogers/Pam Gordon
4th Place	Elaine Ralls/Charlie Ralls
5th Place	David Richardson/John Bjornholdt

Spot Landing Contest: Lisa Matthews
Preflight Contest: Greg McDowell

Sunflower Rally

The Kansas Chapter sponsored the third annual Sunflower Rally October 20. There were 11 entries, five from Kansas and six from out of state.

The Kansas group did not fare well, sending first through fifth place trophies home with the Okies. However, Janet Yoder came up with the best Kansas score and best first-time racer honors.

by Phyllis Blanton

SUNFLOWER RALLY RESULTS

1st Place	Phyllis Howard/Bob Howard
2nd Place	Jan Million/Charlene Davis
3rd Place	Charles Perry/Nancy Smith
4th Place	Betty Jo Hammer/Robin Smith
5th Place	R.L. Gore/Ray Hammer

Half-Fast Trophy:
Dorothy Dickerhoof/Carol Lanning

Air Racing Update

Indiana Dunes Air Rally

The Indiana Dunes Chapter held its annual air rally September 29. The race is open to all chapter members, 49½ers and friends. Ellen Herring, race chairman, and 49½er Chuck (1983 race winners) planned the 150-statute mile round robin proficiency event.

Contestants were launched at Plymouth (Indiana) Airport by Chuck Herring. The race route was from Plymouth to Kendallville, Huntington, Wabash and back to Plymouth, with 25 landmarks to be found along the route.

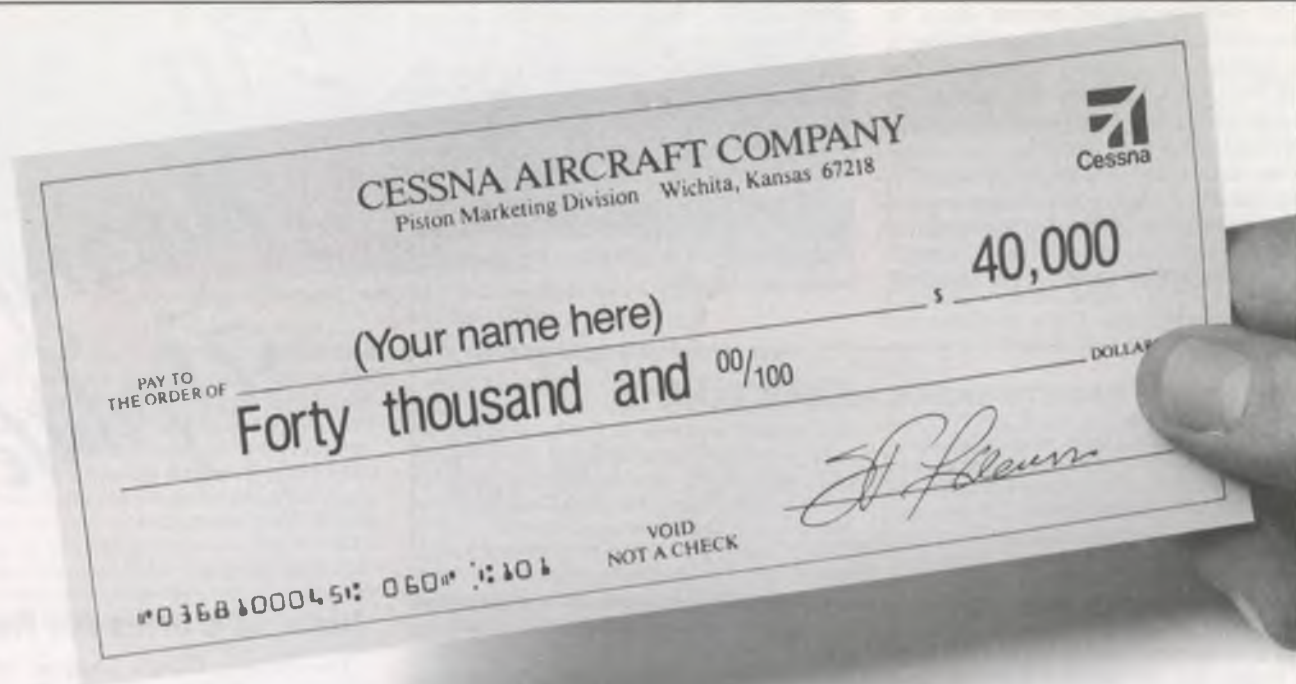
After lunch at the Plymouth Holiday Inn, next to the airport, Ellen Herring announced the winners.

INDIANA DUNES AIR RALLY RESULTS

1st Place	Walter Falkenberg/ Charlene Falkenberg
2nd Place	Barbara Jennings/ Diana Austin
3rd Place	Christine Murdock/ Rawson Murdock



Top prize winners in the Sunflower Rally include Charlene Davis, Jan Million, Betty Hammer, R.L. Gore, Phyl Howard, Bob Howard, Ray Hammer, Nancy Smith and Charles Perry, all from Oklahoma.



Get a check for up to \$40,000 when you step up to a new Cessna.

Here's your chance to own a new Cessna and get a financial boost at the same time. Cessna's exclusive cash rebate program offers you amounts ranging from \$5,000 on a Skyhawk all the way up to \$40,000 on a 421 Golden Eagle.

And Cessna Finance Corporation offers fixed or floating interest rate plans, with financing available for up to 90% of the purchase price. Take as long as 8 years to pay for a single, up to 10 years for a twin. And unlike many other financing programs, there are no prepayment penalties.

This just might be your best opportunity yet to fly more plane for less money. But we urge you to act soon. One good reason for that is, any new aircraft purchased by December 31 can entitle you to a full year's investment tax credit and depreciation allowance.

And another good reason is that Cessna can only offer this rebate plan for a limited time.

So contact a participating Cessna Dealer today, and make your best deal on a new Cessna. Or call us toll-free at 1-800-423-7762 for more details.

CESSNA CASH REBATES	
Skyhawk	\$5,000
Cutlass	\$5,000
Cutlass RG	\$7,500
Skylane	\$8,000
Skylane RG	\$10,000
185 Skywagon	\$8,000
Stationair 6	\$10,000
Stationair 8	\$10,000
Centurion	\$12,000
Pressurized Centurion	\$14,000
Crusader	\$25,000
340	\$30,000
402	\$30,000
Chancellor	\$40,000
Golden Eagle	\$40,000



These offers available only on selected new Cessnas through participating Cessna Dealers in the U.S. (excluding Hawaii), for sales to U.S. citizens, or U.S. registered businesses. Other restrictions may apply, including qualification by Cessna Finance Corporation. Rebate offer is subject to withdrawal without prior notice.