



me29news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 12

JANUARY/FEBRUARY 1985

NUMBER 1



Gearing up for the World



Two Board Members to be Elected

Now is the time to make our nominations for two International Board members to be elected by the delegates at the annual International Convention in July. The two Board members elected yearly at the Convention serve for a term of two years each. The terms of Pat Roberts and Marie Christensen will expire in 1985.

In keeping with our new nomination procedures, Form #N-85-1, "Intent to Seek Election," appears with this article. We strongly urge qualified members to seek office. This is your only opportunity to let your intentions be known. Please carefully check Article X, Section 1 (page 137) in your 1984-85 Membership Directory for qualifications for this office. Then follow these steps:

1. Complete #N-85-1, "Intent to Seek Election."
2. Make six photocopies (keep one for your files).
3. Send the original plus four copies to International Nominating Committee Chairman Thelma Cull.
4. Also enclose a background resume (see guidelines below).
5. Send one copy of #N-85-1 to International Headquarters.
6. Also send to Headquarters one recent black and white photo (passport type) with a copy of "Intent to Seek Election" form.

When Headquarters confirms to the Nominating Committee that you are eligible to run, your name, photo and brief resume will appear on the list of candidates in the May issue of *The 99 NEWS*.

Concerning the resume, each candidate is to compile her own background data, NOT TO EXCEED 100 WORDS, as she wishes it to appear in the magazine. One copy should be sent to the Nominating Committee Chairman, along with the #N-85-1 forms. Please note that endorsement verification by the candidate's own chapter chairman or that of two other chapters in the candidate's own section is required on Form #N-85-1.

Don't delay! Time is short since our Convention is in July this year. The deadline for Form #N-85-1 is March 15.

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

We hope that you will take an active part in this election by either seeking election yourself (if qualified) or by urging qualified members to file this form. Then, discuss those seeking election at your chapter meetings prior to Convention so that you have a part in this important election.

INTENT TO SEEK ELECTION

Office Sought: _____

Name _____ Phone No. _____

Address _____

Chapter _____ Section _____

99 member since _____ Classification _____

Date and class of last medical _____

Date of last Biennial Flight Review _____

Ratings _____

Total Hours _____ Last Two Years _____

Service to Ninety-Nines, chapter level (committees, offices): _____

Service to Ninety-Nines, section level (committees, offices): _____

Service to Ninety-Nines, International level (committees, offices): _____

Number of International Conventions attended _____ Sectionals _____

Special aviation related awards _____

Membership in aviation oriented organizations and offices held: _____

Specific training and/or experience related to office sought: _____

Occupation: _____

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

Chairman's signature _____ Chairman's signature _____

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

Date _____ Candidate's signature _____

Send ORIGINAL plus four copies to: **International Nominating Committee Chairman Thelma Cull, 4433 Kenneth Ave., Fair Oaks CA 95628, (916) 967-1642.**

Send one photocopy, brief resume and photo (black and white passport type preferred) to: **International Headquarters, P.O. Box 59965, Oklahoma City OK 73159, (405) 682-4425.**

Deadline: March 15, 1985

Attach additional sheet if necessary.

#N-85-1

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The 99 NEWS

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the 99 news

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NUMBER 1

FEATURES

- | | |
|---|---------------------------------------|
| 2 Two Board Members to be Elected | 5 The President's Message |
| 9 Aerospace Education at Work | 6 Focus on USPFT |
| 10 '85 Winners Announced for Whirly-Girl Scholarships | 6 Safety Education: Stress |
| 12 Ninety-Nines Go Tandem Skydiving | 7 49½er Report |
| 14 Personality Profiles | 7 Gifts to International Headquarters |
| 16 Ninety-Nines Acquire AE Birthplace | 8 New Horizons |
| 18 USPFT Just for the Fun of It | 10 Air Marking News |
| 20 Two "Musts" for Baltimore Convention | 11 Book Review |
| | 24 Chapter News |
| | 39 Let's Go Air Racing! |

ADVERTISING

- | |
|--------------------|
| 5 Beechcraft |
| 9 Avco Lycoming |
| 11 Classified |
| 18 Aero Insurance |
| 19 GAMA |
| 23 Le Monde Travel |

DEPARTMENTS

- | |
|---------------|
| 4 New Ratings |
| 4 Calendar |

ON THE COVER:

Gearing up for the World... Precision Flying Competition, that is. A contestant, in hopes of earning a slot on the US Team, performs a precision landing over a barrier. (See related article on page 18.)



New Ratings

EAST CANADA SECTION

Muriel Pigeon, First Canadian — AMEL

MIDDLE EAST SECTION

Nan Merrick, Eastern Pennsylvania — COMM, CFI

Kathy Rodziewicz, Eastern Pennsylvania — CFI

NEW YORK-NEW JERSEY SECTION

Marsha Lehman, Finger Lakes — IFR

Connie Nelson, Finger Lakes — IFR

Dana Kull, Garden State — COMM, AMEL

Mary Sand, Western New York — CFI

NORTH CENTRAL SECTION

Lorraine Kearney, Minnesota — IFR

Gail Rydeen, Minnesota — AMEL

NORTHWEST SECTION

Esther DeYoung, Eastern Idaho — IFR

Diana Dwell, North Dakota — IFR

Margo Evenson, North Dakota — IFR

SOUTH CENTRAL SECTION

Barbara Robinson, Abilene Area — IFR

Carol Villandry, Heart of Texas — IFR

Cathy Wappler, Houston — IFR

SOUTHEAST SECTION

Ruby Dickerson, Alabama — ASER

Jacqueline H. Marsh, Florida Crown — IFR

SOUTHWEST SECTION

Marci Mauthe, Orange County — COMM, AMEL

Roseanna Ballard, Phoenix — COMM, CFI Helicopter

Lori Brand, Sacramento Valley — AMEL

Jean Turner, Sacramento Valley — AMEL

HEADQUARTERS NOTAM

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

December's mailing included Amelia Earhart Scholarship information on deadlines for this year's applicants, postponement of the India Congress, World Precision Flying Championship information and an update on the Headquarters Building Expansion.

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

Calendar

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. 27-30: **Spring Australian Sectional.** Perth, Western Australia.

Mar. 29-31: **Spring Middle East Sectional.** Charlottesville, Virginia.

Mar. 30: **Valley Air Derby.** sponsored by San Fernando Valley Chapter. Derby kits, \$3, Carol Riley, 6424 Blewett Ave., Van Nuys CA 91406.

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. 13: **Shirts 'n' Skirts Air Race.** sponsored by Fullerton Chapter. Race kits, \$3, June Leach, 1005 Tularosa Ave., Orange CA 92666.

Apr. 19-21: **All Canada Spring Sectional.** Plaza II Hotel, Toronto, Ontario, Canada. Contact Shirley MacDougall, First Canadian Chapter.

Apr. 19-21: **Spring Southeast Sectional.** Pascagoula, Florida.

Apr. 26-28: **Southwest Sectional.** Sunburst Hotel, Scottsdale, Arizona, hosted by Phoenix and Arizona Sundance Chapters. Contact Ruth Olson, 7232 E. Villa Way, Scottsdale AZ 85257, (602) 946-7605.

Apr. 27: **Spring Caribbean Sectional.** Green Turtle Cay.

Apr. 30: *The 99 NEWS* deadline for June issue.

MAY

May 2-3: **South Central Sectional.** Topeka, Kansas.

May 2-3: **Great Southern Air Race.** sponsored by Florida Race Pilots Association, 1,000-sm round robin with \$3,000 first prize. Race kits, \$7, Cy Beers, 925 N. Halifax Ave., #501, Daytona Beach FL 32018.

May 11: **Poker Run.** sponsored by First Canadian Chapter; rain date, May 12. Contact Adele Fogle.

May 17-19: **Hayward to Las Vegas Proficiency Air Race.** hosted by Alameda County, Bakersfield and Las Vegas Valley Chapters. No limit on passengers. Awards Saturday night at the Imperial Palace Hotel (\$500 first prize, 15 trophies, Best 99 Pilot award and other specialty awards). Kits, \$3.50, Hayward Air Race Committee, Lou Chianese, 20301 Skywest Dr., Hayward CA 94541, (415) 581-2345, ext. 5285.

May 24-25: **Sixth Annual Illi-Nines Air Derby.** sponsored by Chicago Area, Quad City and Central Illinois Chapters. Speed and proficiency categories, men or women pilots, \$400 first prize each category. Entry kit, \$3, Barb Jenison, P.O. Box 357, Paris IL 61944.

May 31: *The 99 NEWS* deadline for July-August issue.

JUNE

Jun. 15: **Buckeye Air Rally.** Marysville, Ohio; impound, afternoon of June 14. Kits, \$3, Joan Feibel, 2886 Mt. Holyoke Rd., Columbus OH 43221.

Jun. 29-Jul. 2: **1985 Air Race Classic.** entries accepted March 1-April 13. Contact ARC, Ltd., P.O. Box 1343, Crested Butte CO 81224, (303) 349-6864.

Jun. 30: **No deadline for *The 99 NEWS*.**

HEAR YE! HEAR YE! HEAR YE!

Fifty years ago, Amelia Earhart was the *first person* to fly solo from Hawaii to the Mainland. She took off from Honolulu January 11, 1935 and landed at Oakland California January 12. To commemorate this feat, 100 of the original 1963 Amelia Earhart eight-cent First Day Covers were canceled at Honolulu (with the Hawaiian statehood stamp) January 11 (50 years later) and recanceled (with another appropriate stamp) at Oakland on the 12th.

These unique covers are available from Alice Hammond, 15 Oakdale Dr., Millville NJ 08332. Make your tax-deductible contribution check for \$20 to the Amelia Earhart Scholarship Fund, and please include a #10 legal-size, stamped, self-addressed envelope with your request.

THE PRESIDENT'S MESSAGE



by International President Hazel Jones

This is the first column for the New Year, and I want to wish you all a very happy and prosperous year ahead. I am sure all of us are full of resolutions and diet plans for the coming year. One resolution I hope we all make is to fly safely this year. We need each and every one of you if we are to grow and prosper.

There were many, many aviation-related accidents in my state during the holidays, and they all sounded as if they could have been prevented. Such a waste! These kinds of stories always appear on the front page of the newspaper, or as a lead story on TV. It can give general aviation a bad name.

At the last Board meeting, Oklahoma FSDO Accident Prevention Specialist Jay Nelson asked if we would consider adding the CTAF frequency to our air marking program. "What is the CTAF?" you ask. Good question. CTAF stands for Common Traffic Advisory Frequency, and this information can be found in the Airport Directory for any airport in the US. Sometimes it is the same as the Unicom frequency, and sometimes it is a different frequency. Each airport has an assigned frequency. If an airplane is landing at an unfamiliar airport, the pilot can easily dial the correct frequency for either airport advisories or landing instructions — if the CTAF is painted on the ramp or building in a prominent location. Your Board thought this would be a good safety addition to our air marking program, particularly at uncontrolled airports. It just might prevent a mid-air. I sent the information to Air Marking Chairman Mary Hill, and I am sure we will be hearing from her.

The other suggestion came from Accident Prevention Specialist

John Jarchow. He suggested adding signs near airports where the runway ends right at a road or street. These signs could be like the ones shown below. Information that the signs were provided by the 99s could also be included. Apparently there have been several instances when people have been walking down country roads or streets and turned to walk onto the runway, not realizing where they were. There have also been some instances when cars have had aircraft tire tracks across their tops because the drivers were not aware of landing aircraft.

I think both of these ideas have merit. It's nice to know that the FAA, when they have identified an area that needs help, comes to the 99s, knowing that we can help.

Fly safely!



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of quality to airplanes for private, business and government owners, we've accumulated some useful answers to many of your questions. If we can help you build your file on aircraft ownership, please call. We'd like to help. Dial toll free 1-800-835-7767 Ext. 350, or write Beech Aircraft Corporation, P.O. Box 85, Dept. NN02, Wichita, Kansas 67201, U.S.A.



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FOCUS

ON USPFT

by Verna West

Letters have gone to chapter chairmen on a regular basis the last two years with the assumption that they will inform their members. We know many of you are unable to attend meetings regularly and may not actually get the latest information except through *The 99 NEWS*. We need each one of you to be well informed.

The Ninety-Nines is hosting the World Precision Flying Championship at Kissimmee, Florida, August 11-18. Teams from all over the world will be arriving as early as August 4 and may be traveling in the US before that time. Some countries, such as 1983 winner Poland, will probably bring their own aircraft, but most will rent airplanes here. (We arrange with the FAA for their temporary licenses.)

The site near Orlando, with easy airline access, was chosen as one attractive to guests from other countries. Disneyworld, Epcot Center, Kennedy Space Center and many other attractions are nearby. The town of Kissimmee and airport personnel wanted us to come and are being very helpful. Anyone who has helped with an International Convention knows some of what we face in housing and feeding people. When we add complex rules for competition, Federation Aeronautique Internationale protocol, etc., it becomes a major undertaking.

The selection of the United States team is also the responsibility of the Ninety-Nines/USPFT Council. We are raising money with the hope of paying the US team's expenses, as well as covering expenses for the World Championship.

Most chapters charged only a small fee and absorbed some of the costs of the 14 local rallies held in the US last fall. Contestants will pay a larger entry fee at regional and national rallies, which will help with

Safety education

by Ramona O. Young
International Safety Education Chairman

In reviewing the causes of aircraft accidents, it has been determined that a great percentage of fatal accidents are attributable to biomedical factors, including the psychological. If no demonstrable pathological factors are discovered in the investigation of an accident, such as heart attacks, brain tumors, drug incapacitation, kidney stones, etc., then the cause of an

some of the expenses. Hats off to all chapters that have "braved the unknown" and held a rally! At least one has held three!

It is important that as many rallies as possible be held in the US this spring. All pilots should know that there will be a US team entered in the World Championship. We hope that, through some of them, contacts may be made that could lead to some financial help for this big event.

We hope that 99s in countries other than the US are participating in the selection of teams. Ninety-Nines in New Zealand, Korea, Japan, the Bahamas and other countries have requested information. (The USSR declined the invitation to send a team, saying the sport is not well developed in Russia.)

Five 99s from the US went to Norway in 1983, one as a team member and four of the Council members "learning the ropes." We marched with the US team and those other countries through the streets of Skien to the opening ceremonies. We were proud to be with our team and wished 99s could have been with the other teams.

There are so many things being done everywhere by 99s, we know not all will have given the World Precision Flight Competition their first priority. But this year is important! We need enough rallies throughout the US to be able to say "the best we have are on our team."

We need the support of all 99s in welcoming the teams to the World Championship. As the time draws nearer, the circle of women actively working grows larger. Not all of you will be in Florida, but your participation in your own local events and your willingness to help in your own hometown could mean your favorite pilot (that could even be you) has a place on a team that meets the world in Kissimmee.

accident must be within the realm of psychological/behavioral factors or their emotional components.

Through autopsies and toxicological studies, accident investigators can now detect most physiological causes when present. The sophistication of urine, blood and tissue analyses can tell us whether or not many types of drugs, poisons and gases are present. When biochemical factors are ruled out, the cause of the accident is narrowed down to the area of psychological/behavioral/emotional factors.

Although the pilot's actions are often referred to as "pilot error" or "poor judgment," in reality it is pilot behavior.

Inappropriate pilot behavior is considered to be any pattern of behavior that is potentially self-destructive. It therefore follows that appropriate behavior is that which will enhance safety and survival.

The forces of stress and coping play an important role in the pilot's behavior. Psychological stresses are those forces that threaten to disorganize an individual's psychic equilibrium. The capacity for adequate adaptation to change, or to the stress the change creates, is known as coping ability.

The amount of coping ability an individual has varies from time to time, depending upon the extent that other stresses place demands on the individual. If the pilot is consumed with other stresses, such as financial or marital problems, he/she may not have the capacity to deal successfully with a crisis in the air.

Coping mechanisms, or the method of handling stressful situations, are developed by specific experiences, proficiency training or other general learning inputs. An individual's lifestyle is formed in part by a continuum of stressful stimuli, followed by stress responses that go on from birth to death, with a multitude of variables that determine the individual's stress response or behavioral pattern.

The stress stimuli or emotional factors present in an individual's lifestyle can accumulate to a point where they indicate potential self-destructive behavior. These stress factors are all involved with changes in the pilot's lifestyle which, in turn, determines the pilot's behavior.

Some factors that have been observed to lead to accident-producing behavior are:

1. Loss of spouse by separation, divorce or death
2. Death in the family
3. Illness in the family
4. Change in job, either promotion or demotion (pilot may feel inadequate to handle a promotion)
5. Change in —
 - a. number of arguments with spouse
 - b. church attendance habits
 - c. debts or financial status
 - d. line of work
 - e. living conditions
 - f. residence
 - g. schools
 - h. social activities
 - i. sleeping habits

- j. eating habits
- k. health

- 6. Sexual difficulties
- 7. Son or daughter leaving home
- 8. Spouse beginning or leaving work
- 9. Trouble with in-laws
- 10. Violations of the law

This is a partial list of stressful events, and it must be remembered that one event alone may not be responsible for self-destructive behavior in the pilot. It is usually a series of events that add up and require depletion of the total coping ability. At this point, if the next stressful variable that comes along requires more coping ability than the pilot possesses, the pilot will be involved in behavior that could end in self-destruction.

Remind yourself periodically that you, as well as your airplane, must be preflighted. If you are not emotionally fit to pilot, *don't fly*. If you have a problem, resolve it before you get into the cockpit.

49¹/₂er Report

by Nancy Hecksel

This last August at the International Convention, \$100 was donated on behalf of all 49¹/₂ers to the Headquarters Expansion Fund. Since that time, the idea was formed to collect enough money to have a 49¹/₂er "wing" on the Wall of Wings donor plaque. What better way to let all of our "better halves" know that we appreciate the support, sacrifice and love they have given to the 99s?

At 99 functions, flying activities and get-togethers, I explained what I was trying to do. Along with my own 49¹/₂er, Warren, we held out our hands and asked for whatever, generally a dollar or two. Several 99s had started to dig in their pockets and were told

that it didn't count if the cash came from them. One man said that he didn't have any money with him, but ended up donating all of his pocket change. Another said that he didn't believe in the 49¹/₂ers; he ended up spending all day filing a penny in half to give me 49¹/₂ cents!

The end result of a few months of activity has been that \$200 has been sent to Headquarters, thus ensuring representation on the Wall of Wings.

I appreciate those who have helped with this endeavor. I've not really finished, and the 49¹/₂ers can expect to see me heading their way with a gleam in my eye.

GIFTS TO INTERNATIONAL HEADQUARTERS

Archives

Irene Flewellen

Building Expansion Fund

Michigan Chapter
Orange County Chapter
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Inland California Chapter
Bay Cities Chapter
Houston Chapter
Florida Suncoast Chapter
North Dakota Chapter
Long Island Chapter
Shreveport Chapter
Mission Bay Chapter
Lubbock Chapter
All-Ohio Chapter
San Joaquin Valley Chapter
Hi-Desert Chapter
Florida Gulf Stream Chapter
Arizona Sundance Chapter
South Central Section
Rainier Chapter
Rio Grande Valley Chapter
Lubbock Chapter
Kansas Chapter
Greater Seattle Chapter
Eastern Pennsylvania Chapter
Greater St. Louis Chapter
Far West Chapter
Eastern New England Chapter
Chicago Area Chapter
Oregon Pines Chapter
San Gabriel Valley Chapter
San Diego Chapter
Garden State Chapter
Greater New York Chapter
Palms Chapter
Anna H. Brenner, *Redwood Empire Chapter*
Ruby Hays, *El Paso Chapter*
Margaret "Peg" Davidson, *Connecticut Chapter*
Jacqueline Breeden-Boyd, *Ft. Worth Chapter*
Penelope Becker, *Reno Chapter*
Jewel E. "Jaye" Hudgins, *Alabama Chapter*
Ilene Helfand, *Chicago Area Chapter*
V. Rudene Langner, *Wildflower Chapter*
Melva Doyle Gray, *Life Member, Eastern New England Chapter*
Rita Eaves, *Oklahoma Chapter*
Joyce Wells, *Bay Cities Chapter*

AOPA Air Safety Foundation
Janet M. Davis, *Garden State Chapter*
Virginia Fantera, *Eastern Pennsylvania Chapter*
Cheryl A. Hanssen, *Alaska Chapter*
Mary B. Nicholson, *Indiana Chapter*
Cheryl Pappa, *Garden State Chapter*
Jean Forsyth Schulz, *Santa Rosa Chapter*
Helen L. Wilke, *Dallas Redbird Chapter*
Helen Heath Wray, *Shreveport Chapter*
Kim Ernst, *Fullerton Chapter*
Doris Abbate, *Long Island Chapter*
Norma Kudiesy, *El Paso Chapter*
Patricia Bizzoso, *Long Island Chapter*
Betty Cull, *Indiana Chapter*
Joanne Nissen, *Monterey Bay Chapter*
MegAnn Streeter, *Utah Chapter*
Dorothy Adcock, *Nebraska Chapter*
Mary Wheelock, *Golden Triangle Chapter*
Harriet Fuller, *Eastern New England Chapter*
Phyllis Fleet Nelson Cray, *Charter Member*
Dorothea Hendricks, *Indiana Chapter*
Doris Renninger Brell, *Greater New York Chapter*
Beverly Allen, *Orange County Chapter*
Evelyn Kropp, *Connecticut Chapter*
Betty Huyler Gillies, *Charter Member, San Diego Chapter*
Dr. Ruth Engs, *Indiana Chapter*
Lydiellen Hagan, *Intermountain Chapter*
Leah A. Higgins, *Michigan Chapter*
Bonnie Haber Stahl, *Ft. Worth Chapter*
Betsy Kelly Weeks, *Charter Member*
Ceci Stratford, *San Fernando Valley Chapter*
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Marilyn Elaine Trupin, *Central Illinois Chapter*
Esther Gardiner, *Reno Area Chapter*
Ilovene Potter, *Greater Seattle Chapter*
Mooney Aircraft Pilots Association, *Ninety-Nine Honorarium*
Elinor Kline, *All Ohio Chapter*
Frances F. Leistilow, *Charter Member*
Virginia Hyatt, *Alaska Chapter*

Library

Jim and Maxine Greenwood
Walter Sullivan
Robert Hull, *Author*
Hazel Jones, *International President*

Television and VCR Equipment

South Central Section
Southwest Section

New Horizons

Marguerite Gambo Wood

Aloha Chapter charter member Marguerite Gambo Wood took flight from Thanksgiving day, a victim of cancer. One of Hawaii's pioneer aviators, Marguerite began her professional aviation career in 1939 with the founding of her Gambo Flying Service at Honolulu's John Rodgers Field (now Honolulu International Airport). She was Hawaii's first woman to become a commercial pilot, to become a flight instructor and to operate a flight school.

In recognition of her personal efforts to promote aviation as a career field for both men and women, Marguerite was honored by Aloha Chapter with the dedication of a plaque bearing her name at the International Forest of Friendship in 1978.

On December 7, 1941, Marguerite's flying school activities were halted abruptly. She was flying with a student over the island of Oahu when Japanese fighter planes suddenly came flying by. As she recalled, "The Army Air Corps had been holding a lot of simulated attacks, and I thought they were certainly getting realistic." When she saw smoke at Kaneohe Naval Air Station, she became suspicious and returned to her home field just in time to take cover in a ditch while the field was strafed.

Not long after that, Marguerite decided to join the newly formed Women Airforce Service Pilots (WASP) organization, but before she made it to Cherry Point, North Carolina, she was sidelined in California because flight instructors were needed more than ferry pilots. She became chief flight instructor for Pierce Flying School at Nogales, Arizona, training Army and Navy pilots.

There she met husband Robert Wood, and after the war they returned to Hawaii. Marguerite convinced the University of Hawaii to let her teach a ground school course. By popular demand to have a flying school for veterans to take advantage of the "GI Bill," Marguerite started her second flying school — the Hawaiian School of Aeronautics.

In 1952, her husband was transferred to Germany. She sold her school and turned the hangars over to the Territory of Hawaii with the proviso that the two hangars would always be reserved for the use of general aviation.

When the Woods returned to Honolulu from Europe, "Ma," as she had been nicknamed by her male students, learned that the hangars were to be used for airline freight operations. When she raised a fuss about it, she was told she'd have to "come out of retirement" and take over management of the two hangars. So she established Hawaii's Country Club of the Air, leasing space to flying clubs and others. Her operation became FAA and VA approved for flight training.

Enthusiastic about encouraging young people interested in learning to fly, 99 Life Member "Ma" regularly provided scholarships

to Civil Air Patrol cadets for CAP flying encampments in Hawaii and provided scholarships to aid other individuals with their aeronautical training, including many 99s.

A memorial service for "Ma" was held December 1 at her Hawaii's Country Club of the Air, and her ashes were scattered over the channel between the islands of Oahu and Molokai, as she had requested.

by Lindy Boyes

Gilbert N. Keller

With great sadness, Washington, D.C. Chapter members learned of the death of Gil Keller, husband of Mary Moore "Mitzi" Keller. A member of the Takoma Park Lions Club, Gil died December 12 at Holy Cross Hospital.

Gil earned his multiengine rating in their own Aztec, in which they traveled to Mexico, Alaska and most of the Caribbean Islands. This active 49½er will be deeply missed!

by Lin Clayberg

Charlie Merritt

Phoenix 99s were stunned by the death of Charlie Merritt, dean of Arizona parachutists, November 24. Charlie, a jovial elf of 77 years, presented a most entertaining and informative program at the chapter's regular meeting only two weeks earlier. Still active as a jump instructor, he demonstrated the operation and packing of parachutes, using 66 Kathleen Masters as a model. He laughingly remarked that Kathleen, 4'11", didn't look down on him. He left us with an invitation to join him in a parachute jump, promising a soft landing, "even for grandmothers."

Charlie died peacefully in his sleep.

George Vial

January 6, 1985

49½er of Phoenix Chapter 99 Mary Vial

Barbara Guptill

Barbara Guptill, Phoenix Chapter 99, found New Horizons December 11 when she died of a heart attack in her Chandler home. A CFI who transferred from the Northern New England Chapter in 1981, Barbara was employed by the US Forest Service. She was an active participant in chapter activities, most recently serving on the Rules Committee for the 1984 Kachina Doll Air Rally.

Her cheerful countenance and willing service will be missed.

by Mary Lou Brown

French author Claudine Mullard and Hazel Jones visit during her recent trip to the US. Claudine spent time at International Headquarters researching information on the 99s for an article in a French aviation magazine.

NOTAM

The National Congress on Aviation and Space Education is March 21-23 at the Riviera Hotel in Las Vegas, Nevada.



Aerospace Education at Work



by Aileen Anderson

More than 100 cadette and senior Girl Scouts and their leaders from 16 troops got a first-hand look at the world of aviation during Aviation Career Day November 10 at the Manchester Airport in New Hampshire. The event was sponsored by the Northern New England Chapter and the Swift Water Girl Scout Council.

During six months of planning, four meetings were held by the Aerospace Committee and the Scout Council. Included was a tour of the airport and proposed activity sites.

The Scout Council handled all the background publicity and recruiting of the girls and leaders. The 99s chose five events, cleared the project with the airport manager, tower chief and FBO, picked the commercial airline, requested a 40-passenger plane with a flight attendant, and cleared with the station manager for a tour of

reservations, ticket counter and baggage handling. Permission was granted to take the girls through a maintenance hangar and an avionics shop. A conference/lunch room, extra washroom facilities and reserved parking were arranged. Airport maps were provided for drivers.

At registration, the 100 girls were divided into five groups. Each group had four Girl Scout drivers, with one 99 as a guide, and a printed schedule.

There were two or more 99s designated for each of the five activities, plus the pre-arranged airport personnel.

After showing the film, "Looking Up to Your Aviation Career," the 99s reported to their stations and the groups dispersed, each to its first activity.

Each session was scheduled for 50 minutes (minus five to give time to change places). There were three sessions in the morning and two in the afternoon. During the last 15 minutes of the 45-minute lunch break, the Civil Air Patrol, represented by two officers (one a 99) and two cadets, talked about their organization and the opportunities open to young people.

During the FBO tour, a CFI 99 was given scheduled time to discuss flying with the girls, and paper airplane patterns were provided as handouts.

At the control tower, each group was again divided after being briefed on what they would see and hear. Half the group went up top, while the others remained below with a radio tuned to the tower frequency. Handout sheets containing flight vocabulary and communication procedures were reviewed.

At closing, each girl and adult was asked to complete an evaluation sheet provided by the Scout Council. The results ranged from "good" to "awesome."

If your chapter has not tried this type of program, do it! It's easier than you think. You will also collect another Girl Scout activity badge. Resource materials include:

- Film, Modern Talking Picture Service, 500 Park St. N., St. Petersburg FL 33709
- "The General Aviation Story," GAMA, Suite 801, 1400 "K" St., N.W., Washington, D.C. 20005
- International Air Age Education Packet and Aviation Career Awareness Packet, Cessna Aircraft Company, Aircraft Marketing Division, P.O. Box 1521, Wichita KS 67201
- "How to Make and Fly Paper Airplanes" by Captain Barnaby, Bantam Books, \$1.25
- Boy Scout Merit Badge Pamphlet on Aviation
- Civil Air Patrol pamphlets
- Airline time tables
- Sectionals (outdated)
- The 99 NEWS and other aviation publications

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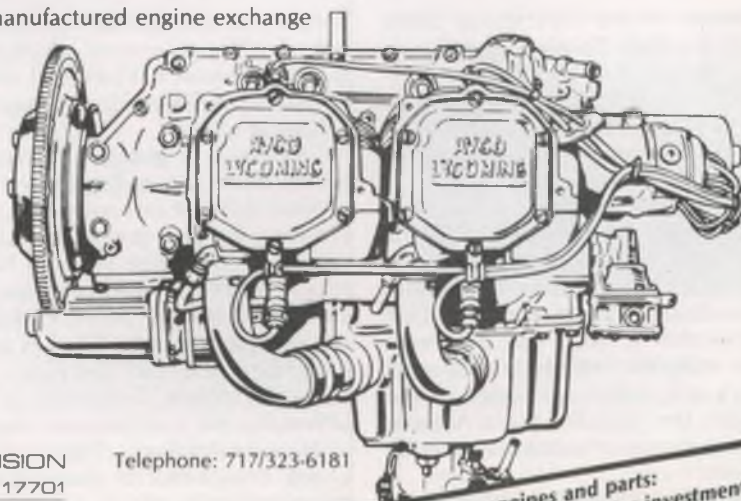
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air MARKING REPORT

by Mary Hill
International Air Marking Chairman

Here it is, the beginning of a new year. Now is the time everyone tells us we should turn over those new leaves, improve our lives and correct old, bad habits. *Not me!* I want to thank everyone who sent me information about their air marking efforts, and especially the photos. I love them! Keep 'em coming, folks. I'd also like to thank all the section chairmen for their reports, hints and helpful advice. Don't stop now!

The April issue of *The 99 NEWS* will focus on air marking. Please send any cute, witty, exciting or notable air marking experiences to the magazine by February 28. Need ideas? Anyone have problems with animals or such? What about weather-related problems? I received a report from Idaho of air marking in a rain of forest fire ash! More details in April. One air marking group had some very important people drop by. Just send a short paragraph and label it, "Air Marking Thrills." we will put them into one article. Be sure to give credit to the chapter and location.

You air markers are the greatest! Let's hear from the sections outside the US. What problems do you have? Let us hear from you.

Here's to a terrific air marking year!

Book Review

Hull, Robert. **A Season of Eagles**. Bay Village, Ohio (606 Crestview Dr., Bay Village OH 44140). Bob Hull Books, © 1984, 297 pp., ill. \$20.

This is a continuation of the stories of the glory years of air racing started in Hull's earlier book, *September Champions*, now out of print. This current offering covers the stories of Jimmy Doolittle and the Gee Bee, the flamboyant Roscoe Turner and Gilmore, plus many others. Included are stories of humor mixed with the tragic accidents that eventually ended the Cleveland Air Races.

While most of the headlines were grabbed by the men, the women also contributed to the records set at Cleveland. Some of the better known women mentioned include Louise Thaden, Amelia Earhart, Jackie Cochran, Jane Page and Hilda Yen.

The book, an excellent addition to your aviation historical collection, is well illustrated and includes a helpful index.

by Dorothy Niekamp
99 Librarian



Members of the International Board pause during their fall meeting for a picture session. Standing are Legal Counsel Sylvia Paoli, Vice-President Barbara Sestito, Board Member Chanda Budhabhatti, Immediate Past President Marilyn Copeland, Treasurer Judy Hall, Board Member Pat Roberts, Secretary Jean Davis, Executive Director Loretta Gragg, Board Members Marie Christensen and Harriet Fuller. Seated is President Hazel Jones.

1985 Whirly-Girls Scholarship Winners Announced

The winner of the 17th annual Doris Mullen Whirly-Girls Scholarship is Laura Jane Goldsberry of West Lafayette, Indiana. In addition, in Spring Branch, Texas, Enid C. Kaspar is the winner of the 1985 Hanna Reitsch Anniversary Scholarship. She is Whirly-Girl #460.

The Doris Mullen Scholarship was established in memory of Whirly-Girl #84, Doris Mullen of Joliet, Illinois. The scholarship is awarded to a fixed wing pilot to help her obtain her initial helicopter rating. The 1968 first scholarship of \$500 has now been increased to \$4,000 through the support of the men's and ladies auxiliaries of the Whirly-Girls, the Flying Physicians Association, the helicopter industry and the Whirly-Girls.

The 1985 Hanna Reitsch Scholarship for \$4,000 commemorates the 30th anniversary of the founding of the Whirly-Girls and

honors the late charter member, Hanna Reitsch of West Germany, Whirly-Girl #1. It is given to assist a Whirly-Girl to help her become more professional by upgrading her helicopter rating.

Goldsberry, a graduate of Purdue University with a B.A. in English and a B.S. in professional pilot technology, received her private pilot and ground instructor's licenses in 1977. She financed her entire education with full and part-time employment, free-lance instruction, typing, grants, scholarships and loans. She has more than 4,000 hours as a fixed wing pilot.

Now Professor Goldsberry at Purdue University, she is an assistant professor of aviation technology, flight and ground instructor and charter pilot in transportation of university officials.

As soon as she earns her helicopter rating, she will work to establish the

proposed helicopter flight training program at Purdue and serve as a pilot for an emergency medical helicopter service.

A free-lance flight instructor, Kaspar has gone to school in Switzerland, Thailand, Pakistan and West Germany, where she studied such diversified subjects as music, photography, philosophy, stained glass and welding. In California, she attended Orange Coast College, San Jose State and the San Francisco Art Institute.

A born teacher, not one of her students has ever failed a flight test, and their written test average has been 95.5 percent. As a helicopter flight instructor, she wants to involve more women and men, too, in aviation. She will use her scholarship to obtain higher ratings and type ratings.

All former scholarship winners have qualified for their helicopter ratings and are now Whirly-Girls.



Working on one of many planning sessions for the upcoming World Precision Flying Competition are Jody McCarrell, Linda Dickerson, Hazel Jones, Verna West, Pat Roberts and Marie Christensen.

South Central Sectional

The Northeast Kansas Chapter will host the spring section meeting in Topeka, Kansas, May 3-5. The Holiday Inn Holidome, 605 Fairlawn in Topeka, has been chosen as our meeting hotel. We will be using Forbes Field Airport and Forbes Aviation as our FBO for parking and fuel.

The theme is "Reminiscence: The 1940s." Some of the highlights include the opening event at the Combat Air Museum to view World War II aircraft and memorabilia. We will be spotlighting WASP members of our section, as well as a few who are not 99s. Plans are firm for a symposium on "The Disappearance of Amelia Earhart."

Sondra Ridgeway, 3247 N.W. Menoken, Topeka KS 66618, is meeting chairman. Registration chairman is Lonnie Steele, 939 Lawrence Ave., Lawrence KS 66044.

SOUTHWEST SECTION MEETING

The beautiful Sunburst Resort Hotel in Scottsdale will be the site of the April 26-28 Southwest Sectional.

The Phoenix and Arizona Sundance Chapters will co-host the meeting, featuring Dr. Dora Dougherty Strother, Ft. Worth Chapter 99, Whirly-Girl, former WASP and director of Human Factors Engineering at Bell Helicopter-Textron. Dora's accomplishments epitomize the section meeting theme, "99s Diversi-FLY," and she will speak at the Saturday night banquet.

A Friday night Mexican fiesta, educational workshops, optional tours, shopping on Scottsdale's Fifth Avenue and special events for 49½ers will be other highlights.

Contact Ruth Olson, registration chairman, 7232 E. Villa Way, Scottsdale AZ 85257, (602) 946-7605, for further information.

by Mary Lou Brown

NOTAM FOR COMPUTER "BUFFS"

Beginning December 5, 1984, The Ninety-Nines, Inc. will have the following computer listing:

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We will be able to change the listing for events of national interest, such as International Convention and World Precision Flight Team competition. This is an exciting new project and we look forward to a long association with Collector's Data Service.

For additional information about this service, contact Marie Christensen, (913) 648-0264.

NOTAM

All address changes, name changes, membership changes and any queries concerning your membership must be sent to International Headquarters.



A new color television (donated by South Central Section) and VCR equipment (donated by Southwest Section) are now available at International Headquarters for use with the videotape oral history project under the direction of Wyoming 99 Judy Logue.

Classified

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Two-Year Calendar

Burgundy with gold foil interlocking "9s" and the wording, "International Women Pilots." Also includes telephone directory. \$10 PPD from International Headquarters, P.O. Box 59965, Oklahoma City OK 73159.

Ninety-Nines Go Tandem Skydiving

by Jane Ferrell



There's nothing extraordinary about 99s flying airplanes. That's what they do.

But there is something a little unusual about 99s jumping out of airplanes. That's what the members of the Cameron Park Chapter did, safely attached to an experienced professional jumpmaster. They went tandem jumping, a brand new way to skydive if you've always wanted to skydive, but are reluctant to jump out of a plane by yourself.

Two members of the chapter, Robin Ruhwedel (daughter of Mary Bovee) and I, skydive regularly. We took our big first scary leaps a couple of years ago when tandem skydiving wasn't available.

Skydivers in Florida have been working out the kinks in tandem jumping for the last couple of years and finally received approval from the Federal Aviation Administration in June to waive the regulation that requires two parachutes per skydiver (one main and one reserve).

Since that time, skydivers have been doing tandem jumps with other skydivers and non-skydivers for the last few months in a handful of places around the country. The only place in northern California that offers tandem skydiving now is the parachute center at Lodi, California, where 49½-year Ray Ferrell takes people for jumps. We scheduled a couple of days in October especially for some of the 99s who wanted to try it. Mary La Croix, Chapter Chairman Jeanette Bell and Linda Swan signed up. Mary Bovee planned to watch. Under no circumstances, she said, would she ever jump out of a plane.

This is how tandem jumping works: The passenger, wearing a harness, is hooked in (with metal attachments and safety locks) at four points to the front of the jumpmaster's harness and strapped in tightly. Both wear goggles and some type of helmet. They exit the plane at 7,000 feet and fly through the air for eight to 10 seconds. The jumpmaster pulls the rectangular parachute. About 400 square feet of fabric designed to carry more than 400 pounds, it's a larger version of a military parachute designed to carry a 200-pound jumper with 150 pounds of gear. A reserve parachute of the same size is also packed in the rig worn on the jumpmaster's back.

Most first jumps require a day of instruction, but training for a tandem jump takes only 15 or 20 minutes.

The first one to go was La Croix. She donned a jumpsuit, goggles and soft helmet, and strapped herself into the harness. Ferrell hooked her into his harness and explained that she should place her hands across her chest when they left the plane, keeping her legs together and bent back between his. When the canopy opened, she was to grasp the handles on the steering toggles below the jumpmaster's handles. Ferrell would show her how to tell the difference between a good and a bad parachute and teach her to steer the canopy. (Most skydivers don't use round parachutes anymore; the square, or ramair, canopies can be steered and stalled like a wing so that jumpers can make tip-toe landings.)

Ferrell also explained emergency procedures. If the parachute didn't open properly, he would tell her to assume the exit position as he jettisoned the main parachute and pulled the reserve.

Simple. La Croix was ready to go (even though she had slept fitfully the previous night and had kept waking her husband, he said), but she had to wait for the California fog hovering at 2,000 feet to burn off. Her daughter, Raylene, 16, was even more excited than her mother, and disappointed that she couldn't go. (FAA regulations prohibit people under 18 from doing a tandem skydive, a rule that we're trying to get changed. After all, student pilots can be 14 years old.)

Finally, the clouds dissipated. Ferrell and La Croix hooked up and walked together in backward stride to the Cessna 182. (Modified for jumping, it had only one seat for the pilot). La Croix laughed the whole way. Raylene climbed in behind the pilot so she could watch her mother, while Ferrell and La Croix sat next to the pilot on the floor. About 10 minutes later, at 7,000 feet, Ferrell opened the door.

"It was like being on top of a mountain in winter," La Croix said later.

They turned to put their legs out the door. "Are you ready?" Ferrell yelled. La Croix grinned and nodded.

They dropped out of the plane and, about eight seconds later, Ferrell opened the parachute at about 6,000 feet. "I expected a big



...floating down under the canopy...

...Mary Bovee suited up before her jump...

...coming in for a landing...



Ray Ferrell and Mary Bovee on the ground

jolt," said La Croix. "But it was just a soft tug. I was a little scared in free fall, but once we were under canopy, it was fine."

She and Ferrell sailed through the skies for an eight or nine-minute ride under the brightly colored canopy. They steered the parachute around in circles and then toward a field near the hangars, gently swooping out of the sky and sliding to the earth. Everyone else did stand-up landings.

Jeanette Bell said later, "My heart was really going before we got out, but I wasn't scared. I could get hooked. I loved it!"

Bell's daughter, Sherry Shetler (who is working on her pilot's license), was wide-eyed and smiling after she landed. She said, "That doesn't compare to anything I've ever done."

After she returned to earth, Linda Swan chirped. "That's fun. I'd do it again! Hey, Bill (her brother), wanna go jump? Take a flying leap? It's so much fun!" Her brother, Bill Parker, who had come to watch, also made a tandem jump, as did his wife.

Mary Bovee, never an enthusiast for the sport and initially reluctant to see daughter Robin jump, observed the reactions of her

fellow members and said in a small voice, "Well, maybe." We all encouraged her to try it, and the next thing she knew, she was wearing a jumpsuit and listening to Ferrell give her instructions.

"My kids will think I'm crazy," she said. "A 53-year-old woman skydiving."

She was terrified. "It's just that first step..." she kept muttering. But everyone reminded her of how much fun it would be after she made the first step.

"It's no scarier than your first solo flight," said Bell.

She went up in a Platus Porter, riding with seven other skydivers who were planning to jump at 12,000 feet. Also accompanying her and providing encouragement was daughter Robin, who wore camera equipment attached to her helmet so that she could videotape her mother's jump.

After they made a stand-up landing on the grassy field, Bovee was all smiles. She said, "It was fun, but I'll never do it again."

And a few hours later, after she had watched herself on the videotape, she was saying, "Well, never say never."

Personality Profiles

Marion Dittman

"I thought I couldn't afford the aircraft rental, let alone flying lessons, on my limited salary," says Marion Dittman, aviation safety inspector with the Western-Pacific Region of the Los Angeles Flight Standards District office. "But," Marion continues, "I have discovered that in this life you can afford to do anything you really want to do."

Marion, who has been a 99 since 1975 and is currently a Long Beach Chapter member, earned the distinction of being the first woman ever to take the Boeing 727 Inspector Pilot and Flight Engineer Qualification Course at the Federal Aviation Administration Academy in Oklahoma City. While there, she was also one of the flight crew making the historic 60,000th landing of the 727. But, much more than that, Marion also earned the distinction of becoming the first woman air carrier airman certification inspector in the country, conducting airman certification in the Boeing 727.

Marion's career has been filled with such successes. During the early 1960s, she came to work for the FAA as a secretary in the Western-Pacific Region's Flight Standards Division. "I came to the FAA right out of high school," Marion recalls, "when they had a recruitment drive."

After a few years, Marion went outside the FAA to pursue a business career in the challenging aerospace industry. By 1973, she had achieved an entry level management position. But it wasn't until 1967 that Marion completed her pilot training and received her private pilot certificate.

In 1975, Marion left the aerospace industry to actively pursue an aviation career. She then completed the educational steps required for a commercial pilot with ratings for airplanes, single engine and multiengine land and instruments, and she went on to obtain all flight instructor ratings, earning an airline transport pilot certificate. By now she was working as a full-time pilot, both instructing in all pilot training programs and ferrying new production aircraft throughout the continental United States.

During her career in aviation, Marion has acquired several thousand hours of flight experience in a diverse spectrum of aircraft, including all current US production single and multiengine aircraft under 12,500 pounds. In addition, she has flown several large multiengine aircraft, including the SA227 Metro III, North American Rockwell Sabreliner and the Boeing 727.

As General Aviation District Office aviation safety inspector, she quickly advanced



Marion Dittman

to journeyman level, where she was responsible for certification, inspection and surveillance of FAR Part 135 air carrier operating certificates, pilot schools, pilot written test examiners and operations programs of executive and industrial operators. In addition, she also was active in accident/incident investigation and compliance/enforcement of the Federal Aviation Regulations.

In 1982, Marion became actively involved with air taxi/commuter operators as an acting principal operations inspector, eventually completing the Swearingin SA227 Metro III type rating program. Additional duties were then expanded to include the conduct of airman certification and pilot proficiency checks in the SA227, as well as route proving flights and evaluation/approval of training programs for pilots, instructors and check airmen.

In 1983, Marion completed Air Carrier Indoctrination training at the FAA Academy. She was promoted to an air carrier inspector at the Los Angeles Flight Standards District Office in 1984 and completed a five-week Boeing 727 Inspector Pilot and Flight Engineer Initial Qualification course at the FAA Academy. Thus, she became one of the country's first women air carrier airman certification inspectors.

In addition to many industry letters of commendation for job performance, Marion recently received an outstanding rating with a Special Achievement Award.

So far, she admits she has had very little time for outside interests. "I do love to hike and ski," she says, "and hope to have more time in the future to devote to these activities." She is also interested in oil painting and plans to renew her efforts in this field in the near future.

What about Marion's future plans? "I have a great career," she says, "and I thoroughly enjoy my job and the people I work with." What more could anyone ask?

by Barbara Abels

Charlene Falkenberg

Chosen from among 800 in the Great Lakes Region as Accident Prevention Counselor of the Year, Charlene Falkenberg was recently presented a trophy in South Bend, Indiana. The presentation to the former Ninety-Nine International officer was made by Lloyd Rich, manager, General Aviation District Office, and Accident Prevention Specialist Robert Bissonnette, Indianapolis General Aviation District Office.



Elizabeth Matarese

Charlene Falkenberg



Genie Rae O'Kelley

A Potomac Chapter 99, Matarese, a commercial instrument rated pilot and ground instructor, has been serving as the State Aviation Administration's aerospace education specialist.

Her new duties will include overseeing the SAA's technical and financial assistance programs for the state's 41 public use airports, as well as the licensing of these facilities. In cooperation with FAA and other federal entities, she is responsible for updating the state's 9,000 licensed pilots on safety issues, and she is the chief contact for general aviation interests in the state.

A graduate of Rutgers University with a Master's degree from the University of New Hampshire, she joined the Aviation Administration in 1982. She has served in the Transportation Consulting Division and has taught at secondary and college levels.

Genie Rae O'Kelley

Tennessee 99s are proud to announce that Genie Rae O'Kelley is this year's recipient of the FAA's Flight Instructor of the Year award for the Southern Region "for outstanding contributions to general aviation safety."

O'Kelley's history of service as a teacher goes back many years. She began her career as a junior high school math and science teacher. At that time, her husband, Davis (Dave) was the pilot in the family. He encouraged her to fly, and she loved it. Her instructor urged her to combine her love of teaching with her love of flying to become a flight instructor. After she received her rating, he gave her her first job as a flight instructor.

That was 20 years ago, and for 15 of them she has been instructing full-time. In that time, she has logged over 7,000 hours of flight time, the majority of them teaching. Many of her students have gone on to fly for major airlines, commuters and cargo carriers,

or they have become flight instructors.

She currently is president and chief flight instructor of Volunteer Aviation, Inc., a Part 141 flight school and charter operation that boasts 14 instructors and 11 airplanes, two of them her own Piper Warriors.

O'Kelley teaches both credit and non-credit private and instrument ground schools for the University of Tennessee, and she has been instrumental in starting ground schools at various east Tennessee community colleges and technical institutes in Cleveland, Crossville, Morristown and Knoxville. In fact, Cleveland State Community College has honored her with their Outstanding Teacher Award.

Volunteer Aviation and O'Kelley have been responsible for teaching the University of Tennessee (UT) Air Force ROTC cadets basic flying skills in a program that determines whether these men will go on to Air Force flight training or not. For this training, the Air Force has awarded the UT ROTC detachment the first "excellent" rating it has ever awarded in the southeastern United States.

"It's so great," said the enthusiastic instructor, "to see the students really learn the skills required for flying... you can see your instant successes!"

In addition to her flight instructing duties and responsibilities at Volunteer Aviation, O'Kelley has been an FAA safety counselor for the state of Tennessee for a number of years, and she has just been reappointed for the coming year. She currently lectures on aviation and aviation careers in schools throughout eastern Tennessee.

Besides these activities, she enjoys air racing and has competed in the Powder Puff Derby and the Air Race Classics. This year she and her partner, New Jersey's Diane Schulke, placed eighth in the ARC.

She is the mother of two children and the proud grandmother of two. After 34 years, she is still married to Dave, the man she credits with starting her on her flying career.

Elizabeth Matarese

Acting Maryland State Aviation Administrator Nicholas J. Schaus has announced the appointment of Elizabeth Matarese as director of general aviation.

Ninety-Nines Acquire AE Birthplace

by Marie Christensen

In January of 1984, Paul and Winnie Allingham, owners and residents of the Amelia Earhart Birthplace, died within four days of each other. They were both great admirers of women in aviation and, most particularly, The Ninety-Nines, Inc.

During Forest of Friendship celebrations each year, they opened their home to the 99s. It was thought by most of the townspeople of Atchison, Kansas that some provision would be made in their will for the home to be donated to us. However, that did not happen. The home was left to 10 different relatives to share or dispose of as they saw fit. William Stillings, attorney for the estate, was charged with care of the home until it could be sold.

In June of 1984, Mr. Stillings contacted me to offer the house for sale to the Ninety-Nines. I referred him to then President Marilyn Copeland. The three of us arranged to tour the home June 15 and try to

determine the price and feasibility of our buying the house.

At that time, Mr. Stillings told us the asking price for the house would probably be \$100,000, and Marilyn and I both agreed that it would probably need at least another \$100,000 for restoration. The whole project seemed "out of the question" financially, but we really felt it should be preserved as a museum and not slip into the hands of an individual owner who might not wish to share it with us or the public. We decided to present the facts to the International Board of Directors at the Anchorage Convention in August.

In the meantime, the Forest of Friendship celebration was held in Atchison, and Marilyn took the opportunity to address the townspeople regarding the need to preserve the home, making them aware of our financial position. Fay Wells made a similar plea in her speech.

Everyone knew the story when Mr. Stillings contacted me again in July to verify our interest in the home and to confirm the selling price of \$100,000.

Although the International Board of Directors thought it would be a wonderful idea to own the home and turn it into a museum, they also agreed that the purchase price was beyond our means. Since I was the Board member living closest to the home and had been involved as International Forest of Friendship Chairman, they directed me to try to find a way to have the home preserved, pledging our support in all ways except financial.

That was a big order! I contacted several governmental agencies, senators and congressmen, plus all the people I knew in Atchison. Everyone agreed that the Ninety-Nines should have the home to restore and preserve as a museum.

One wonderful lady, Evah Cray, who is very interested in preserving the past, owns



one of the other restored homes in Atchison. She is also a very energetic octogenarian. Once she knew our story, she directed all her energy into helping us procure the home. She asked her wealthy friend, Dr. Eugene J. Bribach, to buy the home and donate it to us. He thought it sounded like a good idea, but he wanted to be sure that it would be managed properly, that it would always be a museum dedicated to preserving AE's name and America's aviation heritage. He wanted to meet someone from the Ninety-Nines before he would agree to buy the house.

On September 18, I met Dr. Bribach and spent two hours talking with him, aware that he was giving me a test of sorts. I guess I passed his test because he decided to buy the house that day and present it to us as a gift. He was eventually able to purchase the house for \$90,000, so he decided to donate the extra \$10,000 to us to begin restoration.

Dr. Bribach, a wonderful, delightful man, was 102 years old when I first met him. He would have been 103 on New Year's Day of 1985; unfortunately, he died December 13. I attended his funeral services, with a great deal of sadness, as a representative of the Ninety-Nines. He was an inspiring gentleman, a perfect example of age with dignity, charm, intelligence and grace. I wish each of you had had the opportunity to meet him. His memory, as well as Amelia's, will live on forever through us.

Dr. Bribach officially presented the house to us November 19 in a very simple ceremony in his home in Atchison. President Hazel Jones accepted the keys and deed. She, General Counsel Sylvia Paoli and I were the only 99s in attendance. Dr. Bribach's poor health and a very cold, damp day prevented the ceremonies from being more elaborate. We did have another small ceremony at the AE Birthplace, attended by members of the Greater Kansas City Chapter, with radio, TV and newspaper coverage.

Now we must get on with the restoration. A Board of Trustees has been established to restore, preserve and manage the home. Four members of the Board are 99s, three are citizens of Atchison. The 99s are Pat Roberts, Janet Green, Thon Griffith and myself; the Atchison citizens are Evah Cray, Joe Carrigan and Catherine Ryan. Our biggest task, of course, will be to find funds for restoration and maintenance.

Prior to formation of the Board of Trustees, I asked a Kansas City firm of architects to do a feasibility study for us. This firm is renowned for restoration work, and we are grateful for the \$500 study they donated to us. They determined that we will need approximately \$150,000 to restore the home to its original glory, plus the cost of furnishing it.

With that report in hand, I contacted the Muchnic Foundation in Atchison, which donated \$500 toward the project. As a Board, we will contact other foundations and organizations. We think we have a very

worthy project, and we hope that others will feel the same way. Most importantly, we hope that you, as 99s, will give us your support.

At present we are installing a small kitchen for a caretaker (an application form is included in this issue). We need to do extensive electrical wiring and some plumbing. We also need a new roof. There are many, many small projects within the overall effort of restoration that need to be done. We need contributions from individuals, chapters and sections; it would be possible to sponsor one of these individual projects

or to be financially responsible for the restoration of a specific room. We also need your help with historical advice and gifts or loans of artifacts. Please contact one of the members of the Board of Trustees for additional information and let us know how you choose to help.

It has been my pleasure to be involved with the procurement of the Amelia Earhart Birthplace, but now it belongs to all of us. This is a very exciting undertaking! Years from now, I think we will all be very happy that we are the owners of this important piece of America's aviation past.

Now that we own the Amelia Earhart Birthplace in Atchison, Kansas, we will need a caretaker to live there. Ideally, that person will be a 99.

We are looking for someone who has an appreciation for our aviation history, would like to live in a small town in Kansas, would be willing to show tour groups through the home at times, willing to live through the restoration process and willing to do light household and gardening chores. It must be someone with their own income since we cannot offer a salary. We will offer free rent with all utilities except personal phone paid. The application

form is being made available to all 99s and their spouses.

If you are interested in living in the AE Birthplace, please complete the application below and return it to Marie Christensen, 4801 W. 87th St., Prairie Village KS 66207 before March 15. Accompany it with a photo of yourself and anyone else who would be residing there with you, plus any character references you might want to include. After all applications are screened, we will contact those most eligible for a personal interview.

We hope this will be just the perfect home for you.

Application for Amelia Earhart Birthplace Resident

Name _____

Address _____

City/State/Zip _____

Phone _____ Social Security # _____

Date of Birth _____ Place of Birth _____

Marital Status: ☐ Married ☐ Single ☐ Divorced ☐ Widowed

Highest educational level achieved _____

Approximate annual income _____ Status of physical health _____

Date of last physical examination _____ Doctor _____

Do you have medical insurance? _____ life insurance? _____

Do you smoke? _____ Do you own a pet? _____

Describe pet _____

Do you own an automobile? _____

Are you willing to do light housework? _____ light yardwork? _____

Are you willing to provide guided tours through the home? _____

Would you plan to live in the home 50 weeks per year? _____

Why do you want to live in the Amelia Earhart Birthplace? _____

Are you willing to enter into a contract with The Ninety-Nines, Inc.? _____

FOCUS ON USPFT

by Doris Abbate

Just for the fun of it

In August 1983, I welcomed Hazel Jones and Janet Green with our USPFT Team from Skien, Norway after they competed in the World Precision Flight Competition. All were exhausted but glowing with excitement. They never stopped talking, especially Hazel. John Kangro's connecting flight was the next morning, so he stayed over for barbecue and a bed.

I always thought it would be nice if my chapter could host a USPFT Rallye, but now I would see to it personally. The enthusiasm constantly percolating amongst the team was so contagious, I became hooked. I mentioned that I'd help if I could.

The next thing I knew, Verna West appointed me coordinator for the Northeast Region, or as Hazel puts it, "the whip." I've tried to spread the news of USPFT support throughout my region ever since. I became my chapter's first USPFT chairman and chief judge. Long Island Chapter has hosted its third local rallye since then. Last April 21, of 14 contestants, seven were women; on December 1, five of the eight contestants were 99s. Eastern New England Chapter enthusiastically handled 15 contestants October 13. Connecticut Chapter's local rallye is scheduled for March 2, and Region 7 is well on its way.

I elected to be a contestant for Long

Island's December rallye. The CAVU conditions made the 103-nm navigation event short and crisp, and the accuracy landings most challenging, especially the power-off due to gusty crosswinds combined with traffic. My check pilot made my day when he said, "I'll fly with you any time, come fly with me." My guess... we have the check pilots nailed down tight for our next rallye as competitors.

It was great to be a contestant in USPFT. It's uncomplicated and cost efficient. There's no impound, no numbers to paint, no fuel figures, no hotel expense, no work days off, no packing, no cocktail clothes and no babysitters! Just a good local VFR flight within daylight hours.

Even though the selection of a precision flight team is the reason for the rallye, the result is getting the members back to the field. That was fun! Not to mention the excitement of winning the second place ribboned bronze USPFT medal. Now I have matching medals with my 49½er, Ron, who took second place in Long Island's April 21 rallye. We'll both be invited to compete in the regional rallye to be hosted by Eastern New England Chapter in April.

Benefit: Just the thought of competing gets us out to the field to practice and help friends practice. Where's the plotter? The

E6B? Scrutinize the charts! Reunite with the peacefulness of flight; be in unison with Jonathan Livingston Seagull.

Epilogue: Realistic personal judgment of our own skill. Obvious recognition of areas that need more practice. Hangar fly. Strive to improve. Strong sense of accomplishment. PS: Ron and I signed up for AOPA ground school this weekend.

"I did it! I want to do it again... better." I plan to compete in the regional, and I hope to compete in the Nationals at Kissimmee... and why not in the World, too? How about you? Contact me if you need help in hosting a rallye.

When Nancy Davis, Long Island Chapter's landing judge, heard that USPFT was sorely in need of more funds, she personally donated and organized a raffle of an Alaskan mink snuggler for the benefit of USPFT. The prize was drawn in December at the Long Island Chapter holiday party, and I can't believe I won it!

Let's have all 99s get behind the National Council and show the world a thing or two as we host our first world competition this summer in Florida.

I wish all 99s could participate in a USPFT rallye, as AE always said, "just for the fun of it."

Chief Landing Judge Nancy Davis (right) answers last-minute questions from USPFT contestants Mary Harwood, Doris Abbate and Pat Rockwell.



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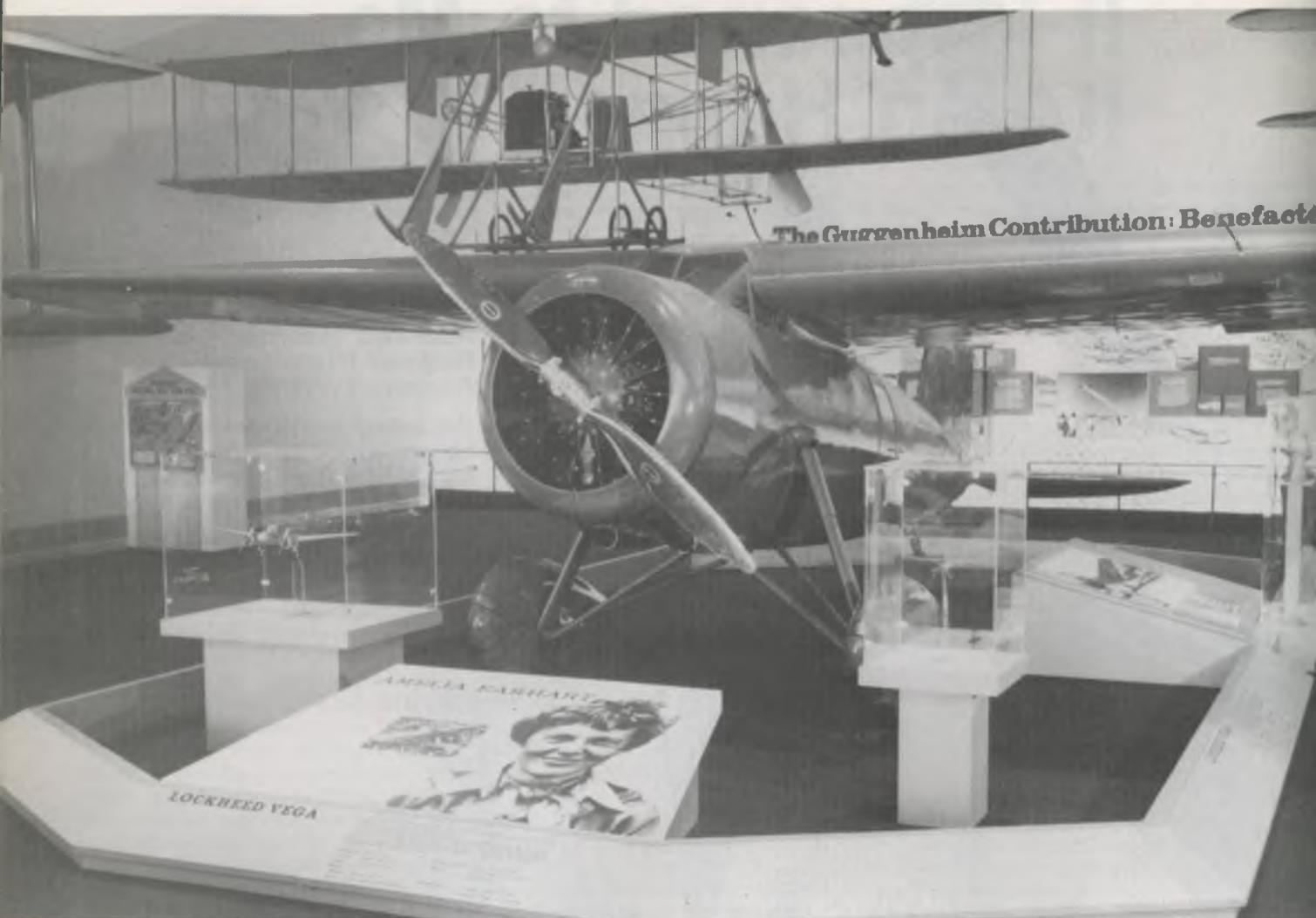
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Amelia Earhart's Lockheed Vega is among many vintage aircraft on display at the Smithsonian's National Air and Space Museum.

The National Air and Space Museum and the Garber Facility

Two 'musts' for Baltimore Convention-goers

by Marilyn DonCarlos

They come by the thousands — in 1983 attendance was 10.6 million. Ever since it opened July 1, 1976, the Smithsonian's National Air and Space Museum has been Washington's most popular tourist attraction. It's easy to see why.

Twenty-three exhibit areas house artifacts ranging from the Wright brothers' original 1903 Flyer to Amelia Earhart's Lockheed Vega and Lindbergh's "Spirit of St. Louis" to a Skylab orbital workshop. Included in the 200,000 square feet of exhibit space are dozens of airplanes, spacecraft, missiles, rockets, engines and flight instruments. Displays are designed to inform and educate the visitor in an enjoyable way. For example, a re-creation of an aircraft carrier deck allows visitors to the Sea-Air Operations Gallery to witness landings and takeoffs while standing in a facsimile of the carrier's control tower. In the Hall of Flight Technology, a Pratt and Whitney R985 Wasp piston engine that has been cut through to expose its inner workings is run by an electric motor to show the operations of the pistons, valves, connecting rods and other parts.

The central glass-roofed gallery facing the mall is dedicated to Milestones of Flight. Here the museum houses several historic and priceless craft, including the Wright Flyer, Chuck Yeager's Bell X-1, Lindbergh's "Spirit of St. Louis," Glenn's Mercury spaceship, "Friendship 7," and the Apollo 11 command module, "Columbia," used by Armstrong, Aldrin and Collins in their lunar flight.

It's an extraordinary sight. Side by side are aircraft, rockets and

spacecraft, all of which were built in the 20th century, and all of which changed the course of history. Here is a fragile aircraft whose first flight lasted a mere 12 seconds and a silver monoplane that carried its sole passenger across the Atlantic in 33 and a half hours at altitudes of 10 to 10,000 feet. Here is the experimental aircraft that first penetrated the sound barrier, flying at 700 mph and 43,000 feet, as well as a spacecraft that carried the first American into orbit around the earth. And here is the command module that took men to the moon and brought them back again.

It's pretty heady stuff to view these Milestones of Flight, but there's much more to see. Ninety-Nines will want to visit the Pioneers of Flight Gallery, where Amelia Earhart's Lockheed Vega is on display. AE used this Vega in 1932 for two historic flights — the first solo flight by a woman across the Atlantic and the first solo flight by a woman across the United States. Three years later she flew a similar Vega solo from Hawaii to the US mainland, becoming the first person — man or woman — to do so. Also in this gallery is the Wright "Vin Fiz," the biplane used in 1911 to make the first transcontinental flight. The odyssey took 49 days, 69 stops (including 16 crashes) and 82 hours of flight time. The pilot wrecked the "Vin Fiz" so many times that enough spare parts were used during the trip to build four airplanes; the only *original* parts that visitors see are the rudder and two wing struts.

The Hall of Air Transportation is another popular gallery. Here



The military version of Pan American Airways' "Baby Clipper," the Sikorsky JRS-1 flying boat served the US Navy during World War II as a patrol bomber and transport. The only one of its kind to survive the war, this JRS-1 is on exhibit and awaiting restoration at the Paul E. Garber Preservation, Restoration and Storage Facility.

visitors can see a DC-3 hung from the museum's ceiling. At 17,500 pounds, it's the heaviest aircraft supported by the museum's steel structure. This gallery also houses the Northrop Alpha, a beautiful silver monoplane. Designed by Jack Northrop, who designed AE's Lockheed Vega, the 1930s Alpha carried four passengers in a heated cabin, while the pilot sat above and behind in an open cockpit. Although the Alpha was used for only a few years, its multicellular cantilevered wing, monocoque fuselage, streamlined cowl and shaped landing gear fairings represented advances in design concepts.

The Air and Space Museum devotes a gallery to aircraft in each of the world wars. In the World War I exhibit, the museum has reconstructed the hangar tent of an Allied advance airstrip at Verdun, France. The Fokker D. VII biplane on exhibit here was actually landed at an airstrip by its lost German pilot near Verdun two days before the Armistice was signed. The flying characteristics of this Fokker made it so respected that its surrender was specifically included in the terms of the Armistice agreement. The other two aircraft in this exhibit are a Spad that was used by General Billy Mitchell and an Albatros D. Va., one of only two remaining in the world.

By World War II, the sizes and types of military aircraft had increased considerably. The museum has several on display. They are the best-known, including a Supermarine Spitfire, a Japanese

Bill Reese removes parts from the Vought-Sikorsky OS2U-5 Kingfisher before it is chemically treated against corrosion. Flown by the US Navy during World War II as a scout plane, the Kingfisher is currently on exhibit at the Garber facility.



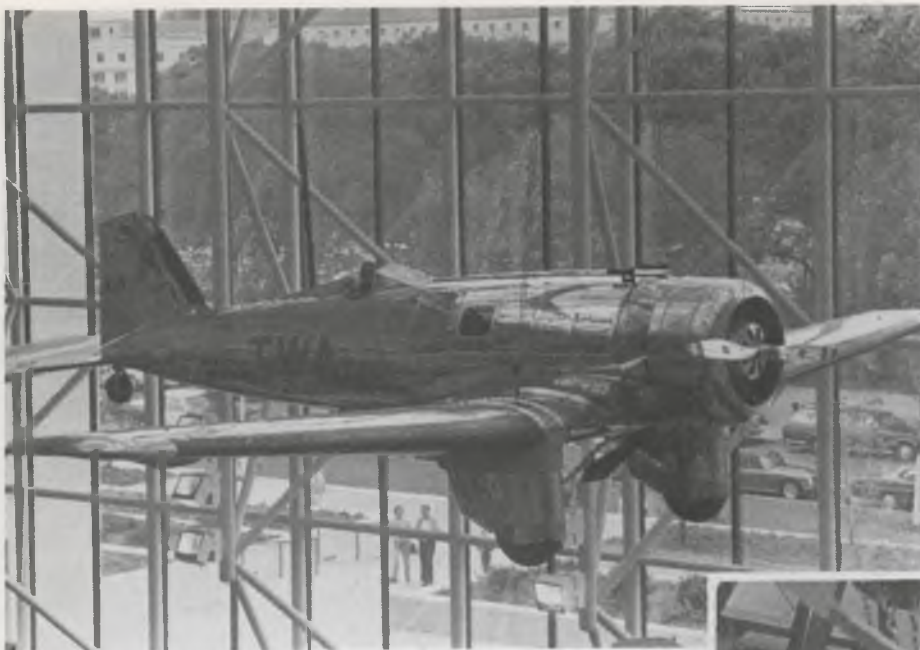
Zero, a Messerschmitt 109 and a P-51 Mustang. There is also the nose-section from a B-26 bomber that flew 202 missions over Germany, Holland and France.

There are many other galleries, all of them fascinating. Visitors can see a Lilienthal 1894 glider, a Bleriot XI, McCready's Gossamer Condor, the Double Eagle II and Explorer II gondolas, a Flying Wing, a Ford Tri-Motor, the Sikorsky XR-4 helicopter and many, many more fine examples of historic aircraft.

There are also space artifacts, including missiles, rocket engines, space and deep sea diving suits, a Soyuz spacecraft, space shuttle tiles — even Sally Ride's space suit. A Viking Lander, similar to the ones which made soft landings on Mars, is on display. So is the Apollo Lunar Module and models of the space shuttle and Voyager 1 spacecraft, which sent back photographs of Jupiter in its fly-by.

There are also two special presentation centers at the museum — a planetarium and a theater. The Albert Einstein Planetarium features simulations of the heavens and of space travel. A new production, "Comet Quest," dramatizes the history of comets and the return of Halley's Comet, which will reappear in late 1985. A Zeiss projector, gift to the United States from West Germany, projects stars, planets, comets and satellites onto the 70-foot diameter dome.

cont'd. on page 22



The Northrop Alpha, seen on display here in the Hall of Air Transportation in the museum, was designed to be a high-performance plane that could carry mail and passengers. The plane was attractive to airlines because of its comparatively high top speed (177 mph for later models) and high reliability.

Garry Cline adjusts the wing rigging on the Albatros D.Va. Manufactured near Berlin, the Albatros was flown during World War I by major German aces, including the legendary "Red Baron." Requiring more than 8,500 hours to restore, this Albatros is one of two remaining in the world.

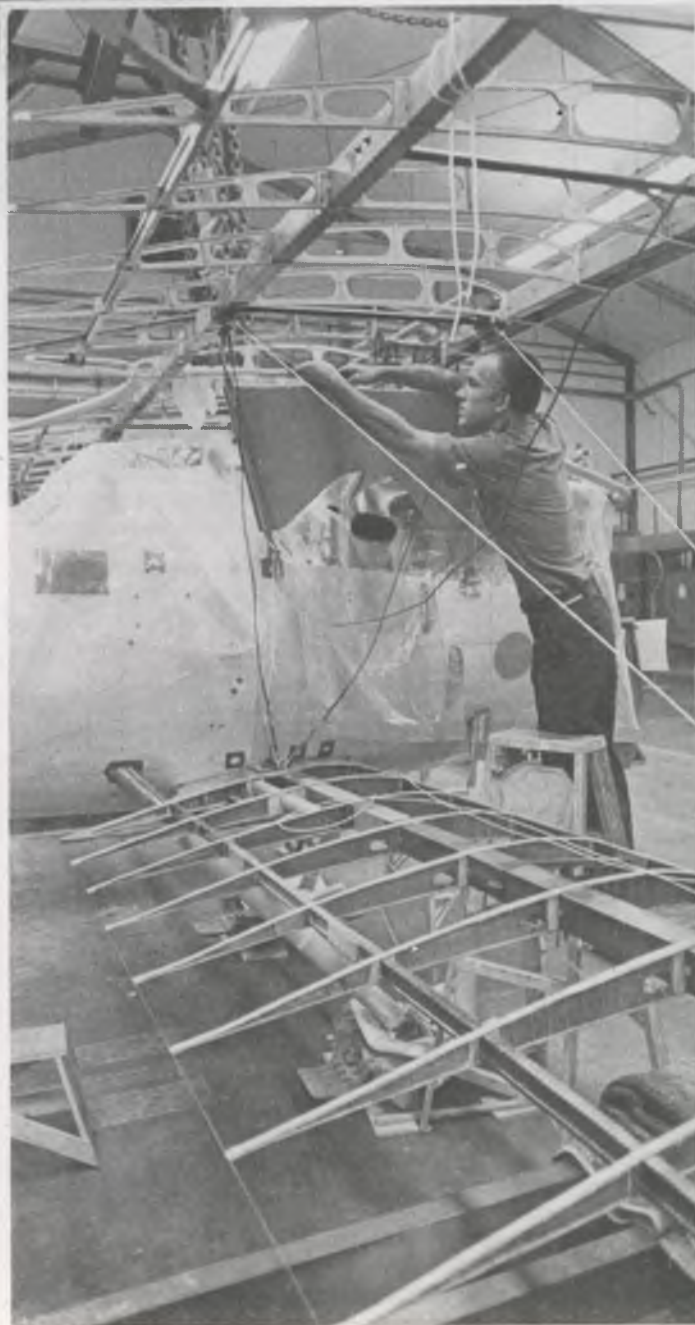
Baltimore *cont'd. from page 21*

The Langley Theater shows films related to flight, projected on a screen five stories high and seven stories wide. Four different films are shown each day — all spectacular, especially on the mammoth screen. Two of the films, "To Fly" and "Flyers," are so realistic that pilots who have seen them have been known to experience sweaty palms, upset stomachs and excessive G-forces during the shows.

It's not surprising to see why the National Air and Space Museum is so popular with tourists and local residents alike. Most of them don't know, however, of the "other" Smithsonian Air and Space Museum. Called the Paul E. Garber Preservation, Restoration and Storage Facility, it is named after the man who was responsible for acquiring a large portion of the Smithsonian's aeronautical collection. The Garber Facility, as it is known, is the Smithsonian's secret gem. It houses approximately 280 air and spacecraft in 25 buildings in Suitland, Maryland, just a few miles from Washington. Five of the Garber Facility's warehouse/exhibition buildings are open to the public for free guided tours, conducted by enthusiastic and knowledgeable guides, that last about three hours. (Reservations must be made in advance.) Examples of planes on display include a Nieuport XII fuselage, a North American F-100D Super-sabre, the B-29 "Enola Gay," a Sikorsky S-43 flying boat, a Buecker Jungmeister, a Hawker Hurricane, a Stinson Reliant and a Curtiss Jenny.

But the thing that makes the Garber Facility special is its restoration work. Here aircraft are restored to their original conditions by 16 conservators, including Potomac Chapter's Mary Feik. Only four airplanes can be restored per year, because the restoration process generally takes between 2,500 and 10,000 hours. Aircraft to be restored are completely disassembled and cleaned. Parts are replaced with the real article when possible; if not, new parts are reproduced using the original materials, tools and techniques. By the time an aircraft is restored, it has been researched, documented and is, in many cases, airworthy. Visitors who tour the Garber Facility on weekdays may observe this restoration process, whether it is chemically or mechanically cleaning corroded and rusty parts, recovering a wing or rebuilding an engine to original specifications.

Both the Air and Space Museum and the Garber Facility should not be missed by aviation buffs who visit Washington or the Ninety-Nine Convention in nearby Baltimore. As is the case with all Smithsonian museums, they are open seven days a week and admission is free. Don't miss them when you come to Baltimore in July!



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Chapter News

AUSTRALIAN SECTION

Best wishes for Christmas and the New Year were exchanged amongst 99s despite the usual mail-go-slows and strikes. Electrical storms have caused severe bush fires in outback NSW, and some members spent the holidays fighting to save their properties.

Nancy-Bird Walton, O.B.E., was nominated and accepted to be one of five Honorary Women of the Year to attend the Women of the Year Luncheon celebrating the 10th anniversary. The other ladies who found themselves in Nancy's illustrious company were Mrs. Babette Stephens, MBE, Dame Mary Durack, DBE, Dame Beryl Beaurepaire, DBE, and Dr. Ella Stack, CBE.

Victorian 99s farewelled Carol Kitching at the AWP Christmas drinks, held as usual at the Toc-H, Toorak. Carol and Rob have moved to Sydney. Carol will be back in the air at Bankstown soon.

New 99 Heather Bat has completed her night VMC obtained with the assistance of an AWP Memorial Grant. Heather manages an engineering office in Darwin, but she is able to fly the company A36 around the Northern Territory on business.

by Mary O'Brien

EAST CANADA SECTION

The fall section meeting in Ottawa in mid-October was a "capital success." Fifty-five 99s, 49½ers and friends were treated to our Nation's Capital clad in its glorious autumn finery, although frequently and coyly shrouding herself in fog. Five 99s astutely chose their timing and flew to the meeting. The program was exciting and rewarding.

At the business meeting, two awards were announced. The Canadian Museum of Flight and Transportation at Richmond, British Columbia has been given the Ninety-Nines' Canadian Award in Aviation for its efforts to promote a greater understanding of Canada's aviation heritage. This award is given annually on behalf of all Canadian 99s. The Schermerhorn Award, given to the chapter with the greatest percentage of members APT, was won by the First Canadian Chapter by a fraction of a point over the Eastern Ontario Chapter.

We toured the David Florida Laboratories (a division of SPAR Aerospace) where the Canadarm used on the space shuttle was tested, and we saw the testing facilities and satellites in the assembly stage.

The highlight of the Saturday evening banquet was our entertaining and informative speaker, Frank Kingston Smith, a noted aviation columnist and author. Chapters exchanged ideas in four Sunday morning committee workshops. To bring the meeting to a climatic conclusion, we were treated to

an excellent and very practical presentation by Debbie White, a 99 and owner of White's Air Service in St. André Avellin, Quebec, on "Winter Flying Walk-Arounds."

by Donna Deaken

Eastern Ontario Chapter

The section meeting came off without a hitch, and all our members breathed a sigh of relief. The highlight was the tour of the SPAR testing laboratories. We were shown the testing chambers and all the intricate testing equipment, as well as several of the communication satellites in various stages of assembly. SPAR is the designer and manufacturer of the Canadarm that plays a key role in the NASA shuttle program. We also viewed components of the Canadarm that were in the labs for testing.

The November meeting featured guest speaker Madame Geraldine Vachon, widow of Romeo Vachon. An early Canadian bush pilot, Romeo was a pioneer in the air mail service in Canada. Madame Vachon, who is now in her 80s, spoke about her husband's career in aviation and showed photos and mementos of her husband and the other pioneer pilots with whom he was associated.

by Isabel Peppier

First Canadian Chapter

The October meeting was held at the Canadian Warplane Heritage Foundation at Hamilton Civic Airport. Eleven 99s and 49½ers enjoyed viewing the restored World War II aircraft and marvelling at the workmanship going into the restoration projects. One of the most recent and exciting acquisitions has been the MK XII Hurricane — one of only two flying Hurricanes in the world. Some 40 different warplanes are all either airworthy or undergoing restoration. Their aim is to have one of each type of aircraft flown by the RCAF in World War II — in Canadian Airforce markings, of course.

Brampton Flying Club was host to our November meeting. We viewed and discussed a safety film, "Time in Your Tanks," and were then treated to a pictorial overview of Daphne Schiff and Adele Fogle's trip to the International Convention, from Toronto to Anchorage in Adele's Piper Arrow. On a non-aviation theme, Adele whetted our appetites for international travel with slides from her recent trip to China.

Our members and 49½ers celebrated the festive season together with a potluck dinner at the home of Gwen and Leslie Hems. This was a jovial occasion with lots to eat and much news to exchange. Gifts were brought for delivery to the Ronald McDonald House, a residence of families with children in Sick Children's Hospital.

Two work groups are busy organizing the All-Canada spring section meeting and a May

poker run. We'd be delighted to have any US 99s attend either of these events.

by Donna Deaken

MIDDLE EAST SECTION



Central Pennsylvania 99s Vickie Williams, Jan Miele, Flo Shirey and Mine Edwards paint the name at Clearfield Airport.

Central Pennsylvania Chapter

Our August meeting was held at the summer home of Martie and Champ Pool at Kampel Airport in Dillsburg. Director of Aviation Charles Hostetter spoke on new aviation legislation. His mother is a 99, and he showed us a card from the 99s at the time of his birth. The September meeting was air marking the Clearfield Airport, which lays in the only clear spot in the state. A small group of hearty workers included Mine Edwards, Janice Miele and Vickie Williams, as well as Flo and John Shirey.

November's meeting was held at Lycoming Air, Williamsport Airport. Prospective members attending included Mary Jo Johnson, Gail Hoffman and Lou Bowersox. Since we are responsible for registration and goody bags, plans for 1985 Convention duties were discussed.

Helen Sheffer flew to San Diego for the WASP Reunion. She later presented the AE Medal to Russ Brinkley on "his day" for all the work he has done for the 99s.

Alice Fuchs has been chosen Woman of the Year by the Silver Wings, and Debbie Bartolet was married in September.

by Margaret Wellington

Eastern Pennsylvania Chapter

Our September Pennies-a-Pound Day was blessed with perfect weather and outstanding success. The Doylestown FBO was very hospitable, even to the point of lending us two C-172s when we desperately needed them. Kate Macario was, as usual, the able organizer. She was assisted by 15 members and prospectives, as well as eight husbands.

We welcome Pam Sanderson to our chapter. She is a transfer from Idaho, and we are the beneficiaries of a very helpful member.

Our only WASP, Anne Shields, went to San Diego for the WASP Reunion, and she reports that it was the hottest week in San Diego memory. She had only kind words for the Aviation Museum and its recovery from fire.

Adelle Bedrossian was lucky enough to be at the Dayton Air Show when the Ninety-Nines were presented with the Spirit of Flight Award. Adelle has just returned from a trip to Egypt and Cyprus. She left Cyprus just before the latest bombing there, and she got home in time to greet her newest grandson.

Thirteen members attended the fall section meeting and were delighted to be able to visit with President Hazel Jones. The Washington, D.C. Chapter provided an outstanding hospitality room with enough delicious food that nobody went out for dinner. They also enjoyed Captain Roberta Russell, whose program on the effect of drugs, alcohol and medication on a pilot's mental and physical capabilities was very impressive. An unexpected bonus was being able to watch 18 balloons take off for a race to Manassas.

Margaret Braden, our liaison with the Pennsylvania Aviation Council, reported that the state legislature has finally passed the bill which (among other things) ensures that privately owned public-use airports in the state will now get some tax relief.

by Louise Sacchi

Maryland Chapter

We had a booth at the October 27-28 Chesapeake Appreciation Days at Sandy Point State Park. Many members participated in an 11-plane fly-by Saturday that departed from Annapolis Airport.

We spent the first two Saturdays in November at Frederick Airport working on air marking project. Two members from the Delaware Chapter, Judy Foster and Betty Wolfe, joined us to help with painting taxiway lines and a helicopter circle.

Our chapter has initiated an Achievement Awards Contest in an effort to boost members' participation. An annual banquet will be held to honor award winners.

Chairman Joan Kosek and Vice-Chairman Johnetta Hobbs hosted a lovely Christmas party at Johnetta's home. Ed Kosek performed the initiation ceremony for 49½ers Ben Carey and Ron Watson. We were delighted that Lucy Browne, our first 66 to become a 99, could join us. Lucy is now a member of the Chicago Area Chapter. Other guests from Chicago included Bobbie and Mac McAdam.



Marylanders air marking Frederick Airport include (above) Judy Foster, Jet Hobbs, Judith Hutchinson, Betty McSorley and Ed Kosek, as well as (below) Pat Carey, Betty McSorley, Sabrina Kipp, Doris Jacobson, Betty Wolfe and Catherine Hanson



We co-sponsored a safety seminar with local FAA officials December 12 at Martin State Airport. The seminar was chaired by Sabrina Kipp, and Marvin Merryman, Jr. gave an excellent presentation on "Tips on Winter Preflight." Gail Heffner was presented with her Phase II Wings.

by Catherine Hanson

Potomac Chapter

It may have been cold and windy (so what else is new?) when the Cambridge air marking day dawned November 3, but six of us showed up anyway and made short (relatively!) work of it (so we could fly to Lee Airport in Annapolis for lunch afterward — our reward!). Disc jockey Tom Gauger stopped at Cambridge on a long cross-country while we were working and later gave us some nice coverage on WMAL.

November 12 was a fly-in lunch-with-the-bunch at the Air Transport Command in Wilmington, Delaware. Ninety-Nine Judy Foster met us and provided transportation to the restaurant.

The night was beautifully clear when we toured the National Airport radar room and tower November 14. We were impressed by how nice these busy controllers were. They even let Harryette Deckelbaum talk to daughter Marcy, who was inbound in the right seat on a Suburban flight from Philadelphia.

Marilyn DonCarlos, Ellen Bowie and Elizabeth Matarese met and talked with fellow 99 Sally Ride at a December 11 reception in her honor sponsored by the Federation of Organizations for Professional Women. Marilyn also hosted our December 19 potluck Christmas party, when we all proved we can cook *almost* as well as we can fly!

Finally, Robin Hosenball is now first officer for COMAIR out of Cincinnati — loving it and the Bandierante she's flying!

by Ellen Hahn

Steel Valleys Chapter

Members Laurie Alcorn, Jane Althar and Carolyn Getsie attended the fall sectional.

Our chapter sponsored a November 15 Aviation Safety Seminar in Monroeville, Pennsylvania. Guest speaker was James Harris, manager of the Aeromedical Education Branch at Oklahoma City's FAA Aeronautical Center. He discussed stress and how the use of drugs and alcohol affect our ability to perform cockpit duties. A group of about 300 fellow pilots attended the seminar.

Our December 15 meeting was the annual Christmas potluck buffet brunch at the home of Sherree Seaber.

by Sherree Seaber

NEW ENGLAND SECTION

Eastern New England Chapter

We have decided to hold a fly-in each month to an airport in the region for fun and food. Our first excursion was scheduled for October 28 at Barre-Hiller Airport. This small town airport in central Massachusetts serves incredible delicacies of gourmet quality for every meal. Much to our chagrin, we awoke on the morning of our fly-in to zero-zero in the vicinity of our planned repast. We will keep trying!

November's monthly meeting was in Plymouth, Massachusetts, and the timely subject of insurance was the focus of our program. Each member came away with newfound knowledge of the "fine print" traps which can be lurking in even the most unsuspicious policies. A sumptuous buffet lunch was prepared by the staff of the airport restaurant, enabling us to continue informal discussion with our speaker on those insurance quirks that hit closest to home.

by Lil LeBlanc



Northern New England Chapter members gather after the section meeting



Northern New Englanders Betty Erickson, Lorraine Rickert and Aileen Anderson (third, fourth and fifth from left) work with Girl Scouts and their leaders at a recent successful Aviation Career Day

Northern New England Chapter

Robert Smith, director of aerospace education from Maguire AFB in New Jersey, came to visit Betty Erickson's fourth and fifth grades at Newbury Central School in Newbury, New Hampshire. He discussed ballooning and the aerodynamics of flying. The children received papers on the parts of an aircraft and the instrument panel. The slide presentation took us from the beginning of flight up to the present day space shuttle.

The fall sectional found New England meeting at Hyannis, Massachusetts.

One hundred Girl Scouts and their leaders won't soon forget the November Aviation Career Day in Manchester. There was Ed Stead's Vampire jet. Some couldn't make up their minds if the tower was better than the 40-passenger airplane and the free peanuts. Then everyone fell in love with the handsome, uniformed, blond CAP cadet. It was great fun for everyone, and we are considering doing it again next year. Lorraine Richard and Aileen Anderson, aerospace education committee members, appreciate the super job done by chapter members in support of this program.

Section Governor Bea vonTobel conducted another Girl Scout aviation career program in Portland, Maine in December.

by Aileen Anderson and Betty Erickson

NOTAM

Members of the New York-New Jersey Section are interested in learning more about the beginnings of their section before old anecdotes and knowledge are lost forever. If there is anyone who can contribute to this effort, please drop a note to Pat Rockwell (see page 18 of the Membership Directory). Send any details and/or dates, or just plain personal recollections, of section activities from the past.

It's 55 years later — do you have any information for us?



Judy Stiles poses with the 99s jack-o-lantern.

Photo by Hutch Frederick

Finger Lakes Chapter

We're feeling proud about the success of the fall section meeting. (You've got to admit, New York City is a hard act to follow.) Held October 19-20 at the Marriott Thruway Hotel in Rochester, Rosemary Gibson was the overall chairman.

The hospitality buffet dinner held Friday night featured a most appealing and artistic jack-o-lantern carved by Judy Stiles' 49½er, Steve, especially for the occasion. After dinner, 99s were bused to Rochester's stunning Strasenburg Planetarium for a laser light show.



Alberta Bachman, Linda McNeil and Alice Hammond happily arrange airplane rides at the pennies-a-pound affair.

Saturday Registration Chairman Marsha Lehman reported that we had about 55 people in attendance. We welcomed our new governor, Mary Helfrick, who skillfully led us through the business meeting. An unusual interlude in the proceedings was provided by 99 Vijayalakshmi Vijayakumar, a native of Bangalore, India, who performed classical Indian dances in costume. She is temporarily residing in western New York.

Our new Finger Lakes banner was dedicated by Julie Googins at the Saturday afternoon luncheon. Table decorations and door prizes were handmade by chapter members under the guidance and tutelage of Alice McEachern and Hutch Frederick, committee co-chairmen.

Our afternoon speaker was Dr. Lynn Smaha, a cardiologist from the Guthrie Clinic in Sayre, Pennsylvania. Formerly a flight surgeon for the Air Force in Alaska, he held our rapt attention even when he was addressing the medical aspects of flight.

All of the section meeting activity has not slowed down our flying — not a bit! Julie Googins and 49½er Frank were VIPs at the August launch of the space shuttle, "Discovery." Marcia Gitelman and 49½er Dave flew to Calgary in August and toured the Canadian Rockies. Marcia was returning from Florida in October and, at the Raleigh-Durham Airport, followed Jan Moffett in pattern. Jan was winging it to Savannah, Georgia to meet her 49½er, Wes.

Chairman Betty Roman has been elected secretary of the Rochester Pilots Association, and she also received her FAA Pilot Proficiency Wings. Mary Hunkeler became treasurer of the pilots' group. She also earned her Pilot Proficiency Wings.

We will miss GeorgeAnn Garms and 49½er Mickey. Immediately after returning from Norway, they set out for California. They will reside there for a year while Mickey is on sabbatical. However, in conclusion, we would like to welcome back Barbara Flick and 49½er Don. They have returned to our area after living in Hong Kong for three years. We would also like to welcome into our membership Sally Smudski, a transferee from the Steel Valleys Chapter.

by Marcia Gitelman and Judy Stiles

Garden State Chapter

Energetic Janet Leatherdale, Sue Parker, Diana DeLange, Alberta Bachman and Racquel McNeil, together with 49½ers Bill Dade, Joe McNeil and Will Dade, painted a new air marking at Blairstown Airport.

The second annual pennies-a-pound to financially assist the Mercer County Community College Flight Team, the chapter and the section turned out to be a very productive and enjoyable weekend. Ninety-Nines from several area chapters as well as friends and relatives joined our members, the college's aviation students and numerous volunteers from Marlboro Airport for two days of nearly non-stop flying. The memories of flight will long be with the hundreds of happy passengers we flew, many of whom were taking their first trip in an airplane.

Diana DeLange treated us to two enjoyable films on soaring at our October meeting at Sky Manor, and we're all happy for Pat Valdata, the proud new owner of a Schweizer 1-26E sailplane. Pat, an avid soaring enthu-

siast, is expanding her horizons to include power flight!

One of our newest and bravest members, Valerie O'Brien, USAF, survived Survival Training! She "volunteered" to put her mind and body to the test of the elements, and lived to tell us about it at our November meeting at McGuire AFB. Valerie taught us many important lessons, which we hope she will share in an article for *The 99 NEWS*.

by Betty Pifer

Greater New York Chapter

Our annual Christmas party was held at Vice-Chairman Julie Talbert's house December 12. Attendance was the best ever, with several 49½ers and new members, including Ginny Hart, who has her CFI and gives lessons at Caldwell Airport in Essex, New Jersey. Mollie Ward from the Los Angeles Chapter will be joining our chapter while she completes her studies at New York University. Chairman Eleanor Friede prepared a delicious blanquette de veau accompanied by Nina Claremont's smoked trout fettuccine. Nina also treated us to her unusual and tasty salmon and caviar mousse.

Several awards were presented — Penny Amabile for having the most hours in two categories (land and lighter than air); Nina Claremont, the most exotic trip; Julie Talbert, the trip farthest from home; Irene Keith, staying current since 1946; and Mollie Ward, our most recently certified member. Eleanor Friede received two awards, one for owning the most "historic" airplane and the other for ably serving as chairman the past two years.

We also had a good turnout of 14 pilots at our November 13 meeting at the Wings Club. Chapter Secretary Lisa LaPrelle arranged a slide show from AOPA on "Avoiding Mid-Air Collisions."

by Marian A. Campbell

Long Island Chapter

The bubbles flowed again at the chapter's November meeting. The celebration was for Chairman Pat Bizzoso on completion of her multiengine rating, which she obtained with an AE Scholarship. The champagne helped raise the bidding on items at the auction held that night, with monies raised to be used toward the bronze "wings" plaque pledged to the International Headquarters expansion program.

November 10 saw another successful Ida Van Smith Flight Clubs Day at Brookhaven Airport. The turnout of children was not as large as expected as the weather service was predicting one of the worst weekends of the fall. As it turned out, for the third time in as many months, it was wrong and the chapter's project went forward. Mae Smith, Joyce

Pat Bizzoso is congratulated by Pat Rockwell on completion of her multiengine rating.



Malkmes, Pat Rockwell and new 49 $\frac{1}{2}$ er Vince Bonnard took approximately 24 children on plane rides around the area. Following a picnic lunch, a balloon launch was conducted. We're hoping to have at least one postcard (attached to all balloons) returned this year. All of last year's balloons quickly headed out to sea on northerly winds.

December 1 saw bright skies with many gusts of wind for the local USPFT competition, also held at Brookhaven Airport. Carol Maffetone was this year's chairman. The early morning power-on landings could be done with some difficulty. Only a few power-off landings could be done because of the 90-degree weather and gusty crosswind. Later in the day, after the cross-country portion was held, a different runway was used to complete power-on and power-off landings. Of the eight contestants, our first place winner was



Ida Van Smith and other Long Island 99s help children of the Ida Van Smith Flight Clubs launch their balloons.

Mae Smith, with Doris Abbate in second place and Connecticut 99 Sandy McDonough in third place.

The Christmas party was attended jointly by Long Island and Greater New York Chapters. Nancy Davis raffled her mink snuggler for the benefit of USPFT.

by Patricia Rockwell



Working on the Great Barrington air marking are Barb Stover, Carol Keinath, Harriet Bregman, (kneeling) Florence Dooley and 49 $\frac{1}{2}$ er Rick Stover.

New York Capital District Chapter

The chapter's fall season opened with guest speaker Arnie Fowler, chief flight instructor at Greenland Air. "The BFR: A Requirement and An Opportunity" was an enlightening and entertaining presentation.

October was highlighted by an air marking at Great Barrington Airport in the Berkshires. With a beautiful fall day to complement the scenic airstrip, Chairman Barbara Stover, Harriett Bregman, Florence Dooley and Carol Keinath manned rollers and markers to dress up the field. The crew painted runway numbers and GBR on the taxiway.

At the October meeting, Vice-Chairman Trish Bianchi presented an African Travel-

ogue of her most recent trip to Kenya, East Africa. The slide show was a composite of experiences Trish had, including a balloon safari over the Masai Mara Game Reserve. This was Trish's fourth trip to Africa but her first experience in a hot air balloon.

New members Barbara Fioravanti and Mary Louise Falco were welcomed. Barbara recently became manager of the Rensselaer County Airport, while Mary Lou is currently flying Cessnas out of Schenectady County Airport.

by Trish Bianchi



Diane Lewis gloats over the air marking award won in 1984.

CHAPTER NEWS, ETC.



Kathy Potoczak and Linda Dickerson work in the 99s booth at the AOPA Plantation Party in Tennessee.



Western New York 99s attending the section meeting included (standing) Kathy Potoczak, Pat Kneiss, Mary Sand, (seated) Dorothy Hake, Diane Sennell and Rosemarie Sutherland.

NORTH CENTRAL SECTION

Aux Plaines Chapter

The highlight event for the chapter in the past several months has been participation by Sue Johnston, Sue DeWulf, Joanne Noll and Dee Greisheimer in an EAA project at Oshkosh. At the request of EAA, they assisted in cataloging aviation publications and memorabilia at the museum. DeWulf and Johnston spent the weekend roughing it in the EAA bunkhouse. It was a fun time, and they also had an invitation to Paul Pobrezny's home. Dee and Joanne came up for the day and also enjoyed the activity.

One member attended November's AOPA Flight Safety Seminar at Rosemont, Illinois. Subjects included the biennial flight review and stress management.

The year's activities were culminated with a December 2 Christmas dinner, followed by a chapter meeting at which plans for 1985 were discussed. Treasurer Dee Greisheimer made all of the arrangements and was responsible for the seasonal decorations.

by Virginia Rabung



Central Illinois air markers finish the job at Muscatine

Central Illinois Chapter

It was a horribly cold, rainy day when Diane and Stacy Lewis hosted the Muscatine air marking. The Alberts, Reeds, Wests and Holcombs (all well trained at earlier jobs under Jean West's tutelage) made as short work as possible of the whole thing.

Spearheaded by Barb Jenison, Jerrie Cobb's South American Indians have become our main charitable endeavor. Our treasury is lean, so we passed the hat and supplemented our gift by a goodly amount.

Flying into Springfield were Kathy Palmer, Wanda Whittset, Barb Jenison, Lindalou Foellner and Lynne Trupin with spouse Lou. Susan Hull, Jean West and Dede Holcomb flew first to breakfast at Bloomington, then all three planes and spouses flew on to the meeting, bringing Mildred Weaver, a two-year pilot who had been hiding around the Decatur Airport.

Kathy Palmer, selling orange T-shirts at Illinois NIFA activity, persuaded "extra-large" people into "large" and "large" people into "medium" and sold all but two "smalls" for our treasury. (Don't order "smalls.")

The Trupins and Lindalou presented interesting slides of their flight from Los Angeles up the coast to International. The Alcan led them home, mostly IFR with icing and poor visibilities.

by Clarissa Holcomb

Greater Detroit Area Chapter

Dorothy Butler, Margaret Demond, Mearl Frame, Sherry Giesler, Dorothy Gillis, Marie Littler and Susan Philpot enjoyed Oshkosh and the Wisconsin Chapter's annual barbecue for another year.

Mardi Drebing, Dorothy Gillis, Nancy Hecksel, June Jarvis and Gini Sutherland became thoroughly immersed in Convention



Greater Detroit Area 99s Mardi Drebing, Gini Sutherland, June Jarvis (standing), Dorothy Price Gillis and Nancy Hecksel (seated) attended International Convention in Alaska.

Detroit Boat Club on beautiful Belle Isle in the middle of the Detroit River was particularly well attended in spite of the four-plus inches of wet snow in the air and on the roads.

by Dorothy Price Gillis

Greater St. Louis Chapter

Nine 99s and one daughter gathered early November 13 to sell the special "Old News-boy Day" edition of the *St. Louis Globe-Democrat* newspaper. Those participating included Nikki Caplan and daughter Elizabeth, Rosie Corbett, Lori Greenstein, Dorothy Haupt, Val Johnson, Amy Laws, Sue Matheis, Jan Pocock and Laura Sellinger. The newspaper is sold citywide by various groups to support many children's organizations.

by Rae Cawdell

Indiana Dunes Chapter

We held a successful Flying Companion Seminar November 3 in South Bend. It was apparent by the response we received that there was a need to hold this program more often. Charlene Falkenberg instructed the session, aided by chapter members and 66 Ann Bowman.

The November meeting was in Carol Zander's new home in Glenwood, Illinois. The chapter gave Carol a red, white and blue windsock as a housewarming gift, and she presented the trophy the chapter won for activities at the fall North Central Sectional. We were glad to see Joy Black, our safety chairman, up and around after having an emergency abdominal operation in October. Joy gave us a "surprise" test on our aircraft performance, and Charlene Falkenberg presented "IFR Charts and the VFR Pilot."

Sue Mohnssen and husband Ray hosted the Christmas party at their home in Michigan City. Co-hosts were Barbara and Harry Jennings and Linda and Lynn Mattingly. Keeping with tradition, members brought the hostess an airplane ornament to hang on her tree. In addition to the customary gift exchange, members brought a gift for a resident of a local convalescent home. We enjoyed an evening of cocktails, hors d'oeuvres, a potluck supper, games and, of course, hangar stories.

Jane Wilson, due to her health, had to give up her apartment and move to a nursing home. Jane attended Purdue University during the time Amelia Earhart was teaching there, and she is a chapter charter member. Her new address is Woodview, 1101 East Coolspring, Michigan City IN 46360.

by Audrey Karp

Iowa Chapter

A very successful poker run was held in October, organized by Ardis Luthe and Ruth Prescott. The Ames-Iowa Falls-Waterloo route was flown on a beautiful day, ending with a sumptuous potluck in Waterloo, which was hosted by Karen Hanus and Verna Mae Prochaska. The best four hands won aviation Christmas tree ornaments.

The November "You and Your Airplane" meeting was canceled due to horrible weather, but all the forms were completed and mailed for our Jackie Kilburn, our AE Scholarship candidate. We also telephoned information about Iowa hosting the North Central Sectional, organized by Barbara Brotherton, in the fall of 1985.

Our annual Christmas party was hosted by Marcene Grant and Barbara Brotherton. Although the weather was bad and the airport closed, there was a large turnout, and the Chinese gift exchange was a humorous high point of the evening. Entertainment was provided by Des Moines' Hoover High School

CHAPTER NEWS, ETC.

'84 with all its educational and fascinating programs and seminars. As International Committee Chairman for 49½er Membership, Nancy was particularly busy. Gini served as a teller during the business meeting.

We erected our 99s booth at Monroe Custer Airport for their annual Dawn Patrol. A large percentage of our membership came to support the airport, promote Ninety-Nines and seek new members.

Mearl Frame was hostess for our August meeting in her gorgeous new home. Mearl showed slides taken during her recent attendance with Susan Philpot at the annual Cardinal Owners' Convention at Shangri-La Resort in Oklahoma.

Nancy Hecksel and Phyllis Wood worked very hard on the annual Paul Bunyan Air Race held at Sugar Loaf Ski Resort. Mearl Frame, Sherry Giesler, Ilene Hemingway, Patti Cleary Schroeder and Eileen Wehr were active and enthusiastic competitors.

Dorothy Gillis, Kathy Herschelmann and Susan Philpot took advantage of the opportunity to fly-in to an active Air Force base during Wright-Patterson's September 15 annual open house for general aviation. A large number of East Coast based F-15s were parked on the Dayton, Ohio ramp, sheltering from a hurricane. Free bus transportation was provided to and from the fabulous Air Force Museum.

Our September meeting was at Oakland-Pontiac Airport's terminal building, where our five members who attended Convention '84 shared their experiences and showed many pictures.

The fall section meeting in St. Louis was attended by Dorothy Butler, Mardi Drebing, Dorothy Gillis, Nancy Hecksel, Ilene Hemingway, June Jarvis, Kathy Herschelmann, Marie Littler, Bernice Millar and Gini Sutherland. Chapter Historian Dot Bobrowicz deserves full credit for winning the Scrapbook Trophy that Nancy brought home, while Dorothy Gillis won the "Best Time Aloft in the Paper Airplane" contest.

After weeks of unusual warmth, high humidity and fog, the sky cleared just long enough for our annual Treasure Hunt, Poker Run and Spot Landing Contest October 20. Most of our members turned out as workers, participants or both, making this an especially successful year.

Our November annual joint brunch meeting with the Michigan Chapter at the elegant

Vivian Waters and Jan Pocock hosted our November 20 meeting at Vivian's home. Twenty members and four guests enjoyed hearing balloonists Lori Greenstein and Linda Kohlberg tell about their flights to 25,000 feet. Fourteen balloonists became members of the 4-Mile-High-Club last year at Mt. Vernon, Illinois.

Nikki Caplan and Jane Buckles flew their hydrogen balloon October 13 in the Gordon Bennett Balloon Race in Zurich, Switzerland. Of 14 teams invited, they were one of three American teams participating.

Although the weather in St. Louis felt like spring was approaching, the spirit of Christmas was definitely in the air when 31 members and guests attended the December 18 Christmas dinner meeting. New members Jan Eeans and Jeanne Vance were welcomed, and an interesting program was presented by Claudine Johnson from Mighty God Ministries, Inc. This non-profit, non-denominational group of Christian women dedicated to the preservation of the family provide a shelter, Jireh House, for families involved with foster care. Each 99 gave a toy for children under their care.

Adela Scharr, life and chapter charter member, gave the chapter a gift which was outstanding. An aviation scholarship fund was started with a gift of \$5,000!

by Nelda Lee

Indiana Chapter

November 18 was a day like all 99 meeting days, or so it seemed. Not only was flying out of the question, but hazardous driving conditions accounted for the absence of several members from our meeting. Ironically, the following weekend was like a perfect spring day. In spite of the weather, it was a good turnout for our pitch-in luncheon hosted by Rae Cawdell. It was good to have prospective members Ann Nobles and Dottie Hildebrand with us. Dottie's soon-to-be 49½er is Dr. William Hildebrand, an FAA medical examiner. When he bought her an Aeronca Champ, she decided it was time to learn to fly.

During our afternoon gab fest, Rae Cawdell was asked to show the beautiful trophy she received November 13 from the Indianapolis Aero Club. A traveling trophy, it will be passed on to another next year, but the lovely plaque that accompanied it is for keeps.

For the past few years, the Ninety-Nines

Chorus, which then serenaded the stranded air travelers in the terminal.



Kentucky Blue Grass 99 Kathryn Snider helps with registration at the annual Kentucky Aviation Association convention.



Meeting with the Women in Travel group are Lake Erie 99s Ruth Siller, Pat Baron, Bernice Barris, Dodie Jewett, Meigs Adams, Pat Stark, Helen Sammon, Marg Juhasz, Doreen Susman, Susan Chiari and Linda Dickerson.



Bev Demko waves from the Great Wall of China.

Lake Erie Chapter

Members met at the home of Pat and Paul Stark in November, followed by a tour of the Cuyahoga County Airport tower. We welcomed new member Nancy Piltch, who is private and instrument rated and working on her commercial. Nancy works for NASA in Cleveland and flies out of Lorain County.

Members met recently with the "Women in Travel" group for dinner and a program, coordinated by Linda Dickerson, on women in aviation. Doreen Susman gave a lively and humorous talk on her ATP experiences, and Hortense McGhee updated us on the Cleveland Flight Standards District Office.

Members are busy planning the next flight companion/pinch-hitter course, which will be May 19-20 at Akron Muni.

Doreen Susman, Eastern Airlines flight attendant, spoke about passenger safety, while attorney Alice Henry gave us year-end tax tips during our December meeting at the Christopher Inn in Northfield.

Members attended a shower for Linda Dickerson, who is marrying T. Wickliffe Comer of Nashville February 2 in Kissimmee, Florida. Several members are planning to attend the wedding.

by Marg Juhasz

Michigan Chapter

Our November meetings are special, and this one was no exception. It has become traditional for members Julie Clarke and

CHAPTER NEWS, ETC.

Lillian Snyder to invite us and the Greater Detroit Area Chapter to the Detroit Boat Club. In spite of a howling snowstorm that made flying impossible and driving hazardous, the turnout was gratifying, and the meeting fully lived up to expectations.

Timid souls would say it couldn't be done with our members spread over a huge area, with the busy pre-Christmas season when everyone already has more than enough to do, and with December's weather in Michigan so unpredictable. What did we do? We had a progressive dinner in December. It was our first fund-raiser for the Fall '87 section meeting, which we will host. Our generous hostesses were Sammy McKay and Beverly Mitchell.

by Renate McLaughlin

Minnesota Chapter

Thirteen 99s, 49½ers and guests flew or drove to the Mankato Airport for the November FBI hosted and catered by Marion Lutes. Low ceilings, icy runways and a broken weather computer at Minneapolis FSS combined to keep others ground-bound. Marion's lunch was delicious, and those who made the trip enjoyed meeting two prospective 99s from southern Minnesota.

Jeep Adamson appears on the February page of the 1985 calendar of the Minnesota Chapter of the National Organization of Women (NOW).

Sixteen guests joined us at November's annual membership/informational meeting. Jimmie Olson hosted the meeting with Lu Purdy providing "scratch" pumpkin pies made from "real" pumpkins, which decorated the chapter's October Casino Nite. Hope Isaacson presented slides describing the history of the Ninety-Nines and current chapter activities, while a question and answer session led by Joan Sommerfeld and Terry Ludtke concluded the meeting. Five licensed women pilots joined the chapter that evening, and several others became 66s.

Gayle Vail, 1984 AE Research Scholarship awardee, spent several weeks last fall on the East Coast, visiting colleges, aviation facilities and NASA, as she continued her investigation of human factors in aviation. Gayle will be studying at the Human Factors Lab, Ohio State University, this winter. AE Scholarship winner Terry Ludtke will complete her CFII training this winter.

Santa came early to Marci Glaesmann, stuffing her stocking with a C-172. Although Marci operates a flight school and charter service in Albert Lea, it's still nice to have an airplane she can call her own.

Sixty-five 99s, 49½ers and guests enjoyed socializing, cocktails and dinner at a holiday party in a Victorian setting provided by a 19th century mansion on St. Paul's historic Summit Avenue. The site was the AAUW Clubhouse, just a few blocks from the governor's mansion. When three 99s from the Duluth area decided that blowing and drifting snow made driving impossible, they, along with their 49½ers, flew the Aztec way and joined the party.

by Hope Isaacson

Three Rivers Chapter

October 11 found 18 members and guests meeting at Bowman Aviation, Smith Field, Ft. Wayne. What a surprise during our meeting to have Indiana Governor Robert Orr drop in to chat a few minutes! As many know, Mrs. Orr is a former pilot and WASP.

October 20 was a very busy day as our second annual Flying Companion Seminar was held under the direction of CFIs Judy Graham and Sheila Dick. In addition to answering questions from the attendees, Sue Fox of Ft. Wayne FSS spoke about the duties and how weather briefings are given. The day ended with a talk-down tape between a control tower and a non-pilot after the death of the pilot.

Ten members and several guests, including Teresa Smith and Wendi Tittle, Montpelier, Ohio, traveled to the Kendallville, Indiana home of Sandi Shull for a November 8 program on the Spruce Goose and a surprise baby shower for 99 Jody Hawbaker. She presented husband Jon with son Nicholas Jerome, born December 15.

Thanks to the generosity of one of our newest members, Kathy Molargik, and a chapter donation, we will have copper wings on the Wall of Wings at 99 Headquarters.

Another new member, Margie McQueen, along with Chairman Judy Graham, Linda Pulver and members of their families, painted a compass rose at the airport in Sturgis, Michigan. Still another new member, Susan Lynn David, brings our membership to 26. We are small and new, but we keep growing.

Members and guests met December 13 in Ft. Wayne for a Christmas party dinner, with hostess Sally Hawkins making ding-a-ling bell-ringers out of us again. Cookie boxes were packed for FSS, the control tower and area FBOs.

The on-going garage sale being held by Josephine Richardson at the Decatur Hi-Way Airport is proving to be a continuous supply of funds for our small treasury.

Newlyweds include Bonnie Buhr Crosby and Beverly Zahner Pazder.

by Linda Rice

NORTHWEST SECTION

Columbia-Cascade Chapter

Our November meeting at the home of Shirley Twigg found 11 members present on a windy, rainy Oregon day. Guests included Janet Bell and Jan Mercer, who are student pilots, as well as pilot Raeann Lumen. Mary Wolgemuth reported on the Red Cross Volunteer program. Our speaker was Shelly

Hartman, an air traffic controller at Hillsboro, Oregon tower. She is actively involved in aviation education with the FAA. She speaks to school children of all ages, letting them know of the jobs available in aviation. She is looking forward to working with Aviation and Aerospace Education Chairman Shirley Twigg and assistant Madelyn Heesacker.

Our Christmas party was held at the Northwest Antique Aircraft clubhouse at Evergreen Field, Vancouver, Washington. To the delight of all present, we had a lively gift exchange, potluck and refreshments. After much deliberation, Mary Hill received the Columbia-Cascade "Traveling Chicken." It will be interesting what Mary does with "Traveler" next Christmas.

by Pat Lundahl

approved a donation to the AE Scholarship Fund. Sandi and Cathy Pusey gave a report on the Anchorage Convention.

Marsha Ball has been approached by the State Search and Rescue to help conduct a workshop in Idaho Falls for pilots who want to observe Search and Rescue Procedures.

Esther DeYoung has attained her instrument rating and purchased a Cessna 182, which is fully instrument equipped.

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

by Mary W. Kilbourne

members to participate in the Wings program. We were able to use last month's work at Vista Field to identify the field for pilots flying in to November's business meeting.

The year was rounded out by a Christmas party at Ellin Larimar's home in the Tri-Cities.

by Anne English

Mount St. Helens Chapter

Our chapter spent New Year's Eve providing "Care Cars" for those who could not drive after too much partying. We had three vehicles stationed at large restaurants and bars and, from 2400 to 0300, we delivered 18 people safely home to spend New Year's Day in the comfort of their homes instead of the possibility of spending it in jail or the hospital. It was quite an experience, and we were surprised to find that all our riders were courteous and well behaved. We all met at a local restaurant for an 0330 breakfast.

Our December party was canceled due to snow and ice conditions.

by Marilyn J. Britt

North Dakota Chapter

Eight members attended the November 17 meeting in Minot. We voted to send \$99 to the Headquarters Building Fund, and Beth Lucy provided a challenging lesson and quiz on the "Pilot Safety Maintenance Program."

The latest report on "Operation Heartbeat" is that Audrey Baird flew a two-year-old girl to Minneapolis December 7, accompanied by Beth Lucy and the girl's mother. She was taken to the Shriners Hospital for hip surgery, which she had needed since birth.

by Lorraine Boehler

Southern Cascade Chapter

"Winter Flying Safety" was the theme for a presentation by Tom Magussen in November. These long winter months can be spent sharpening our minds on the many aspects of flying we should know so well.

We have elected to plan ahead for monthly activities. Each member is in charge of one month, and we try to plan interesting aviation related projects.

Our third annual Christmas party was successful with Santa (friend Jerry Scott) handing out gag gifts that Dana Hardie and her committee had carefully selected. She and Steve were gracious hosts, opening their lovely home for the event when airplane ornaments were exchanged.

Women pilots have earned more attention in recent years. One example is our own Linda Mayfield. She earned her license a couple of years ago and now flies hubby Gary on occasional business trips. Business associates and other pilots usually are a bit surprised when they learn that Linda is the pilot. In addition, Laurie Woodard completed her first BFR, and Laura Smith competed in the Hayward-Las Vegas Air Race, coming out in the top third.

by Barbara Grace

SOUTH CENTRAL SECTION

Aspen Chapter

We had our first air marking last July. A few Denver 99s flew in to assist, and we had a beautiful day painting "ASPEN" plus the

CHAPTER NEWS, ETC.



New officers for Columbia Gorge Chapter include Secretary Linda Wagner, Chairman Jeanne Hills and Vice-Chairman Lois Blumenstein.

Judy Cochran and Carolyn McCord sell raffle tickets at The Dalles Rotary Air Show.



Columbia Gorge Chapter

Judy Newman and daughter Donna, also a 99, hosted the summer barbecue at their beautiful home at the Hood River golf course.

The traditional Christmas social at the majestic old Columbia Gorge Inn included induction of new members Carolyn McCord, Pat Davis, Linda Wagner, Helen Fargher and Mickey Sampson. These five would be a lively addition to any chapter, and we are lucky they are in ours.

by Jan Mlnarik

Eastern Idaho Chapter

The fall meeting was held in conjunction with our annual Mountain Flying Clinic at the Flying "B" Resort Ranch in the Middle Fork of the Salmon River of central Idaho. The business meeting was conducted by Chairman Sandi Bills, and the group unanimously



Carolyn Rose-Stella (above) and Dee Collins finish the "N", while (below) an aerial view shows the almost-finished job.



Mid-Columbia Chapter

The October meeting was a first for the majority of members. After figuring how to lay it out, the taxiway painting had many helping hands. The usual mistakes were made, and a member suggested black paint to cover the worst. It worked well and, from the air, pilots can't see the areas filled to hide mistakes. A local reporter inspected the job and took a ride in Jean Davis' plane to take photos.

After all the hard work, a "pumpkin potluck" was held. Vista Field FBO provided a room for the brief meeting.

The chapter sponsored a November FAA Safety Seminar for pilots in the surrounding area. The topics covered included local accidents and why they occur. That enabled



Aspen Chapter's first air marking, in a photo taken by Lou Dequine from his ultralight, gives a good view of a hard-working crew of 99s and friends.

Ninety-Nines logo on Sardy Field's central ramp.

Member Lori Farmer is the only woman pilot flying for Aspen Airways. She is presently in England, training to fly the new BAC-146 jets that Aspen will be using soon.

Chapter Chairman Betty Pfister was recently inducted into the Colorado Aviation Hall of Fame. We're all very proud of her contributions to air rescue as well as general aviation.

We co-hosted a December 4 Christmas party with the local EAA chapter, and we invited all of the pilots in Aspen. We had a great turnout, introducing a lot of new people to the Ninety-Nines and EAA.

by Polly Ross



Thelma Havice and mother-to-be Teri Gooch visit at a recent Austin Chapter meeting.

Austin Chapter

Major General Charles Bond, author of *A Flying Tiger's Diary*, was our guest speaker November 19 at Ragsdale Aviation, Mueller Airport. He enthralled 23 listeners with his experiences as an original Flying Tiger and the one responsible for the tiger's mouth on the nose of the airplane they flew in WWII. Guests included local QBs and a few gals from the Heart of Texas Chapter.

Our December 8 Christmas party was held at Barbara Gard's home, and she announced that she's moving to Massachusetts in early January.

Member Judy Carpenter was married December 22, and our January meeting included a baby shower for new mother Teri Gooch as well as a planning session for our anniversary meeting in February.

by Judy Reinhart

Chaparral Chapter

November 4 was a combined meeting and

our first annual fly-in. After a week of rain in unusually dry New Mexico, we were graced with beautiful fall weather. The local EAA chapter cooked breakfast for all who wanted a good meal and, although attendance was small, competition was keen. Mary Sweetser walked away with a fabulous win in the spot landing event and was presented with two trophies, one from our chapter and one from Lela Carwardine. Lela had won her trophy in 1965 and wanted to present it to a 99 if a member won first place.

The following Sunday, the El Paso Chapter again invited Chaparral 99s to their annual fly-in brunch. Included in the activities was a spot landing contest upon arrival at the McQuire Ranch in Fabins, Texas. The best landing 99 was again Mary Sweetser.

by Audrey P. De Lanoy

Coastal Bend Chapter

Chapter happenings included a tour of El Campo Metro Airport by the local kindergarten class. The tour was conducted by Speck Morgan, Vel's 49½er. The Morgans also represented the chapter at the fall section meeting in Tulsa, accepted the section 66 Award for Coastal Bend.

Available at the Tulsa meeting was *Takeoff!* by Bonnie Tiburzi. She takes her readers through her adventures of becoming "America's first woman pilot for a major airline." Those of you who have copies of *Takeoff!* are in for a wonderful experience!

A flight safety seminar focusing on propeller strikes was held in August at El Campo Metro, co-sponsored by the FAA and 99s.

Congratulations go to Lael Martin and 49½er Kenny for the October 22 birth of daughter Ashley Elizabeth.

by Barbara Kurtz

Colorado Chapter

Another successful session of the Flight Without Fear Clinic has been completed. The November 17 graduation flight, Denver to Albuquerque, became a real test for participants. Before reaching cruising altitude, the 727 captain leveled off and advised his passengers that they were returning to Denver because of hydraulic problems. While naturally apprehensive, the graduates came through with flying colors as a result of the clinic.

After the problem was corrected, the trip resumed, but not without another test. During the flight, a graduate and staff member moved to the smoking section. Another passenger had dropped some ash on a seat cushion. The resultant smell alarmed the graduate, but quick action by the flight attendant and the attitude of the staff calmed the passengers.

Because of the en route delay, Vice-Chairman Diana Williams was called upon to make alternate luncheon arrangements. She ably accomplished this with the airport terminal restaurant, and a trip that could have resulted in disappointment and distrust turned into an adventure. Graduates and staff 99s Carol Leyner and Diana Williams, who chaired the program, along with Nancy Aldrich, Joyce Hilchie and Phyllis Kramer, fully enjoyed the delayed graduation dinner.

A recent fly-in to North Platte was topped off with a great Sunday brunch. Those attending, Bonnie and Ralph Harden, Kitty

and Cliff Hach, Mary McKillip and Barb Hobson, as well as Jan, Chuck and April Clemen and guests, enjoyed beautiful flying weather. November's speaker, 49½er Ben Kramer (A&P), ably answered questions and helped separate fact from fiction with respect to aircraft care and maintenance.

The annual Christmas party at Mary McKillip's home was a great success. Pikes Peak Chapter members were also invited, and they helped make the evening even more special.

Cari Wilson, a recent graduate of Metro State College and a CFII flight instructor with nearly 1,000 hours, is currently providing excellent safety tips as the chapter safety chairman.

by Phyllis J. Kramer

Dallas Redbird Chapter

Bryant Hutchinson, Hazel Jones and Kathy Long spent several busy November days in Thibodaux, Louisiana, helping make the NIFA meet successful. Despite morning fog and IFR weather Saturday, all scheduled events were completed. Bill Kerschner was an informative, entertaining speaker at the Saturday night banquet. Hazel and Kathy remained an extra day for a tour of the bayou country with Annie Miller, the alligator lady. Unfortunately it was too cold for the alligators to come out and respond to Annie, but the scenery was beautiful.

The November chapter meeting was held at Kathy Long's home. Tina Steen, a newly licensed 16-year-old, was a guest. Margie Taylor related the astonishing saga of the theft of their Bellanca from Addison Airport. (It is still missing.) Changes in the International Bylaws and postponement of the Education Congress in India were discussed.

Like migratory birds, most members, including Pat Jetton and Cathy Jones, now of Colorado, gathered for the December meeting, their special annual Tex-Mex party at Fran Shelton's lovely home, complete with an exquisitely decorated tree brushing the ceiling. Tina Steen and Lorraine Bruch, a Connecticut 99 who has recently moved to Dallas, were welcome guests. Wonderful food and much hangar flying made the evening pass quickly, and then it was an IFR drive home in thunderstorms.

by Elizabeth Jordan

Ft. Worth Chapter

Looking back at the fall season, members enjoyed many activities together with the scheduled new events ahead.

In October, our gals met at Meacham Field to hear FAA's Don Muzeroll speak about the Wings Proficiency Program, plus a couple of excellent films. Members and participants enjoyed an early morning November 3 air marking of Ennis Airport. Town and airport officials provided a lovely lunch. Also during October and November, Jeri Gault, chapter reporter, taught night classes in basic ground school at Grapevine High School.

Carole Wheeler was inducted as section governor at the fall meeting. Several chapter members attended when Carole received a dozen red roses.

Our Edna Gardner Whyte was inducted into the Oklahoma Air and Space Museum's Aviation Hall of Fame November 11.

by Jeri L. Gault

Golden Triangle Chapter

The chapter celebrated its 15th birthday in October with invited guests of former years. Each related how she became involved in the Ninety-Nines. Beverly Stephens recorded the meeting on videotape, and we also welcomed new member Jan Smith as well as Carole Sue Wheeler, section governor.

Our USPFT event was rained out twice, and air marking at Keene was also rained out. But we did have three workers, Winky Fortune, Betty Carter and Dottie Hughes, for an air marking at Aero Valley Airport. The hangar top now has "AE_____ 622." Weather permitting (most of our trouble has been wind), we will eventually fill in the rest of the letters.

by Dottie Hughes

Heart of Texas Chapter

In November, a program planned by the Austin Chapter was attended by Chairman Beverly Gibson and Derra Raymor. Retired General Charlie Bond spoke on "The Formation and Career of the Flying Tigers" at Ragsdale East. The December meeting was held at Beverly's home in Lago Vista.

Carol Villandry and 66 Lynne McMillan returned from a trip to San Francisco, and they are excited about their new barge-type drilling down to 18,000 feet off the Louisiana coast. We hope it's a gusher!

Derra Raymor is flying every weekend and recently took her brother, a fearless Green Beret, on a flight, while Virginia Mattiza just returned from spending November in her home state of Oregon. Imogene Chamberlain stays busy teaching aviation courses at Texas A&M University and was a nominee for the national Flight Instructor of the Year award.

The chapter still has a few of the excellent handbooks, "Survival for Pilots and Passengers," for sale (\$6.50 by mail). We encourage all pilots to have a copy in their airplane.

Members wish Robbie McBride a speedy recovery from recent surgery.

by Virginia Dare Mattiza

High Sky Chapter

Presents from a December 15 "Bring a Gift Luncheon" at the Midland Regional Airport were donated to the young ladies of the Odessa Youth Shelter.

Program topics included "Safety-Survival International" and "Do you Have the Right Attitude for Ninety-Nines?" Serious thought was also given to "The Rewards of Being a Ninety-Nine" and "The Legacy We Leave to Our Children, Grandchildren and Great-Grandchildren."

by Velma Lee Barnett-Copeland

Houston Chapter

Our annual Christmas bazaar, held in October, was such a huge success that we held three parties this year to accommodate everyone. Over \$500 was raised for our treasury.

Sue Ruggs, Ethyl Knight and J. Ward from Houston FSS spoke at the past two meetings. A 20-minute video was shown in order to best explain the recent changes in FSS all over the country. Weather briefings were the main topic of conversation as our Houston weather really gives us a run for our money. Refresher courses such as these are "just what the

doctor ordered."

Twenty-four ladies air marked Houston Southwest Airport November 10 in 10-foot letters. Several Space City gals were there to help on this day, when we had 25 to 30-knot direct crosswinds that made for very interesting entertainment.

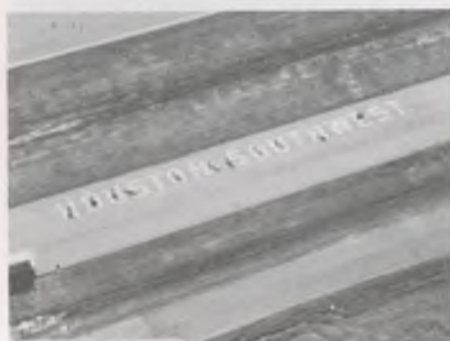
We're all excited to announce that our first poker run is to be December 1. It's a secret course with a spot landing contest on final destination. Fun, trophies and lunch are being planned.

Our Christmas party every year has become one of our favorite occasions. This year, prospective member Tish Gossen and husband Dick opened their home for cocktails, dinner and a gift exchange. What a great way to end the year with all your friends!

by Carol Phillips



Looks great, gals! Houston Southwest wasn't so hard to air mark after all.



Kansas Chapter

Three prospective members attended our November meeting in the GADO office. In preparation for the next weekend's Fly Lady Derby, Sid Tucker gave us several good tidbits on how to fly our airplanes more efficiently.

Several Kansas members flew in the November 10 derby at Fairview, Oklahoma. Those winning trophies included Ellen and Rex Boyle for third place overall, as well as a leg prize each for the teams of Kay Alley and Beverly Benjes, Janet and Don Yoder, and Carol and John Lanning.



Kansas winners in the Fairview air race included Ellen Boyle, Carol Lanning, Janet Yoder and Kay Alley.



Rex Boyle, Olga Saleh, Phyllis Blanton and Vickie Lanning paint the Elkhart runway.

Our chapter will be selling car license plates with our new logo of the women in aviation wings, as well as stationery and our portable booths, at the May section meeting in Topeka.

Our latest air marking was November 15 at Elkhart, Kansas. Those helping were Carol and Vickie Lanning, Phyllis Blanton, Olga Saleh and Rex Boyle. The reception from the town's people was great, including treating us to lunch on an unusually nice November day that was just perfect for a last-minute air marking.

Janet and Don Yoder gave us all a very merry welcome into their home December 8 for our annual Christmas meeting dinner. The well attended party featured a covered dish dinner that was certainly a big hit. We were very pleased to have several 66s and other guests in attendance.

We decided to spread the holiday cheer by baking and decorating 20 dozen "airplane" cookies and delivering them to the local GADO office, FSS and tower personnel. Cooks included Carol Lanning and Vicki, Kay Brunton, Phyllis Blanton and Olga Saleh.

Pat and Frank Mlady returned November 9 from a five-week trip to the Orient. Pat commented that they unexpectedly ran into Kay Brick and Marian Banks when they arrived in Beijing and again in Xian.

Diana and Lloyd Wittman are the proud parents of a new daughter, Maria Dyan, born October 16, and Chairman Carol Lanning has moved into a beautiful new home. The phone number is the same, but the new address is 1636 Old Wick Rd., Wichita KS 67235.

by Phyllis Blanton

Oklahoma Chapter

Over 40 members and guests gathered at the Oklahoma Air and Space Museum November 4 for our regular chapter meeting. We were warmly welcomed by Clarence Page, executive director. Following lunch, Captains Terri Armbruster and Asima Syed, pilots stationed at Tinker AFB, were our guest speakers. Their informative and interesting slide and movie presentation described the E-3A Sentry aircraft they pilot. We all have a better understanding of, not only the plane, but the capabilities of the 552nd Airborne Warning and Control System (AWACS).

At the November chapter board meeting, Accident Prevention Specialist Jay Nelson presented a completely reconditioned 16-mm movie projector donated by Ray Thompson of Tulsa. He demonstrated the machine by showing a short film. We thoroughly enjoyed Christopher Reeve (Superman) discussing flying with us.

Approximately 68 members and guests

attended our annual Christmas party at the home of Shirley and Charlie Brown. We were also happy to welcome Pat Mlady, section vice-governor, and Carolyn Schmalz of the Kansas Chapter. Food was served buffet style, followed by a gift exchange.

Our new members for December are Captains Terri Armbruster and Asima Syed, USAF. Kay Carpenter transferred from the Shreveport Chapter, and Lucinda Schultz from the Nebraska Chapter.

by Nancy Smith



APS Jay Nelson visits with Oklahoma 99s JoAnn Carpenter, Charlene Davis, Nancy Smith and Shirley Brown at a recent chapter board meeting.

Oklahoma 99s and their guests enjoy an excellent buffet at the December Christmas party.



Omaha Chapter

After 18 months of cancellations due to bad weather, we finally marked the airport at Seward. A picture and short article on our achievement even made the local newspaper.

Two of our members were lucky enough to attend the fall section meeting in Tulsa, and are proud to welcome two new 66s — Mary McGilvery and Candace Hall. They are enthusiastic about obtaining their licenses and becoming full-fledged 99s. Jane Burch is another new 99 member.

We took part in the River City Round-Up festivities by helping with the fly-in breakfast, sponsored by the Shriners' Flying Fez group September 29 at Millard Airport. All proceeds went to the Shrine Burn Center.

Our December 4 Christmas party was a great way to wind up our year. We enjoyed a delicious meal and interesting slides of Rosemary Block's flying trip to Alaska for Convention and hunting. Barb Herd, who also attended the Convention, added her experiences to the presentation.

by Jan Johnson

Pikes Peak Chapter

Our meeting for October was canceled due to a typical "freak Colorado snowstorm," which made all travel out of the question. But

the November meeting was held without incident, weather-wise.

Chairman Phyllis Wells gave her report on the Tulsa section meeting. Our infant chapter, in Colorado Springs, is scheduled to be the site of the fall 1987 section meeting. It seems another chapter canceled that date, and Phyllis snatched it. Bravo!

Our guest for the meeting was Mick Wilson from the Denver GADO office, who presented a slide show on spatial disorientation. He brought the famous "Vertigo Chair," and several members gave it a whirl. It is always a surprise to those first-timers to misread the body's signals, and interesting to learn what

CHAPTER NEWS, ETC.

causes these sensations — all the more reason to start on that instrument rating.

The November flying activity to Nebraska was canceled because of bad weather, but the "Breakfast Bunch," which usually flies on Monday, at least once a month, had a lovely breakfast at LaVeta Airport November 12. It is hoped that this will become a regular event for our chapter.

by Von Alter

Purple Sage Chapter

The newly formed chapter has elected Priscilla Barbee, chairman; Ingrid Zeeck, vice-chairman; Judy Day, treasurer; and Betty Jones, secretary.

Three members attended the fall section meeting in Tulsa. Priscilla Barbee, Kim Williams and Mary Alice Tidwell had such a good time that we all wish we had been there.

For our November meeting, 14 members and guests were treated to a slide presentation by Gene Beggs. He started his travels in Europe as a member of the United States Aerobatic Team.

The chapter was well represented at the Abilene Area Chapter's social, enjoying their great hospitality. Six 99s flew to the meeting despite bad weather, thanks to member Betty Henry's beautiful King Air and capable pilot.

The Charter for our chapter was received in early December, and we are all looking forward to a great flying year.

by Betty Jones

San Antonio Chapter

Our chapter had a lovely Christmas party at the home of Ann and Bill Ash. The weather was perfect at 74 degrees in the afternoon and about 60 degrees in the evening.

But wait a few minutes and the weather in Texas will change. Yesterday San Antonio had its first snow in 10 years. Unannounced, it stopped traffic and schools. Today the sun is out and 50 degrees.

The best news for us is that Enid Kasper received a scholarship from the Whirly-Girls.

by Mary Ann Greer



Bill and Ann Ash, John Greer and Barbara Martin visit at the San Antonio Christmas party

Shreveport Chapter

Our chapter is very proud of the fact that, not only do our members promote aviation, but we also take an active part in community activities. Karen Logan has played a vital role in establishing McDade House, which will serve as a home away from home for out-of-town relatives and families of patients in intensive care in local hospitals. Up to now, only a hospital waiting room was available to those who could not afford a motel room. Now, due the efforts of Karen's group, a bed, bath and lounge facilities are within walking distance.

Dot and Floyd Lindsey have returned from the annual AOPA Plantation Party in Nashville, and both report an enjoyable and stimulating three-day visit with enthusiastic pilots.

Joan Price has done it again! Earlier she astounded us by making parachute jumps, and now she reports taking a hot air balloon ride in Albuquerque. Her description of the jaunt — no seat belt! — held us spellbound.

Renee Sharp has left her copilot's seat with Royale Airlines for two weeks to take a well deserved vacation in Ireland.

One of our busiest members is Dr. Jean Mason, who stays at Riverside Hospital most of her waking hours. To get away from it all this summer, Jean bought a midget motorcycle, stowed it in the baggage compartment of her Skylane, and took off for a solo tour of the Midwest. She visited all of the states she had always wanted to see without having any deadlines or commitments and, according to her glowing report, that is the way to take a vacation.

Eileen Anderson is putting her ground instructor's rating to good use. She journeyed to Minden, Louisiana November 18 and taught a day-long session on meteorology and navigation to the CAP cadets in the Minden Squadron.

We were happy to welcome three new members to our November meeting, which was held in our newly redecorated trailer — Hangar 99. Our membership has grown from a nucleus of five to 38!

by Helen Hewitt

South Louisiana Chapter

One of the highlights during the production of the play, "Daughters of Heaven," was a visit from Edna Gardner Whyte, past International President, and Donna Yancy, who flew in from Ft. Worth to discuss the role of women in aviation with the cast. In addition to Sandra Leder, Sigrid Scholtz and Pat Ward, who



With the cast of "Daughters of Heaven" are playwright Shelley Fitze (foreground) and (second row) 99 Sandra Leder and director Susan Kelso, as well as 99s Ann Self and Sigrid Scholz.

as Cal Farley's Boys Ranch, speaking on future NASA programs.

Another honored guest was Gib Satterwhite, FAA/ATC. Chairman Virginia Pownell presented him with the Ninety-Nines Certificate of Recognition for his most recent life saving. Our 99/artist, Ann Crouch, painted a portrait of Gib, which she presented to this man who is always ready to assist at any aviation related function.

Delphine Bohn was guest speaker at the EAA meeting in Amarillo. Our 99/WASP related her first trips from Great Falls, Montana to Jackson, Mississippi in the PT-17 open cockpit in December 1942.

by Mary M. Vermeulen

CHAPTER NEWS, ETC.

briefed cast members on the technicalities of flying. 99s attending performances included Polly Baughman, Eleanor Lowry, Anne Self and Fran Taylor, as well as former members Dee Wilson and Nita Polland.

Chapter members also participated in honoring Eddie Duffard, long-time flight instructor in the Baton Rouge area.

Ann McMahon hosted the Christmas party in her home.

by Sandra J. Leder



Top of Texas 99s join FAA/ATC Gib Satterwhite at his award luncheon.

Kathy and EW Landreth, Ann Piggott and Marnell Presley visit at the chapter Christmas party.



Top of Texas Chapter

The High Plains Aviation Association (13 Ninety-Nines are members) hosted a luncheon in honor of Major Jerry Ross, USAF, NASA mission specialist. Attended by over 200 dignitaries, guests and members, Mayor Rick Klein presented Ross with a key to the city and our city flag, which will be carried on his first space flight in May. He toured Amarillo for three days, visiting four high schools and two elementary schools, as well



Telling an interested youngster about the styrofoam airplane wrapped with \$99 are Waco 99s Edna Rankin, Helen Jessup and Shirley Holub.

Waco Centex Chapter

The chapter held its regular meeting December 4, then we provided refreshments for the EAA Chapter #59 meeting. Christmas cookies, candies, nuts, apple cider and coffee were served to members and guests. The Christmas treats were a surprise for EAA members.

We also sponsored a fund-raising booth at the EAA fly-in, September 14-16 in Kerrville, Texas. The chapter accepted \$1 donations for a chance to win a styrofoam airplane wrapped with \$99. The drawing for the lucky winner was held at the EAA banquet. Money raised from the event was placed in a local scholarship fund for a deserving lady to promote her aviation career. (The styrofoam airplane really did fly!)

Wichita Falls Chapter

One of our members, Martha "Tuck" Harvey, and her husband, Ralph, recently had a fly-in at their hangar at Wichita Valley Airport. Several planes were on display, including a homebuilt plane and Ralph's airplane. Also, three AT-6s and a Corsair performed fly-bys. To conclude the afternoon's activities, a film about the Confederate Air Force was presented.

Our December 14 Christmas party was held in the home of Hellen and Tom Hutchison. We enjoyed a delicious Mexican dinner, followed by an exchange of "gag" gifts.

by Betty Kidd

SOUTHEAST SECTION

Alabama Chapter

Renee West presided over the meeting held in Birmingham at the Southern Museum of

Flight, and three generations of 99s were present at the December meeting, including Minnie F. Wade, daughter Minnie Coggins and granddaughter Christie C. Coggins.

A scavenger hunt for objects in the museum and a plane view of Alabama airports to be identified were arranged by Ruby Dickerson, who has been named Alabama's Outstanding 99.

by Rachel Snead Hunt



Three generations of Alabama 99s — Christie C. Coggins, Minnie Wade and Minnie Coggins — look over a Great Lakes aircraft at the Southern Museum of Flight. Winner of the Outstanding Alabama 99 award is Ruby Dickerson, with her trophy.



Florida Goldcoast Chapter

Raquel Tedder and husband George attended the Southeast Sectional in Memphis and then the AOPA meeting in Nashville, where they helped man the 99 information booth. After Nashville, they were on to El Paso and Albuquerque for the Balloon Fiesta.

Lois Porter traveled to Jacksonville in October for her WAVE Reunion, then flew on to Niagara Falls for the OX-5 gathering.

Miami Dade Community College (South) won third place in the November 17 NIFA regional meet at Melbourne and is now eligible to compete in the national competition. Fran Sargent, advisor for Miami Dade, and Ursula Davidson, chairman of Broward Community College's Aviation Department, attended the meet, as did Felicia West, Helen Mennitto, Barb Chapman and Ruth Fleisher.

Winner of the chapter's Martha and Les Griner Scholarship Award was announced at the Christmas luncheon at the Officer's Club, Homestead AFB. Winner Barbara Selwitz, Spaceport Chapter, and husband Jack flew in so she could accept the award in person. She will use the scholarship to obtain her commercial rating.

by Ruth S. Fleisher

Florida Panhandle Chapter

Celebrating our Christmas party December 8 at the Sound in Ft. Walton Beach, 99s toasted each other, 1984 and Chairman Barbara Bethea, who is getting married the week after we host the April section meeting. As usual, we distributed candy, cookies and Christmas favors to the ATC-FSS over the panhandle area, honoring those people who work to keep the skies safe while we fly to spend the holidays with families and friends.

Becky Wagner just received her Master of Science in management from Troy State University, and Barbara Bethea received a B.S. in computer science from the University of West Florida.

by Cam Westberry

Florida Suncoast Chapter

Twenty-six members gathered at the St. Petersburg-Clearwater Airport in November for a tour of the FSS. We were briefed on all operations, including preflight and weather, filing a flight plan and explanation of the various equipment. We then toured the tower, where we watched the smooth flow of air traffic, including general aviation, airliners and Coast Guard C-130s.

Skip Fernandez hosted a fabulous Christmas party at her Tampa home. The bountiful buffet was devoured by 38 happy, hungry members and friends. Dottie Birdsong won the award for "the most effort to attend," having attended the Flying Farmers' Christmas party in Leesburg the same day.

Lillian Emerson and her husband attended the AOPA Convention, while Gudi Lashbrook is now busy towing gliders in Crystal River. Mary Fletcher is working on the sixth annual World Precision Flying Championships to be held in Kissimmee in August, and Roni Johnson and Pat Judges continue their work on May's Great Southern Air Race.

by Barbara Sierchio



Mary Webb (foreground) and other Florida Suncoast 99s tour the St. Petersburg-Clearwater tower.

Mississippi Chapter

In lieu of a regular meeting in September, the chapter sponsored a local USPFT competition. A complimentary continental breakfast preceded pilot briefing and registration, followed by the flight planning and cross-country navigation event. After an informal lunch, the competition concluded with a spot landing contest. In first place was Hank Lewis, a Pascagoula pilot. Carolyn Goings, New Orleans Chapter, took second place, and CAP Captain Rudy Williams was in third place. A cameraman from the local television station filmed the event for the evening news. Faye Shearer, Peggy Poser, Janet Green,

Virginia Midgette, Chairman Ramona Young and 49½ers Don Green and Obie Young acted as navigation observers and briefers. FAA Accident Prevention Specialist Billy Miller presented a program on aviation safety and mid-air collisions.

Later in September, members Helen Drane, Miriam Loe, Peggy Poser and Virginia Midgette attended the Southeast Sectional in Memphis, Tennessee.

The October regular meeting was also replaced, this time by the Jackson County Airshow. Many members drove or flew in for the day, and the chapter sponsored an information and display booth. Section Governor Alexis Montague-Ewanchew was an honored guest.

We resumed a regular schedule with a November 3 luncheon meeting at the newly opened Sheraton Hotel in Natchez. Members and guests included Janet Green, Helen Drane, Glorice Wills, Miriam and Justin Loe, Gail Lofdahl, Mary and Steve See, Virginia Midgette and Chairman Ramona Young.

The last meeting of the year was a December 8 Christmas party at the beautifully renovated Gulf Coast home of Janet Green and 49½er Don. Members and guests exchanged gifts.

by Virginia Midgette



Tennessee 99s and other contestants gather at the poker run terminus at Lovell Field, Chattanooga.

Tennessee Chapter

The past few months have certainly been busy for this chapter.

We sponsored a June 9 poker run with terminus at Lovell Field in Chattanooga, where the Krystal FBO was kind enough to let us have some space for our group. The committee, chaired by Nell Weathers, included Martha Clinton, Irene Flewellen, Rachel Pruett and Anita Sasser, who provided barbecue, chips and soft drinks for sale. Others who helped included Lola Culberson, Marilyn Ayers, Nancy Daily, Lisa Bates and Ingrid Ramsey. Winner of the poker run was Jerry Phifer of Dalton, Georgia. Jerry graciously returned the \$99 first prize money to our chapter to be used for our scholarship fund, which will be donated to a Tennessee college student actively involved in aviation.

August saw a number of our members headed for the Alaska Convention. Marilyn Ayers and 49½er Joel, as well as Ruth Thomas and 49½er Ferris and Irene Flewellen, flew their own planes for experiences that we are certain won't soon be forgotten. Evelyn Lyons also attended.

We sponsored an "honor system" proficiency run in September to Chattanooga's Dallas Bay Airport. Each contestant planned her flight, including time en route. Winner of the event was Ruth Thomas.

Evelyn Johnson and Ruth Thomas manned our display booth during October's Air Force ROTC Day at Heritage High School. We also sponsored and judged aviation displays created by the students. Pat Guthrie, Ruth Thomas and Evelyn Lyons worked the Ninety-Nines display booth at the AOPA Convention in Nashville, and we all congregated at Dallas Bay October 13 for a day of fun and flying with the Chattanooga Fliers and the local gyrocopter club. One of the gyro pilots ended up giving introductory rides — what a thrill! Later in the day, we held flour bombing and spot landing contests.

SOUTHWEST SECTION

Bay Cities Chapter

A lavish luau was enjoyed by 25 members and 49½ers in mid-October at the home of Miriam Brugh. Special guests included prospective member Pat Chan, who is not only a pilot, but a jump master as well, and Marge Forood, a transferred member from Florida.

Seven members flew to the "Pasta Party" given by Cameron Park for their fifth anniversary. Patty Tormey flew a Twin Comanche and Joyce Wells flew her 210, the only planes flying due to marginal weather.

Three new members — private pilots Margaret Race and Ann Keith as well as 66 Faye Adams — attended the November meeting at Beckett Executive Terminal, Oakland Airport.

The annual Christmas party was hosted by Joyce and Hal Wells. A delicious roast beef dinner with all the trimmings and a gift exchange highlighted the evening.

by Vonne Anne Heninger

Clear Lake Chapter

Chartered in March 1984, we are comprised of six 99s and five 66s. From the start, we have encouraged the 66s to participate fully in chapter activities.

We conducted a Right Seat Safety Seminar in November. We are in a somewhat isolated area and were happy to have 10 participants for our first seminar. Mary Ann Penson, who chaired the event, enlisted the help of all our 99s and three 66s as instructors. We chose the day-long format with breaks for lunch and dinner. Because of the small group, we were able to know our participants on a more personal level. Much as we tried to solicit constructive criticism, all we garnered was praise. Participants could not believe this was our first effort after being organized only nine months.

It should be noted that only Kathy Walton



Students plan their cross-country trip at the end of Clear Lake Chapter's Right Seat Proficiency Seminar.

and Mary Ann Penson were former 99s. The other five members knew nothing about 99s until late last year. Hats off to 99 member instructors La Daun Ingle, Rose Le Clerc, Kathryn Reiland and Peggy Boynton. And don't forget to involve your 66s. For our seminar, we used the help of Marie Hummel (medical facts), Connie Knoke (instruments) and Helen Diehl (weather).

All of our members now have a sense of purpose about our organization and our chapter. We would highly recommend that chapters utilize their 66s. Whether your chapter is large or small, take a positive attitude and get involved. You'll be glad you did. We sure are!

by Kathy Walton

El Cajon Valley Chapter

Vi Chambers, Dottie Sanders and Dottie Campbell represented the 99s October 25 at the East County Chamber of Commerce "Ice Breaker" at Gillespie Field. Its objective was to present our airport to the communities and businesses of the area.

Doris Ritchey was one of 500 invited guests to attend the launch of a new NOAA weather satellite from Vandenberg Launch Site. Rain and gusting winds caused cancellation of the launch, but Doris was pleased to have the chance to see the new launch site and hear the program they presented.

November 3 was the first air marking for the year. Members Frankie Clemens, Eleanor Richardson and Marian DeLano drove to Borrego to re-whitewash the rocks and segmented circle. We were met by members of the new Borrego Springs Chapter. Southwest Section Governor Pat Forbes was there to present the new chapter's charter. Vi Chambers and Lynn Coulthard represented our chapter at Borrego's installation, and Lynn was very important to our air marking. When the rope broke while we were changing

the windsock, it was Lynn's job to sit on the bottom end so it wouldn't flop up and break the light on the top end.

Dottie Campbell and 49 $\frac{1}{2}$ er Dick again offered their home for our December 8 Christmas party. After playing Santa for members, families and guests, Marian DeLano had a very special gift for one of our members. In appreciation of 35 years of continuous service as a 99, Dottie Sanders was presented a certificate stating she will have a plaque in Memory Lane, Forest of Friendship, Atchison, Kansas. Dottie was totally surprised and, in her words, "I feel deeply honored and touched."

Eleanor Richardson, Cay Hatch, Dottie Sanders, Susan Maule and Frankie Clemens took Christmas goodies to the tower crew, maintenance crew and Sheriff's Helicopter Squadron for their support and help during 1984. The cookies and candies were made by our members, who couldn't all attend but sent their regards.

by Frankie Clemens



Playing Santa Claus at the Golden West Chapter Christmas party is none other than Pat Forbes, section governor.

Eldris Shogren donates her 99th pint of blood.



Golden West Chapter

Eldris Shogren recently donated her 99th pint of blood at the Peninsula Memorial Blood Bank in Burlingame, California.

She gave her first pint to the Red Cross during World War II. When she found out how easy it was for her, she continued to donate more or less regularly. The only interruptions since have been for medical reasons.

"Everyone cannot donate blood," she says, "but I believe that everyone who can should become a regular donor. It takes so little of your time and is needed so desperately."

Congratulations, Eldris, on your 99th visit! Sounds like something other 99s could and should do. You can't fly in an unpressurized plane for 72 hours after you donate, but with proper scheduling, that should be no problem. How about it, 99s?

by Janie Postlethwaite

Lake Tahoe Chapter

Our chapter's annual fund-raiser, selling hot dogs, beer and soft drinks at the Truckee-Tahoe Air Show, was a success. The money we earned will enable us to again award a flying scholarship and increase our donations to other scholarship funds. During the awards ceremony, the 1984 winner of our scholarship was announced. Carin Cooper of Reno, Nevada will use her award to earn her commercial rating. Also awarded was the Greg Gojkovich Memorial Seaplane Scholarship. This scholarship is sponsored by Cindy Seymour Gojkovich and administered in conjunction with our scholarship. The 1984 winner of the Memorial Scholarship was Sandra McGinnis of Placerville, California.

To get us motivated again after the lull following the air show, Chairman Barbara Northrop invited members and 66s to her home for dinner. After a delicious dinner and much chit-chat, everyone recounted how, when and where they started flying. For such a small chapter, we represent many flying hours and varied experiences.

Our mother-daughter members were fortunate to be together for the Christmas holidays. Barbara Northrop's daughter, Kim, a third-class cadet at the Air Force Academy, was home. Bonnie Seymour's daughters, Linda, a hostess for Continental Airlines, and Cindy, a hostess for Western Airlines, were both home, as well as daughter Loretta, a pilot for Resort Airlines. Having our daughters home had to be the highlight of the holidays for all of us.

Most of our members were present at our Christmas party, and we had a wonderful evening. We were unable to have our awards banquet in October, so honors were presented at this party. Kim Necessary won the Service Award, and Brigitte De Saint-Phalle was named Woman Pilot of the Year.

by May E. Haskell

Los Angeles Chapter

Jane and Link Vaughn spent several weeks in San Felipe. Jane reports she still has to learn to sail into the wind, but they caught lots of fish and did some surf sailing.

Mary Haizlip was invited to speak at the Oklahoma Air and Space Museum. Unfortunately, she had to decline due to a broken foot. Mary was the mistress of ceremonies at the Malibu Board of Realtors Christmas party. To her surprise, she was named Realtor of the Year. The theme was "Touch of Class," which is quite appropriate to honor Mary.

Rachel Bonzon and Dorothy Limbach met former member Mary Dorr at the Westwood Methodist Church. Mary has a television interview show on religion. Her last book about her flying experiences, *Family up in the Air*, was purchased by Rachel, who will donate it to the chapter library after she has read it.

Transferee Judy Braun attended the November meeting. She has just earned her multiengine and Citation ratings.

Sandy Morgan finally has her Citabria back together, and she is continuing her aerobatics instruction.

by Sally LaForge

Orange County Chapter

Our Flying Companion Seminar was extremely successful, boasting a large turnout



Bob and Lynn Greer, Dottie McAuley and Dottie Sanders enjoy the chapter's Christmas party.

Dottie Campbell presents the AE Scholarship medal to Susan Maule for completing her ATP.



and an extra nice location. Thanks to 49½er Pat Humphreys, we now have a videotape of the entire seminar.

Furnace Creek Ranch is a prime fly-in resort to which 14 of us flew for an overnight



Dodie Cummings and Betty Carrier air mark the runway at Meadowlark Airport, Huntington Beach, California. "I'm ready!" says Beverly Niquette.



party in November. This part of Death Valley is 211 feet below sea level. As the valley is for the most part unpopulated, it's interesting to fly below sea level, observing the strange mineral formations that make up the "Devil's Playground."

Night recurrency flying took the place of our regular November meeting. However, we did not miss the opportunity to get together afterward at McCormick's Landing, John Wayne Airport, for dinner. Special thanks go to Barbara Ward for a super job of organizing this event. She had a reservation system in effect, teaming instructors with members so that no time was wasted doing our favorite thing — flying.

The fly-in for December was to Calexico for lunch. Our chapter generally holds a fly-in each month on the third Saturday, when we invite members of other chapters to join us. (Please call Adrienne O'Brien, (714) 250-4822, for information.)

Shark Island Yacht Club hosted our festive Christmas party. We watched the Newport Harbor boat parade of lights, followed by a fantastic feast and dancing after dinner.

One of our chapter personalities, Lois Cura Dillman, and her family participated in the "Family Feud" television show. The showing aired twice, once in September and again in December, and they won!

by Adrienne O'Brien

CHAPTER NEWS, ETC.



Pat and Ron Noyes enjoy the Orange County fly-in to Furnace Creek Ranch



Charlie Merritt (above) answers questions from Aggie Liljegen following a film and demonstration, while 66 Kathleen Masters (right) models as Charlie demonstrates his parachute.



Reno Area Chapter

*And now for a recap for all to enjoy
of the year Eight-Four that Reno employed.*

*The Sagebrush News from Hillman and Hohn,
went through the spring, until Hazel was gone.*

*New rating from Piper, and Shilling instructs,
while Ferrel planned the spending of bucks.*

*We held the spring section of the great Southwest
which naturally we thought was the biggest and best.*

*Summer was trips for many of our gals,
Degraff, Smith, Hart, fly with family or pals.*

*Sweeney and Becker flew up to Alaska
and shared stories and pictures. "It ain't flat like Nebraska!"*

*September brings races with P-51s —
99s help out, for a week do we run!*

*From the pits to the stands, we all give a cheer,
for the racers, the fans, and dear Moya Lear.*

*New officers Sweeney, Hillman, Bishop and Patterson
were installed with a flair that was quite flattersome.*

*Gardiner, Jerry is in Florida flying for pay,
and our parties are great, "Thank you, Kathy Gray."*

*Rio Bravo was home for the section in fall,
and Becker and Sweeney again had a ball.*

*November a seminar White Knuckles did give,
so others can enjoy flying and learn how to live!*

*So Reno's been busy in the year Eighty-Four —
Sorry The 99 NEWS didn't get all the score.*

*I promise to write often in year Eighty-Five,
and tell of our doings, and spirit, and drive!*

by Penny Becker

Phoenix Chapter

Whirly-Girl Roseanna Ballard rates as an achiever. She was awarded the 1984 Dr. Dorothy J. Flint Memorial Scholarship last January for advanced helicopter training. In spite of three surgeries and a bout with Valley Fever during the year, she completed both commercial and CFI ratings for helicopters. She is married, has two young daughters and worked full-time while earning her ratings. Roseanna has already been rewarded for her efforts with a job at Arizona Wing and Rotor where she took her training.

The 66 program has turned out two more 99s. Janet Reid and Barbara Spears have graduated into full chapter membership. Caroline Brewer is also a new member.

Two super supporting FBO friends, Sunburst Aviation at Deer Valley Airport and Superstition Air Service at Falcon Field, provided facilities for two back-to-back Flying Companion Seminars in November. Three teenage sons of a pilot and the husband of a 99 were among the 54 clients who participated. One woman client is now taking flight lessons (a prospective 99!). Stacy Hamm and Ruth Olson co-chaired the seminars.

One fun Saturday in November, Sharon Weber put together an APT day. Some members provided airplanes, CFI members donated their services, and seven 99s became APT. Later in the day, Shirley Rogers and Ann Newcombe hosted a "Sneaker Day" outing, also at Deer Valley Airport. Guests brought their own "hobo stew" ingredients plus a pair of sneakers. Jerrie Cobb, then, was the

recipient of 26 pairs of sneakers for her beloved Amazonas people.

Several members placed a marble marker in front of Sky Harbor Airport's Executive Terminal to commemorate the 1973 planting of a tree from the Forest of Friendship. Sad to say, the 1983 Forest of Friendship seedling planted at the Arizona State Capitol Building, was trampled by construction workers. Now we have a marker, but no tree until a new seedling can be obtained from the Forest of Friendship.

Jimmie Hall hosted the 1984 Christmas party in her secluded desert hideaway in the heart of the metropolitan area. Sharon Weber



Betty Wharton and Ramona Burk enjoy the San Diego 99 Christmas party.

CHAPTER NEWS, ETC.

conducted initiation rites as her husband, Bob, and Grant Malouf joined the mystic realm of 49½ers.

by Mary Lou Brown



Intrepid Sacramento Valley air markers finally finished marking the aero club strip at Travis AFB, in spite of heavy rains. Participating were Lynn Lhoelcher, Corky Cronin, Mary Ben McClave, Betty Alair, Audrey Thoney, (kneeling) Jeannie Dunlap, Thelma Cull and Bobbi Campbell.

Sacramento Valley Chapter

Thirteen chapter members flew down to Rio Bravo Resort in September to attend a delightful fall section meeting, hosted by the Bakersfield Chapter. A highlight for the group was the installation of our own Shirley Winn as vice-governor and Lois Erickson as treasurer.

The following weekend, 99s and 49½ers from Santa Clara Valley Chapter joined us for our Sunday morning fly-in brunch to the Yolo Fliers Club. That week also saw final preparations by Chairman Bobbi Campbell for our role as terminus chapter for the October 13 Pacific Air Race. A great group of pilots participated in this annual event, including Sacramento Valley's Barbara Sestito and Thelma Cull, winning the third leg prize in Barb's Comanche. Jeanette Fowler and Shirley Winn placed sixth overall in Jeanette's A-36. The day was climaxed with an evening of good fellowship at the race banquet at the Sacramento Inn.

October 27 was the date for local USPFT competition at Lincoln Airport. Six area pilots competed in navigation and spot landing contests, with the top two pilots being eligible to compete in the regional meet. Patti Trussler and her committee had the events smoothly planned, and the weather was mostly ideal, despite some smoke in the area that caused the field to go nearly IFR just in time for the landing competition.

by Dorothy Flynn

San Diego Chapter

Lieutenant Cheryl Martin, USN, stationed at the Fleet Logistics Support Squadron at North Island Naval Air Station, was our guest speaker at October's meeting. She explained the tough requirements for acceptance into the Navy's pilot training program, which includes heavy emphasis in math and science, as well as maintaining top grades. Martin currently flies the C-1, a "Carrier Onboard Delivery" aircraft (passengers/cargo) powered by two 1,450-hp reciprocating engines. She has an enviable record of 98 carrier landings, and her presentation included an explanation of some of the intricacies of this hazardous maneuver.

No fog, no rain, just clear skies made it easy to find Gertrude Lockwood's home in December for the annual Christmas party. Gertrude's grandson, Gregg, was on hand to help make this an enjoyable evening for the many 99s and 49½ers who attended.

by Sandra Bliss

San Gabriel Valley Chapter

Margaret Lawson and husband David have been sharing with other envious pilots their fabulous pictures and slides from their recent flight to Europe. The 14,000-mile flight in their Mooney Executive included stops in Greenland, Iceland, Norway and Germany before the two pilots headed back to good ole El Monte Airport.

A showcase box will soon occupy the Brackett Airport Terminal waiting room in an effort by old members to generate new member interest. The case will be used to display *The 99 NEWS* as well as achievements through Ninety-Nine history. Bob Sandhagen has offered to build the box, and Shirley Eckloff was kind enough to donate the glass.

Beverly and Nathan Epstein already have



Realizing that the elevation numbers of Brackett Airport included a "99," Traude Gomez and a fellow Fullerton 99 pose with the appropriate numbers.

something new on display — a bouncing baby boy named David Troy, who made his debut August 17, 1984.

Santa Clara Valley Chapter

Despite wet and blustery weather, we did a lot of flying in November. The first weekend, our poker flight attracted almost 70 "players." Winners received generous cash prizes, and we still had enough for a sizeable contribution to the chapter's scholarship fund. Lois Letzring was chairman.

The next day, 44 people in 20 aircraft visited Travis AFB. We met at Nut Tree where the tour's organizer, Peggy Ewert, briefed us on procedures. Then, we descended on Travis, where we spent an exciting day learning about this important logistics wing of the Air Force. Captain Surratt, a flight instructor as well as a C-141 pilot, gave us a briefing and showed a film of Military Airlift Command (MAC), including its work during the Berlin Airlift and in returning POWs from Vietnam. We walked through the huge, low-bellied 141 (known as the "Green Lizard") and the even larger C-5, which is able to carry two tanks and was once called to help the Navy with delivery of a 19,000-pound propeller for a disabled aircraft carrier.

We learned that there is one female pilot for a C-5, and five or six women flying the 141s. Highlight of the Travis visit was our chance to "fly" a C-5 simulator. Since Travis runs the simulator training weekends as well, we were grateful that they shut down long enough to allow each of us an unforgettable hands-on experience.

We made another DRI flight November 18 to Santa Barbara. Again, Chairman Barbara Murren took part. Others were her 49½er, John, Stella and Ray Leis, Debby and Bob Morton, Carole Lushbaugh, Kathleen Burns and Mayetta Behring.

by Kathy Pelta



One of the aircraft toured by Santa Clara Valley members during a recent visit to Travis AFB was the Lockheed C5A Galaxy.

Santa Paula Chapter

Maggie and Tom Bird recently returned from a trip to England, Switzerland and Rome. They shared photos taken on the Concorde flight to Heathrow. She said, for a six-hour dissertation on the Concorde, "just push my button!"

Sue Cedarquist-Yomamoto was bombarded with questions about her job on Imperial Airlines. Sue was chapter chairman a couple of years ago, and loves flying with the airline. Melody Rich told us all about the Southwest Sectional at Bakersfield and what we missed by not going! Ruth Buirge, chapter activities chairman, showed us several beautiful photographs taken at the Balloon Fiesta at Albuquerque.

by Gwen Dewey

Let's go air racing

Autumn Gold Air Rallye

The Autumn Gold Air Rallye is behind us now, and the results have been tabulated. Trophies and cash prizes were awarded at the awards banquet. Thanks to the efforts of Louise White and husband Neil, many of us experienced our first "pig-pickin'" at the Fletcher Community Center, where the evening's entertainment was a clogging routine by the White children.

Sue Chrisawn was presented an award for the highest score of any 99. John Fertig traveled the farthest to participate, and Louie Dejockheere was credited with being the pilot with the least number of hours logged. They also received awards for their special feats. Gordon Roberts was the chief judge for the event.

We hope to see more pilots participate in this annual event in Asheville, North Carolina. There's beauty in those Blue Ridge Mountains in the fall, so make plans to join us in October for our next Autumn Gold.

by Madeline Kennedy

AUTUMN GOLD RALLYE RESULTS

First Place Sue Chrisawn/Sonny Fowler
Second Place John and Jackie Fertig
Third Place Chuck Traugher/Ken Hair
Fourth Place Grady and Madeline Smith

Illi-Nines Air Derby

The 16th Illi-Nines Air Derby will be held May 24-25 at Greater Rockford Airport, Rockford, Illinois. The 99s chapters within the state work together for this event.

The Illi-Nines Air Derby is one of many state races held in the Midwest during the year, and it was one of the first to introduce two categories — speed and proficiency. It was also one of the first to open the competition to both men and women. The popularity of this event is witnessed by the fact that contestants come from all parts of the United States and Canada. The race is limited to 60 planes and usually fills the field.

Ruth Frantz, a member of the Chicago Area Chapter, chairs the 1985 race. In both speed and proficiency categories, a \$400 first prize will be awarded. In the speed category, the aircraft is handicapped based on many factors. The proficiency category allows the pilot to pick his speed and fuel consumption. Both categories are very challenging.

A weekend of fun, fellowship and friendship, as well as the opportunity to win cash prizes and trophies, may be had by those participating. All interested may send \$3 for entry kits and further information to Barb Jenison, P.O. Box 357, Paris IL 61944.

Great Southern Air Race

Competing in an air race is one of the most exhilarating, satisfying and fun experiences in flying, yet most pilots have never entered one. The Florida Race Pilots Association, Inc. was formed to organize a new type of race, a race in which the average non-rich pilot could participate without missing a week's work and draining the family bank account — the Great Southern Air Race!

The May 2-3 event will be a round robin, approximately 1,000 sm, lasting two and a half days, for both men and women, with the emphasis on fun, good sportsmanship and improving pilot skills. There is \$6,000 in prize money, with \$3,000 for first place.

Best of all, we have reduced impounds, inspections and red tape to an absolute minimum so that you can register on Wednesday afternoon and be winging your way homeward Sunday afternoon. There'll be lots of free parties, wonderful but reasonable hotel accommodations, a first-time racers' clinic and a safety seminar.

Both stock and modified aircraft can compete in this handicap race. The route is interesting, but not overwhelming. And all the airports along the way are very enthusiastic, planning a big welcome. Orlando, Florida will be the start/terminus, with Jekyll Island and Waycross, Georgia, St. Petersburg, Marathon Key and Vero Beach, Florida in between. Race kits are \$7, available through Cy Beers, 925 N. Halifax Ave., #501, Daytona Beach FL 32018. Entries close April 14.

Have fun in the Southern sun!

Hayward-Las Vegas Proficiency Air Race

Now is the time to ready your airplane and fine-tune your flight planning skills for the 21st annual Hayward-Las Vegas Proficiency Air Race, May 17-18.

Race rules guarantee every participant an equal chance of victory by basing scoring solely on accurate navigation, correct estimation of time en route and precise prediction of fuel consumption. Sponsors and supporters, which include the cities of Hayward, California and Las Vegas, Nevada, contend that the annual proficiency air race has no losers because all contestants, their copilots and passengers, finish with a greater appreciation of the art of skillful flight and a weekend in Las Vegas.

The race, open to all licensed pilots, will be flown in two stages with an intermediate stop at Meadows Field, Bakersfield, California, for timing and refueling. Pilots will be informed on the evening prior to departure of mandatory checkpoints over which their

flights must pass to gauge navigational accuracy.

This year's race will depart Hayward Airport May 17 at 0800, with the support of the Alameda County, Bakersfield and Las Vegas Valley Chapters. Also cooperating with the race program will be the crews of the FAA control towers at Hayward, Bakersfield and North Las Vegas Airports.

Trophies and cash prizes will be awarded at a party at Las Vegas' Imperial Palace Hotel Saturday evening, May 18. In addition, the Ninety-Nines will present a beautiful perpetual trophy to the top finishing 99 for the fifth year. In keeping with the race's notion that every participant is a winner, a special trophy will be presented to the last place finisher. Accommodations will be provided at the Imperial Palace Hotel.

The race committee welcomes all licensed pilots to participate. A \$3.50 information kit is available from the Hayward Air Race Committee, 20301 Skywest Dr., Hayward CA 94541. Telephone inquiries will be answered by Lou Chianese at (415) 581-2345, ext. 5285. Deposits of \$50 will hold a place for you in the race if mailed by March 1. Applications will be accepted until April 1 on a space available basis.

by Bette Davis

BITS Air Rallye

May 11 is the date for the "Basics In The Sky" Air Rallye, sponsored by Cleek Aviation, Clinton-Sherman Airport, and the Oklahoma 99s.

The 250-sm round robin rallye will require all instruments (except FAA required) to be covered. Cash prizes will be awarded, with first prize being \$300.

Rallye kits may be ordered for \$3 from Rallye Coordinator Charlene Davis, P.O. Box 408, Erick OK 73645

Garden State 300

The 13th annual Garden State 300, sponsored by the Garden State Chapter, has been scheduled for Saturday, June 15 (rain date, June 16), at the Flying "W" Airport, Medford, New Jersey.

The 300-sm proficiency contest is open to all licensed pilots, with a shorter course available for aircraft without a 300-mile range.

Entries open April 1 and close May 11. Kits are available for \$5 from Chairman Cheryl Hoyt, P.O. Box 2, Blawenburg NJ 08504. Make checks payable to "Garden State 300." For further information, contact Kitty Alessi, contest chairman, 300 Tenby Chase Dr., Voorhees NJ 08043, (609) 768-1524.

FOR WOMEN ONLY...



Sharing common goals and interests is what it's all about — through participation and affiliation with THE international organization of women pilots. If you're a 99, spread the word. If you're not a 99 and would like to know more about the organization, just let us know. We'll also put you in touch with some active members in your area.



Yes, I'd like to know more about the Ninety-Nines.

Name: _____

Address: _____

Phone(s): _____

Ratings: _____

Send to: The Ninety-Nines, Inc.
P.O. Box 59965
Oklahoma City, OK 73159