

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 12

MARCH 1985

NUMBER 2

Come Alive in '85!

Come Alive in '85!

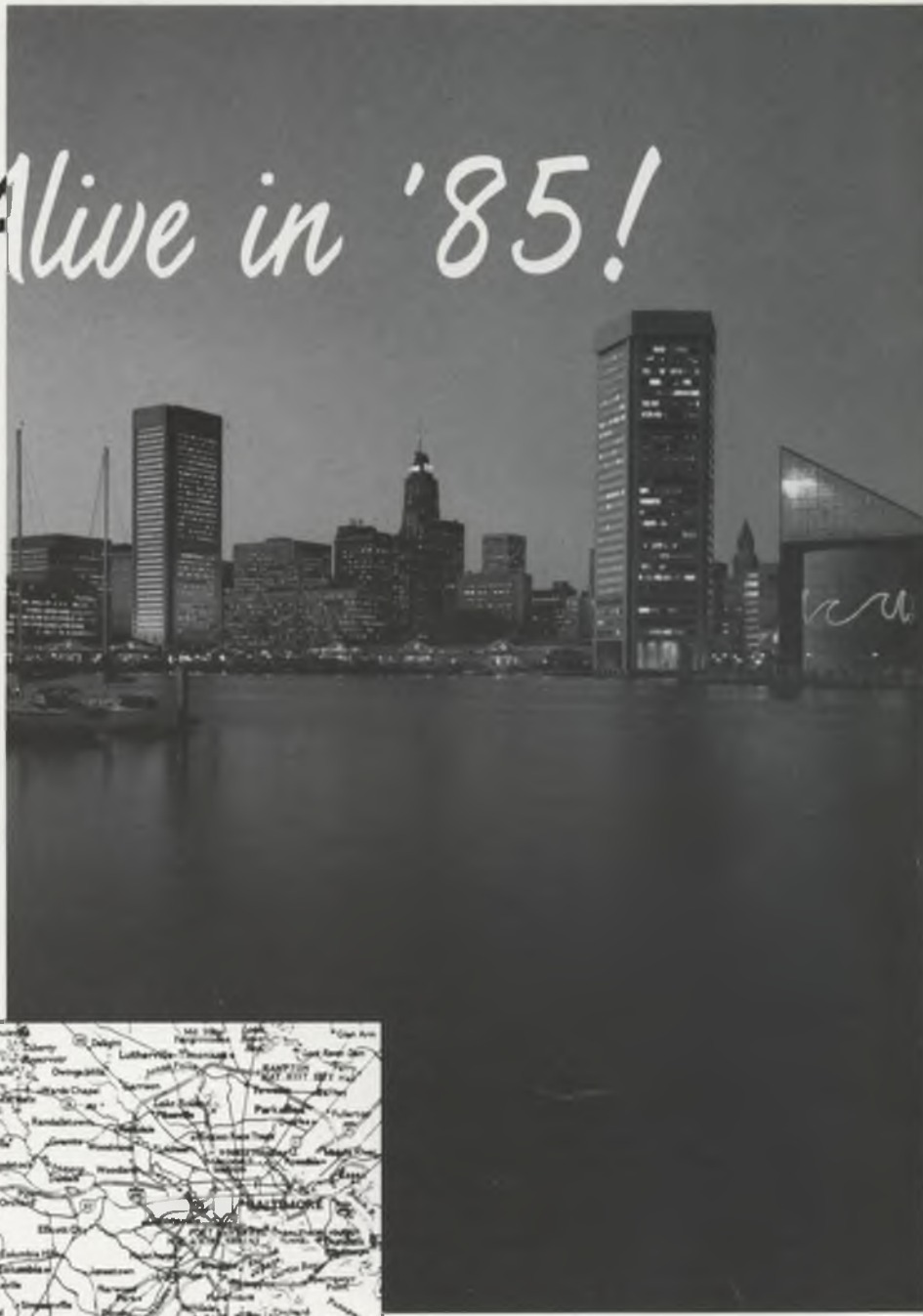
A spectacular view of the Baltimore, Maryland, area (*front cover*) and a larger view of the Baltimore-Washington, D.C. area (*back cover*) were taken by NASA's Landsat-4 camera.

Launched July 16, 1982, these "aerial" views were taken in July and November of that year, respectively.

In the Baltimore scene, urban area appears dark gray. Parks, cemeteries and hospital grounds within the confines of the urban area appear red, as does vegetation. The asphalt runways of Baltimore-Washington International Airport (BWI) appear dark (*lower center*). Major arterial transportation systems show up spectacularly.

In this Landsat-4 Thematic Mapper view of the Baltimore-Washington, D.C. area (*back cover*), the dark blue areas are the dense inner city areas where significant ground cover is minimal. Suburban areas appear gray or pink due to the presence of lawns and trees.

The Chesapeake Bay Bridge, just north-east of Annapolis, is barely visible in this scene.



A late evening view of the Baltimore Inner Harbor gives Convention-goers just a small idea of the beauty of the setting for Convention activities.

Photo by Ron Solomon

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The 99 NEWS

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ON THE
COVER:
Spectacular
Landsat
photos give
a bird's eye
view of the
Baltimore
area. For
complete
International
Convention
information,
see pages
13-16.

Calendar

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: Australian Sectional, Perth, Western Australia.

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

Mar. 30: Valley Air Derby, sponsored by San Fernando Valley Chapter. 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. 11-14: International Board of Directors meeting, Oklahoma City, Oklahoma.

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

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

Apr. 19-21: Southeast Sectional, Pensacola, Florida. Contact Ann Jernigan, 4666 Baywood Pl., Pensacola FL 32504.

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: 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. Kits, \$7, Cy Beers, 925 N. Halifax Ave., #501, Daytona Beach FL 32018.

May 9-11: National Intercollegiate Flying Association SAFECON, Ohio State University, Columbus, Ohio.

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

May 11: BITS Air Rally, sponsored by Oklahoma Chapter and Cleek Aviation. 250-sm round robin "Basics in the Sky" Air Rally, Clinton-Sherman Airport. Kits, \$3, Charlene Davis, P.O. Box 408, Erick OK.

May 17-19: Pinchhitter Course. Ann Arbor Municipal Airport, sponsored by Greater Detroit Area Chapter. April 17 deadline for \$120 registration. Contact Bernice Millar, (303) 722-7893, or Ilene Hemingway, (303) 487-9723.

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. Kits, \$3, Barb Jenison, P.O. Box 357, Paris IL 61944.

May 25: Poker Derby, terminus at Andrews Airport, sponsored by Greater Winnipeg Chapter; rain date, June 1.

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

JUNE

Jun. 5-9: USPFT National Competition. Kissimmee, Florida.

Jun. 8: 13th Annual Garden State 300. Kits, \$5 payable to "Garden State 300," Cheryl Hoyt, P.O. Box 2, Blawenburg NJ 08504, (609) 466-2571.

Jun. 14-16: Buckeye Air Rally, Marysville, Ohio. Select your own handicap for money and trophy prizes. Kits, \$3, Joan Feibel, 2886 Mt. Holyoke Rd., Columbus OH 43221.

Jun. 14-16: Flight Instructor Refresher Course, Western Michigan University. FAA approved for flight instructor renewal and annual refresher for chief flight instructors. Contact Office of Conferences and Institutes, Division of Continuing Education, Western Michigan University, Kalamazoo MI 49008, (616) 383-0795.

Jun. 29-Jul. 2: 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*.

New Ratings

MIDDLE EAST SECTION

Ellen Bowle, Potomac — COMM, AMEL

Gerda Ruhnke, Washington, D.C. — CFI

NEW YORK-NEW JERSEY SECTION

Almee Larrat, Long Island — CFI

Lols Shriver, Western New York — IFR

NORTH CENTRAL SECTION

Carol Deltsch, All-Ohio —

AGI, COMM, IFR

Lols Taylor, All-Ohio — AMEL

Wendy Holforthy, Lake Michigan — COMM, IFR

Ruth Gardner, Lake Michigan — CFI

Terry Herron (Ludtke), Minnesota — CFII

Hope Isaacson, Minnesota — CFI

Lynnette Renneke-West, Minnesota — CFI

Janet Dallessandro, Wisconsin — A&P

SOUTH CENTRAL SECTION

Suzanne Azar, El Paso — CFI

Candi Chamberlain, El Paso — CFII

Jeri Gault, Ft. Worth — IFR

SOUTHWEST SECTION SPRING MEETING

The Spring Southwest Sectional will celebrate the diversity of occupations and activities in which 99s engage, as well as the commonality of their interest and involvement in aviation. Workshops to upgrade the skills of chapter officers, committee chairmen and members will be conducted by section officers.

The beautifully renovated Sunburst Resort Hotel in Scottsdale, Arizona will be the setting for the April 26-28 meeting sponsored by the Phoenix and Arizona Sundance Chapters. Dr. Dora Dougherty Strother, Ft. Worth Chapter 99 and manager of Human Factors Engineering/Cockpit Arrangement Group at Bell Helicopter-Textron, will speak at the "99s Diversi-Fly" banquet Saturday evening. A special optional Sunday tour of the magnificent red rock country of Sedona has been arranged for those who wish to stay over.

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

NOTAM:

Address correction for Lu Hollander, editor of *The 99 NEWS*, is 4304 N.W. 57th, Oklahoma City OK 73112, (405) 949-1187.

THE PRESIDENT'S MESSAGE



by International President Hazel Jones

How many of you have ringing in your ears? How many of you need to run the TV just a tad higher to hear the dialogue? How many of you have watches that have alarms on them, but are unable to hear the ding when it goes off? How many of you have some or all of the above symptoms?

I have noticed lately that I have constant ringing in my ears, and it is enough to be annoying. My aviation medical examiner did a preliminary examination and told me to come back in one month and we would do it again and then would have a basis upon which to compare. This I did. The doctor then sent me to an audiologist for a full evaluation. After quite an interesting examination, he asked me if I had ever worked in a place that was noisy. I told him I had spent some 27 years as an air traffic controller in a flight service station. He asked me how long I had been flying and then asked the obvious next question. "Do you now wear or have you ever worn earplugs?" I confessed that I carry earplugs in my purse and I have given them to others to wear, but that I did not wear them myself. He suggested I might want to start wearing earplugs. I do have some hearing loss, and I do have some ringing in my ears that cannot be fixed. I can prevent further loss by wearing earplugs in high noise areas. This audiologist and my AME, Dave Campbell, have run tests on several general aviation airplanes for noise levels, and they are all excessively high. The audiologist also said that the left ear is more apt

to have the greater loss than the right ear due to the fact that the left ear is closer to the window and gets the first impact of the noise. I would assume that, if you were an active flight instructor and spending a good many hours in the right seat, you might possibly have more loss in the right ear. Both the audiologist and my AME strongly recommended that we all wear earplugs while flying, and also while doing any other activity that involves a lot of noise. It makes one wonder what is happening to the ears of the folks you see walking, driving cars, riding bicycles with earphones on and playing their recorders at full blast. I guess the bottom line is that the earplugs do not do any good in your purse. Wear them! I'm going to, and I hope you will also.

Incidentally, if you have friends or children who are prone to air sickness, give them earplugs to wear. The speaker from CAMI (Civil Aeromedical Institute) told us at Convention in San Francisco that it would correct 95 percent of air sickness. I have given lots of people earplugs, and they swear they work.

Hats off to Carolyn Pilaar and Verna West. I hope all of you have seen the cover of the current Sporty's Pilot Shop catalog. It shows Carolyn making a barrier landing in Skien, Norway. The picture was taken by Verna West. Congragulations go to Carolyn, Verna and Marie Christensen for getting us that kind of publicity. We are truly a super group!

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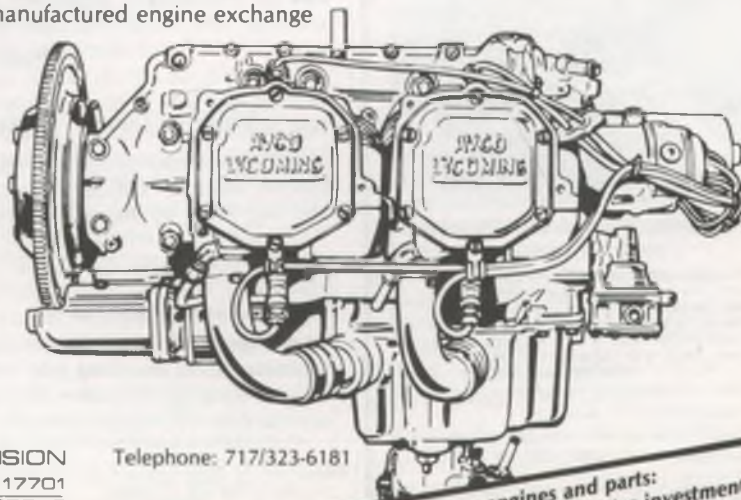
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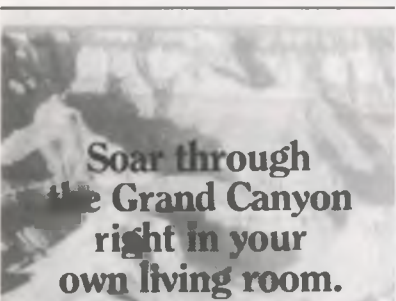
STUDENT PILOT? "PASS YOUR FLIGHT CHECK" manual by FAA examiner, specifically for oral/checkride. Illustrated with pre-exam checklists, paperwork samples, practice quiz, etc. \$6.50 plus \$1 handling. Ideal chapter gift to 66s! Six copies, \$25 PPD. **Manifold Press, P.O. Box 1744, Ross CA 94957.**

INTIMATE AIR RACE MEMORIES of Maxine "Mike" Howard, Mary and Jimmy Haizlip, Gordon Israel, Jimmy Doolittle, Roscoe Turner, Harold Neumann, Steve Wittman, Cook Cleland, many, many others (several now deceased) in new 300-page, photo-packed, hardbound book. **A SEASON OF EAGLES** by Robert Hull, author of **SEPTEMBER CHAMPIONS**. Six years in preparation. Limited first printing. Send \$20 per copy plus \$1 shipping and \$1.30 sales tax to Robert C. Hull, 606 Crestview Dr., Bay Village OH 44140



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.



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New Horizons

Catherine Hiller

Catherine Hiller died January 11 at the age of 77. She was loved and respected by everyone in the aviation world in New England.

She and her husband owned and operated Barre Hiller Airport, a popular regional center for sailplane soaring, which she and her husband began in 1948. After he was killed in an air crash in 1952, Catherine continued as owner, manager and flight instructor. She sold the airport in 1970, but stayed on as a pilot examiner and flight instructor for seven years, retiring in 1977. She was qualified as an instructor in gliders and seaplanes, also, being one of the first women in the country to hold a glider rating.

Catherine was named by Governor John Volpe as a member of the Massachusetts Aeronautics Commission in 1965, and she was responsible for the first flight instructor seminar in the state. She was also named by President Lyndon Johnson to the FAA's Women's Advisory Committee on Aviation, serving on the subcommittee on flight training.

She was a devoted 99. She was a past governor of the New England Section and, after she suffered a stroke a few years ago, the section saw that she was inducted into the Forest of Friendship. She was very proud of that and felt very honored. Whenever a female student came to her for an exam, she always asked if she knew of the 99s and put her in contact with the nearest chapter. A great lady, sadly missed.

by Harriet Fuller

Gilbert Keller

Gil Keller, husband of Mitzie Keller, Washington, D.C. Chapter member, died in December. Gil, a pilot as well as a 49½er, was an enthusiastic supporter of chapter activities, and we all shall miss him.

by Rosemary Doud

Virginia "Ginny" Goshorn

It is with deep sorrow that we report the loss of Virginia "Ginny" Goshorn. Ginny and her Mooney made their last takeoff

NOTAM

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

June 28, 1984. She is missed by her family, friends and the Colorado 99s.

She was born in Havre, Montana in 1938, graduated from Laramie High School in Wyoming, and lived most of her life in Colorado.

Ginny always wanted to fly, but she finally obtained her license only a little over four years ago. She had earned an instrument rating and was working on her commercial and instructor ratings. The Ninety-Nine program meant a lot to her.

She enjoyed meeting new challenges. Her many interests ranged from data processing and computer programming to psychology and anthropology.

by Phyllis J. Kramer

Anita Whitney Griffith

The Sacramento Valley Chapter is saddened by the loss of a valued friend. Anita Whitney Griffith died January 12, 1985 at the age of 44 of lung cancer.

Anita was an enthusiastic pilot. She was a previous winner of the Thelma Drew Memorial Scholarship awarded by our chapter. She was a founding member of the McClellan AFB Aero Club, where she served as secretary to the Board of Governors. She was also active as a search pilot with Auburn Senior Squadron 92 in the Civil Air Patrol.

Anita's latest accomplishment had been her position as executive director of the Placer County Arts Council.

by Lori Brand

Book Review

Greenwood, Jim and Maxine. **Stunt Flying in the Movies**. Blue Ridge Summit, Pennsylvania. TAB Books. © 1982. x, 245 pp., ill. ISBN 0-8306-0304-2, \$21.95.

This is a unique and fascinating story of the behind-the-scenes world of Hollywood aviation. It tells what stunt flying really entails, who has done it and is doing it today, and what kind of people these pilots really are.

The book tells the incredible story of the men and women who added the thrills and excitement to so many of Hollywood's greatest productions. Some of the flying greats covered include Paul Mantz, Frank Tallman and Pancho Barnes. The book is well illustrated with one of a nearly complete collection of Hollywood aerial action shots.

A detailed index adds to the usefulness of this volume.

by Dorothy Niekamp
International Librarian

Women in Aviation Room to be Dedicated

The Yankee Air Force will host its third annual Memorial Day Celebration May 27 at Willow Run Airport, Ypsilanti, Michigan.

Included in the day's activities, which begin with a hangar breakfast, will be the dedication of the Women in Aviation Room at the museum. Area 99s have been very active in assisting with this important display, which will be one of the best anywhere on women in aviation.

The Yankee Air Force was planned and organized in 1981 to research, restore and preserve the all-but-forgotten history of Willow Run Airport, site of the World War II Ford Motor Company B-24 bomber plant that built over 8,600 bombers in three and a half years. The first aircraft manufacturing plant to use Ford's mass production techniques, at its peak Willow Run employed 42,000 people and rolled out one B-24 every 55 minutes.

The B-24 itself was a remarkable aircraft, able to fly long distances with over 8,000 pounds of bombs. More B-24s were built (over 18,000) than any other aircraft in US history.

The organization's initial goals were to acquire one of the original Army Air Corps hangars at Willow Run and restore it to its original 1942 condition, and to acquire, restore and fly a Willow Run-built B-24.

The hangar has been acquired and is in the process of being restored. Finding a B-24 has proven to be a much tougher project. Only about 15 of the 18,000 built between 1942 and 1945 are known to be in existence. Only one of those is flying, and the remainder are in museums. Of the 8,600 built at Willow Run, only one is in the US. One of the few remaining in foreign countries has been located, and negotiations are underway to obtain it.

Several other rare warbirds have also been acquired, and they are in various stages of restoration. All work on the hangar and planes is by volunteer labor and donated materials and funds.

Other activities scheduled for the annual Memorial Day Celebration include an Air Force fly-by, warbird fly-in, rides in the fully restored C-47 transport, tours through a B-52 bomber and the museum.

For further information, contact Wilbur Sanders, 8:00 a.m.-4:00 p.m. weekdays, at (313) 337-2611.

Seek & Keep

"Make New Friends But Keep the Old One Is Silver and the Other Gold"

"Make New Friends But Keep the Old, One Is Silver and the Other Gold"

(an old Girl Scout song)

We have so many members listed, but very few really participate. It is a complaint often heard by volunteer organizations. A group called the American Association of Retired Persons says, "In our mobile home park, we have over 1,000 retired people. Every one of them belongs to AARP, but there are never more than a dozen people at our meetings." The rolls of a local business women's organization sport 150 dues paying members; weekly luncheons, however, turn out the same 35 women. Ask your local Red Cross how many calls they make before finding enough volunteers to fill a job. Ask your public television station or PTA. There are always many on the membership list who won't or can't remain active.

Ninety-Nines are luckier than many organizations. Based on interviews with a number of chapter chairmen, active mem-

bership is about 30 percent.

A woman who travels because of her career or her husband's, who has serious health problems or changing family and financial status, may be unable to attend meetings or fly-ins. She still appreciates knowing what other women pilots and old friends are doing. A name that is unfamiliar to you may have played an important role in your chapter's history, could eventually become a part of it its future, and even now is providing valuable service through financial support. Her International dues share the cost of *The 99 NEWS*, International recordkeeping, Headquarters and section expenses.

Let's continue recruiting new members and hold fast to our old friends.

by Stacy Hamm

NIFA Regional SAFECON Results

Eight of the nine National Intercollegiate Flying Association Regional Safety and Flight Evaluation Conferences have been held. The following teams have qualified to participate in the national SAFECON to be held May 9-11 at Ohio State University, Columbus, Ohio, and nearby Scott Airport. Colorado Northwestern Community College, Rangely, Colorado

Metropolitan State College,

Denver, Colorado

Boise State University,

Boise, Idaho

Western Michigan University,

Kalamazoo, Michigan

Bowling Green State University,

Bowling Green, Ohio

Ohio State University,

Columbus, Ohio

Nicholls State University,

Thibodaux, Louisiana

Texas State Technical Institute,

Waco, Texas

Northeast Louisiana University,

Monroe, Louisiana

University of North Dakota,

Grand Forks, North Dakota

Mankato State University,

Mankato, Minnesota

Inver Hills Community College,

Inver Hills, Minnesota

Oklahoma State University,

Stillwater, Oklahoma

Central Missouri State University,

Warrensburg, Missouri

Air Force Academy,

Colorado Springs, Colorado

Dowling College,

Oakdale, New York

University of Maryland,

College Park, Maryland

Mercer County Community College,

Trenton, New Jersey

Southern Illinois University,

Carbondale, Illinois

University of Illinois,

Urbana, Illinois

Parks College of St. Louis University,

Cahokia, Illinois

Florida Institute of Technology,

Melbourne, Florida

Middle Tennessee State University,

Murfreesboro, Tennessee

Miami-Dade Community College South,

Miami, Florida

Gilford Technical Institute,

Jamestown, North Carolina

Region II winners will be added to the list after their March 29-30 competition at Hemet Ryan Airport. Palomar College, San Marcos, California, is the host school.

by Polly Gilkison

Safety education

by Ramona O. Young
International Safety Education Chairman

One very important responsibility we have as 99s is safety education — safety education of members, safety education of other pilots and safety education of the non-flying public. The International Safety Education Achievement Award is used as an incentive for members, chapters and sections to take part in safety education projects and activities. We all participate in the safety program just by maintaining pilot currency. So why don't we have 100 percent participation in the safety education award program. Some members have expressed a lack of understanding or awareness of the award. In hopes of increasing participation in the award program and increasing safety awareness, guidelines for participation are included in this article.

Award winners are determined by using a point system. There are 17 categories with points designated in each category. Each chapter chairman is supplied with a separate form to keep track of points, and it is her responsibility to get this form to the members. If a member does not receive information from her chairman she should ask for the information. Each chapter should have a safety education chairman who can distribute, explain, collect member forms and complete the year-end report.

To simplify completing the form, make a work copy of the year-end report form. Then complete each category on the work copy. If mistakes are made, they can then be corrected prior to transferring this information to the form to be mailed. Please type or print neatly.

First fill in the chapter name, the section your chapter is a member of, and the total number of members as of May 31, 1985. The number of members is important as the total points in categories 5-9 are divided by the number of members in your chapter.

The time period for the award is June 1, 1984 through May 31, 1985. Be sure to complete and mail these forms as soon as possible. The forms must be postmarked no later than June 22 or they will not be considered in the competition. Mail the first two copies of the form to me, your International Safety Education Chairman, and mail the last copy to your section safety education chairman.


Refer to the sample form as you review the categories below:

- 1. Safety Education Chairman.** Five points are given for completing the chapter safety

education chairman's name or the name of the person filling out the chapter's form.

- 2. Safety Education Programs at Chapter Meetings.** The date (month) of the chapter meeting and the subject of the safety program should be filled in the space provided at the bottom of the *Explanation of Form* sheet. This does not have to be a lengthy program — make a point to give safety tips at each meeting of your chapter. Five points are awarded for each program. In any category that you have information on an attached sheet, please indicate by writing "see attached" on the primary form.

- 3. Safety Education Chapter Newsletter Articles.** The date (month) of your newsletter and the subject of the safety program should be filled in the space provided at the bottom of the *Explanation of Form* sheet. Ask your chapter safety education chairman to submit an article (a paragraph or page) on safety to your newsletter editor each month.
- 4. Appointed FAA Safety Counselor or Equivalent Position for Your State or Country.** Write the names of any members who have been appointed to any of these positions — 10 points are given for each member. If you presently do not have a

| | | | | |
|--|--|---|--|--|
| <p>Report Deadline is June 22, 1985 Postmark</p> |  | <p>Return Report to Ramona O. Young P. O. Box 1727 Pascagoula, MS 39567</p> | | |
| <h2 style="margin: 0;">THE NINETY NINES, INC.</h2> <h3 style="margin: 0;">SAFETY EDUCATION YEAR END REPORT</h3> | | | | |
| <p>YEAR ENDING 5/31/85 CHAPTER _____</p> | | | | |
| <p>SECTION _____ TOTAL MEMBERSHIP AS OF 5/31/85 _____</p> | | | | |
| <p>Please Refer to Instructions Attached</p> | | | | |
| <p>Chapter Level Points</p> <p>1. Safety Education Chairman Name _____ 5 points</p> <p>2. Safety Education Programs at Chapter meetings _____ 5 points each</p> <p>3. Safety Education Chapter Newsletter Articles _____ 5 points each</p> <p>4. Appointed FAA Safety Counselor or Equivalent Position for Your State or Country Name _____ 10 points each</p> <p>*5. Each member completing BFR, New Rating, APT or Pilot Proficiency Program _____ 200 points each member</p> <p>*6. Each member passing written exam _____ 10 points per exam</p> <p>*7. Attendance at a Safety-oriented Clinic _____ 10 points each member</p> <p>*8. Airport tours of ARTCC or Towers _____ 5 points</p> <p>*9. Participation in Spot Landing Competition _____ 5 points</p> | <p>10. Physiological Training Session (Full Day) _____ 25 Points Per Member</p> <p>11. NIFA and USPFT Judges & Check Pilots for SAFECON - National & Regional _____ 5 Points each Member</p> <p>12. Co-Sponsoring a Safety Seminar _____ 25 Points</p> <p>13. Conducted Pinch-Hitter, AWARE Clinic or Flying Companion Seminar for light plane passengers _____ 50 points per day</p> <p>14. Sponsored CFI Instructor Revalidation Clinic _____ 50 points per day</p> <p>15. One Day Check Ride Clinics _____ 50 points each</p> <p>16. Published articles on Aviation Safety not in own Newsletter: _____ 5 points each Date _____ Publication _____</p> <p>17. Being speaker for Aviation Safety Meeting not sponsored by your Chapter _____ 5 points each Date _____ Name _____ Topic _____</p> | | | |
| <p>I certify the above information to be correct to the best of my knowledge</p> | | | | |
| <p>Signature Chapter SE Chairman or Chapter Chairman _____</p> | | <p>Signature _____</p> | | |
| <p>(Do Not Fill In Below This Line)</p> | | | | |
| <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>1. _____ @ 5 points = _____</p> <p>2. _____ @ 5 points = _____</p> <p>3. _____ @ 5 points = _____</p> <p>4. _____ @ 10 points = _____</p> <p>*5. _____ @ 200 points = _____</p> <p>*6. _____ @ 10 points = _____</p> <p>*7. _____ @ 10 points = _____</p> <p>*8. _____ @ 5 points = _____</p> <p>*9. _____ @ 5 points = _____</p> </td> <td style="width: 50%; vertical-align: top;"> <p>10. _____ @ 25 points = _____</p> <p>11. _____ @ 5 points = _____</p> <p>12. _____ @ 25 points = _____</p> <p>13. _____ @ 50 points = _____</p> <p>14. _____ @ 50 points = _____</p> <p>15. _____ @ 50 points = _____</p> <p>16. _____ @ 5 points = _____</p> <p>17. _____ @ 5 points = _____</p> </td> </tr> </table> | | | <p>1. _____ @ 5 points = _____</p> <p>2. _____ @ 5 points = _____</p> <p>3. _____ @ 5 points = _____</p> <p>4. _____ @ 10 points = _____</p> <p>*5. _____ @ 200 points = _____</p> <p>*6. _____ @ 10 points = _____</p> <p>*7. _____ @ 10 points = _____</p> <p>*8. _____ @ 5 points = _____</p> <p>*9. _____ @ 5 points = _____</p> | <p>10. _____ @ 25 points = _____</p> <p>11. _____ @ 5 points = _____</p> <p>12. _____ @ 25 points = _____</p> <p>13. _____ @ 50 points = _____</p> <p>14. _____ @ 50 points = _____</p> <p>15. _____ @ 50 points = _____</p> <p>16. _____ @ 5 points = _____</p> <p>17. _____ @ 5 points = _____</p> |
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| <p>*These points are divided by the number of members in chapter</p> | | | | |
| <p>Total Section Level Points _____</p> | | <p>Total Chapter Level Points _____</p> | | |

9. Participation In Spot Landing Competition. Members' names and dates of parti-

14. Sponsored CFI Instructor Revalidation Clinic. A flyer must be attached to the

17. Speakers for Aviation Safety Meetings (other than those sponsored by your chapter.) Give the name of the member, dates, places and subjects of talks on aviation safety meetings not sponsored by your chapter. Five points are awarded for each member making a presentation.

Remember that safety is a set of behavior patterns so established that they become a way of life, positively expressed through all our activities — 24 hours a day, seven days a week, 52 weeks a year. So let's practice safety, complete our Safety Education Year End Reports and have 100 percent safety participation.

[illegible]

Gifts to International Headquarters

Archives

Sandy Passmore, *Idaho Chapter*
Henry Weeks, Betsy Kelly Weeks, *Charter Member*
Betty Gillies, *Charter Member, San Diego Chapter*
June Simpson, *Hudson Valley Chapter*

Building Expansion Fund

Memorial for LaRue Brown and Anita W. Griffith from
Barbara Sestito, *Sacramento Valley Chapter*
Louise Smith, *Past International President, Carolinas Chapter*
Patricia Jayne Keefer, *Chicago Area Chapter*
Sandra Sweeney, *Reno Area Chapter*
Marilyn Dickson, *Greater Kansas City Chapter*
Ethel Fedders, *Western New York Chapter*
Barbara Evans, *Long Island Chapter*
Ruth Dobrescu, *Long Island Chapter*
Pat Roberts, *Central Oregon Chapter*
Ester G. and J.D. Berkley, *Kansas Chapter*
Pat Magon, *Indiana Dunes Chapter*
Virginia Showers, *Los Angeles Chapter*
Lucy Young, *North Georgia Chapter*
Marie Christensen, *Greater Kansas City Chapter*
Irma Story, *San Fernando Valley Chapter*
Diane R. Fry, *Northern New England Chapter*
Fay Gillis Wells, *Charter Member, Washington, D.C. Chapter*
Thon Griffith, *Past International President, Orange County Chapter*
Quad City Area Chapter
Florida Spaceport Chapter
Maryland Chapter
Santa Paula Chapter
Hudson Valley Chapter
Hampton Roads Chapter
Greater Kansas City Chapter
Three Rivers Chapter
Alberta Chapter
El Cajon Chapter
Houston North Chapter
Santa Fe Area Chapter
Mississippi Chapter
Los Angeles Chapter
Australian Section

Library/Conference Area

Pat Roberts, *Central Oregon Chapter*

Office

Joyce Wells, *Bay Cities Chapter*

Resource Center

New York-New Jersey Section



On the way to its maiden flight, Ray Hardey's beautiful homebuilt taxis for takeoff.



Ray Hardey (second from left) toasts her homebuilt "Itstha Pitts" after a successful test flight.

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Use on windshields, windows and any clear plastic surface. No scratches, no glare, non-abrasive. **INTRODUCTORY OFFER** — Only \$3.95 per 8 oz. (One gallon refill \$47.50). Add \$2.50 shipping to each order.
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European Gliding Championships for Women

The Aeronautical Union of Yugoslavia will host the fourth European Gliding Championships for Women. Organizer will be Aeroklub "Ivan Saric" Subotica.

The competition will be held at Bikovo-Subotica Airfield about 150-km north of Belgrade near the Hungarian border (46° 01' 23"N, 19° 42' 43"E). Competition flights will be above flats of Vojvodina with good soaring conditions and excellent outlanding fields. The official practice periods is June 22-30. Opening ceremonies June 30 will be followed by contest flying July 1-13 and closing ceremonies on July 14.

Championships will be held for 15-m and standard classes as defined in the FAI Sporting Code (section 3, paragraph 7.3).

Each NAC may choose a maximum of eight competitors, but not more than five pilots may be entered by any NAC in a single class.

The entry fee of 600 DM covers organizational costs. Tow tickets can be purchased as needed at 35 DM.

The competition regulations will be provided to each NAC. Regulations will be comparable to ones used in St. Hubert during the third championships. Each NAC is requested to show its intention to participate in this competition by returning preliminary entry forms.

For more information, contact the Aeronautical Union of Yugoslavia, Uzun Mirkova 4/I, YU-11000 Beograd, telephone (11) 626235 or 626077, telex 12595 SFKYU. Contact Mr. R. Korda.

Project Completed!

December 8 was a momentous day at our airport! One of our Shreveport Chapter members, Ray Hardey, completed her home-built airplane with the help of another pilot, C.A. McDowell, and it was test flown by former world aerobatic champion Marion Cole. Throughout the years, many pilots have started similar projects, but very few of them are ever completed. Not so with Ray. Her handcrafted Pitts, lovingly dubbed "Itshtha," flies beautifully, and she plans to check out in it in the near future. Here in her own words is her story.

Our little jewel is a Pitts S2-E and is formally known as N-1-HM. It was built from an FAA approved kit made by Pitts Aerotech of Afton, Wyoming.

What started it all was a radio-controlled model of a Pitts S2-B that I built and showed to Marion Cole. He said, "If you can build one of those, you can build a real one; it's just a bigger kit." Understatement of the year!

I came bounding into C.A. McDowell's hangar and announced that I was ordering the kit. After the shock wore off, he said he'd like to have half interest in it. So, the kit was ordered June 9, 1982, and it came six weeks later, minus the instruction book. This was a sample of what was to come. Pitts makes occasional modifications; sometimes they don't bother to change the building manual, or plans, or maybe both. It can get quite exciting.

We started building wing ribs in August (there are 44 of them) and actually started construction of the top wing in October. After completing it, we built the two lower wings. I did most of the woodworking and, while I was doing that, my partner started bolting things on to the fuselage. The next three months or so were spent covering, rib stitching and doping. This proved to be quite tedious in Shreveport's high humidity, which causes the dope to "blush." That phase built our character!

When we first began, we vowed not to push ourselves, and we didn't. We did try to accomplish something every day and it worked out fine. C.A. is an engineer and I'm a jack-of-all-trades, master-of-none, with a major in woodworking, so our talents meshed beautifully. In the two and a half years it took to build our plane, there was never a cross word between us.

The hardest part of all was probably the eight-month delay we endured while Lycoming was on strike from June until December — and then they were slow starting up. We finally received the engine in March 1984, and finished putting it in sometime in October.

It's been a wonderful experience, but I'm ready to get back to flying, and will probably content myself with building radio-controlled models.

submitted by Helen Hewitt



99
SPECIAL GROUP POLICY
CALL
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(208) 383-3304
AERO INSURANCE
3200 AIRPORT WAY, BOISE, ID 83705

NOTAM

Slide presentations available to 99s for rentals include "For the Fun of It," 194 slides and script (45 minutes); "For the Fun of It, Too!" 80 slides and script (20 minutes); and "On a Wing and a Prayer," movie film with sound (14 minutes). Kodak carousel projector and/or 16-mm movie projector needed. Rental fee for each is \$15. Contact Charlene Falkenberg, 618 S. Washington St., Hobart IN 46342, (219) 942-8887, for rentals.

NOTAM

A limited number of hotel rooms are still available for the May 26-June 2 Paris Air Show. The rooms are located at the Hotel Concorde-Lafayette, a four-star deluxe hotel in central Paris with direct bus service from its terminal to Le Bourget Airport, the site of the show.

Prevailing room rates for accommodations during the show are \$135 per night, double or twin room; \$120 per night, single room. Rates include 23 percent local tax and service charges, as well as daily continental breakfast. A three-night minimum stay is required.

Reservations will be accepted on a first-come, first-serve basis. Contact TourFrance USA, 345 N. Canal St., Chicago IL 60606, (312) 930-9550, Telex 280658 (AMERTOUR).

Night Freight Across Australia

by Mary O'Brien

It is 2300 hours. The alarm clock rings. Most people are thinking of retiring for the night, but night freight pilots are just getting up.

Tullamarine Airport, 11 miles west of the city, is the international airport for Melbourne, capital city of Victoria. At most Australian capital city airports, heavy jet aircraft are prohibited from operating after 2300, but there is no such curfew at Tullamarine; so the night freighters gather there to start their "day's" work.

The Learjets have landed here, which is the crossover point, having left Brisbane and Darwin earlier in the night. After a change of crew, one jet will continue to Brisbane in Queensland, the other to Alice Springs and Darwin in the Northern Territory.

Loaders and dispatchers swing into action. Refueling trucks arrive. The freight is unloaded and dispatched to its destinations; the Lears are refueled and loaded for departure.

Loading any aircraft to achieve a maximum load is a delicate business. The Lear 35 has its own special problems. After a consultation with the crew, experienced loaders sort the freight with remarkable speed and accuracy to keep the C of G and all up-weight within limits.

The pilots, as pilots go, have to be a special breed. Night shift is their life. From Monday afternoon to Friday morning, their life is out of phase socially with the rest of society, the nine to fives. It is "No, thanks!" to the dinner invitation. "I'll be sleeping then." Lunch is a good idea, but not a drink after work unless you are around at 0200 or 0700. Beer for breakfast?!

None of this sounds much fun, so why do they do it? What is the thrill? What keeps them in this difficult job? It is not natural to stay up all night four nights a week. There must be some compensations for the isolated life and the days away from home. Why don't we follow a flight and see what happens?

The captain and copilot arrive at the airport in plenty of time for an 0200 takeoff. In the briefing office, the only people you meet at this time of night are the other freighter pilots heading for Sydney,

Night Freight...



Captain Mary O'Brien with the Lear 35 she pilots for Ward's Express Australia.

Canberra, Adelaide or across the water to Tasmania. We are going to Alice Springs and Darwin.

It is the wet season in the Northern Territory. A cyclone is forming off the coast of western Australia, and there are also thunderstorms around. At night, through the centre of Australia, there are few alternate aerodromes, and not all leave the runway lights on all night. Mount Isa, 365 miles northeast of Alice Springs, Tennant Creek, 250 miles, and Tindal, 565 miles north, are the best.

If the lights are not on, you can turn them on by selecting a VHF frequency and depressing the mike button in a timed sequence. The lights then stay on for one hour. As Alice Springs is 1,000 miles from Melbourne, it is often necessary to recalculate reserve fuel along the way to ensure there is enough to reach the alternate, avoiding an extra stop for fuel.

The captain calculates the fuel required, reserves and holding or alternate. Planned fuel consumption is generous, because the actual fuel consumption will depend on the upper level temperatures and the weight of the aircraft, which determines the initial cruise level.

As fuel is burnt off, reducing weight, it is possible to climb to a higher level where a better ground nautical miles per gallon ratio is achieved. When the captain has sorted all this out, she flies the flight plan and calculates the maximum freight load, taking into account landing weight limitations.

In the meantime, the copilot is chatting with the crew of the incoming aircraft. They rarely see each other except for crossing in the night. So it is a chance to catch up on news, pilot talk and a bit of socializing. Then the aircraft is inspected and checked.

Soon we are out over the twinkling lights of Melbourne, turning toward Bendigo. The takeoff is always a thrill. The massive acceleration, followed by a rapid rate of climb out into the night sky, takes your breath away.

It is clear tonight in sharp contrast to other nights, so we watch the Victorian countryside unfold before us. Our minds go back to the devastating Ash Wednesday bush fires when the whole of Victoria seemed to be ablaze. Some think there is nothing to see at night, but the night sky has its own magic. There are times when the incredible *Australis Borealis* stretches across the southern sky like a magic carpet, and the view from 39,000 feet is the best.

The old gold mining town of Bendigo passes under us. We adjust, heading for the lush irrigation areas of Mildura along the Murray River. From there the towns seem to disappear, the lights few and far between. We are now flying over some of the most remote areas in Australia, where little over 200 years ago the Aborigine walked alone, unaware of the vast mineral wealth underfoot, living in harmony with nature's harsh elements. A full moon reflects off the salt lakes and water holes below.

Broken Hill, the silver city, is to our left. The Royal Flying Doctor Service has a base here, serving the people of the Outback with vital medical care.

Leigh Creek South, our next check point, is 285 miles from Mildura. It used to be called Leigh Creek, but when it became obvious that the continuation of the mine would mean digging up the town, there was only one solution — move the town. One thing we are not short of out here is space.

Since Mildura, we have been in radio communication with Adelaide, the capital of South Australia, flying at Flight Level 390 with a ground speed of 380 knots. There is a feeling of isolation, and we rarely hear other traffic. Now and again the flying doctor is out on an emergency run, probably landing on an isolated cattle station airstrip, using the lights of assembled motor vehicles.

Looking ahead toward Alice Springs, we notice a few warning flashes in the sky. The storms seem isolated, so with the assistance of weather radar, we should be able to go around them. When we make radio contact with Alice, we get an accurate picture of the local weather. Light winds, CAV-OK and thunderstorms in the distance.

Gazing out into the night sky, the falling stars draw our attention. Some nights it is like "Star Wars," and there are an unusual number tonight. We start swapping UFO stories. We have seen bright lights with green centres hurtling across in front of us, lighting up the sky for five seconds or more. Once one of these broke in two on the way down. Two great balls of fire heading toward earth. A spectacular sight. Who said there was nothing to see at night?

And what about the moon rising? Did you ever look down on the moon as it emerges through some wisps of clouds changing shape all the time, from crockpot to Cheshire Cat, 'til it takes on its classic "Man in the Moon" shape? When I grow up, I want to be an astronaut.

Time to descend. All the checks done, the approach is reviewed and we are on our way. Alice Springs, the desert heart of Australia. We land in the wee hours of the morning. The team is there to meet us, refuelers who have never been grumpy about having to be out at a very inconvenient hour, just for us, and our loaders.

You feel welcome. The first leg of the journey is over, and you feel as though you and your team are doing something worthwhile. Maybe that's why we do it.



BWI — We make it easy!

July 23, 1950... 35 years to the day before the opening of Convention '85... A significant date in the history of aviation in the Baltimore area... The date on which scheduled airline service began at the Friendship International Airport. Many years and many milestones later, the new Baltimore/Washington International Airport, renamed in 1973, will welcome 99s, 49½ers and their families to an exciting Convention that will begin right here at the airport.

First, some statistics: BWI has four runways that total five miles, and there are six miles of taxiway. More than six million passengers and nearly 200 million pounds of freight passed through the airport this past year. BWI is the most convenient to use of all the airports serving the Baltimore/Washington region. Served by nearly 30 domestic, international and commuter air carriers providing more than 600 commercial flights each weekday, BWI is a mere 15-minute drive from downtown Baltimore. But... before you rush to ground transportation, stop...

The upper level conference room has been designated a hospitality and reception area for 99s arriving July 23-24. If you're meeting someone coming in on another flight, if you're tired of traveling and want to relax with a cup of coffee for a few minutes, if you want to talk to some local 99s about what's going on in the area... stop by. By the time you catch your breath, your bags will have arrived, and you can take ground transportation to your hotel, refreshed and ready to go. The conference room is available to send you on your way in the same state when Convention is over July 28. Please let us know on the Convention registration form your approximate ETA and ETD so we can be sure to have enough people on hand to greet you and/or to send you on your way.

The easiest way to get to the Hyatt is to use the Airport Commuter Limousine Service. Scheduled departures from BWI are at 15 and 40 minutes past the hour from 0515 to 2115 hours and on the hour after that until midnight Monday through Friday,

with slight variations on weekends. Fare is \$5 each way with no charge for children under six. (Please note that this information is current as of this writing; check ground transportation, lower level, when you arrive for up-to-the-minute data.)

If you'd rather, you can catch a cab, rent a car or take a train. AMTRAK provides direct rail service to Baltimore, and there's a free shuttle bus from the terminal to the rail station.

Planning to fly in? Be sure to indicate your plans on the Convention registration form. Space at BWI is limited and will be reserved on a first-come, first-serve basis. You may prefer to use nearby Martin State Airport, one of the largest general aviation facilities on the East Coast. Either way, let us know on the registration form so arrangements can be made to meet your plane and escort you to the hospitality area or to the hotel.

We've all experienced the hassles of travel. But BWI and local 99s are determined that your trip to Baltimore will be hassle-free. As they say at BWI, "We make it easy."

See you in July.



Send
a copy of
this form to:
SARA WILLIAMS
1985 INTERNATIONAL CONVENTION
P.O. Box 3152, Staunton VA 24401
Enclose check payable to Ninety-Nines 1985 International Convention Fund

Convention Registration

JULY 22-28, 1985
BALTIMORE, MARYLAND

NAME: _____

SECTION: _____ CHAPTER: _____

ADDRESS: _____

PHONES: (work) _____ (home) _____

Arriving by: ☐ Car ☐ Bus ☐ Train ☐ Plane

_____ Commercial Airline Flight # _____

Private Plane N # _____ Type Aircraft _____

Airport of Arrival _____

Fly-in airports include Baltimore International Airport and Martin State Airport, 15 nautical miles northeast of Baltimore. Hospitality, transportation and parking (overnight fees waived).

PLEASE CHECK:

- ☐ Section Governor
- ☐ Chapter Chairman
- ☐ Charter Member
- ☐ International Officer
- ☐ WASP
- ☐ Whirly-Girl
- ☐ AWTAR

STATUS OF REGISTRATIONS ARRIVING WITH YOU (guests, 66s, 99s, 49½ers):

Status _____ Name _____

Status _____ Name _____

Status _____ Name _____

Status _____ Name _____

Status _____ Name _____

(Use additional sheets if necessary.)

ALL 99s MUST PAY A REGISTRATION FEE, whether pre-registered or registering at Convention. Registration package includes Historic Bus Tour, Welcome Reception, AE Luncheon, McCormick Spice Tour (49½ers), Moonlight Dinner and Show, and Grand Finale Banquet.

- ☐ MARCH 15-APRIL 15 \$110
- ☐ APRIL 16-MAY 15 \$115
- ☐ MAY 16-JUNE 15 \$120
- ☐ JUNE 16-JULY 15 \$150

Guests may register for the entire Convention package above; extra tickets to individual Convention events may be purchased only after arrival and before July 1. (All other tickets will be in the registration packet.)

Optional tours include:

- ☐ ANDREWS AIR FORCE BASE / AIR AND SPACE MUSEUM,
WASHINGTON, D.C. \$20
- ☐ ANNAPOLIS AND THE NAVAL ACADEMY \$20

My check payable to Ninety-Nines 1985 International Fund includes:

My registration fee: \$ _____

_____ Registered guests: \$ _____

_____ D.C. Tickets: \$ _____

_____ Annapolis Tickets: \$ _____

TOTAL ENCLOSED: \$ _____

CANCELLATION UP TO JULY 1 90% REFUND

CANCELLATION JULY 2-JULY 20 50% REFUND

CANCELLATION AFTER JULY 20 NO REFUND

NOTAM:

SAVE THE ORIGINALS OF CONVENTION FORMS
MAIL PHOTOCOPIES TO THE ADDRESSES INDICATED FOR EACH FORM

Hotel Reservation

Send a copy of this form by July 1, 1985 to:
Hyatt Regency Reservations Dept.
300 Light St., Baltimore MD 21202
Enclose check payable to Hyatt Regency Baltimore

FOR REVISIONS OR CANCELLATIONS
CALL (301) 528-1234

NAME: _____

ADDRESS: _____

PHONES: (work) _____ (home) _____

CHECK-IN BY 3 p.m.

Arrival Date/Time: _____

CHECK-OUT BY NOON

Departure Date/Time: _____

Reservations will be held only until 6 p.m. unless accompanied by a deposit or an accepted credit card number and signature.

PLEASE HOLD MY RESERVATIONS FOR:

- ☐ 6 p.m. arrival
☐ Guaranteed first night's deposit
☐ Guaranteed by my credit card (circle one):
 American Express Diner's Club Carte Blanche Visa Mastercard

Credit Card # _____ Exp. Date _____

FOR GUARANTEED RESERVATIONS ONLY:

I understand that I am liable for one night's room and tax, which will be deducted from my deposit or billed through my credit card in the event that I do not arrive or cancel on the arrival date indicated.

Signature: _____

If suites are requested, contact hotel directly. Other requests: _____

Reservations received after July 1, 1985 will be accepted on a space available basis at prevailing hotel rates.

_____ Single Rooms @ \$80 \$ _____

_____ Double Rooms @ \$90 \$ _____

TOTAL \$ _____

DEPOSIT \$ _____

There is no charge for children under 18 years of age when sharing a room with a parent. Name(s) of additional person(s) sharing room(s):

If rate requested is unavailable, nearest available rate will be confirmed.

Be a Winner!

PRIZE DRAWING ON
JULY 1, 1985

NAME: _____

ADDRESS: _____

PHONES: (work) _____ (home) _____

- ★ **1st PRIZE** DOUBLE ROOM AT THE HYATT REGENCY FOR FOUR NIGHTS DURING CONVENTION
 ★ **2nd PRIZE** ONE TICKET FOR THE PORT WELCOME CRUISE BUFFET
 ★ **3rd PRIZE** 1985 INTERNATIONAL CONVENTION JEWELRY

_____ TICKETS @ \$5.00 EACH \$ _____
 _____ TICKETS @ 3 FOR \$12.50 \$ _____
 TOTAL ENCLOSED \$ _____

Send a copy of this form to:
BETTY MCSORLEY
2513 Pelham Ave.
Baltimore MD 21213
Enclose check payable to Ninety-Nine 1985 International Convention Fund

Convention Agenda

ALL EVENTS AT THE HYATT REGENCY
UNLESS OTHERWISE STATED

Monday, July 22

International Board of Directors Meeting

Tuesday, July 23

7:30 a.m.- 8:00 p.m. Registration, Hospitality, Credentials
8:30 a.m.- 6:30 p.m. Bus Tour, Andrews Air Force Base, Air and Space Museum,
Washington, D.C. (optional extra event)

Wednesday, July 24

7:30 a.m.- 9:00 p.m. Registration, Hospitality, Credentials
7:30 a.m.- 5:00 p.m. Lexington Market, Exhibit Area
10:00 a.m.-11:00 a.m. Avoiding the Stall/Spin/Crash Seminar
11:00 a.m.- 1:00 p.m. Past Presidents/Governors/International Board Luncheon
1:00 p.m.- 2:00 p.m. Avoiding the Stall/Spin/Crash Seminar
2:00 p.m.- 5:00 p.m. Historic Bus Tour of Baltimore (four stops)
7:00 p.m.-11:00 p.m. Welcome Reception, Baltimore National Aquarium (includes tour)

Thursday, July 5

7:30 a.m.- 8:00 p.m. Registration, Hospitality, Credentials
7:30 a.m.- 6:00 p.m. Lexington Market, Exhibit Area
9:00 a.m.-10:00 a.m. Weather or Not Seminar
9:00 a.m.-10:00 a.m. 66 Seminar
9:00 a.m.-10:30 a.m. Color Magic
9:00 a.m.-11:00 a.m. Business Meeting Communication Session
10:30 a.m.-11:30 a.m. Go or No-Go Seminar
11:30 a.m.- 2:00 p.m. Amelia Earhart Luncheon
2:30 p.m.-10:30 p.m. Guided Bus Tour to Annapolis and U.S. Naval Academy
(optional extra event, dinner on your own)
3:00 p.m.- 4:00 p.m. Celestial Navigation Seminar

Friday, July 26

8:00 a.m.- 9:00 a.m. Credentials
9:00 a.m.-12:00 a.m. Business Meeting
10:00 a.m.-11:30 a.m. McCormick Spice Tour (49½ers)
12:00 a.m.- 6:00 p.m. Lexington Market, Exhibit Area
1:00 p.m.- 2:00 p.m. Aviation and Space Education Seminar
2:00 p.m.- 3:00 p.m. Cold Weather Flying Seminar
3:00 p.m.- 4:00 p.m. Water Survival Seminar
5:00 p.m.- 6:00 p.m. "At Home with Hazel"
6:30 p.m.-10:00 p.m. Moonlight, Dinner, Show Cruise on the Chesapeake on the Lady Baltimore

Saturday, July 27

8:00 a.m.-12:00 a.m. Registration, Hospitality, Credentials
8:00 a.m.-12:00 a.m. Lexington Market, Exhibit Area
9:00 a.m.-12:00 a.m. Round Table and How-To Discussions
(USPFT, Reading Your Sectional, Oral History, Chapter Chairmen,
Seek & Keep, Air Marking, etc.)
6:00 p.m.- 6:45 p.m. Cash Bar
6:45 p.m.-10:30 p.m. Grand Finale Banquet

Sunday, July 28

7:00 a.m. FAA Weather Briefing, Hyatt Regency Hotel
8:00 a.m.-10:00 a.m. Fly-Away Breakfast at Baltimore International and Martin State Airports

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INTERNATIONAL WOMEN PILOTS

NEW MEMBER APPLICATION

(Qualification for membership: Any current female pilot recommended by a member in good standing.)

WELCOME: We applaud your decision to become a member of the oldest aviation organization especially for women. As International Women Pilots, the Ninety-Nines are always conscious of our unique heritage, yet strive to keep our purpose and goals as modern and timely as the constantly changing world. We sincerely hope you will take advantage of the many educational programs and activities offered by our organization. We offer you a camaraderie generated by our special talent. We look forward to your participation.

DATE _____

NAME _____
FIRST MIDDLE LAST

STREET _____

3rd LINE _____

CITY & STATE _____ ZIP _____

HUSBAND'S NAME _____

MEMBER TELEPHONE NO (HOME) A/C _____

(OFFICE) A/C _____

DATE OF BIRTH _____ AIRMAN CERTIFICATE NO. _____ A/C DATE OF ISSUE _____

DATE OF LAST FLIGHT PHYSICAL _____ CLASS OF PHYSICAL _____ TOTAL HRS _____ NEW RATING DATE OR BIENNIAL FLT REVIEW DATE _____

TYPE OF LICENSE: ☐ PRIVATE ☐ COMMERCIAL ☐ ATP

RATINGS & LIMITATIONS: ☐ ASEL ☐ ASES ☐ AMEL ☐ AMES ☐ INSTR ☐ GLIDER ☐ BALLOON ☐ HELICOPTER ☐ GYRO

FLIGHT INSTRUCTOR: ☐ AIRPLANE ☐ INSTR ☐ ROTOR ☐ GLIDER

GROUND INSTRUCTOR: ☐ BASIC ☐ ADVANCED ☐ INSTRUMENT

FAA FLIGHT EXAMINER: ☐ PRIVATE ☐ COMMERCIAL ☐ HELICOPTER ☐ GLIDER ☐ INSTR
☐ ASEL ☐ ASES ☐ AMEL ☐ AMES ☐ WRITTEN

AVIATION RELATED VOCATIONS _____

VOCATION _____

ADVANCED DEGREE _____

Initial Dues \$37.00
This includes membership directory, membership pin, subscription to *The 99 NEWS* magazine and section dues.

I hereby apply for membership in *The Ninety-Nines, Inc.* and agree to abide by the bylaws of the organization. A check for \$37 U.S. funds is enclosed. MEMBERS OUTSIDE UNITED STATES AND U.S. POSSESSIONS shall remit in U.S. Dollars only, by International Money Order or checks drawn on U.S. Banks.

Signature of active member sponsoring

Signature of applicant

Is new member joining a chapter? ☐ Yes ☐ No

If yes, name Chapter _____ Section _____

Signature of Chapter Officer if joining a chapter

Chapter News, Activities and Projects

CARIBBEAN SECTION

The Caribbean Section joined the Zonta Club January 7-11 for a week of activities honoring Amelia Earhart. The week was highlighted with a January 11 luncheon for 50 at the Princess Towers Hotel in Freeport. The speaker was Esme Williams, a section charter member and first governor of the Caribbean Section. She currently chairs the section's Amelia Earhart Scholarship Committee.

We were honored by the presence of Irene Chassey Parker, an International Charter Member, and Alexis Montague-Ewanchew, governor of the Southeast Section.

Members attending included Yvonne Smith, Helen Veatch, Mary Higgs, Frances Burrows, Erica Moultrie, Eugena Clarke, Hortense Robinson and Leona Sweeting.

by Helen Veatch

WESTERN CANADA SECTION

Greater Winnipeg Chapter

The 1983 AE Research award recipient, Shirley Render, reports she has completed research on Canadian women pilots, and the finished article has been sent to the Amelia Earhart Board of Trustees. Shirley is presently at work on her book on Canadian women pilots.

The Western Canada Aviation Museum was officially opened October 7, 1984 by Her Majesty Queen Elizabeth II. East Canada Governor Betty Innes traveled to Winnipeg for the occasion. Many early aviation pioneers were fitting guests since the museum is dedicated to the aviation pioneers of Canada. It is also the home of the Canadian Women in Aviation exhibit, a unique display that is deserving of the continued support of our Ninety-Nine chapters.

Heather MacMillan is the first female accident investigator for the Canadian Aviation Safety Board-Operational Division. Her territory includes Manitoba, Saskatchewan and northwest Ontario.

The application of Elizabeth Wieben has been forwarded for the AE Scholarship. She is one of the few bush pilots in Canada, operates her own business and has a wealth of expertise and experience in the flying profession.

A combined post-Christmas brunch and January business meeting was January 13 at Lois Carlson's home.

At the Winnipeg Flying Club Wings Banquet, awards were presented to Suzanne McKeagney (the President's Trophy for top student) and Barb Scaife (the Women's Achievement Award).

by Edna Fowke

Saskatchewan Chapter

We have adopted the name of "Saskatchewan Flying Tigers." Now there are tigers in Saskatchewan! The mascot is a furry little animal (rampant, of course) who bears on her

wings the Saskatchewan prairie lily, the floral emblem of our province.

Six 99s attended the Christmas party hosted by Nadine Cooper and daughter Melody Jackson in Regina. June Mills made the long trip from North Battleford to see Nadine and Tony's new house.

Our younger 99s are pitching right in — two are teaching the "flying component" of the Girl Guide program, while others are involved in Air Age Education.

The chapter is hoping the weather will warm up so our planes will once again start for our APT rides.

by Mary Pyne

MIDDLE EAST SECTION

Eastern Pennsylvania Chapter

The Christmas party at Willow Grove Naval Air Station was enjoyed by the 65 members and guests who attended. The after-dinner game was a quiz on meteorology, in which Louise Sacchi copied an area forecast, terminal forecast, winds aloft forecast and special observations. On these were based 10 questions. Sadly, the only two finishers were men. Since the FAA is moving toward disseminating weather information only in printed form retrievable on computers, it behooves us to learn how to read "weatherese." Lighter moments were provided by the answers of some of the non-pilots among the guests. Dancing was popular for both pilots and non-pilots.

Our January meeting included a tour of the ATC facilities at Philadelphia International Airport, which gave many their first look at how the other half of the system operates. There was, of course, discussion during the meeting of the Convention in Baltimore, which is coming closer and closer! We hope that many of you will join us in discovering the delights of that charming city.

Our Aviation Education Committee, under the aegis of B.J. Ault, has been arousing enthusiasm for aviation knowledge in the Philadelphia school system. B.J. and Nina McKissock gave a presentation to 190 teachers that may well lead to classroom courses. They are about to dragoon the membership into "volunteering" to teach these courses.

A fairly large number of our members earn their livings in aviation as instructors, airport managers, tower operators, FSS briefers, etc. An update on a few of them would include B.J. Ault, who started her own FBO at North Philadelphia Airport last spring with one Cessna 152. She has been so successful, particularly with her "champagne flights," that she now has three airplanes, including a Beech Duchess, and is looking for a cabin twin to add to her fleet. She keeps one full-time and six part-time pilots busy.

Joan Bertles, as vice-president of sales for Ronson Aviation in Trenton, New Jersey, is on the way to adding a business administration degree to her abilities as flight test examiner and super-saleswoman.



En route to Alaska are June Mills with her Beech Sundowner, "Tiger Lil," and Mary Pyne.

Diane Dowd, who flies a Sikorsky S-76 for RCA, was asked by the FAA to be one of seven "subject pilots" (guinea pigs, she says) to flight test the MLS installation at NAFEC for helicopter use. One of Diane's regular destinations is the Wall Street Heliport in New York, and the FAA is considering making it an all-weather heliport.

Judy Terrana, who was one of our FSS briefers stationed at Harrisburg, has been chosen by Eastern Region FAA for promotion to a training position at JFK, where she designs teachers' workshops for colleges. She was also sent to Phoenix for a 90-day indoctrination in other methods of transportation with the Federal Highway Administration. Judy was elected president of the Professional Women Controllers.

In addition, Gayl Henze and Eileen Reider are usually kept fairly busy flying their respective company's airplanes, delivering parts and people here and there.

We were sad Sylvia Merritt left us for Tennessee. She has always been a willing volunteer for any task, but our loss will be Tennessee's gain. She can be reached at 204 Barnes Ave., Marysville TN 37801.

by Louise Sacchi

Maryland Chapter

Jet Hobbs and Gail Heffner created a chart reading and navigation quiz that provided us with a good back-to-basics refresher at our January meeting held at Baltimore Airpark. Joan and Ed Kosek flew to the meeting in spite of cold and gusty weather conditions. We were delighted to welcome Jeanette Brust and Kristie Little, who joined our chapter.

Jet Hobbs, our 66 chairman, has been very active, and our 66 membership is now up to seven. New 66s include Harriet Robinson, Inge Farman and Becky Wheeler.

The 50-50 raffle we held to pay for a crockpot full of hot dogs was won by Lillian Pritchard.

AE Scholarship Chairman Maureen Larkin has announced that we have a candidate who would like to use the award to obtain a multi-engine instructor rating.

Members who participated in the Pilot Proficiency Wings Program in 1984 included Madeline Burris, Jet Hobbs and Maureen

Larkin (Phase I), as well as Gail Heffner (Phase II) and Catherine Hanson (Phase IV).

by Catherine A. Hanson

Potomac Chapter

January's meeting satisfied both mind and body for members with a fascinating speaker, Kathleen Brooks-Pazmany, and a delicious lunch prepared by Edna Dragoo. Kathleen, a Smithsonian researcher, authored the monograph, "United States Women in Aviation: 1919-1929." She spoke about women pilots and non-pilots who contributed to the advancement of aviation in the decade after World War I. She described women who provided financial support to pilots, female aviation writers, aircraft designers, factory workers and sales representatives. Kathleen told us about women pilots who patrolled the skies of New York City for traffic violators, as well as their counterparts in the West, who searched for cattle rustlers from the air.

Ellen Bowie has been named accident prevention counselor for the Washington area by GAMA and the Washington Flight Standards District Office. Ellen's activities as an APC included organizing an airport safety committee and conducting aviation safety programs at Hyde Field in Clinton, Maryland. Together with APC Linda Dennett, she helped develop a scholarship program for aviation technology students at a local junior college. Ellen also created and produces an annual Aviation Safety Week, with seminars and safety programs held throughout Virginia, southern Maryland and the District of Columbia to renew general aviation pilots' interests in proficiency and safety. In addition, Ellen organizes safety seminars at the National Air and Space Museum every other month.

by Marilyn DonCarlos



At the "Women 'n' Wings" banquet are (front row) Lin Clayberg, astronaut Dr. Mary Helen Johnston, Hazel Jones, Rosemary Doud, (back row) Jean Ross Howard, Barbara Rohde, Loretta Ann Haskell, Maureen Long, Ellen Bowie and Gerda Ruhnke.

Washington, D.C. Chapter

A very special commemoration of Amelia Earhart's 1935 Pacific flight was held January 11 in Washington, D.C. The Zonta International Clubs of the Washington-Baltimore area and the Washington, D.C. Chapter co-sponsored "Women 'n' Wings: Salute to Women in Aviation." The gala reception and banquet for over 300 was held in the Grand Ballroom of the Mayflower Hotel. Mistress of ceremonies was 99 Jean Ross Howard, also a Zontian. Honored guests included International President Hazel Jones

and Jane Garvey, governor of Zonta International's District III.

Speakers for the evening included Lieutenant Beth Huber, USN, the first woman to be admitted to Naval test pilot training. Clare Thomaselli, the 1984 Zonta AE Scholarship winner who is working toward her doctorate in the study of space physiology, and Loretta Ann Haskell, 99 AE Scholarship winner. Loretta is working on her CFII, and she is the founder of the Mid-Atlantic Chapter of the American Medical Support Flight Team. We were also delighted to have as our keynote speaker scientist-astronaut Dr. Mary Helen Johnston, who is scheduled to participate in the March Spacelab flight. Dr. Johnston described her training to become an astronaut, as well as her very special duties in the experiments to be carried aboard Spacelab.

The evening concluded with a concert featuring the Women's Glee Club of the Naval Academy, the only service academy with a women's choir.

It was a highly rewarding experience to collaborate with Zonta in honoring Amelia Earhart and, through her, women flying today who have benefitted from her pioneering spirit and her legacy of courage.

by Rosemary Doud

NJ-NJ SECTION

Greater New York Chapter

The result of our special programs has been extraordinary. Attendance at each meeting has doubled, and we are attracting new members.

At the November meeting, Secretary Lise LaPrelle presented an AOPA program on mid-air collisions.

The topic of the night at our January meeting was, not surprisingly, cold weather maintenance and operations. We all learned a lot about preflighting and starting planes in sub-freezing temperatures, taxiing on slippery surfaces, tips for winter in-flight, icing, survival gear and extra precautions to take in cold weather from speakers Marian Campbell and Denise Lamneck. Special takeoff and landing considerations were also discussed, as well as the importance of removing all ice and frost from wing and tail surfaces.

In February, we were delighted to visit the World Trade Center Heliport in New York City and to hear guest speakers Jean Ross Howard, founder of Whirly-Girls and the 13th woman in the world to obtain a helicopter license, and Whirly-Girl #313 Cindy Wilson, who commanded an aviation maintenance

squadron while in the service, speak about helicopter flying.

by Marian A. Campbell

Long Island Chapter

Chairman Pat Bizzoso and Doris Abbate, section vice-governor, spoke at the Long Island Zonta meeting in January. Pat also attended the NIFA competition on Long Island in October, helping wherever she was needed the most.

Joyce Malkmes had a lovely full-page article written about her by Therese Madonia, printed in *Long Island Women*. Joyce is the proud owner of a Cessna 182, recently purchased in partnership. One mention of N1966X, and Joyce's face lights up like a Christmas tree. A secret dream come true.

Pat Rockwell also had a not-so-secret dream come true recently. A six-way partnership was set up on a VFR only (for the time being) Cessna Cardinal C-177. Her dream plane flies faster and farther than the J-3 Cub once contemplated.

by Patricia Rockwell

New York Capital District Chapter

Veteran newsman Ernie Tetraut of WRGB-TV was guest speaker at the November

CHAPTER NEWS, ETC.

NEW ENGLAND SECTION

Eastern New England Chapter

None of us would consider flying an aircraft that we know to be in less than peak operating condition. Yet, do we apply the same logic when our own physical condition is not as it should be? This was the analogy drawn for chapter members at the January meeting. Dr. Peter Leahy, senior aviation medical examiner for the New England Region, discussed "The Medical Side of Flying" with 25 members and friends assembled at Hanscom Field. This often technical, sometimes threatening subject was brought to easily understood terms by Dr. Leahy's careful explanation of the medical process. He explored the various tests performed by the examiner and responded to the many questions generated by our group.

During the same meeting, our group took a few moments to express our gratitude to Jean Doherty, immediate past chairman. Her incredible energy and enthusiasm were the hallmarks of her two-year tenure. Chairman Sherry Edmonds presented Jean with the Amelia Earhart medal as a token of our thanks.

Lise LaPrelle, Julie Talbert and Eleanor Friede, in the left seat of her Grumman American Traveler, flew to Rochester for the fall section meeting.



meeting. He has been involved with local aviation activities for years and recently has become active in a project that will hopefully result in the establishment of the Empire State Aerosciences Museum. Our chapter has become interested in assisting this project, and we plan to include guest speakers and/or fund-raising ideas at the section meeting this spring in Albany.

Despite definite IFR conditions, the annual Christmas bash was a frolicking success. Guests, friends and members braved the storm to share some holiday cheer at a restaurant in Latham. An added treat to the evening was a surprise birthday celebration for Ruth Green's 49½er, Bob.

January's meeting was devoted to a spectacular travelogue of Alaska presented by Peg Weiss, Florence Dooley and Harriet Bregman. All three ventured to the Convention this past summer and shared their slides and exciting adventures with the group. Florence Dooley, a local CAP member, had a unique side trip when she was invited to fly along on two Alaskan CAP missions.

by Trish Bianchi

Western New York Chapter

The chapter awarded a \$700 scholarship to Andrea Steiner at the January 18 Aero Club meeting. Andrea is a 20-year-old college student, and the money will be used for her commercial/instrument rating.

Lois Shriver spoke to the Amherst Zonta Club Amelia Earhart Luncheon, and Darla Richter spoke to the Kenmore Zonta Group.

NORTH CENTRAL SECTION

All-Ohio Chapter

The November meeting was held at Fairfield County Airport near Lancaster, Ohio. We had a good turnout in spite of the fact that the first real snow for this part of the state kept conditions below IFR minimums. Hostesses included Naomi Laird, Sandi Cundiff, Jane Sims and Barbara Deeds. Speakers were Bob Peiter and Bob Schofield of Capital Aircraft Electronics at Port Columbus. Peiter, president of Capital, gave us a good, workable list of tips on what to watch for to help explain a problem to the maintenance people we trust to fix our planes' electronic equipment. Making good observations and giving as much information as possible about the nature of what is happening when something malfunctions can save time and money in the shop — and a lot of frustration, too. Schofield followed with a discussion on Loran C navigation — how it works, the present status and future possibilities, and a demonstration of the equipment.

Joan Mace, flight instructor at the University of Ohio, reports that OU's Flight Training Program recently purchased a multiengine simulator from the Ninety-Nines in Oklahoma City.

The December meeting was held at the Ohio Village of the Ohio Historical Society in Columbus. This 19th century reconstructed village was a lovely setting for a Christmas get-together. Starting with a "town meeting" in the Town Hall, events included a 49½er initiation, a brunch at the Inn, gift exchange in the Masonic Hall, and visits to all the shops. Hostesses were Roberta Jones and Kathy



With Salley Berryhill (left) and Elinor Kline (right) is speaker Connie Huffman, 99 and air traffic controller from Alaska.

Samuelson.

The January meeting was held at Springfield Airport Air National Guard Base and, in spite of temperatures ranging from 10 to 23 degrees below zero, we had a quorum for voting on some important items. Our guest speaker was former chapter member Connie Huffman, and the temperature set the atmosphere for her slide and tape presentation on "Pioneer Flying in Alaska." Connie is an air traffic controller in Fairbanks. She developed the program for Convention last August. Salley Berryhill and Elinor Kline were hostesses, and the OANG were very nice hosts!

by Roberta Jones

Central Illinois Chapter

Our members are flying! Mary Woodley has joined Karen Koenig flying for Air Kentucky, while Kathy Rumsey is traveling with the IT&T corporate pilots.

Anita Albert and Cathy Palmer waited at Bloomington Airport while Lynne Trupin flew to Paris to pick up Barb Jenison. This committee began reviewing our membership list — present and past — to plan a gala occasion celebrating our chapter's 40 years. (Oh, to be in Springfield in April!). The search for members and rosters goes on.

Members gathered at Bloomington with Marilyn Blake hostessing. Charlie Wells spoke on safety and showed pictures of planes of earlier times. Jean West helped him identify some of them.

by Clarissa Holcomb

Chicago Area Chapter

We enjoyed our annual Christmas party at Nordic Hills Country Club. Good music was supplied for listening and dancing, and there were plenty of raffle prizes.

Esther Noffke opened her home at Pal-Waukee Airport for our January meeting, and it was a special way to start the New Year.

Bonnie Merz has moved to Michigan, where she accepted the position of manager of the Grand Rapids GADO office. Ruth and Bob Frantz flew to Stella Maris, Long Island, Bahamas, for Thanksgiving week and also visited Crooked Island, San Salvador and Rum Cay.

Nancy Frances has submitted an application to be the next civilian to ride on the space shuttle in spring 1986. Fran Huritz recently returned from a photo safari in Kenya, East Africa, where one of the highlights was a thrilling hot air balloon ride over the Samburu Game Reserve, flown by the 1981 champion balloon pilot. Fran also flew with Denise Morchand-Holz, East African governor, while in Nairobi. In addition, Ellen O'Hara recently

piloted six teenagers on their first plane ride.

Rita Adams, Marty Buckley, Karen Deram, Eileen Ferch, Nita Fineman, Marlene Winters and Ruth Rockcastle with 49½er Rock attended the AOPA Safety Seminar for Aviation Stress Management and Biennial Flight Review.

by Debbie Karas

Greater St. Louis Chapter

The January meeting was held at Libby Phillips' home, hosted by Libby and Martha Norman with 21 members and guests attending. Martha pinned new member Deanne Falduto, while Jo-Ellyn Ryall attended her third meeting, making her eligible for chapter membership. Speaker for the evening was tax attorney David Rapp. He informed us of new IRS regulations affecting aircraft, balloon and business property.

The Zonta Club of St. Louis honored Amelia Earhart January 19 at their annual luncheon. Section Governor Joan Kerwin spoke about "The Real Amelia," a personality profile of our founder. In addition, Joan is the owner of one of Amelia's watches, worn for a solo transatlantic flight. Nikki Caplan, Deanne Falduto, Helen Hall, Dorothy Haupt, Alice Jackson, Mary Kinnaw, Amy Laws, Martha Norman, Irene Rawlings, JoAnn Sabo, Laura Sellinger, Loretta Slavick, Mary Margaret Walsh, Vivian Waters and Rosemary Zander attended.

Val Johnson has been busy. She attended the inauguration ceremony for the governor of Missouri, then she was off to New Orleans for the Helicopter Association International Convention and Whirly-Girl Hovering. She reports that Ninety-Nines President Hazel Jones, also a Whirly-Girl, was master of ceremonies for the annual scholarship banquet. Betty Pfister, Aspen Chapter member, was elected president of the Whirly-Girls, Inc.

by Nelda Lee



New members of the Lake Erie Chapter include Dolly Maghighi, Nancy Piltch and Barbara Zadrow

Lake Erie Chapter

Members held their annual charter anniversary dinner at the home of Chairwoman Meigs Adams. The January 12 event was attended by over 50 members and guests. Many door prizes were awarded, followed by 1929 air race movies furnished by Pat Stark and shown by FAA Safety Specialist Brian Calendine. Guests included students from our October Pinchhitter Course, as well as program speakers from past meetings. During the evening, Membership Chairman Pat Baron accepted the application of Jackie Salistean, who flies a Rockwell 112 out of Akron-Canton.

New members in attendance included Dolly Maghighi, R.N., who flies at Sundorph Aviation, Cleveland Hopkins Airport, and Barbara Zadrow, our first commercial balloonist, who operates her own ballooning business and who has represented the US in Austria and Switzerland as a member of a balloon team.

by Marg Juhasz

Lake Michigan Chapter

We met October 13 at Lois Stevenson's home in North Muskegon, where a potluck lunch and business meeting were followed by a journey to Alaska presented in slides by Lois.

Our November meeting was held at the home of Jeanne and Glenn VanderSloot. They had just completed the refurbishing of their circa 1910 home in time for the Heritage Hill home tour.

We exchanged Christmas tree ornaments at the Kent County Airport in Grand Rapids, when Lois Stevenson spoke about the life of pioneer aviatrix Baroness Raymonde de Laroche.

Our January meeting was again at the Grand Rapids Airport, a central location for our group with all the amenities for a good time. Steve Dewly, quality assurance and training officer for the GRR tower crew, spoke about the radar environment. After the meeting, we toured the tower and RAPCON (radar approach control center).

Ruth Gardner gave an interesting report about Amy Johnson's solo flight from England to Australia in 1930. Amy was 26 years old at the time, and it took 19½ days for the journey.

by Lois M. Stevenson

Michigan Chapter

We were delighted to have Gini Sutherland from neighboring Greater Detroit Area Chapter join us for our January meeting. We met at Skybolt Aviation (Bishop Airport, Flint), where three of our members now work — Melissa Jaskiewicz as manager, Mary Anglin as chief flight instructor and Lynn DeForest as part-time flight instructor. Mary and Melissa, our hostesses, had coffee and donuts waiting for us. It was much appreciated, because the weather was typical for Michigan in January. Two planes flew in, and both needed pre-heat before they could get going again!

We have been busy with several FAA safety meetings, and five of us — Mary Anglin, Lynn DeForest, Julie Marshall, Renate McLaughlin and Jan Olsen — attended an AOPA CFI refresher course in January.

by Renate McLaughlin

Minnesota Chapter

Five new members plus visiting 99 Diane Powell, Northwest Airlines second officer and member of Florida Suncoast Chapter, were among the 21 attending the January Sunday brunch and meeting. Billed as a "brainstorming session," the 1987 spring section meeting in Minnesota was the subject of much discussion. New members included commercial artist and CFI Dianna Alsing, University of Minnesota student Christine Dechay, planner and CFI Lynnette Renneke-Wiest, accountant Dolores Soderholm and Minnesota State Highway Trooper Mary Ann

Woehrle. Currently assigned to a patrol automobile, Mary Ann hopes to someday pilot a patrol airplane.

Terry Herron (Ludtke), 1984 AE Scholarship winner, earned her CFI in January. The scholarship enabled her to add the rating to her CFIA and MEI. In addition to her full-time management position with a trucking company, Terry is a weekend flight instructor at St. Paul Downtown Airport.

by Hope Isaacson

Scioto Valley Chapter

The January meeting, hosted by Berneta Mosher, included plans for the chapter's fifth Project Aware.

Project Aware, scheduled for later in the month and additional times throughout the year, is a safety seminar for non-pilots. Discussions led by chapter members include general information on instruments, radio, map reading and guidelines to use during an emergency.

In February, members and guests participated in a cardiopulmonary resuscitation course scheduled by JoAnn Prater. The CPR course certified new participants and recertified those attending last year's course.

by Robin Rogers

NORTHWEST SECTION

Columbia-Cascade Chapter

Thirty-four members attended our January 12 meeting at Portland International Airport. We met at the Continental Airlines desk, and the operations officer gave us a tour, explaining all the fascinating aspects of weight and balance of a Boeing 747. He was delayed getting to us as he had four aircraft (two jets and two charters) going out, and they usually have only one charter.

After the tour, we adjourned for lunch and a regular business meeting.

by Pat Lundahl

Far West Chapter

Don Reader, US Customs Office, spoke to six members and two guests November 12. He briefed us on general custom rules and procedures for returning to the US. We asked many questions, and we believe we improved relations and understanding with our local Customs officers. We flew to Victoria, British Columbia, Canada, November 14, and returned after lunch. We found it to be as easy as we were told.

Greg Smith presented an excellent slide show on gliding at our December 12 potluck Christmas party.

To begin our new year, we met January 9 at the home of Teresa Thompson to view two films — one on cold fronts, the other on aircraft structural icing. These are two subjects we can't review often enough, and some good points were made.

by Kathy Harper

Mid-Columbia Chapter

The January meeting was held at the Walla Walla Airport, and one turned out to be a drive-in meeting due to very low ceilings and poor visibility. Richard Allen, FSS specialist, spoke about the hazards of spring flying

unique to our area. Some topographical features cause wind shifts that can catch a pilot unaware. Certain areas have high surface winds, and some airports have unique characteristics of which pilots should be aware.

Business covered included a \$150 contribution to the Jerrie Cobb Fund. The first \$100 was collected at the Christmas party, taking the place of exchanging gifts, with the chapter contributing an additional \$50.

At the end of this month's meeting, the out-of-towners carpooled back home through the dreary fog.

by Anne English

Mt. Tahoma Chapter

During the winter months, the Puget Sound area is often blanketed with fog and kissed with rain. How better to spend the time than to have parties!

Sally Bell hosted our annual Christmas party and aviation gift exchange. We had a marvelous time and consumed great quantities of food.

During February, we had a baby shower for our two mothers-to-be, Donna Higgins and Carolyn Curles, both expecting in March.

We have done a lot more than just party, however. At one meeting, Marion Erickson thrilled us with the account of her cross-country flight in an Ercoupe last summer. She left Washington, headed south through California, then turned east, covering Texas and all the other states until she reached Georgia. From there she headed north and then west across the northern route. Quite an adventure!

Carolyn Curles and Sally Bell continue to be involved in aerospace education activities in the local schools, and they are hoping to see one of their teacher friends become the first private citizen on a space shuttle mission.

by Carolyn Curles

Southern Cascade Chapter

The January meeting included a talk by Bill Skillman on the Civil Air Patrol. He told us about the many facets of CAP and the important role played in rescue missions. He also talked about the procedures used that enable rescue attempts to be executed in an orderly manner. The area to be searched is divided into "grids" and systematically examined by experienced personnel. Spotting downed planes is difficult, and a person must be trained to recognize broken treetops or scattered debris. A well disciplined search will result in a faster "find" and a higher survival rate.

We also discussed coming events, including CAP seminars and a weekend ground school at the local Rogue Valley Institute.

by Barbara Grace

Willamette Valley Chapter

At our Christmas luncheon meeting, everyone got in the Christmas spirit while exchanging aviation ornaments, an event eagerly anticipated by all our members!

January's meeting was held at the Flight Line Inn, followed by the movie, "Threshold," about the Blue Angels.

by Molly Sliger

SOUTH CENTRAL SECTION

Colorado Chapter

We found it difficult to start a new year without a short memory session during the January meeting. The chapter received its charter September 28, 1941. Chairman was Dorothy Johnston, and Donna Myers was membership chairman of the new nine-member group. Two of the original members, Donna Myers and Jane Nettleblad, are still with our chapter. Dorothy Johnston, Marjory Cramp, Ruth Woodworth, Sylvia Powell, Fern Dropelo, Dorothy Jones and Ruth Gouthey have moved on.

Donna reported that Marjory Cramp Cones lives with husband Homer in Woodland Hills, California. Donna visited with her during the 1966 San Diego International Convention.

When the chapter celebrated its 25th year in 1966, Ruth Woodworth attended, but has since lost touch. Fern Dropelo and husband Eddie, both now deceased, operated a fixed base operation in Grand Junction.

The January meeting continued with an interesting presentation by Jerry Kliner, a 727 instructor for United Airlines. Jerry described the emergency procedures and techniques taught to flight attendants and pilots.

by Phyllis J. Kramer

Dallas Redbird Chapter

Our January meeting was held at the home of Elaine McReynolds, who is assuming the chairmanship from Bryant Hutchinson, who is moving to Hawaii. After the business meeting, Pat Jetton and Helen Wilke passed out flyers about the Air Race Classic, which will be flown June 29-July 2, and answered questions about the race. Everyone was encouraged to enter as it is an excellent learning experience.

Tina Steen, who was attending her fourth meeting, filled out a membership application, and we welcomed a new guest, Shirley Forney. Shirley flies out of Addison Airport and she received her private license December 23.

by Elizabeth Jordan

El Paso Chapter

In a special ceremony in October, Ruth Deerman was formally inducted into the El Paso Aviation Hall of Fame. Ruth, who was recognized for her many contributions to aviation, was the first woman to be inducted into the Hall of Fame. Her portrait was officially unveiled at the ceremony, and will

Members of El Paso and Chaparral Chapters gather around "Old War Bird" at John and Betty MacGuire's ranch.



Betty Carpenter, Ruth Deerman, Margaret Thompson and Suzie Azar enjoy themselves at the El Paso Chapter Christmas party.

hang permanently in the lobby of El Paso International Airport.

We were all proud that our chapter received two awards at the fall section meeting in Tulsa. We received a second place membership award and another second with the Governor's Award.

November 11 was the date for our annual fly-in brunch at John and Betty MacGuire's ranch. Seventeen airplanes brought a total of 22 members, along with some guests from El Paso, Chaparral and Santa Fe Chapters. Mary Sweetser, Deming, New Mexico, won the spot landing contest.

Our Christmas party was held December 8 at the home of Didi Shaffer with an ample supply of food and drinks. Cookies were collected and later distributed to the El Paso tower and FSS.

At January's meeting in the home of Marsha Mascorro, members were treated to an excellent first-aid demonstration by Chairman Louise Austin. Louise, who is a registered nurse, is also a licensed first-aid instructor.

by Didi Shaffer

Ft. Worth Chapter

We had a lovely Christmas party at Carole and Joe Wheeler's home in December with a feature presentation of the Blue Angels from their private collection.

Twenty of us gathered at the American Airlines Flight Training Center January 21 for a tour of the facilities and a 767 simulation demonstration ride. The computer graphics were very realistic and some of us experienced the feeling of smoke in the cabin around the flight attendants' training area.

Congratulations are in order for Edna

Gardner Whyte, who has been chosen by the Ft. Worth Zonta Club to receive their Professional of the Year award.

We would like to welcome new member Janis Miller, a counselor at Azle Junior High School, who is currently working on her CFI rating. We would also like to welcome Judy McKinney, our newest 66.

Member Kelly Hughes, a CFI at Meacham Field in Ft. Worth, recently attended both King Air and Aero Commander schools.

by Jeri L. Gault

Kansas Chapter

The annual Wright Brothers Banquet was

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December 17 at the Beech Activity Center. Many members attended as a group. The very enjoyable program included astronaut Steve Hawley, Kansas Senator Nancy Kassebaum and many other local celebrities.

Many members are preparing to deliver daffodils again this year for the American Cancer Society. A meeting was held January 24 to ensure another smooth operation.

Chapter Chairman Carol Lanning was presented a lithograph of Amelia Earhart January 29 by Colonel Jay Kelley, commander of the Titan Missile Wing at McConnell AFB. The lithograph depicts AE on a flight to New Guinea and was completed shortly before her disappearance. The lithograph will be placed in the AE birthplace in Atchison.

by Phyllis Blanton

Lubbock Chapter

November 8 was a busy time for us as we welcomed Marilyn Copeland for the Texas Tech University Women's Conference. Following a dinner hosted by Angela and Doug Boren, Marilyn and some of our chapter

Modeling the very latest in firefighting apparel at the Lubbock International Airport Fire Station is 99 Mary Trusler



members were given a tour of the Reese AFB flight line by Major Denny Way. Marilyn spoke to two groups of elementary and junior high students, and she concluded her visit with her presentation at Tech on Saturday.

December arrived with our annual Christmas party at the Bartos' house. Twenty of us enjoyed good food, friends and slides of Oshkosh. The next Saturday found our "cookie brigade" sloshing through heavy rain to deliver Christmas goodies to the tower, FSS and fire station at Lubbock International — a fun and fattening day for all. Five of us, plus eight of our daughters, enriched our holidays a few days later with Christmas caroling at a local retirement village.

Our chapter is very proud of 66s Suzanne Copeland and Leslie Thompson, who have both attained their private pilot licenses and are now official 99s.

by Jane Bartos

Oklahoma Chapter

Thirty chapter members and 17 guests met January 13 at International Headquarters for the annual membership meeting. An elegant champagne brunch was provided by members. After a social hour that allowed us to become acquainted with our guests, Sue Halpain started a round of introductions. Members and guests told about themselves and their involvement with aviation. Chapter Chairman Lu Hollander presented a historical sketch of the Ninety-Nines. The 66 program was also explained.

A workshop for personnel in the Oklahoma City Department of Airports was presented in January. Classes were held for 16 participants on Friday afternoons. The intent of the sessions was to acquaint personnel with some of the basics of flying and general aviation. Basically a mini-flying companion seminar, topics included the FBO, weather, trip planning, radio communication, a tour of TRACON and actual aircraft preflight. Those helping with the workshop included Lu Hollander, Marge Culwell, Nancy Smith, Poochie Rotzinger, Norma Vandergriff, Jan Million and Gwen Crawford.

Vice-Chairman Charlene Davis has applied for the NASA Teacher in Space Program. We all feel Charlene would make an excellent

astronaut and certainly be an asset to the space program.

The January board meeting was held at Sue Halpain's home, where plans were outlined for the coming months. New members for January include Mary Tarver and Cindy Schultz.

by Nancy Smith



Instructor Jan Million works with supervisors and administrative assistants at a recent airport familiarization workshop the Oklahoma Chapter presented for Oklahoma City Department of Airports personnel.

San Antonio Chapter

The chapter is delighted with the new signs we plan to install at 10 area airports: "Closed Your Flight Plan? — courtesy San Antonio 99s." Our first sign was installed at Stinson Field, San Antonio, followed by signs at New Braunfels and Flying L Airports by the end of March.

by Mary Ann Greer



San Antonio Chapter members pose with their new sign, one of 10 to be installed at area airports.

Wichita Falls Chapter

Our January 23 meeting was in the home of Barbara Henry, with nine members and one guest attending. Most of the meeting was devoted to plans for the fall section meeting, which we will host.

The subject of wind shears was discussed in connection with an article saying that President Reagan's plane, Air Force One, had landed just six minutes prior to a 120-knot microburst August 1, 1983 at Andrews AFB. This was followed by a violent wind shear. The microburst was the strongest ever measured since government research began in 1978, damaging a building, three jets and an F-4 fighter sitting on the ground.

Our visitor was Uta Gick, a German premed student at Midwestern University, whose father is stationed at Sheppard AFB. Uta earned her license here in Wichita Falls because she says that flying is very expensive in Germany.

We are very happy to welcome Mary Eda Laing as our newest member.

by Betty Kidd

SOUTHEAST SECTION

Carolinas Chapter

Our chapter covers many miles, and Chairman Nancy Wrenn wisely chooses to meet in North Carolina one month, South Carolina the next. Our January 19 meeting was in Camden, South Carolina.

Fourteen of us, including one 49½er and several potential members, learned about the work of Helimission, incorporated in Geneva, Switzerland, a neutral country, with headquarters in tiny Montreat, North Carolina. All the 'copter pilots must hold Swiss licenses, and the machines were bright and big Swiss registrations. Why? Because Switzerland is accepted in every country. America, unfortunately, is not always welcome.

Tony Whelan's slides showed us Africa — not the tourist views, but the very heart, the unbelievable primitive land, people and customs. The pilots of Helimission end up flying out the near-dead, flying in food and medicine.

The people who work for Helimission are paid only expenses and, to start, it's a three-year commitment. Helimission does all of the vital jobs requested (if time permits), and charges are for fuel only.

by Page Shamburger

Florida Crown Chapter

Ten 99s and guests tackled a three-axis simulator at Naval Air Station-Cecil (Jacksonville) recently, but only two — Marlene Williams and Jacque Marsh — could successfully land the jet on the carrier. Lieutenant Goodwin briefed members on the simulator, then provided each with three chances to land on the carrier, a task that proved much harder than it looked! The following day, those who participated shared their experiences at our regular luncheon meeting.

Members also enjoyed a Christmas party gift exchange.

Pat Stephens is now employed as a second officer with Northwest Orient Airlines, flying 727s. Based in Minneapolis, Minnesota, she will be flying primarily domestic flights, but





Florida Crown members work on the West Pasco air marking. The finished product (below) can be seen from the air.



hopes to advance to international flights by the end of the year.

Marcia Farwell, a new member, is one of the teachers currently being considered for the NASA program to put a teacher in space.

by Cindy Donovan

Florida Suncoast Chapter

Members spent two cold, windy days in January air marking West Pasco Airport. The preliminary marking was done by Mary Fletcher and Ruth Hubert, with help from Nancy Wright, Marion Hotcaveg and Barbara Sierchio. The final painting was done by Roni Johnson, Diane Baynard, Sophia Payton, Karen VanSulichen, Barbara Sierchio and Ruth Hubert, with paint stirring and pouring done by 49 $\frac{1}{2}$ er Ray Johnson.

The first AE Scholarship dinner, a joint event with Zonta Club of St. Petersburg, was held January 19, with guest speaker Betty Skelton Frankman. Ninety people enjoyed the fund-raising event planned by Mary Fletcher.

Bartow Flying Service held an open house January 26 at Bartow Airport. Five members represented our chapter and visited with women pilots and student pilots. We attended an FAA safety lecture and a presentation by MacDill AFB on F-16s. Since MacDill is the largest training center for F-16 pilots and their training routes are in our area, this was of vital interest to us.

Roni Oard, 66, received her private certificate in December, and private pilot Judy Lester joined our ranks in January.

by Barbara Sierchio

Mississippi Chapter

The Meridian television station greeted 99s upon arrival for the January meeting that was held at Jonathan's Restaurant. Janet Green gave the cameraman first-hand experience about flying by taking him for a ride in her airplane. Louise Key, the wife of one of the



From the staircase of the DuBuys House, built in the late 1830s and now owned by Janet Green, 99s look over the grounds.



Ninety-Nines enjoy the Christmas party held in Biloxi at the home of Janet Green.

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Key brothers, was an honored guest at the luncheon. The 99s will be participating in the Meridian Airshow, June 15-16, in commemoration of the 50th anniversary of the Key brothers' historic endurance flight. The chapter hopes to have the dedication of one of the Amelia Earhart busts in conjunction with the weekend activities.

by Ramona O. Young

members Bonnie Whitman, Dodie Cummings, Judy Haslett, Robin Bohen, Bonnie Mendenhall, Margaret Crowe, April Grigg and Joanne Trenton, bringing our membership to 86.

by Adrienne O'Brien

SOUTHWEST SECTION

Borrego Springs Chapter

Our gourmet potluck Christmas party was also an APT party, with planes and instructor on hand, the opportunity was provided for all 10 members to become APT during the day. Each member attending was presented with an Alaska Convention necklace as a reminder of snow and the North Pole. (Temperatures were 80+CAVU at our airport December 8.)

After flying, gifts were exchanged. Finally, when no one could guess the exact contents of their necklace, the story of their creation was read.

by June McCormack

Orange County Chapter

Peggy Hart hosted the January meeting at the St. George Hall. The evening concluded with a very informative presentation on survival basics by Rick Remelin and James Layden of the Civil Air Patrol. They advised to get an instrument rating if you do not yet have one and always file a flight plan for flights out of the "basin" area.

A belated congratulations goes to the family of 99 Cheryl Elder-Moeller on the birth of James Michael. Cheryl went back to work January 21 and is now into the career woman/mother "two-step."

Our membership has been traveling — Beverly Allen, the Mexican Riviera; Marci Mauthe, Italy and Greece; Barbara Ward, New York; Marje and Fred Hanson, Florida for Thanksgiving with family and new grandson; Pam Mahonchak, the Caribbean with her father; and Joan and Hank Hill, to their Baja casa near Puerto Santo Tomas for Thanksgiving and New Year's. In addition, Diane Myers flew back home to our area; she's based in Honolulu as first officer for Continental Airlines.

Orange County extends welcomes to new



APT Chairman Colleen Armstrong and Tammy Hendrix, wearing Alaska necklaces, receive gifts from Santa's helper, Aaron McCormack.

Palms Chapter

At the January meeting, members voted to extend the terms of the present officers another year. Exception was the newsletter editor, who is now Carol Colburn.

The Ninety-Nines Headquarters Expansion Fund was sent \$500.

The dates for the 16th annual Palms to Pines Air Race were sent and the publicity has been started. Most of the members stayed after the meeting to help get the race instructions and forms corrected. Kits are now being assembled. Nine chapter members raced in the 15th annual event (Santa Monica, California to Bend, Oregon), and several others helped with timing and other duties.

by Betty McMillen Loufek

Palomar Chapter

Ami Erickson and 49 $\frac{1}{2}$ er Russ hosted a November 11 brunch for members and potential new 99s and 66s.

The December 8 Christmas party was held at the Lake San Marcos Recreation Lodge. Activities included a gift exchange with MC Syd Dolbec and an auction of table centerpieces by Ami Erickson. To bring the evening to a close, Ginny Boylls sang "Silent Night" in German, and all joined in for caroling.

Our general assembly meeting was held at

Flight International. Recognition and many thanks go to Vi Pfeiler for representing our chapter through her writing for *The 99 NEWS*.

Teams signed up at Flight International for a preflight competition, in which nine participated. Delores McComas and Michelle Hertfelder were two of the new members who joined in the fun! Teams began with a five-minute limit to find blunders in maintenance items. A tie resulted between the teams of Lou Ann Unger/Delores McComas and Connie Frances/Michelle Hertfelder. Close contenders were Karyn Dawes/Emmy Ward and Syd Dolbec/Edel Simons.

Ami and Michelle were busy delivering the *Pacific Flyer* newspaper January 15.

There really is a Big Bird! Ask Suzanne Skeeters, who is now flying a DC-10 for Northwest Orient Airlines.

by Michelle M. Hertfelder



Members and guests gather for the Palomar Chapter's new member brunch.

Phoenix Chapter

Dr. Patricia Johnson is the psychologist who has assisted in conducting five Fly Without Fear Clinics. At the January meeting, Pat gave a resume of the agenda for the clinics. A "graduate" of the first clinic sponsored by the chapter related her experiences before and after the course. The importance of the role played by the 99s who assist in the program was stressed. Fly Without Fear Clinics are a principal service of this chapter. The rewards are great, both to 99s and to the clients.

The 66 program has produced another 99. Toni Petino has become a "Legal Eagle" and has been welcomed into the chapter. While still a 66, Toni chaired the gala 1984 Christmas party. We are *sold* on the 66 program.

Margy Crowl, chapter charter member, reports meeting Shirley Marshall, former Tucson 99, at the Black Forest Glideport in Colorado, where Margy flew with her son, Chris, over the Christmas holidays. Chris, known to many 99s (he grew up in the cockpit), now lives with his family in Castle Rock, Colorado.

Ann Newcome has sprouted Phase II Wings.

by Mary Lou Brown

Sacramento Valley Chapter

Widespread fog slowed flying activities for members in December, but a hardy group still usually manages to fly to Sunday brunches.

The holidays were celebrated by bringing homemade cookies to tower, FSS, line service and GADO personnel at Sacramento Executive Airport, and by our annual Christmas dinner party and gift exchange. This year's event was held at the Woodland home



Sacramento Valley's Betty Alair offers Ernie "Santa" Lehr a warm welcome at the chapter's annual Christmas party.

of Dean and Shirley Winn. A highlight of the evening was a "rotating" gift exchange among members, which brought some hilarious moments.

Shirley Lehr was promoted and transferred to Reno GADO (General Aviation District Office). Sacramento will remain her home base.

by Dorothy Flynn

San Fernando Valley Chapter

At our December meeting, Melinda Lyon, chairman of our Future Women Pilots program, introduced Carol Adkins and DiAnne Roberts, our current scholarship recipients. They were chosen from a field of seven who completed the ground school conducted by Diana (Ace) Nichols.

We all enjoyed the hospitality of Lillian Holt, who again offered her lovely home for our annual Christmas party December 15. Lillian always decorates her home so beautifully for the holidays. Naturally, Santa was there to distribute the gifts to those good boys and girls who brought one.

The final holiday observance, our "cookies to the tower" luncheon, was December 19 at Whiteman Airport. We annually bake goodies and fill boxes to distribute to the towers and airport offices in our area. It is our way to thank those who serve us on the ground as we fly around the area.

As a special treat, a wine tasting was provided by McLester Winery. They introduced their Runway Red and Runway White wines, so named because the winery is located directly under the flight path of 25L at LAX. Jerri Snyder chaired the festive affair.

by Doris M. Totans

San Luis Obispo Chapter

Several of us flew to Monterey in December for a visit to the new aquarium, lunch and a little shopping. Except for the valley fog, the weather was perfect, the lunch was excellent, and the aquarium is everything it is billed to be. Later that month was the annual Christmas dinner at the Madonna Inn, a joint get-together with other pilot groups in the area.

Vice-Chairman Cheryl Cooney is applying for the NASA Teacher in Space program. We may be prejudiced, but we feel Cheryl will make an excellent astronaut, serving both her country and the ideals of a 99 as a professional and creative asset to our space program.

Our chapter voted to donate \$100 to the

Voyager fund to help support Dick Rutan's effort to fly around the world non-stop. Not only is the project exciting, the copilot is a woman.

by P. Kamm

Santa Clara Valley Chapter

We ended 1984 with a Christmas party at Le Baron Hotel in San Jose. Peg Ewert and Sue Schiff were in charge, with Anne Tapay, Karen Cuonomo, Natalie Bossio and Dottie Theurer handling decorations. Airplane favors (unflyable but sweet, made from candy, gum and lifesavers) were Lynn Meadows' creation. Gift-wrapped toys were swapped, then the unclaimed ones were given to the Toys for Tots Christmas charity.

Our chapter began the New Year by spreading the word about aviation to audiences young and old. Joey Connell and Verna West spoke to the Kiwanis of Morgan Hill and presented the general aviation film, "Making the Difference." On aerospace education, Alice Robertson, with Mayetta Behringer, visited Girl Scouts in Saratoga. They brought photographs, charts, an oxygen mask and other flying paraphernalia and showed the film, "How to Fly an Airplane."

Our January meeting was dedicated to the late Marion Barnick (in whose honor the scholarship was established). Thanks to Bill Behringer, who provided us with the videotape, we had a chance to view Channel 54's hour-long documentary on the inquiry which followed the fatal crash of an Air New Zealand airliner in 1979 in Antarctica. Marion and her daughter were among the passengers. After the film, many 99s who knew Marion shared with us their reminiscences: Pat Roberts (International), Fay Kirk (Sacramento), Jean Blake (Gavilan), Mayetta Behringer, Jeanne Ceccio, Mardo Crane, Willy Gardner, Stella Leis, Evelyn Lundstrom and Verna West.

Jean Blake and Jenny McEnroe (who represent one-fourth of the entire membership of the Gavilan Chapter!) presented us with a check (\$499.99 plus interest) to repay "seed money" we gave them in 1980 to start their chapter.

by Kathy Pelta

Santa Paula Chapter

Sue Cedarquist-Yamamoto passed the second phase interview with United Airlines, received word that she was accepted and begins a three-week extensive training period the first part of February. Sherry Moore, our Rocky Mountain Airline pilot, is expecting her acceptance any minute.

Melody Rich, past chairman, has a new instructor rating and three students already. She will work out of Dewey Aviation on weekends.

Nadine Beliveau was asked to speak at a Zonta meeting. We expect a report from her at our February meeting.

We welcomed two new members. Both Crystal Endicott and Sharron Price said they could hardly wait for their private licenses so they could join the Ninety-Nines.

We donated again to the Headquarters Expansion Fund, bringing our total to \$299. We aren't a very big chapter, but we like to do our best.

by Gwen Dewey

Santa Rosa Chapter

The year 1984 went out with a bang and flurry of activities for our chapter.

We had our annual APE trip (Air Proficiency Excursion) to Wonder Valley in October. Along with estimating time and fuel to a mystery destination, the gals had a scavenger hunt and poker run on the way. Entertainment at Wonder Valley included a pajama race, hayride and barbecue. First place trophy was won by Carol Vallette and her daughter, Brandy.

We had the privilege of participating in the

November Aerospace Education Day sponsored by Santa Rosa High School instructors Peter and Mary Menth. Workshops and exhibits were attended by teachers, students and others interested in aviation from five northern California counties. We assisted with registration, conducted seminars and workshops and had an informational booth.

Our Christmas party was held at Madrona Manor, one of the many bed and breakfast inns in our area. We enjoyed an exquisite champagne brunch and exchanged gifts. As always, airplanes were the favorites.

We started the New Year with a packing party and chili cookoff. In spite of finger-numbing weather, we had a great turnout and now have medical supplies sorted, boxed and ready to fly to Santa Barbara for shipment to Third World countries. Anyone stopping at STS with room to spare in their plane should contact Carol Vallette (546-9362) to help us get the supplies to Santa Barbara.

After packing, we warmed up with a chili cookoff. Two 49½ers and Carol Vallette judged the entries and announced Gwen Namikas as the winner.

by Helen Scofield

Unique Commemorative AE First Day Cover Issued

The beautiful cover pictured here commemorates the 50th anniversary of the first solo flight by any pilot from Hawaii to the mainland. That pilot was Amelia Earhart, who left Honolulu January 11, 1935, and landed at Oakland, California January 12.

Commemorating this historic flight, the Amelia Earhart Scholarship Trustees had 100 of the original 1963 Amelia Earhart 8¢ Airmail First Day Covers recancelled at Honolulu January 11, 1985 with the Hawaiian statehood stamp added, then recanceled again at Oakland January 12, 1985 with the Eleanor Roosevelt stamp added. Eleanor was a great admirer and close friend of Amelia.

This recancelation at Honolulu and Oakland on the appropriate dates was accomplished only with the dedicated help of some 99s and their friends. Fay Gillis Wells hand-carried the 100 covers to Honolulu and worked with Aloha Chapter Chairman Nelwyn Choy to get them canceled and off to the mainland, aided by the Honolulu postmaster. Through a friend of Nelwyn's, Mike Hance, the covers were transported to San Francisco, where Ruth Rueckert of the Bay Cities Chapter picked them up at the airport. Then she and Elizabeth "Gay"



McCauley, another Bay Cities 99, affixed the Roosevelt stamps and took them to the Oakland Post Office. By special arrangement with a most cooperative Oakland postmaster, they were canceled January 12 even though the post office was closed that day!

These unique covers are available for a contribution of \$20 to the Amelia Earhart Scholarship Fund of the Ninety-Nines. Send your check, payable to the fund, and a stamped, self-addressed #10 legal size envelope to Alice Hammond, 15 Oakdale Dr., Millville NJ 08332.

Air Racing News

13th Garden State 300 Scheduled

The 13th annual Garden State 300, sponsored by the Garden State Chapter, has been scheduled for Saturday, June 8 (rain date, June 9), 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 that do not have a 300-mile range.

Entries open April 1 and close May 11. Please make checks payable to "Garden State 300" for \$5 kits, which are available after April 1 from Entries Chairman Cheryl Hoyt, P.O. Box 2, Blawenburg NJ 08504.

For further information, contact Contest Chairman Kitty Alessi, 30 Tenby Chase Dr., Voorhees NJ 08043, (609) 768-1524.

by Patricia Valdata

Buckeye Air Rally

At the general membership meeting of the Buckeye Air Rally, a new Board of Directors was elected. The new board, along with past board members, reviewed the new rules and regulations for the coming June 14-16 BAR in Marysville, Ohio. Kits are available from Chairman Joan Feibel.

It was also decided that this year more money, plus trophies, will be given to the top five winners. Sixth to 10th places will also receive awards. In the past, first place received a \$200 check; this year the check will be substantially more.

The rally has an entirely new concept. Each pilot selects his or her own handicap. The board is extremely excited with the concept, and looks forward to a large number of aircraft participating.

by Jeanne M. Wolcott

