OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 12

APRIL 1985

NUMBER 3

TAGOMA

New Horizons

Elizabeth "Betsy" Kelly Weeks Charter Member

Elizabeth "Betsy" Kelly Weeks, 74, died in a Ft. Smith, Arkansas nursing home. One of the country's earliest women pilots, she was a Charter Member of the Ninety-Nines.

"I am sure that being a pilot at that time was the ultimate in women's lib. However, all the females in my family always thought they were liberated, so I wasn't very impressed by it," Weeks once wrote.

Born in Ft. Smith, she was educated at preparatory schools in the East and attended Radcliffe and the Massachusetts Institute of Technology, where she studied aeronautical engineering.

She pursued flying lessons at Boston Airport while in college, and it was then she and others organized the Ninety-Nines.

Sylvia A. Nelson Charter Member

Sylvia Nelson passed away suddenly November 19, 1984. She would have been 82 December 1.

Dr. Virginia Gilliland Columbia Cascade Chapter

Columbia Cascade 99 Dr. Virginia Gilliland, who was 68 when she died suddenly of a heart attack January 22, will be missed by all chapter members.

"Gillie" received her master's degree in pharmacy from Washington State University. After being a pharmacist for a few years, she returned to school and obtained her medical degree from the University of Chicago in 1947. She served her resident training in pediatrics at the University of Michigan in Ann Arbor. She continued with her pediatrics practice until her recent retirement

She was a member of Alpha Omega Alpha Honor Medical Society, the Oregon Medical Association and the International Women's Helicopter Pilots Association. She received her pilot's license in 1961 and was Whirly-Girl #98.

by Barbara Daufel

Dr. Henry L. Boehnke 49½er

The tragic crash of a Mercy Flights air ambulance February 9 took from us a very special member of our chapter, Dr. Henry L. Boehnke, husband of Dorothy "Dody" Boehnke. Hank, a well-known Medford pediatrician, was copiloting on an ambulance flight from Gold Beach, Oregon, a job for which he volunteered many times in support of Mercy Flights missions.

He obtained his pilots license in 1977 after his family purchased a gift introductory flight for him. He and Dody soon purchased their Mooney and were off and winging over much of the West Coast. Hank's interest in and support of Mercy Flights kept him at the books, and he obtained his multiengine, commercial and instrument ratings in his ongoing efforts to keep the Mercy Flights air ambulance flying.

Hank was very active in Southern Cascade functions, co-hosting with Dody both social and educational events, feeling, as we all do, that special kinship of those who love the sky. There is solace for all of us who miss him deeply. He will always be near us when we fly.

by Laura I. Smith

Roger Franzmeier and Eugene Glaesemann 491/ers

Minnesota 99s were saddened by the February deaths of husbands of two members. Roger Franzmeier, husband of Arlaine, died unexpectedly February 1 at home, and Eugene Glaesemann, husband of Marci, died February 20 at St. Paul Ramsey Hospital from burns suffered in an industrial accident two weeks earlier.

Although neither Roger nor Gene was a pilot, both were interested in aviation, enjoyed flying and supported their wives' love of aviation.

by Hope Isaacson

Kathleen Potoczak Western New York Chapter

Western New York Chapter lost one of their most devoted members February 16 to a long battle with cancer.

Kathleen "Kathy" Potoczak was born in 1920, and she married husband Henry in 1949. She began flying in 1957. Together, the Potoczaks built a barn, a house and put in their own airstrip in Clarence, New York. In 1964, Kathy soloed, received her private license in 1966 and her commercial rating in 1970. During her lifetime, she logged a total of 506 hours.

Her most memorable flying experience was participating in the Angel Derby from Columbus, Ohio to Managua, Nicaragua in 1971.

For 37 years, Kathy was a manufacturer's



Kathy and Henry Potoczak

inspector at Trico. Her hobbies included gardening and sewing. She was a member of the Amherst Zonta, a 4-H instructor and a volunteer serving at the Amherst Museum.

Whenever the Western New York Chapter needed help, Kathy was there. Chapter chairman in 1973-74, she also loved to attend International Conventions, section meetings and AOPA conventions. She will be sadly missed by all who knew her.

M.N. "Gus" Gustavson 49½er

Husband of Southwest Section life member Frances Dias Gustavson, Gus held pilot license #8917. He was a flight examiner for private and commercial licenses, had an A&E in 1936, and was an FAA designee for licensing aircraft mechanics. He was at Oakland Airport for 13 years before World War II, then had flight schools in Reno and Alturas for WAFS. He was the FBO at Fallon, Nevada for 17 years.

Gus was a good friend to 99s and all women pilots.

by Margaret Gerhardt

Nestor Duchatelet 49½er

Nicknamed "Toto," Colonel Aviateur Duchatelet, husband of member-at-large Jacqueline Cousin, Brussels, Belgium, died in November 1984.

cont'd. on p. 9

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Calendar

APRIL

April 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.

April 11-14: International Board of Directors meeting, Oklahoma City, Oklahoma

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

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

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

April 20: Annual Long Island Poker Run (rain date April 27). Route — Poughkeepsie, New York — Oxford-Waterbury, Connecticut — Bridgeport, Connecticut — Brookhaven, Long Island, New York. Contact Terry Stengel, (516) 475-3761 (737-3445), or Terry Caputo, (516) 563-1473 (752-3839).

April 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.

April 27: Caribbean Sectional. Green Turtle Cay.

April 30: The 99 NEWS deadline for June issue.

MAY

May 2-3: Great Southern Ar 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 3-5: South Central Sectional, Topeka, Kansas.

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

May 11: First Canadian Poker Run (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 95451, (415) 581-2345, ext. 5285.

May 24-25: Sixth Annual IIII-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: Greater Winnipeg Poker Derby (raindate June 1) terminus Andrews Airport.

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

JUNE

June 5-9: USPFT National Competition, Kissimmee, Florida

June 8: 13th Annual Garden State 300. Kits, \$5, payable to "Garden State 300," Cheryl Hoyt, P.O. Box 2, Blawenburg NJ 08604, (609) 466-2571.

June 9: Parks College Open House and Air Show, 1100-1700. Contact Public Relations Office, Parks College of St. Louis University, Cahokia IL 62206.

June 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.

June 14-16: Flight Instructor Refresher Course, University of Michigan. 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.

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

June 30: No deadline for The 99 NEWS.

JULY

July 6: Aspen Air Show '85! Contact Kim Bracher, Airport Manager's Office, 20292 State Highway 82, Aspen CO 81611, (303) 925-8698.

July 12-14: Oregon Petticoat Derby, sponsored by Willamette Valley Chapter and the Albany Chamber of Commerce. Mystery route, western Oregon; time and fuel, spot landings; trophies and prizes.

July 13: Okie Derby Air Race, sponsored by Oklahoma Chapter.

July 19-21: International Forest of Friendship ceremonies, Atchison, Kansas Dedication of AE birthplace, Memory Lane honorees. (See details in the next issue of *The 99 NEWS*).

July 23-28: International Convention, Baltimore, Maryland (See March issue of *The 99 NEWS* for details and registration forms.)

July 31: The 99 NEWS deadline for September issue.

AUGUST

August 9-10: 16th Annual Palms to Pines Air Race. Kits, \$5, Claire Walters, Claire Walters Flight Academy, #16, 3200 Airport Ave., Santa Monica CA 90405.

August 11-17: World Precision Flight Competitions, Kissimmee, Florida.

August 31: The 99 NEWS deadline for October issue.

NOTAM

Clear the Runway is the story of the vision and determination that brought a vital service to the country people of New South Wales. Life in the outback is hard and lonely; for the women and children, especially so. To be ill or disabled, hundreds of kilometers from professional care, with roads sometimes impassable, is a possibility to be faced every day by country people. For these folk, an aeroplane can mean the difference between life and death.

This book is about the people who tounded the air ambulance service that would later become a full-fledged, state-run service. Nancy-Bird Walton, Australian 99, played a key role in these events, along with other well-known Australian pilots.

To order the book, send \$17.95 plus \$2.65 postage to Nancy-Bird Walton, P.O. Box 136, St. Ives. New South Wales 2075.

NOTAM

Publications needed for Resource Center Archives include.

Air Travel News (December 1929)

Copies of Airwoman and The 99er

Roosevelt Field News

Betsy Ross Corps News

OX5 News

Contact Loretta Gragg, P.O. Box 59965. Will Rogers World Airport, Oklahoma City OK 73159, (405) 685-7969

THE PRESIDENT'S MESSAGE

by International President Hazel Jones



One of the most fascinating aspects of being a 99 is the people you meet and the places you go. As a result of our association with the United States Precision Flight Team (USPFT), the US is hosting the Sixth World Precision Flying Championships in Kissimmee, Florida, August 11-17. We traveled to Palma de Majorca last February, and this February to Paris to meet with the CIAG (International General Aviation Committee) and discuss plans for this event. At my invitation, Pat Roberts and Jody McCarrell joined me on this trip. Bear in mind, this is a different kind of invitation. As there is no budget for travel, the invitation includes the knowledge that you go at your own expense. I felt it was imperative that they both attend the rules subcommittee meeting, and also be there to assist with the discussions about our plans for August.

CIAG is a subcommittee of Federation Aeronautique Internationale (FAI). All of us who have raced are familiar with FAI, as we had to obtain a sporting license in order to fly a race. But FAI does much more than issue sporting licenses. Founded in 1905, just two years after the Wright brothers first flew powered aircraft at Kitty Hawk, their basic aim is to further aeronautical and astronautical activities worldwide. Beginning with the founding members, France, Belgium and Germany, FAI has grown to some 70 members worldwide. Their mission includes the establishment of regulations to evaluate and compare performances, control and certify aeronautical and astronautical records, and establish and apply regula-



Jody McCarrell, Pat Roberts and Hazel Jones tour a castle while in Ireland

tions for aeronautical sporting events. Through its members, FAI promotes skill, proficiency and safety in aeronautics and also confers medals, diplomas and other awards to those who make meaningful contributions to aviation.

FAI, therefore, brings together aviation sport enthusiasts from all over the world whose disciplines include gliding, soaring, ballooning, microlights and ultralights, aerobatics, parachuting and, of course, precision flying.

Our involvement with FAI certainly did not begin with the flight team. As I mentioned earlier, we have for years been obtaining sporting licenses to participate in Powder Puff Derbies, Angel Derbies, Air Race Classics, the Grand Prix and other long-distance air races. Las Vegas Valley Chapter member Marie McMillan has been involved in another area of FAI as she sets records and has them attested to and recorded by FAI.

Other committees under FAI include CIEA, which encourages aerospace education worldwide and annually awards a genuine gold medal (the Nile Gold Medal) donated by Egypt. CIMP includes doctors of medicine who are also pilots, parachutists and the like. They consider such items as the minimum medical requirements for licensing pilots worldwide. Other committees include CIP (parachuting), CIAM (aeromodeling) and CASI (aeronautic sporting).

William Ottley is our official delegate to CIAG, and we attend as observers. All meetings are conducted in English (fortunately for those of us who are not bilingual).

As a side trip, we went to Ireland for a weekend, and we were royally hosted by Peter Costello and his family and friends. While there, we met several women pilots who want to become 99s.

Iwo Mazzola of Switzerland, a delegate to CIAG, was amazed to learn we are an international organization, and he asked for more information. As there is no organization of women pilots in Switzerland, he plans to help organize a 99s group in that country.

We were very successful on both missions overseas. Most of all, we are spreading the word about our international organization, letting the world know we are here and engaged in meaningful activities to fulfill our purpose and enhance the image of women pilots. Besides all that, it's fun to meet and visit with people from other countries who share our love of flying.

Pat Roberts checks out a photo of Amelia Earhart on the wall of the Irish Aero Club. The photo was taken when she landed in Ireland



Hazel Jones presents President Sven Gossen a real cowboy hat. Hats such as these will be presented to all competitions at the world competition in Kissimmee, thanks to the governor of the Southwest Section and several of its chapters.



by Joan Kerwin

As a bank attracted the James boys, the Aviation Trust Fund sends out a beacon to the government.

As of November 30, 1984, there was over \$6.5 billion in the Aviation Trust Fund.

"\$6.5 BILLION," you ask, incredulously? Yes, ma'am, "\$6.5 billion."

"But why is there so much money there? I thought they really needed an increase in the general aviation fuel tax to realize their great plan." you reply.

"Don't say plan in that tone of voice. You make it sound like we're talking about Russia's Five-Year Plan."

"Sorry, didn't mean it to sound like that. It does sound great, though. With all that money going toward fixing up airports, building new ones and adding more airway facilities, we won't have to worry about being shut out of the hubs or GARs and stuff like that. I can hardly wait."

"Well, it looks like you're going to have a long, long wait. Seems like the administration feels they need it more than the aviation community does. What they want to do is drop the penalty clause built in the Airport Improvement Act of 1982 and also stop paying interest on our money in the Aviation Trust Fund."

"Gee, that doesn't sound right to me. But what's the penalty clause?"

"The penalty clause was a protection for the Aviation Trust Fund to keep the FAA from using up all the Trust Fund money on their operations and maintenance — that's salaries, paper clips, pens and janitorial supplies. See, originally all those costs were supposed to be government expenses to be taken out of the general fund because, after all, the FAA as a governmental agency was established for the public good, to protect

All Canada Spring Section Meeting April 19-21 Plaza II Hotel Toronto, Ontario, Canada

Dr. Roberta Bondar, a Canadian 99 and one of Canada's six astronauts in the space program, will be the speaker at the Saturday evening banquet.

For further information, contact Shirley MacDougall, First Canadian Chapter.

NORTH CENTRAL SECTIONAL

DATE: May 10-12, 1985

PLACE: Ft. Wayne, Indiana, Marriott Inn FOR ADDITIONAL INFORMATION: Spring Sectional Chairman Paula Hook, Three Rivers Chapter, 831 Kimberly, Bluffton IN 46714, (219) 824-0116 or 824-3393. the citizens from unsafe airplanes and crazy pilots.

"But when they saw how much fun we were having flying our airplanes, they thought, 'That's not right that people should have fun when not everyone else is having fun, too. That's undemocratic! Let's tax the hell out of them so we can all be miserable together, and that will give us more money so we can make more regulations. That will be more fun for us, and, besides, that will be more democratic.'

"Excuse the digression. I got carried away. The Airport Improvement Act of 1982 stated that, if the FAA didn't fully fund both airport improvement and facilities and equipment to authorized (by Congress) levels, they would have to reduce the share for O&M proportionately. That was the penalty clause mandated by Congress."

"So now they want to change the rules of the game in mid-stream?" you ask.

Quit mixing your metaphors, but you're right. The 1982 act isn't supposed to expire until 1987, but they can't wait that long.

After all, those 10 digits twinkling out there aren't fingers or toes, and, sad to say, greed has affected our glorious leaders. They would like to grab for it in 1986."

"What's this about no interest on the Aviation Trust Fund?" you ask.

"Sad but true — at least that's what the administration wants to do. Guess there are so many of the fellows who are used to interest-free loans, they just couldn't pass this one up. Besides, this is probably the only fund that's in 10 figures and rising."

"But, if they take the money for the FAA and don't give us any interest on the money, the Aviation Trust Fund will go down rapidly. And we still won't have what they promised when they raised the fuel taxes. That's dishonest."

"True. I guess you could call it skyway robbery!"

Write on: The Honorable (Senator), United States Senate, Washington, D.C. 20510; and The Honorable (Representative), United States House of Representatives, Washington, D.C. 20515.

Woman General Honored by Whirly-Girls

Guest of honor at the 30th anniversary dinner of the Whirly-Girls January 18 during the annual meeting of the Helicopter Association International at the Monteleone Hotel in New Orleans was celebrated surgeon and pilot Medecin General Inspecteur Valerie Andre'.

Distinguished as France's first woman general, first woman helicopter pilot and the first woman to fly helicopter combat rescue missions, the noted brain surgeon is a charter member of Whirly-Girls. She is #6 of 480 members in 22 countries.

With the rank of captain in the French Army, Mlle. Andre' went to Indochina in 1949 as a physician, assigned to a French paratrooper unit. Recognizing the need for helicopters to rescue the wounded, she returned to France for helicopter pilot training. The following year, she was back in Indochina flying a Hiller 360 helicopter with a Red Cross insignia on 125 rescue missions. Termed a one-woman MASH, Captain Andre' operated on many of the soldiers whom she had rescued.

After she was promoted to general in 1976, she was awarded France's prestigious Legion of Honor and Croix de Guerre.

General Andre' arrived on Air France's recently inaugurated January 14 Paris to Washington, D.C. flight. She flew with Whirly-Girl Lee Hixon and her husband, Philip, in their Bell JetRanger helicopter to New Orleans. While there, she was a guest of the Monteleone's president, William A. Monteleone.

New Whirly-Girl President Betty Pfister is congratulated by Ninety-Nines International President Hazel Jones.





With the air show season upon us, I am reminded of the dangers of props, especially around non-pilots and small children. The following guidelines from the FAA Propwatchers' Guide cannot be emphasized enough.

Every year, people are seriously injured or killed by walking into aircraft, helicopters and floatplane propellers.

As a pilot, you are the key person in preventing these accidents.

Always brief your passengers on the safe routes to and from the airplanes, stressing that the area around the propeller is dangerous. In helicopters, it should be stressed that the aft end of the helicopter must be avoided. For floatplanes, walkways should be identified by barriers or lines painted on docks, floats and piers to direct passengers and bystanders away from the area near the propellers.

Emphasize that the greatest danger of the propeller is its being invisible when rotating.

Never ask an untrained person to handprop your aircraft, and never ask an unqualified person to hold the brakes or operate the engine controls while you swing the propeller.

In a floatplane, approach the dock at a 45-degree angle or less to allow a slower speed for docking, and provide a wing rather than a turning propeller for dock attendants to catch. Stop the engine(s) prior to reaching the dock when possible. Tie the aft float strut to the dock first, as it is the furthest from the propeller. The bow cleat should not be used until there is no longer a possibility of propeller rotation.

Briefing points for boarding land planes:

- 1. Approach the airplane on the passenger entrance side only.
- Walk behind the wing from outboard of the wingtip toward the entry door (except when the engines are stopped and the cabin entry door is forward of the wing).
- Never walk under the wing, except to enter the cabin door.



by Ramona O. Young International Safety Education Chairman

 Always stay clear of the propeller, whether the engine is running or not.

Briefing points for exiting a land plane:

- Walk directly behind the wing toward the wingtip when leaving the airplane (except when the cabin exit door is forward of the wing). Walt until the propeller has stopped rotating, and always avoid the propeller area.
- 2. DO NOT WALK UNDER THE WING.
- Walk to the wingtip before changing your exit path.
- Avoid the area of the engine and propeller of any aircraft, whether the engine is running or not

Briefing points for loading a land plane:

- When practical, the airplane engine should be shut down for loading or discharging passengers or cargo.
- Paths to and from the airplane should be the same as listed above.

Briefing points for boarding a helicopter:

- Approach the helicopter from the front side within the pilot's field of vision. Never approach a helicopter from the rear.
- Carry all objects below your waist level never upright or over the shoulder.
- Remove loose headgear unless it is secured by a chinstrap.
- Approach the helicopter from the downslope side when on uneven terrain.

Briefing points for exiting helicopters:

- Walk to the side or forward of the helicopter when leaving the aircraft.
- 2. Never walk toward the aft end of a helicopter.
- Before exiting the helicopter, remove loose headgear unless it is secured by a chinstrap.
- Keep any objects being carried below your waist level.
- When operating around uneven terrain, exit on the downslope side or cross in front of the helicopter before walking away from the aircraft.
- During external load operation of a helicopter, when the load hookup is complete, ground personnel should move forward clear of the rotorblades before giving maneuvering signals to the pilot.

Briefing points for boarding a floatplane:

- 1. Walk in designated walkways only.
- DO NOT WALK UNDER THE WING (except in designated walkways).
- Avoid the area near the engine and propeller. The danger area is usually identified by red lines painted on the airplane float.
- 4. Step carefully from the dock or pier to the airplane float or entry steps.

When passengers are exiting the floatplane, use the following briefing points:

- Step carefully onto the dock, float or pier, and walk only in designated walkways when provided.
- When walkways are not provided, walk toward the wingtip until clear of the engine and propeller before changing your exit path.
- Lifejackets should be worn during taxi, takeoff and landing of a floatplane. When flotation cushions are used, each passenger should have one.

Seatbelts and shoulder straps should be fastened during takeoff and landing of all airplanes, helicopters and floatplanes.





Take a chance with usr. 6th World USPFT 995 Championship Kissimmee, Fla. August 11-18 1985 A Seven Day Trip For Two
To Kissimmee Florida DRAWING AT INTERNATIONAL CONVENTION JULY 27, 1985 BALTIMORE, MD Trip for Two Includes: · Round trio air to Orlando via Delta's A/L's domestic system. • Hatel accommodations for seven nights at Kissimmer Holiday Inn - Admission to . Seaworld Park, Seaworld Polynesian Luau, Rosie O Grady s, Kennedy Space Center and the Medieval Times Dinner Tournament · Car Rental for 7 days. COMER ENTERPRISES 260 W. MainST, HENDERSONVIlle, TN 37075 Clip & Enclosed is my check for ____ raffle tickets. Mail stub to: Mail 64 Catoo Aldress \$1.00 City aticket April 1985

USA 85

As of February 25, I have received confirmations from the following countries to participate with teams in the Sixth World Precision Flying Competition (WPFC):

Austria
Denmark
Finland
France
Germany
Ireland
The Netherlands
New Zealand
Norway
Poland
South Africa
Sweden
Switzerland
The United Kingdom
The United States

Spain and Italy plan to send observers, and the Bahamas is tentatively planning to send a competing pilot(s) who cannot be scored but will compete for practice. (The Bahamas is not a member of the Federation Aeronautique Internationale.)

The official entry form is ready, and the entry fees are:

\$600/Single \$450/Double \$400/Triple \$375/Quad

Entry fees include:

- 7 Nights —
 hotel accommodations at the Holiday Inn-Kissimmee (no more than four/room),
 August 11-18. Extra nights are available,
 August 4-11.
- 7 Breakfasts, 6 Lunches, 6 Dinners including a theme dinner at the Cheyenne Saloon
- Final Awards Banquet —
 at Seaworld's Polynesian Luau Room, in cluding a hosted cocktail reception at the
 private viewing room of the Shark Encounter
 Exhibit.
- VIP Tour of the Kennedy Space Center Saturday, August 10, including transportation from the hotel.
- Shuttle Bus Transportation between the hotel and Kissimmee Airport.
- Welcome Cocktail Reception

Watch for the registration form in the May issue of *The 99 NEWS*. Banquet tickets and tickets for the Kennedy Space Center tour will be optioned out for persons interested in attending only these functions. If you would like to receive a registration form sooner, contact Linda Dickerson, P.O. Box 2582, Hendersonville TN 37077.

by Linda Dickerson



Matthew Macario

Eastern Pennsylvania Chapter members were stunned and greatly saddened by the death of Matthew Macario February 1 in the crash of a King Air in Millville, New Jersey. Matt was copilot on a flight to South Carolina, and he was returning to Millville when the crash occurred.

Matt, son of Kate Macario, loved to fly and could be counted on to help with chapter projects, especially Pennies-a-Pound. He was a true friend of our chapter, and he will be missed by all of us.

by Mary McClister

George M. Vial

Born October 21, 1918 in Chicago, Illinois, George Vial spent his childhood and teen years in LaGrange, Illinois. A University of Michigan student before enlisting in the Armed Services in 1941, he and Mary were married that same year. He received an honorable medical discharge from the Quartermaster Corps in 1944 as a captain.

Due to his asthmatic condition, the Vials moved to Tucson in 1944, where his beauty supply business grew into six supply houses throughout Arizona. The family grew, too, into four children and eight grandchildren.

George learned to fly — a lifelong ambition — in 1961, and he bought his first plane, a Cessna 175. He later traded that plane for a Cessna 182, which he and Mary flew hundreds of hours for 16 years.

George was an enthusiastic supporter of the 99s, attending with Mary many local, section and International meetings and flying events, including many Powder Puff Derby activities. He flew several Kachina Doll Rallies with his son, Steve, who is also a pilot. He always thought of the 99s as the greatest women's organization ever!

George died January 6 of chronic obstructive pulmonary disease.

by Mary Vial

Bangkok? What do I wear? What's the weather like? What food is safe to eat?

There is probably nothing more infuriating than to be immobilized on a vacation because you have arrived at your destination during the rainy season, or to have your business trip made miserable by oppressive heat. Now you can plan around these travel pitfalls by consulting the 24 "World Climate Charts," published by the International Association for Medical Assistance to Travellers (IAMAT).

The charts, invaluable aids in planning any travel itinerary, list the climatic conditions, recommend clothing, and outline the sanitary conditions of water, milk and food in 1,440 cities around the world. A table of average monthly weather conditions enables you to judge whether you would rather be in Timbuktu in August, where the temperature can average a high of 102°F (77°C) and the humidity is 60 percent, or in Bangkok during the monsoon season, where you experience 15 days of rain in 89°F (32°C) heat and 82 percent humidity. It may not seem like much of a choice, but if you have to be in Bangkok in September, you will be well prepared. The "World Climate Charts" indicate that rainwear and cotton clothing are prerequisites.

The charts are also a guide to precautions to be taken with local food and water. For instance, in Bangkok, both water and milk must be boiled before drinking, and all food must be well cooked.

This year marks IAMAT's 25th anniversary of service to world travelers. The "World Climate Charts" are only one of a series of publications IAMAT makes available to the traveling public. The "IAMAT Directory" of English-speaking physicians in more than 130 countries has served thousands of travelers requiring medical attention while abroad. Armed with the "IAMAT Directory" and membership card, IAMAT members are charged standard fees for doctor's visits. This protection against exorbitant doctor's fees is an exclusive feature of IAMAT, the only non-profit organization dedicated to helping the world traveler with medical advice.

For membership, contact IAMAT, 736 Center St., Lewiston NY 14092, (716) 754-4883.

The Student Pilot Program

What is the Ninety-Nines student pilot program? Very simple — "encourage women student pilots."

How do we encourage them?

- We talk with them when we see them at the airport. A friendly smile, a knowing glance, an encouraging word.
- We invite them to learn more about the Ninety-Nines, extending invitations to chap-

for meetings and rides (preferably by plane) to special Ninety-Nines events, such as luncheons, fly-ins and air markings.

- We keep in touch, inquiring about progress toward private licenses.
- We encourage them during times they are discouraged; we revel in their joy when they are joyous.
- 5. We encourage them to participate in as many

Ninety-Nines activities as they can. We make them feel welcome and eager to become 99s as soon as possible.

6 Upon receipt of their licenses — and when they become full-fledged 99s — we encourage them to.... encourage another student pilot!

by Carol Zander

A plane in the front yard?

by Traude Gomez

The San Gabriel Valley Chapter circulated, through the mail and personally at local airports, 200 flyers to invite student and women pilots to a very unusual Valentines-social-dinner party. Especially arranged for our local women pilots to introduce them to the Ninety-Nines, the party was February 9 at Vi Dobbin's home in San Marino.

Guests were greeted by (believe it or not) an airplane landed, not by accident, on Vi's front lawn. A pre-recorded tower-to-plane communication broadcast and simulated flashing airport lights attracted neighbors and news reporters.

"Lucy Love," all hearts, entertained our guests and even made many of our 49½ ers participate in the fun and games. A beautiful catered dinner and speaker Iris C. Critchell made all our prospective members feel very welcome.

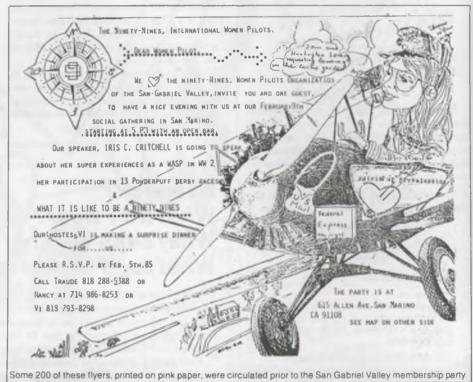
Our follow-up will be to assign one of our 99s to each prospective member to encourage them to come to meetings and activities. They will also receive the chapter newsletter.

Best of all, we had great fun and made many new friends.



"Lucy Love" entertains guests at the membership party.

Hostess Vi Dobbins, Traude Gomez (in glider), glider owner Fritz Baeder and John Dobbins pose with the "glider in the front yard."





New Ratings

MIDDLE EAST SECTION

Gall Heffner, Maryland — AMEL Anitra Ruth, Maryland — Bandeirante T III Betty Olivolo, Potomac — COMM

NORTH CENTRAL SECTION

Carol Deltsch. All-Ohio — IGI
Cheri Van Dyne, Greater Kansas City — COMM, IFR
Paula DeBols, Indiana Dunes — ATP
Jeep Adamson, Minnesota — IFR, Helicopter
Linda Osland, Minnesota — IFR

NORTHWEST SECTION

Sheri Coin, Montana — ASES Lynne Kitto, Montana — IFR, CFI Mary LaMoy, Montana — CFI Tracy Mongeon, Montana — COMM, IFR, CFI

SOUTH CENTRAL SECTION

Jackie Jennings, Abilene Area — ASES Charlene Davis, Oklahoma — COMM

SOUTHEAST SECTION

Debra Hollingsworth, Florida Suncoast — COMM, AMEL Gudi Lashbrook, Florida Suncoast — IFR, CFI, Glider

SOUTHWEST SECTION

Doris Lockness, Cameron Park — COMM, Glider Deborah Beron-Rawdon, Long Beach — IFR Norma Montoya, Long Beach — A&P Bobble Garin, Monterey Bay — IFR Judy Knox, Monterey Bay — IFR Joan Hill, Orange County — CFII Michelle M. Hertfelder, Palomar — IFR Jo Nell Kocisko, San Fernando Valley — COMM Jenny Wright, Santa Barbara — IFR Barbara Murren, Santa Clara Valley — IFR Melody L. Rich, Santa Paula — CFI Cathy Shanahan, Santa Rosa — AMEL Valerie Suberg, Santa Rosa — A&P Carol Valette, Santa Rosa — A&P

NOTAM

Applications are available for the \$1,000 Marion Barnick Memorial Scholarship through chapter chairmen or scholarship chairmen, or write to MBMS Chairman Stella D. Leis, 101 Oak Hill Way, Los Gatos CA 95030.

This annual award is made to a 99 in the field of aeronautics. Additional awards were given in 1983 (\$500) and 1984 (\$1,000). Applications must be postmarked by May 1.

HEADQUARTERS NOTAM

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

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

Gifts to International Headquarters

Archives

Betty Huyler Gillies, Charter Member, San Diego Chapter Henry and Betsy Kelly Weeks, Charter Member Ilovene Potter, Greater Seattle Chapter Nancy-Bird Walton, Australian Section

AE Birthplace

Muriel Majneri, Indiana Dunes Chapter Santa Paula Chapter Past International President Janet Green, Mississippi Chapter

AE Memorabilla

Mrs. Robert Canavello

Building Expansion Fund

Past International President Janet Green, Mississippi Chapter Ramona Huebner, Life Member, Wisconsin Chapter Nancy Livingston, Puget Sound Chapter Ida Van Smith, Long Island Chapter Eleanor Sankey, Foothills Chapter Minnesota Chapter Phoenix Chapter Long Island Chapter

Library

Virginia Oualline

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. For Canadian 99s, the 45-minute version is available through Betty Jane Schermerhorn, R.R. #1, Dunrobin, Ontario, Canada KOA 1T0.

NOTAM

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





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AIR RACING NOTAM

The policy of The 99 NEWS regarding air racing information is to publish at no

- 1. a listing in the monthly "Calendar,"
- 2. one article about the upcoming event, and
- 3. one follow-up story/photos of the event's result.

Additional publicity may be purchased in the form of advertising. Remember, 99s receive a 25 percent discount on advertising in The 99 NEWS.

A.M. WEATHER BULLETIN

Ninety-Nines will again be providing a modest production grant to the "A.M. Weather" program, which is presented on 250 public television stations each weekday morning. The 99 logo will be displayed each Thursday before and after the program, which originates from Maryland Public Television during April, May and June.

Marie Christensen, International Board member, said that if funds are available, 99s will continue financial support of the program through September.

We feel this is an important contribution to aviation safety," she said, "and urge all our members to avail themselves of this information daily."

MEDICAL CERTIFICATE PROBLEMS?

Nationally-known attorney/pro pilot specializes in NTSB medical certificate cases and FAA enforcement proceedings, any state. Reasonable rates. Call MARGARET LAMB, aviation lawyer, N.M., (505) 983-4566.

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, postage paid, \$25. 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.

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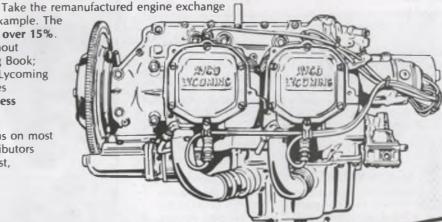
program, for example. The '84-85 list price has been cut over 15%. You can enjoy significant savings, without sacrificing any benefits: Zero Time Log Book; New-engine Warranty; genuine Avco Lycoming parts. Think of it! An engine that passes all the tests of a new engine, at 15% less than last year's list.

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This beautiful display features information about women in aviation.

Display Case Becomes Reality

Houston Chapter had often imagined how wonderful it would be to have a trophy case of some kind at a major airport. Chairman Carol Phillips set this as one of her goals upon taking office, but the project seemed doomed. Weeks of negotiation with the City of Houston had convinced the chapter that Hobby Airport was out of the question, and none of the smaller airports seemed appropriate.

Suddenly, one of the local airports was on the move, and the idea came alive once more. West Houston Airport owner Woody Lesikar gave the 99s permission to establish and maintain a display case in the lobby of the new passenger terminal.

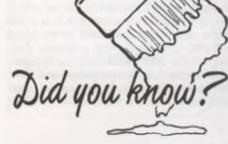
Now the past two years of intensive fundraising seemed worth the effort. A glass display case, seven feet tall and three feet square was purchased, and an exhibit featuring "First Ladies of Aviation" was planned. Carol Phillips called or wrote to every possible source for display materials, and Jana Ross, a member who is a talented graphic artist, designed the exhibit. The result is a museum-quality display honoring women in aviation from the early aeronauts to the present-day astronauts.

It is gratifying to see so many people stop to admire the display and read about women in aviation. The chapter spent about \$1,200 so far on this project, and we believe it is the most worthwhile thing we have ever done.

Carol and Jana, with lots of help from Peggy Campbell, finished the display case at about the same time a compass rose at this same airport was completed, so the group decided to celebrate with a Sunday afternoon wine and cheese party. Spouses, children and friends were invited, and about 50 people attended. A very special guest was Section Governor Carole Sue Wheeler.



Air Marking Thrills



The year 1985 marks the 50th year for air marking, with rooftop air marking the original 1935 design as set forth by the CAA?

From 1935 through 1955, large chrome yellow letters and the airport symbol pointing to the nearest good airport were the only air markings done?

In 1954 in 19 states, 2,211 air markers were completed? Can we match that number this year?

When air marking a roof, you are to walk only where the nails are so as not to warp the metal?

In 1979, Sandy Petersen, Southwest Section, began writing the first air marking column for *The 99 NEWS*?

The Waco-Centex Chapter used reflective crystals on their 60-foot numbers for easy nighttime viewing?

Besides air marking taxiways, rooftops, aprons and runways, there is also wire hazard marking, road sign marking and taxiway reflector gluing?

That CTAF means Common Air Traffic Advisory Frequency — usually, but not always, the Unicom frequency?

That when Columbia Cascade 99s Gayl Ratigan and Mary Hill are laying out the chalk lines, they aren't fighting? They're communicating!

Fashionably dressed early-day air markers include Blanche Noyes, Helen Richey, Helen MacCloskey and Louise Thaden



Working on a rooftop, Caribbean 99s complete the three-letter identifier for Treasure Cay.



Air Marking continued on next page

Another rooftop, this one Oxford Elementary School, is marked by 99s Lois Hawley, Barbara Simmons, Sue Bathaner, Lois Kennard and Anne Black in 1970. 1972 found 99s marking a corrugated metal roof in Wabash, Indiana.







The first time is always the best?

Planning an air marking? Your first one? How large a project should you try? Go all out. Fear not. It'll be great. Let me tell you the story of a chapter and its maiden air marking venture.

On a typical, wet, cold March day, Jo Hadfield, Mt. Tahoma Chapter, called me with 100 questions on how to do a first air marking. Her chapter air marking chairman, Aiko Diehl, had decided it was time their chapter tackled a project. Realizing they needed help, since they had no air marking information, they called upon me to send them whatever information and help I could. Hand in hand, and phone to ear, we were off and running toward a record-breaking air marking.

Aiko and Jo paid their first visit to Jack Addington, manager of the airport. He was most receptive and quite excited about have the 99s air mark his airport. The airport they had chosen for their first project was Tacoma Narrows. We're talking about painting thirteen 60-foot letters! The City of Tacoma agreed to furnish the paint and



Jo Hadfield stirs a 25-gallon can of runway paint



Aspen 99s identify "ASPEN" at their first air marking.



Just the beginning! Everyone felt like this at the end of the day



Abilene Area Chapter members Jackie Jennings, Jan Terrell, Wanette Bergman, Jean Everett, Micki Wright and Penny Montgomery learn all about rolling paint at their first air marking.



thinner.

Now came their first major problem. How much paint would be needed to paint on the blacktop surface? After checking the Oakland, California air marking of seven 90-foot letters, which used 115 gallons of paint, I figured they would need approximately 160 gallons of paint and 32 gallons of thinner. Do you have any idea what the 192 gallons might cost? Mr. Addington and Tacoma city officials nearly fainted! Surely, I must be mistaken.

Deciding that 50-foot letters would be more appropriate and less costly, Jo and Aiko calculated the square footage of the letters. At a five-to-one ratio of paint to thinner, they figured they could get by with 110 gallons of paint and 22 gallons of thinner. Tacoma readily accepted this new figure.

The next problem was the weather. As we all know, the Pacific Northwest is famous for its unending rain. By now, it was May, and everyone was hoping for a dry weekend before Memorial Day. No such luck. How about June 2 weekend? Still raining. On

June 9, Mr. Addington had to go out of town and, since he had worked so hard with Aiko and Jo, the chapter decided to set the date of July 7 and keep all their fingers crossed until then. It must have worked, because it was perfect weather on July 7.

Working all day with a total of 34 persons, which included 99s, 66s, 49½ ers and a couple of teenagers, the chapter toiled from early morning until late afternoon when they ran out of paint. Notified there wasn't enough paint, the City of Tacoma came through with all the paint and thinner the chapter would need.

The next Saturday saw the completion of the 50-foot letters. And still no rain. Five 99s worked three hours July 28 to repaint the 60-foot numbers on the ends of the runway, and the project was then completed.

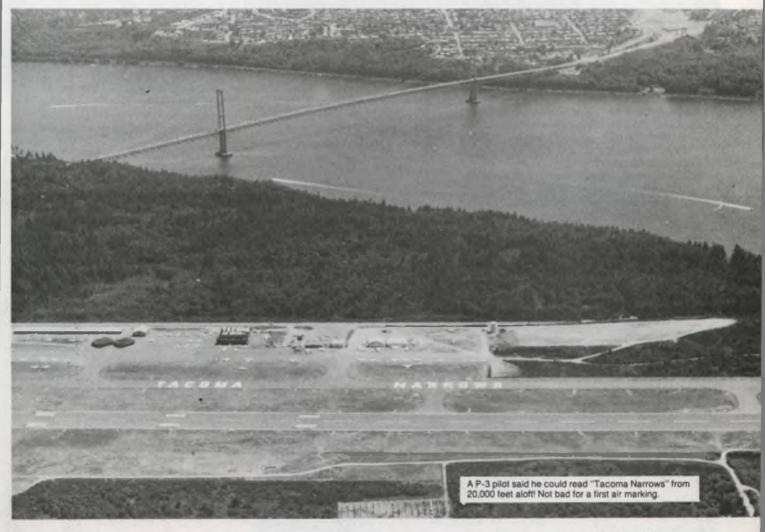
What a pretty picture it made! The aerial photography was provided by Marilyn Arnold, a 66, piloted by Carolyn Curles. The greatest thrill of all was when the pilot of a Navy P-3 reported he could read "Tacoma Narrows" perfectly from 20,000 feet. Now

that's air marking at its finest!

We all missed on the number of gallons of paint and thinner needed to complete a project of this size. Are you ready? It required 220 gallons of paint and 50 gallons of thinner! This must be the largest non-professional air marking in the world. Is there any larger?

Was it worth all the work, worry and backaches? A resounding YES! The 99s, the Tacoma Narrows Airport and the City of Tacoma are all very proud of the fantastic work done by the chapter and friends. Where 99s were once little known, now no one asks, "What is a 99?"

With this air marking completed and the chapter fully recovered, they are raring to go on a new one. Do you think they can find a larger one yet? How about Seattle-Tacoma International? They may have to settle for a smaller air marking project the next time. We wish them all the best, and may the sun shine on all their endeavors.





Arizona Sundance 99s complete the Falcon air marking



Oklahoma Chapter Air Marking Chairman Dot Clum receives the section air marking trophy in an appropriate location — the middle of "work in progress."



Central Pennsylvania 99s Flo Shirey and Marcia Johnson work on the Jersey Shore air marking.



Air Marking!

by Carol Fox

When the San Antonio Chapter 99s discuss the possibility of an air marking, we get so excited we can barely contain ourselves. After all, with the memory of our New Braunfels air marking still in our minds... Yes, we remember that beautiful spring day — March 12, to be exact — two years ago...

It was this writer's first experience with air marking. My husband and I preflighted our Super Cub and were ready to go. Contact! Oops, dead battery. Okay, roll out the trusty 1946 Aeronca Champ.

Meanwhile, 30 air minutes away, 99s are pacing the New Braunfels runway, Where's their air marking chairman? What's that up in the sky? Yup, there she is. The ole Aeronca made it!

Why should we panic? After all, we're just putting center stripes down the runway. repainting numbers on both ends and laying out and painting non-precision approach feet long. Ouch!

his shoes painted for free!

The following Saturday, we met but were rained out, as we were several more times. But, finally, Barbara Moore, Ruth Nichols, Geils Hegranes and Carol Fox decided one morning they would get out there and finish the job! Seemed like a lovely day - only a slight breeze.

After being on the runway 30 minutes with the winds gusting at 40 miles per hour. they decided to call it a day. Geils had worn shorts, and she spent the weekend picking paint off her legs.

Believe it or not, it only took one more trip after that, and the job was finished!

So what if Mike Cosby won't air mark anymore? We've offered to repolish his sneakers, we'll leave it to Margaret to sweet talk him. Geils doesn't wear shorts to air markings anymore, and Ruth is still wandering around New Braunfels looking for her hat that blew off.

As for this air marking chairman, her jeans are standing in the garage ready to go!



If you hold your tongue just right, the paint goes on

It took lots of paint and effort by San Fernando Valley 99s to complete this paint job.

Compass Rose... the easy way

The directions and the diagrams that follow will make it easy for you to line out a compass rose with only four size measurements — no angles to justify — and the simplest of tools.

First, however, please note that this compass rose is not the same as the one in the 99s logo. That one, like a mariner's compass, is divided into eight or 16 "points." Aviators, however, use a 12-point compass, which results in the 30-degree increments you find on your directional gyro. If you're going to put a compass rose on an airport, you really ought to use the one that matches the compass you're planning to swing on it!

It also needs to be big enough to be of some use. A 30-foot-diameter compass rose will disappear under your nose and under the wings of a low-wing airplane. A diameter of 60 feet is just about minimum. (If you want a larger circle, all of the measurements and relationships will "scale up," which is why the diagrams show relationships — not measurements.)

Whatever size you choose, the geometry that allows you to draw straight lines with arcs works best if you start with a radius that is divisible by six.

Tools you'll need (in addition to paint, rollers and brushes, of course) include:

Work in progress — the compass rose at Teterboro Airport is painted by North Jersey 99s

Photo by Janice Anderson



Northern New England 99s paint a compass rose at Twitchell Airport.

Tennessee Chapter members admire their compass rose at Morristown Airport.

- Tape Measure as long as the radius of your compass rose.
- Chalk the blackboard kind, preferably not too thick, to mark guide circles and the points around your compass.
- Surveyor's Chalk or Chalk Line (whatever it's called in your area) - It's a gadget that you fill with chalk powder; when the string inside is pulled out, it's full of chalk. You carefully lay it on the ground along the line you wish to draw, then snap the string to deposit the chalk on the ground. When you rewind the string into the gadget, it picks up more chalk and is ready for another line. (If no one in your group has used one before, try it a couple of times to get the snap right. It is suggested that someone stand on the string in the center, then snap from both ends and the "ends" in the center for accuracy; otherwise, a long line may curve or wiggle when snapped.) You might pick up two - one for yellow and the other for red - so you can re-mark errors. (It's easier than trying to erasel)
- Heavy String or Light Twine and a
 person good at knots. This string will be used
 to swing the arcs that divide your circle into
 12 divisions. One end needs to be attached to
 your chalk, and the other to a pointer (nail or
 stick) that will start your arcs. The string must
 be absolutely secure no slipping allowed,
 or else the geometry won't work.

Now, to get started. First, and most important, you must locate magnetic north with a high degree of accuracy from the center of your compass rose. It's usually best for airport management to have a surveyor do this, but remember that surveyors usually work in relation to true

north. Make sure there's no confusion.

At the center mark, drive your nail, with the head sticking up a bit. Attach the twine so that it absolutely will not slip, but still can be swung in a circle. At the other end of the twine, attach the chalk exactly on the magnetic north mark — again, no slipping. Hold the twine as close to the bottom of the chalk as possible, and draw a big circle. This will represent the length of the longest points on your compass rose, but it will not be painted. (See Diagram 1.)

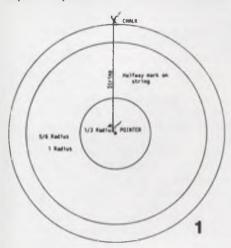
You'll need two more circles. One is the guide for your shorter points, and the other is for painting the solid circle in the middle. The geometry works best if the second circle is smaller than the outer circle by one-sixth of the radius (a 30-foot-radius circle would have a second circle with a radius of 25 feet). Geometry again — the radius of the inner circle should be one-third of the radius of the outer circle (a 30-foot-radius circle would have an inner circle with a radius of 10 feet). (See Diagram 1.)

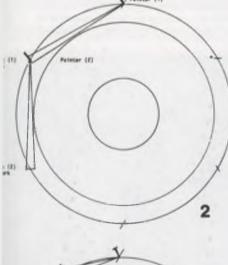
Now, your last measurement. Either with chalk or a small piece of tape, make a mark on your twine exactly in the middle. Folding to locate the middle is easier than measuring — just be accurate. Make a small mark so there's no problem with accuracy. (See Diagram 1.)

Now, either remove the nail from the center (leaving the string attached) or carefully remove the string and reattach it to a stick or another nail exactly as it was attached to the center nail. (Drive the center nail all the way into the ground if you can't remove it.)



Take the stick or nail that you will use as your starting pointer, and put the end exactly on magnetic north on the outer circle. At the other end, mark with the attached chalk the point where an arc crosses the outside of the circle. Hold the chalk upright and the line taut. The mark need not be large, but it must be definite. Now move the pointer to this first mark, and repeat the process with the chalk. After six





times, your final chalk mark must end up on the magnetic north mark. If not, either the string attachment has slipped or you haven't been careful about how you've handled your pointer and chalk; try it again. (See Diagram 2).

Lay the halfway mark on the twine exactly on the magnetic north mark and swing a short arc to the outer circle. Don't reattach the string, because you'll only swing the short arc once. Make a chalk mark, which will be halfway between magnetic north and the mark next to it. Place your pointer on your chalk mark, and swing six more full arcs. The marks will be halfway between the other marks you've drawn, and you'll end up with 12 divisions. (See Diagram 3.)

Now we're ready to start making lines with the surveyor's chalk. Start at magnetic north, and run the string to the mark in the outer circle directly opposite (south, of course). Snap the string for a chalk line. Work your way around the circle, one mark at a time on each end of the string (you'll have to rewind for more chalk between each line) until you have lines from the center to all 12 points. (See Diagram 4.)

Note that the N/S and E/W lines are in, perpendicular to each other. These are the directions for the long points in the compass rose. And it's time for more chalk marks. From the magnetic north mark on the outer circle to the point where each of the adjoining lines cross the inner circle, snap a chalk line. Do the same at west, south and east, and you have the outlines of your long points. (See Diagram 5.)

For several reasons, this is a good time to start painting. If you're doing your rose the same as illustrated with this article, the circle and long points are the same color. This is a good time to paint the circle and points; then break for lunch while the paint dries. It's a good time to do it anyway, since the next step is to make a lot more lines for

short points, and the lines can get confusing if the center and long points aren't painted. Also, if you're going to put a "99" in the center circle, the paint underneath needs to be dry.

Now for the short points. Run your chalk line from where the line for a short point crosses the second circle to the point where the line next to the opposite end crosses the outer circle. Snap the chalk line only from the top of the point to just outside the inner circle. If you lay down the full chalk mark, it's going to get confusing when you have them all in. Now move the bottom of the chalk line to the point where the line on the other side of the opposite end crosses the outer circle, and repeat the short snap. (See Diagram 5.)

Do this for each of the remaining points. It starts to take shape after you've done two adjoining points. (See Diagram 5.)

It is very effective to paint the short points the same color as the "99" in the center, and to also paint the letters "N," "E," "W" and "S" at the tops of the long points that same color. I don't think it is necessary to mark the short points. Presumably, anyone who is likely to be swinging a compass knows that 030 is the point to the right of north!

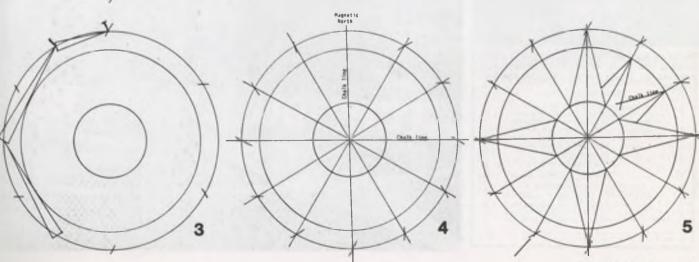
The "99" I've shown at the center of the inner circle is very easy to draw, using the nail hole at the middle of the circle and your shortened twine and chalk. It takes one circle for the outside of each "9" and another for the inside. A few easy-to-eyeball straight lines, and you're in business. I know it's not the official logo, but it's much easier to draw. Keeping it simple is the whole point of this article.

(Note: Yes, it's even easier on you to get a surveyor to mark all of the compass points. However, surveyors cost money, and airport managers usually don't have a lot. If you can swing it — pun intended — however, it can't hurt to ask.)

Have a ball (or circle, as the case may be).

The 99 NEWS

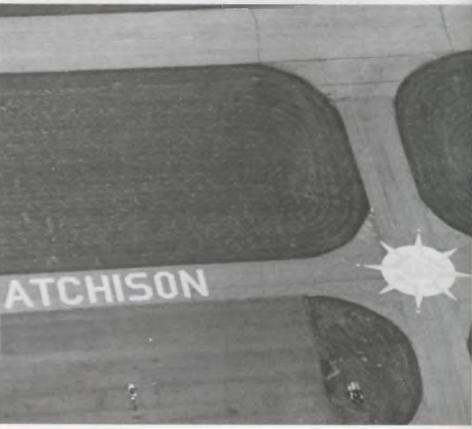
21







Greater Kansas City Chapter members work on the compass rose at the airport in Alchison, Kansas, birthplace of Amelia Earhart, first Ninety-Nines President.



Houston Chapter Tries Compass Rose

Newly named West Houston Airport presented the opportunity to show off our air marking skills. We had assisted the Space City Chapter with the painting of a compass rose, and we were eager to try one ourselves. The huge new ramp at West Houston Airport looked like the perfect place, and airport owner Woody Lesikar agreed. We were thrilled at the chance. West Houston is a busy airport, and doing a good job in such a visible location would be a big boost for the Ninety-Nines. We set the date, chose the paint, gathered our equipment and studied our plans.

Finally, the great day dawned - or at least, we think it did. We never did see the sun that day, and reluctantly pushed the

project up a week.

Blessed with abundant sunshine - some of our sunburned members would say too much sunshine - we layed out the design March 9 and painted it the following day. The project turned out to be much more difficult than we had anticipated, but the compass rose is even more beautiful than we had hoped.

We used a brilliant shade of blue with white and marked the cardinal points with



letters 10 feet high. From the top of the "N" to the top of the "S" measures 100 feet.

More than a dozen Houston gals worked on the project, and we appreciated the help we received from the Houston North and Space City Chapters, as well as from our loyal spouses. We love hearing the many compliments we have received about our "work of art."

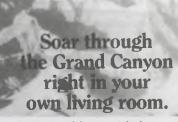




Florida Gulfstream Chapter completed this compass rose at North Perry Airport.

Oklahoma Chapter members after struggling against 40 mph winds several days in a row, finally resort to painting the compass rose at Wiley Post Airport with paint brushes





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Air Marking Thrills

While many of us were having a great time in Alaska, the Idaho Chapter was busy air marking. A member of their group, who had been transferred to Louisiana with the Air Force, traveled all the way back to Mountain Home, Idaho to help out. That's dedication!

Wait, that's not all! The largest grass fire of the summer began Friday when the chapter began marking, and continued into Saturday. Members continued also, although the numbers were being spewed with ash before the paint could dry. Nearly 100,000 acres burned, providing a most gorgeous blood-red sunset. Undaunted, the chapter finished long before the fire did. We must admire their determination for staying and finishing in such an unusual "rain."



Diane Lewis gloats over the air marking award won in 1984

Jan Million (center) and helpers Dick Lynch and Charles Perry rea-I-I-I-y discover just how long a 4,000-foot runway centerline is.



Our thanks go to International Air Marking Chairman Mary Hill for gathering the features on air marking in this issue.



Ninety-Nines always let folks know just who did the work

Idaho's largest grass fire of the summer fills the sky with smoke and ash, creating a beautiful sunset. In the foreground, a runway number just painted by Idaho 99s glows in the evening light.

Bring the Family Along!

by Marilyn DonCarlos

While 99s spend Convention week in Baltimore talking about flying machines, 49½ers and children might like to examine another form of transportation.

The B&O Railroad Museum, located at the edge of the Baltimore business district at Pratt and Poppleton Streets, is America's largest and best railroad museum. It was here in 1828 that the Baltimore and Ohio, America's first railroad, was born. Entrance to the museum is through the Mt. Clare Station, the nation's first railroad station. Completed in 1830, the Mt. Clare Station is also the place that received Samuel Morse's first telegraph message in 1844: "What hath God wrought?"

The inaugural trip for the railroad was made by the steam locomotive, "Tom Thumb." Three days later, the "Tom Thumb" raced the 13-mile track against a horse. The horse won due to a slipped fanbelt on the locomotive, but horsepower was never the same again. The museum doesn't have the original "Tom Thumb," but a replica occasionally hauls passengers along the same route its predecessor

The Babe Ruth Museum/Maryland Baseball Hall of Fame appeals to baseball fans of all ages,



Gate Dancer wins the 1984 Preakness at Pimlico Race Track in Baltimore



traveled in 1830.

The B&O Museum complex houses a 100-year-old roundhouse with 22 sides. In the 22 stalls of the roundhouse and in the exhibit yard outside are full-scale models and examples of locomotives and passenger and freight cars, including the replica of the "Tom Thumb," an original 1836 Grasshopper locomotive (still operational), and "Little Joe," an electric engine named for Joseph Stalin and one of 20 destined for the USSR in 1946. The State Department embargoed the shipment of "Little Joes"

Come Alive in '85!

due to Cold War tensions, so the engines were sold to US railroads instead.

In addition to the full-scale models and originals, the museum has several HOgauge model trains and rail systems, as well as memorabilia, such as lanterns, timetables and dining car china.

Walking distance from the Hyatt Regency, the museum is open Wednesday through Sunday.

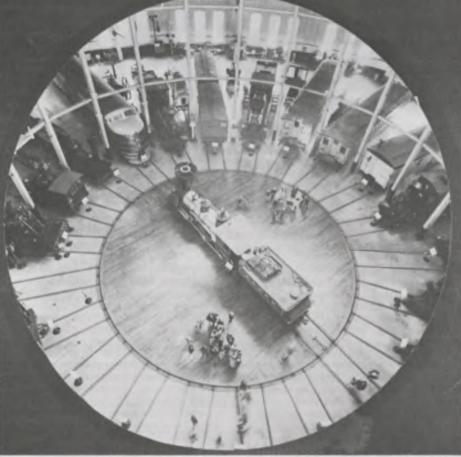
Although the Baltimore Orioles will be on the road during Convention week, baseball fans can visit the Babe Ruth Birthplace Museum and the Maryland Baseball Hall of Fame. The row home of the Sultan of Swat and three adjoining houses have been turned into a center where visitors can see an animated, bionic, computer-controlled Babe, who "talks" to visitors. They watch a Babe Ruth documentary and view displays of Ruth and Oriole memorabilia, including film highlights of the 1983 World Series, won by the Orioles. The museum is open every day except Wednesday, and is also within walking distance of the Huatt.

Pimlico Race Track, the second oldest race track in the US, is another place full of both history and excitement. The Preakness, the second race of the Triple crown for three-year-olds, is run here every May. The race is named for the horse that won a race the first day Pimlico opened in 1870. Operated by the Maryland Jockey Club; the track will be open during Convention week. Be sure to save \$4 from your betting money for the cab fare back to the Huatt.

There are many other activities to keep 491/2 ers and children busy. The Maryland Science Center and the National Aquarium, discussed in an earlier article about the Inner Harbor, are good places to spend an afternoon. The Cloister's Children's Museum, a "castle" where children can play king and queen, is another. The Baltimore Zoo, the Streetcar Museum and the City Fire Museum appeal to people of all ages.

There is so much fun to be had in Baltimore — bring the family!

The Roundhouse at the B&O Railroad Museum houses engines and railroad cars from America's past. On the turntable is the 1856 "Standard American" locomotive, the William Mason



THE LEXINGTON MARKET

Has your chapter something to sell at the 1985 Convention? Table rent, which includes drape and two chairs, will be \$15 each. Mail check, payable to Ninety-Nines 1985 Convention Fund, to Barbara Salinas, 202 Olga Rd, Wilmington DE 19805.

Name		
Address		
Chapter	# of tables	

Convention Notam EXTRA TICKETS

Washington, D.C. and Annapolis trip tickets must be ordered prior to July 1 by 99s and guests alike. No tickets for these trips will be sold after July 1 or at Convention. These tickets will be mailed separately to you. All other Convention tickets will be in the registration packets.

Guest tickets for regularly scheduled events can be purchased only at the Convention - none will be sold prior to Convention. Separate prices for guest tickets are: historic bus tour of Baltimore, \$15; welcome party and aquarium tour, \$20; AE Luncheon, \$20; Chesapeake Dinner-Show Cruise, \$25; and Grand Finale Banquet, \$35.

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News, Activities and Projects

AFRICA SOUTH SECTION

Transvaal Chapter

Members are keeping in touch with visitors who have been hosted in the past, folks such as Grace-the-Ace, Yvonne Trueman of Bahrian and Exme Williams (with regard to representation of International sections on the Board of Directors).

Lynne Christmas, Estelle Jacquet and Chantal Beniers have expressed interest in joining the 99s. Welcome goes to Pam Hofman, a new member, while Lottie Brink is awaiting confirmation of membership.

On the flying scene, Amalie transported some rather morose aviators from Lanseria to Grand Central. They appeared to have had a flying mishap and were thus out of a conveyance — which did not prevent them from making comments on her flying.

Jeanette Fraser-Jones commutes between Johannesburg and the fair Cape, or Botswana, water-logged airstrips permitting, while Val Humphreys is "druk besig" with instruction. Brigitte just returned from a weekend trip to Victoria Falls. Amalie has been doing some training to keep the skills honed, and prospective member Estelle Jacquet has landed herself a job as a corporate pilot flying a Baron.

by Lindsay Glaum

EAST CANADA SECTION

First Canadian Chapter

January's "Bunch for Lunch" was winteredout due to marginal IFR, sub-zero temperatures, ice-encrusted aircraft and everything buried in blowing snow. Joan Clegg, Hella Comat and Pat Cruchley, undaunted by the meteorological conditions, had coffee at Waterloo-Wellington Airport — the setting for this anticipated revelry.

Muriel Pigeon organized an evening of exciting movies at Central Airways, Toronto Island Airport. It was attended by 12 members, 66s Ann McDonald and Catharine Ryley, and Tina Trefethen, who is here from the Los Angeles area for Toronto's annual Recreational Aircraft Expo. We skimmed our northern lakes with Canadian bush pilots, tried free-fall with California skydivers, soared with the Snowbirds and Oscar Bush and delighted in the history of American aviation with Cliff Robertson. Intermissions were filled with an "Aviation Crossnumber Puzzle" — a great way to spend a frosty January evening.

by Donna Deaken

MIDDLE EAST SECTION

Delaware Chapter

The chapter will present a plaque honoring the WAFS and WASPs of World War II at noon July 22. It will be displayed in the terminal of Greater Wilmington Airport. We hope that all former WASPs and WAFS will come to

Wilmington for the dedication and reception following, and that many other women pilots who are planning to attend the July 24-27 Convention in Baltimore will plan to attend.

The Women's Auxiliary Ferrying Squadron (WAFS) of World War II was the first squadron of women pilots to fly military aircraft for the US Air Force. Mobilized in September 1942 and directed by Nancy Harkness Love, the WAFS served with the Second Ferrying Group, Ferrying Division, Air Transport Command, US Army Air Force, stationed at New Castle Army Air Base, Wilmington, Delaware.

On August 5, 1943, the WAFS and the women pilot training program organized by Jacqueline Cochran were united into one organization — the Women Airforce Service Pilots (WASP). These women ferried tactical fighters and bombers and also towed aerial gunnery targets. The WASP organization was deactivated December 20, 1944.

The chapter believes that many 99s will want to honor these early women pilots. Anyone interested in attending the dedication of the plaque and the reception afterward is invited. The event is slated two days before the Convention officially opens in Baltimore.

The Air Transport Command restaurant, close by Greater Wilmington Airport, will also be of interest to 99s because of its collection of over 300 pictures of World War II women pilots.

by Ann Butler

Maryland Chapter

Our February meeting was held at Martin State Airport. The mystery safety quiz planned by Johnnetta "Jet" Hobbs was a huge success. Each of us did an independent preflight of an airplane, noting all safety hazards (such as flat tire, cracked propeller. etc.). First and second prize winners most accurately listed all preflight safety problems. Harriet Robinson, a 66, won the first prize — the "Airport Game." Second prize, a box of flying stationery, was won by Ginny Vogel.

Our meetings have been lengthy lately due to 1985 Convention progress reports. Much headway has been made with planning and coordination of Convention activities. We have found that a crockpot lunch is a good energy booster. A cold lunch of sloppy joes prepared by Joan Kosek was delicious; however, next time we plan to determine that the electrical outlet works.

Barbara Feader, Catherine Hanson, Judy Hutchinson, BeBe Owen and Kathy Shull helped Elizabeth Matarese and other members with an aerospace education program for 140 eighth graders February 9 at Baltimore-Washington International Airport. Many of our members are interested in learning the standard operating procedures for this type of adventure, and a seminar has been scheduled with Elizabeth Matarese for this purpose

by Catherine Hanson

Potomac Chapter

February was a month more for food than for flying! "Lunch with the Bunch" February 9 was right under the tower in the restaurant at Dulles — too windy to fly, but a great view of all those nice long runways.

Harryette Deckelbaum once again hosted the chapter at a February 19 dinner meeting. As usual, the food was marvelous. Harryette has quite a reputation with our 49½ ers, too, so many joined us for the delicious spread. Major Steve Hannah with the 89th at Andrews came as the guest of Elizabeth Matarese and spoke about his experiences flying foreign dignitaries to Andrews. He and Elizabeth brought us up to date on plans for next month's general aviation fly-in safety seminar at Andrews. Babs Shankman, chapter historian, brought her attractive, carefully organized scrapbooks of chapter memorabilia, which old and new chapter members alike enjoyed.

by Ellen Hahn

NEW ENGLAND SECTION

Eastern New England Chapter

Our February meeting was held at Norwood, Massachusetts. Members were updated on FAA plans for the National Airspace System. In addition. Stan Rivers. manager of the Airways Facilities Division. gave a brief overview of the agency's progress on this enormous project, answering questions specific to our area involving equipment upgrading, tower relocations and FSS consolidation. A film highlighting the progress in automating agency functions was shown. It helped to explain the changes we may expect over the next few years, as well as pointing out that the progress in aviation to date would not have been accomplished if technological advances were not implemented. Mr. Rivers then addressed areas of concern to individual members after the meeting. Such accessibility on the part of FAA officials is of great help to the general aviation public. We urge other chapters to include an annual program involving the FAA in their calendars.

We are in the final planning stages for a regional USPFT, and we are honored to be the group coordinating this event. The task is a great one, given our relatively small size, but one that offers challenge and fun.

by Lil LeBlanc

NY-NJ SECTION

Greater New York Chapter

Our annual "Meet the Authors" cocktail party, co-sponsored with the Wings Club, was held April 11. This year's authors included Captain Robert N. Buck (TWA), author of *The Art of Flying* (published last fall by Macmillan); Richard L. Collins (editor of

Flying magazine) and Patrick E. Bradley, coauthors of Instrument Flying Refresher (due this fall from Macmillan); Nigel Moll (executive editor of Flying magazine), author of More I Learned About Flying From That (a sequal to I Learned About Flying From That) and Reno - Air Racing Unlimited (both from Macmillan); and Shirley Dobson Gilroy, author of Amelia - Pilot in Pearls (just out from Link Press).

Clear skies and warm(er) weather were the order of the day for our February 10 fly-in to Dutchess County Airport in Poughkeepsie. New York. Eleanor Friede, Julie Talbert, Lise LaPrelle, Nina Claremont, Wendy Sussman and guests all flew in for brunch at the airport restaurant.

At our March 12 meeting, Bob Kahle, who flies an Archer, spoke to us about his extensive research on the use of R-Navs and Loran in small aircraft.

by Marian A. Campbell

and speaker this year was Jeanne Kirkpatrick. US ambassador to the United

Jill Hopfenmuller and 49%er Steve had an invitation to fly to the West Indies, sharing expenses with their former FAA designee, Tom Gallagher. Tom has spent the last five winters, a total of about 35 months, flying a Baron for the medical school based in Grenada, so he is very familiar with the area. Jill and Steve could not get away for the extended period of time the trip would involve, so Tom and his wife are still looking for an aircraft owner who would like to travel to the West Indies with a pilot experienced in that region.

Diane Fisher is in Atlanta, Georgia, working on her flight engineer's license. Hopefully, February 18 will be her first day as a first officer for Henson Airlines. She will be flying out of Salisbury, Maryland.

by Patricia Rockwell

NORTH CENTRAL SECTION

All-Ohio Chapter

The February meeting was held at Cincinnati's Lunken Airport with Carol Deitsch as hostess. She arranged a very tasty lunch from the airport restaurant. However, it was slow in coming, and we had to miss her father's planned movies of the Reno Air Races, in which he flies each year. (EAA needed our room!) So, next time, Don Fairbanks - we still want to see them!

Business covered included the Buckeye Air Rally, scheduled for June 14-15 at Marysville Union County Airport. We earned \$300 for our services at the Dayton Air Fair last year.

Looming in our attention right now is our first Flying Companion Seminar, which we are planning for April 26-27 at the History of Flight Museum, Port Columbus Airport, under the leadership of Joan Mace and Jeane Wolcott

Buckeye Air Rally President Sandy Gordley recently announced the prize money to be offered in addition to the trophies awarded to the first five place finishers in the 10th annual BAR to be held June 15 at Marysville, Ohio: first place, \$400; second place, \$300; third place, \$200; fourth place, \$100; and fifth place, \$50. In addition, there will be sixth through 10th place awards. (See "Calendar" for additional information.)

by Roberta Jones

Chicago Area Chapter

Even with the cold Chicago winter, members are busy flying, mostly to the sunny

Marlene Winters and friend spent New Year's at Stella Maris on Long Island in the Bahamas. They island-hopped to Georgetown, Exumas, Cat Island and Nassau.

June Basile was busy in Florida and attended 99 meetings in the area, while Ruth Frantz and her 49%er flew to New Orleans during the Christmas holiday and enjoyed tailwinds and VFR both ways.

Diane Cozzi was part of a Civil Air Patrol delegation touring Moscow and Leningrad during the New Year's holiday. The tour included an opportunity to fly on Russian airlines, a meeting with the head of sport aviation in Russia and a chance to promote an exchange program between the USA's new "Young Astronauts" and Russia's "Young Cosmonauts.'

Marion Servos is chairman for our March 23 safety seminar in Addison, Illinois. There will be parallel courses for pilots and non-pilots (flying companions).

Chicago Area welcomes Lynne Ulicki, an air traffic controller at O'Hare who transferred from Monterey Bay. We also welcome Ann Schola Clark, who, by the way, is a veterinarian, and Donna Zaitz.

by Debbie Karas

Greater Detroit Area Chapter

Sheri and Gary Soloway hosted our Christmas party and potluck dinner in their lovely home on Grosse IIe in the middle of the Detroit River. Approximately 40 members and guests attended. Sherry Giesler was pinned by Marie Littler. Donated gifts were collected for distribution at the Methodist

CHAPTER NEWS, ETC.



North Jersey Chapter members and their guests enjoyed their 10th anniversary/Christmas party in December Photo by Pam Sheeler

North Jersey Chapter

The chapter celebrated its 10th anniversary and the holidays at a gala dinner-dance at Don's 21 in Newark. We and several 49½ers feasted on hot hors d'oeuvres and a sevencourse meal, which was topped off by a delicious birthday cake.

But it's not all play for the chapter. In October, with the winds gusty up to 25 knots and the paint splattering us, we preserved and painted a compass rose at Teterboro Airport, one of the busiest corporate/general aviation airports in the country. We also painted a compass rose at the Morristown Airport on a pleasant day last summer.

Pam Sheeler, air traffic controller and 99. arranged for the group to visit the tower at Newark Airport, where we learned about the limited radar operations at Newark, the current level of traffic and the projected levels, the back-up systems in the event ofradar/computer failure. We also viewed a videotape about FAA radar facilities and enjoyed a first-hand look at the controllers in action at their various stations.

Janice Anderson is now the proud owner of her first airplane - a Cessna 150. She and her husband, who plans to learn how to fly soon, have been very busy learning the ins and outs of the plane with the help of an expert mechanic.



WESTERN NEW YORK CHAPTER presented their Henry Richter Scholarship to Andrea Steiner at a Buffalo Aero Club meeting

Long Island Chapter

Six members attended the Valentine's Day luncheon given by the Wings Club in New York City. This annual event honors a Woman of Achievement for that year. The honoree

Children's Home. Gary had three computers with flight programs set up to test our flying skills — or lack of them.

Sue Siporin was hostess for our January 17 meeting. Dot Bobrowicz drew the names of 12 lucky members who will attend the Avco Lycoming "hands-on" engine maintenance course she has arranged for us June 17-20 in Williamsport, Pennsylvania. Gini Sutherland, ground school instructor, worked on refreshing and updating our abilities at map reading, navigation, airport approaches and patterns, TCA awareness, etc.

We co-sponsored a January 29 FAA safety seminar at Grosse Pointe North School, where Kathy Herschelmann is assistant principal. Success was counted as attendance by some 550 aviation enthusiasts!

Phyllis Wood was chairman of the very enjoyable 29th annual Amelia Earhart Commemorative Brunch, co-sponsored by the GDAC and Michigan Chapters February 10. Speaker was Lois Feigenbaum, past International President, AOPA area representative and a member of the Cape Girardeau Chapter.

Our February 21 meeting was held at Phyllis Wood's home. A fabulous color and sound movie was shown about "Old Rhinebeck Aerodome" — the wonderful World War I air show staged every spring and fall weekend in upstate New York.

The committee for our "Women in Aviation" room at the Yankee Air Force Museum has acquired carpeting, display cases, mannequins and some display items in preparation for the Memorial Day dedication ceremony.

by Dorothy Price Gillis

Greater Kansas City Chapter

The February meeting held at the Marriott Hotel was well attended. Jay Pouzer spoke on aircraft surveillance radar areas.

Six members have volunteered to fly daffodils from Kansas City to Joplin and Springfield, Missouri the week of March 18. The sale of daffodils benefits the American Cancer Society.

Greater Kansas City 99s and the Kansas City Chapter of the Missouri Pilots Association will host a March 30 poker run. This is planned to qualify as a local USPFT meet. We will be holding the regional USPFT meet at Missouri's Lee Summit Airport April 27.

USAFR Major Karen Ballowe took part in the Joint Chiefs of Staff exercise, "Reforger/ Cold Fire '85" held at Rhein Mein Air Base in Germany. Karen is a flight nurse.

It was due mainly to Marie Christensen's efforts that the Ninety-Nines were given the

Amelia Earhart home in Atchison, Kansas. She is now busy raising funds to refurbish the house.

Mary McBurney, our air traffic controller, has been promoted to the Traffic Management Unit and selected to attend a Pro Women Managers Seminar.

Joan Reindl has been appointed area flight advisor at Johnson County Executive Airport.

Ruth Stafford has again been flying many hours ferrying planes to South Africa.

Nine prospective members attended our last meeting. We are hopeful they will become active 99s.

by Ginny Pacey

Greater St. Louis Chapter

February brought a variety of weather to St. Louis. Early on, it was cold temperatures with snow, followed by rain at the end of the month. Fortunately, our chapter activities were safety seminars held indoors and not affected by the wet weather.

Nikki Caplan, Lori Greenstein, Val Johnson, Jo-Ellyn Ryall, Barb Wilper and Rosemary Zander attended the 10th annual McDonnell Douglas Corporation safety seminar February 6. They manned a Ninety-Nines information booth and distributed brochures to prospective members.

The regular meeting was February 19 at Linda Gal's home, with Linda and Vera Heberer hosting. Two new members, Jo-Ellyn Ryall and Greta Weaver, were pinned. Bob Mitchell, who is employed with McDonnell Douglas in the Personnel Department and is education chairman with the St. Louis Aviation Museum, was guest speaker. His topic was aviation education of the young in our schools and how we may contribute.

Our chapter participated in a VFR/IFR seminar February 22-23 in Collinsville, Illinois, teaching the flying companion course.



Nelda Lee works with students at the Collinsville seminar.

Participants in the VFR/IFR Companion Seminar in Collinsville include (front row) Greta Weaver, Rosemary Zander, Vivian Waters, (back row) Helen Hall, Amy Laws, Barbara Wilper, Val Johnson, Mary Kinnaw, Nelda Lee and Shirley Dietz.



This two-day session covered a variety of topics, and those teaching and assisting included Nikki Caplan, Shirley Dietz, Jan Evans, Lori Greenstein, Helen Hall, Val Johnson, Mary Kinnaw, Amy Laws, Nelda Lee, Martha Norman, Jo-Ellyn Ryall, Jo Ann Sabo, Vivian Waters, Greta Weaver, Tex Wickenhauser and Barbara Welper. Approximately 35 people attended each class and were very receptive to attending other seminars.

by Nelda Lee

Indiana Dunes Chapter

Shirley Russo was featured in the fall newsletter of Beechcraft Aero Club. The article told of how Shirley wanted to prove to her family that she wasn't over the hill at 40 and took up flying. That was two years ago. Shirley now holds instrument and commercial ratings.

Phyllis Webb spoke at a Zonta Club dinner in South Bend about her involvement with AirLifeLine, a national network of emergency medical air transportation. Phyllis is one of five AirLifeLine pilots in Michigan.

Charlene Falkenberg served as mistress of ceremonies at the annual Amelia Earhart Fellowship Luncheon presented by Zonta Club of Lansing, Michigan. Keynote speaker was Barbara Roberts Mason, senior policy advisor to Geraldine Ferraro. Charlene also gave a flying companion seminar in January for the wives of Flying Shriners. Joy Black assisted Charlene with the seminar.

Phyllis Webb hosted the February meeting in South Bend. She gave members background on AirLifeLife and showed NASA films on post-flight press conferences with Sally Ride (Space Shuttle 7) and with Anna Fisher. Phyllis, who has a PhD in immunology, explained the medical experiments performed on Shuttle 7 while in space and what it would mean to private citizens in the future.

New members include Barbara Funke and Joyce Hamady. Barbara received her private pilot certificate in October 1984. She and her husband, Robert, who is also a pilot, live in Chesterton, Indiana. Joyce earned her private pilot certificate in December, and her birthday present from her husband was membership in the Ninety-Nines. Joyce and Robert fly out of Hobart Airport, where she also works part-time.

Shirley Bundy earned her Phase I Wings, and Karen Johnson has a job flying for a commuter airline in New Jersey.

Westwind Aero, Twentynine Palms, California, offers 99s an 18 cents per gallon discount on fuel. The FBO is operated by Val Lyons and husband Dan. They recently relocated there and say they "love California and the desert" and hope to make it a lifetime commitment.

by Audrey Karp

Iowa Chapter

Our January meeting in Mason City was our planning session with the American Cancer Society to arrange for 99 pilots to fly over 3,000 flowers to 30 different counties in lowa. This will be lowa 99s first year to participate in Daffodil Days, and we are looking forward to an exciting event to add to our activities. Joni and Bill Dunn greeted



Martha Plowman and Bernice Norton get the Warrior ready for their Daffodil Day flights for the American Cancer Society

arriving 99s and potential 99 Gail Meyer from Clear Lake. Maggie Burns and Karen Hildreth volunteered to fly the first route, kicking off our first involvement in Daffodil Days. Ev Farnham, Karen Hanus and Jerry Walker took the northern route. Barbara Brotherton, Marcene Grant, Phyllis Barber, Bernice Norton and Martha Plowman took the eastern routes, while Shirley Brittian and Judy Van Blarcum flew the southern route. Karen Hildreth and Maggie Burns took our western route, and delivery of all the flowers was scheduled.

Barbara Brotherton, our Governor's Award nominee, will chair our section planning from her own fireside for a short while as she recuperates from hip replacement surgery.

by Karen Hanus



Meigs Adams and Ruth Ensley relax at a "photo spot" at

Lake Erie Chapter

Members have been enjoying a much deserved R&R during the winter months. Following Bev Demko's breathtaking trip to China and Hong Kong, and Meigs Adams' Christmas in Hawaii, other members took heart and set off to Florida in droves to escape the nine solid weeks of winter in Ohio. Helen Keidel flew a Lake amphibian while visiting in Tampa. Edye and John Maxim went on a junket to Orlando. Meigs Adams, Ruff Ensley and Marg Juhasz "People Expressed" to Florida for an extended weekend. Louise Muranko sends greetings to all members from Lake Worth, and Dodie Jewett, our section secretary, visited former neighbors in Dunedin

Ruth Sitler hosted the March meeting at Akron Fulton, speaking of her "Fun Flight"

experiences as a charter pilot/instructor. Members continued their planning for a flying companion/pinchhitter course to be held May 19-20 at Akron Fulton (Muni).

Despite the weather, members have attended in good numbers at the frequent FAA safety meetings being held in the area. At our February chapter meeting, new member Nancy Piltch of NASA spoke of her work with lasers and how they relate to aviation.

by Marg Juhasz

Michigan Chapter

Occasions when the Michigan Chapter gets together with the Greater Detroit Area Chapter are always happy, and this month's Amelia Earhart Memorial Brunch was no exception. But this year was extra special. The main speaker was Lois Feigenbaum, past International President. The chapter awarded its annual Mary Von Mach Scholarship to CAP Cadet Monica L. Messer.

The chapter voted to sponsor Helen Wetherill, who passed on to New Horizons, in the Forest of Friendship.

The news that our Nancy Walters will chair this year's Michigan Air Tour almost made us forget the miserable weather outside. Beverly Mitchell is planning a mystery trip for April, and Babe Ruth filled us in on the dedication of the Amelia Earhart Room at Capital City Airport last month.

by Renate McLaughlin

Minnesota Chapter

North Central Section Governor Joan Kerwin was the chapter's guest at the third annual Awards Night Banquet at the Ft. Snelling Officers Club in February. Captain David Haapala, Northwest Airlines, held the group of 70 spellbound as he described the positive effect of pilot application of proper procedures in several foreign and domestic airline situations that could have had serious consequences

The Ground Support Award was given to Marci Glaesemann, operator of a flight school and charter service in Albert Lea. Debbie Kaeder, a flight instructor at Flying Cloud Airport, Minneapolis, received the Flying Award.

The Unsung Hero Award was given to Pat Emberg, long-time chapter member from Duluth. Pat has served as the informal "Northeastern Minnesota Connection" for the chapter, hosting several chapter events in her area and recruiting prospective members. She has chaired the highly successful flying companion program of the annual MNDOT/ FAA Seaplane Seminar, and she is currently serving as AE Scholarship chairman.

Jan Orr received the Chairman's Award and will represent the chapter in consideration for the North Central Section Governor's Award, Jan, another long time member, has served the chapter both as an officer and committee chairman. She chaired the last section meeting hosted by Minnesota, and currently serves as safety chairman. Jan annually arranges a fall safety seminar and spring Pilot Proficiency Day. She maintains records of members' certificates and ratings, and she originated the felt rating recognition ribbons worn with the Safety Pin Safety Awards.

The Attendance Award, a silver Revere bowl donated by Rita Orr and 491/2er Burt, was presented to Clara Johansen. Clara, along with Jimmie Olson and Hope Isaacson, had missed only one meeting during 1984. Ties are broken by drawing a name, and Clara's was drawn by Membership Chairman Terry Ludtke.

Following the awards presentation, recognition was given to members whose performance in the air or on the ground was deserving of special — and usually humorous - attention

Awards Night also included the initiation of five chapter members' husbands into the brotherhood of 49½ers. Betty Kuechle led the ceremony that transformed Dale Larson, George Osland, Joe Westermeyer, Dan Renneke-Wiest and Kermit Emberg into the select group of right-seaters.

The 1984 local USPFT meet awards were made by Jill Newman, meet chairman. Second place winner Greg DuChene received his medallion, although first place winner Lew Broth was unable to attend the hanquet

The Awards Night was hosted by last year's awardees, Clara Johansen, Sally Woodburn, Debbie Kaeder and Terry Ludtke.

by Hope Isaacson

Wisconsin Chapter

February 9 was a busy day as we began our first Flying Companion Seminar. It will be (at the least) an annual event. Margie Scoville was chair for the seminar, and Charlene Falkenberg helped with this exciting event.

That evening we held our annual dinner meeting. Achievement awards were presented to Jean Combs, Ramona Huebner and Cindy Schofield, first year; Carolyn Arnold, Kathy Dempsey and Margie Scoville, second year; Linda Carpenter, Cindi Cope and Joyce Donner, third year; and Jane Kriha, Cathy Smith and Lois Truchinski, fourth year.

Initiated as 49½ers were John Dempsey, Don Fabish, Bob Konruff, Bill Lowe and

Merrill Totzke.

by Cindi Cope

NORTHWEST SECTION

Columbia Cascade Chapter

Fifteen brave souls faced the elements February 9 and ventured out to the home of Linda Burger for our meeting.

After a gourmet brown bag lunch and meeting, we enjoyed films from Boeing Aircraft Corporation, one on "Test Pilots" and another on "The 757 as an Art Form." These are excellent films, and we encourage everyone to see them.

by Pat Lundahl

Intermountain Chapter

As guests of the 43rd Air Refueling Squadron, our long-awaited KC-135 ride took place. Susan Scott, 99 was our capable pilot. We enjoyed taking turns observing the practice refueling of a C-141 (with a bird's eye view from the boom pod) or trying to keep up with the flying and navigating in the cockpit. With just 20 feet separating the aircraft, and connected by only an air refueling boom, the actual refueling took place 26,000 feet above the ground. The KC-135 flew 600 miles per hour during the operation, on a course north from Spokane, then east into Montana and north over Canada and back again.



Waiting to board the KC-135 are (left side of bus, front to back) Julie Lee, Fern Lake, Janis Gollehon, Kathy Bartman, Millie Shinn, (right side of bus, front to back) Jonalea Tonn, Betty Bailey, Liz Gordon, Dorothy Fowler, Patti West, Katie Reikofski and Barbara Mayfield.



Lowering the boom to refuel an approaching C-141

The weather was clear and crisp for most of the flight, but foggy when we landed at Fairchild AFB. Susan said we would have had to divert to California if we had gotten back an hour later.

The boom transfers more fuel in one minute than the average passenger car would use in a year, and a gas station pump operating without stop for 24 hours would not pump as much fuel as a KC-135 transfers through its boom in eight minutes.

After the flight, we met at the Longhorn Restaurant, where Captain Scott joined us for unch. Betty Bailey, Kathy Bartman, Beryl Fitzpatrick, Dorothy Fowler, Fern Lake, Julie Lee, Barbara Mayfield, Darlene Peterson, Katie Reikofski, Millie Shinn, Jonalea Tonn and Patti West, as well as 66s Janis Gollehon and Liz Gordon, all enjoyed the flight.

by Beryl Fitzpatrick

Montana Chapter

Montana has a new FBO! Eagle Flight Aviation, Inc., Gallatin Field near Bozeman, is owned and operated by 99s Lynne Kitto and Patti Mitchell. Besides ground school and flight instruction, they offer aircraft sales and rental, aerial photography, hangar rental and maintenance, and they will soon have air taxi service. They also have a contract with the US Forest Service.

The chapter received the eighth place Safety Award for 1984. Several flying companion and pilot safety seminars were held

SOUTH CENTRAL SECTION

SECTION MEETING ON TAP

Gear up for the spring South Central Sectional May 3-5 in Topeka, Kansas, hosted by the Northeast Kansas Chapter!

Site for the meeting is the Holidome, offering luxurious accommodations at reasonable rates.

Setting for Friday night's "Welcome to Topeka — Fly with the Aces" party is the Combat Air Museum. A special treat for 49½ers will be the KC-135 refueling flight scheduled for Saturday.

A business meeting is cheduled for Saturday morning, while the luncheon speaker will

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throughout the state. These were also money-makers. Refreshments were provided at the safety seminars with a request for donations, while raffle tickets for introductory flying lessons donated by local FBOs were sold at the flying companion seminars.

Airports at Jordan and Hardin were air marked during the past year. Jordan "paint slingers" included Gretchen Biggerstaff and Patti Mitchell of Bozeman, Kay Roam of Billings and Vivienne Schrank of Jordan. Hardin received its coat of paint from Anne Steavens, Sheri Coin, Carol Houk and Kay Roam, all of Billings.

The Zonta Club of Billings invited the 99s to a January dinner celebration of Zonta Aviation Month in honor of past member Amelia Earhart. Thelma Bullinger, chief flight instructor of Lynch Flying Service in Billings, gave a presentation on aviation careers and safety. Ninety-Nines attending the dinner included Anita Gigoux, Betty Nunn, Kathy Fust, Carol Houk and Thelma Bullinger, all of Billings. Former Zonta and 99, Inza Riedesel, was a special guest. She was the first woman in Montana to earn a multiengine rating.

by Carol S. Houk

North Dakota Chapter

The January 19 meeting was held in Dickinson at Audrey Baird's home. With a minus 67-degree WCI, we had eight members and three guests present. All drove! No one flew! The three guests — Alice League, Marian Stephens and Linda Allen — will all become members. Diana Dwelle submitted her application for an AE Scholarship, and Gwen Vasenden showed beautiful slides of her flight to Alaska for last August's International Convention.

After a social time at Audrey's, we all went to the Elks for our annual Christmas banquet. Four husbands joined us for the social and the dinner.

Only five members and one guest attended the February 16 meeting in Grand Forks. Our guest, Kristi Aiken, took us on a tour of the University of North Dakota aviation facility at the airport and, after lunch, showed us the new Center for Aerospace Sciences on the campus. It is the only facility at an American university designed exclusively for aerospace education. Astronaut Buzz Aldrin is on the staff to develop a space studies program.

by Lorraine Boehler

be Senator Nancy Kassebaum.

This meeting's theme, "The 1940s Revisited," will spotlight the section's WASP members with a special Saturday evening program. An afternoon session on the disappearance of Amelia Earhart will also be featured.

We shall all celebrate with the poet who wrote:

"Radiant women flying by Excuse themselves to kiss the sky..."

Join us!

Colorado Chapter

Family, church and career is the order of priority in the life of Tim Ross, the Denver Channel 7 News weathercaster. At the chapter's February meeting, Tim pointed out that there is more involved with weathercasting than just meteorology. He described many "war stories" in the area of dealing with human nature. He has developed his own method of "action positive" rather than "reacting."

Cari Wilson, a recent graduate of Metro State College and a CFII, has been accepted by United Airlines for flight training.

Babette Andre, editor and publisher, presented copies at the February meeting of *The Centennial Approach* winter 1985 edition, which featured "Women at Centennial Airport."

Several members attended the February dinner meeting of the Colorado Pilots Association in Denver. The main program was an excellent presentation of slides and commentary of aircraft accident investigation in Alaska under both summer and winter weather conditions.

Barb Hobson has prepared an extensive application to participate in NASA's first "teacher in space" program. She feels that, even though she may not be accepted, preparing the entry was a challenging experience. Barb is in secondary education, specializing in health, physical education and life science. She obtained her private license in 1976 in Minnesota and currently has 450 hours. Her activities have included paramedic training, Colorado Outward Bound program, and, as an enthusiastic 99, she has been news reporter, program chairman, vice-chairman and chapter chairman.

by Phyllis J. Kramer

Dallas Redbird Chapter

The February meeting was held at the home of Elizabeth Jordan. Plans were made for future meetings, including April when Sharon Smith will make arrangements for glider rides. Pat Jetton suggested holding a flying seminar, and preliminary plans were made for it to be held in May. Helen Wilke gave members information about a March Zonta luncheon honoring Edna Gardner Whyte.

Hazel Jones reported attending a safety counselor meeting where Hank Newman discussed David Stockman's recommendation to DOT that the FSS be "privatized." All pilots need to be aware of the proposed changes and the implications they carry for



Kansas 99s Phyllis Blanton, Olga Saleh, Carol Lanning and Kay Brunton work on some Christmas baking for local FAA people

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general aviation. We might well end up paying for a weather briefing.

Hazel Jones recently returned from a CIAG meeting in Paris (see "President's Message," page 5), where she reported on plans for the USPFT meet in Kissimmee, Florida. She discussed formation of Ninety-Nine sections with the Aero Club of Ireland and the USPFT representative from Switzerland.

Kathy Long brought USPFT T-shirts (all cotton and very comfy) for sale — sizes 1 to XL — and reaped dollars to help defray expenses for contestants.

We welcomed guests Kitty McGee, who is with the *American Way* magazine, and Lisa Laprelle, a Greater New York 99 in Dallas visiting her father.

Margaret Conlin and 49½er Mike attended the February 24 dinner at the Loews Anatole Hotel honoring Retired Air Force Lieutenant General Jimmy Doolittle and the dedication of the Doolittle Library at the University of Texas at Dallas.

by Elizabeth Jordan

Houston Chapter

How sweet it is when years of hard work finally begin to pay off for a chapter. The Houston Chapter has truly seen several dreams come true in recent months, and we are enjoying patting ourselves on the back — just a little!

For many years, we have met in members' homes. We had often wished for a permanent meeting place, preferably at an airport, but no convenient locations were available to us. Finally, we got a break! Lakeside Airport, located on Houston's far west side, underwent a major expansion and became home to Air West Airlines, offering commuter service to Dallas. A beautiful new passenger terminal was constructed, and the airport was renamed West Houston Airport. Owner Woody Lesikar graciously granted us the use of a meeting room in the terminal for our regular monthly meetings. We have held three meetings at West Houston, and we feel very lucky to have a place we can call home.

We recently enjoyed a dinner meeting that is held annually with our two neighboring chapters — Space City and Houston North. Sixty-three people enjoyed good food and a slide presentation given by Debbie Rihn, member of the US Aerobatic Flight Team. During the past few weeks, we have also

enjoyed getting acquainted with some very special women in aviation. We are so pleased to have Jody Wallingford, Charter Member of the Ninety-Nines, with us here in Houston.

Several of us have also met Marjorie Sandford Thompson, a former WASP, who has entertained some of us with some good hangar talk over lunch.

While we are very proud of our chapter's accomplishments, we are also proud of a couple of our individual members. Delle Hightower celebrates 20 years as a 99 this April. All 20 years have been with the Houston Chapter, and we honored Delle at our March meeting with an AE medal.

Houston is also proud of Ninety-Nines' accomplishments on the international level. We were so pleased to hear of the acquisition of the AE birthplace that we voted to donate \$250 toward its renovation. Charter Member Jody Wallingford matched our chapter's donation, so with her generosity, we were able to donate \$500 to this worthy cause.

It is wonderful to be a 99, especially in Houston!



Houston Chapter member Delle Hightower recently celebrated 20 years of continuous 99 membership

Kansas Chapter

About 50 Ninety-Nines and guests turned out for a February 2 tour of McConnell AFB. We were invited to view all the planes inside and out, which included sitting in cockpits and crawling into refueling areas. With the temperature being about 20 degrees, all of our tour took place inside heated hangars.

We went by bus to fly simulators, and then to the Air National Guard lunchroom for lunch.

A special meeting February 21 in the home of Carol and John Lanning featured a salad dinner with a large bowl of lettuce provided by the Lannings, with members bringing items to add to the salad. The program included Don Heinman, director of aviation education from the FAA regional office in Kansas City. He spoke about the FAA's role in aviation education and gave us many ideas on how we can become more involved as an active chapter in aviation education programs for our community. He filled us in on other areas and organizations where we can obtain useful materials, and also of the many materials available for teachers that have been adapted for classroom use.

We were also very glad to have Priscilla Salem, a local elementary school principal and aviation education chairman for the Wichita Aeronautical Historical Association speak to us. She answered our questions and offered many tips on how 99s might approach and become involved with local school systems.

by Phyllis Blanton

Nebraska Chapter

"I Will Survive" was the topic Wes Christian, United Airlines Training Center, chose to begin the March 2 Aviation Safety Education Seminar. It was sponsored by the 99s with the cooperation of the Grand Island Aviation Group and the FAA. Held at the Grand Island Holiday Inn, the all-day program was dedicated to making us safer pilots. Jan Foote, Nebraska aviation safety chairman, was in charge. Others assisting included Mimi Haworth, Sharon Meyer, Carol Nowka, Jackie Flohr, Sally VanZandt and Cherrie Sparks.

The annual 99s-Air Force Association party was February 23 at the Air National Guard NCO Club. Entertainment centered around the theme of "Trivial Pursuit." All profits were donated to the MIA fund.

Any 99s passing through Scottsbluff, Hastings or Lincoln are urged to take a look at the Ninety-Nines display cases. Cherrie Sparks, Eleanor Lillienthal and Mildred Meyer are maintaining the lovely displays in each case. Thanks to Cherrie, the case at Scottsbluff has an elegant blue velvet background for the items on display. In addition, 99 Keeta Thompson has a nice poster advertising her charter services at the airport.

If Chadron is within your flying range, put

August 4 on the calendar with a red circle. Ninety-Nines have been invited by the Chadron FBO to hold our August meeting here and take part in their fly-in breakfast. We'll be meeting in their new terminal.

by Heloise Bresley

Oklahoma Chapter



irport Manager/Oklanoma 99 Mary Kelly pumps fuel om a new fuel truck at Altus Airport.

Members traveled by car and plane to conca City for their March chapter meeting. After a buffet lunch, Olin and Paula "Dusty" Branstetter presented a slide program about heir trip over the magnetic North Pole in a ingle engine aircraft. A prospective 99, busty was presented her membership apulication after their delightful program. (More bout the Branstetters' trip in a future issue of the 99 NEWS.)

Later in March, Rita Eaves, Shirley Brown nd Lu Hollander helped with registration at n FAA Maintenance Seminar held in Oklaoma City.

New members for the month include crystal Blalock and Sharon Carter.



klahoma Chapter members, 49% ers and guests listen ith interest while Dusty and Olin Branstetter (right enter) discuss some of the memorable incidents on heir flight to the magnetic North Pole.

onca City's Holiday Inn has a giant greeting for the 99s.





South Central Section Governor Carole Sue Wheeler presents the Purple Sage Chapter charter to Priscilla Barbee. Ingrid Zeeck and Betty Jones.

Pikes Peak Chapter

Our January meeting was held at a local FBO at the Colorado Springs Municipal Airport with 10 members in attendance. Guest speaker Captain Robert Chase talked about the formation, history and present day activities of the Civil Air Patrol. He noted that not many women pilots are involved in the organization. (Is opportunity knocking?)

Our chapter was pleased to receive a letter from Spanish Peaks Chapter requesting transfer of five of their members to our chapter. We welcome them!

The highlight of our February meeting was a four-hour orientation on CPR given by Ann Marie Jones. Ann Marie is licensed in CPR and has conducted classes for several years.

Dee Jolley has her Spad ultralight up and flying, with others to follow — a Fokker, for one. Dee also won the January 26 spot landing contest, which was part of the chapter's practice for the big Proficiency Flying Contest to come.

The "Fly-In Breakfast Bunch" flew to Burlington, Colorado January 14. Several airplanes had some of our members flying with instructors for upcoming BFRs.

Six of our members attended a February 22 dinner meeting of the local EAA chapter. We were invited to EAA's family meeting to encourage their wives and women friends to investigate and perhaps participate in the men members' flying. Pinchhitter courses were discussed, and Joan Boyd spoke about the Ninety-Nines.

Purple Sage Chapter

South Central Section Governor Carole Sue Wheeler flew in for our February meeting to formally present our chapter charter. Members and guests celebrated with a delicious Mexican buffet in Ingrid Zeeck's lovely home. Each member was presented window decals with the Ninety-Nines wings purchased by Jarita Weddel.

The chapter was represented at the Feb-

ruary 13 meeting of the Texas Pilots Association. Chairman Priscilla Barbee made a presentation about the Ninety-Nines.

Joan Bates, June Hicks, Marcie Dilley and Marsha Bettis were welcomed in February as new members. Marsha was a 66 who earned her 99 status and private license December 23

by Betty Jones

Rio Grande Valley Chapter

The Rio Grande Valley of Texas is home to both the renowned Confederate Air Force and to one of the Ninety-Nines' most celebrated Charter Members, Ila Fox Loetscher, known to the world as the "Turtle Lady" for her work with endangered sea turtle species. Plans were initiated at the February meeting to combine these area assets in a reunion of the Ninety-Nines' Charter Members at the Confederate Air Force "Airsho '85" in October.

The chapter is also planning to host a fly-in luncheon soon for members from the Houston area who are interested in the work of Sea Turtles, Inc. and its illustrious founder, Ila Loetscher. Less well known as the first woman pilot in the state of lowa, Ila co-directs the foundation with another 99, Evelyn Sizemore.

Winter brings plenty of visitors to the Texas tropics. Helen Dalton, a Nebraska member, joined us for lunch at the Cimarron Country Club near McAllen.

Anne Johnston, Adelle Baker, their 49%ers and Betty Heitsch from the Upper Valley played hosts to a group from down the river—Ila Loetscher, Evelyn and Bob Sizemore and this reporter. I am a newcomer to the Rio Grande Valley, my 49%er, Tiner, having retired from the FAA in Houston just last fall. As a long-time 99 who has visited or been associated with many chapters across the nation, I can say without reservation that no group has ever made a stranger feel more welcome than this. Rio Grande Valley hospitality is for real!

by Saundra Lapsley

Shreveport Chapter

Several of our members attended a beautiful luncheon sponsored February 11 by the DAR as a benefit for the Statute of Liberty renovation. We were very proud of Mary L'Herisson, who presided at the occasion, and of Jere Saur, who played for the patriotic songfest. It was a fun way to make a donation to this worthy cause.

Our chapter hosted its sixth pinchhitter course February 15 and, due to excellent publicity, we had more than we planned for. Our local headquarters, Hangar Ninety-Nine, was bursting at the seams. Fourteen nonpilots, wives who fly in private aircraft with husbands or friends, participated. We spent the day familiarizing them with the controls. teaching them how to use the radio and how to cope with emergency situations. They were very enthusiastic learners, and hopefully they will now enjoy their airplanes more and will take over copilot duties. Marie Blake and Eileen Anderson cooked and served chili to all of us, and we also had another treat. Melody Caver Summers, who works at RAPCON, very cleverly wrote an actual emergency situation into a skit with Sandra Shaw playing the part of a nonpilot wife whose husband has collapsed.

Eileen Anderson and Starr Stone conducted tours for school children through the Weather Bureau at Regional Airport and also through the Royale Airlines headquarters. Speaking of Royale, we have some more news on Mary Jo Voss. She has been upgraded by Royale to director of training, and she recently conducted an aviation seminar on extinguishing fuel fires for pilots, flight attendants and maintenance personnel. Mary Jo and 49½er Benny took a weekend off to travel to Tucson, Arizona to attend Benny's Cadet Reunion.

We are all delighted with the news that Joan Carroll has a beautiful new home on Cross Lake, and we're letting her get settled before we decide to take a tour of the premises.

We were happy to see our bride, Lisa Reidheimer Garrett, at our monthly meeting at Renee Sharp's home. We learned that Amy Pilkenton had passed her ATP written with a 94 and also her dispatcher's written exam!

by Helen Hewitt

Top of Texas Chapter

We hosted the Amarillo EAA membership meeting this month, during their general business meeting and discussions about building experimental aircraft. Several members are in the process of building one and two-man planes. Speaker Chris McClain recounted her Powder Puff Derby experiences, and our chapter offered an array of snacks.

Mel Suttle, our 1983 section photographer and a qualified survival instructor, has agreed to conduct a survival course in 1985. We will notify you of the date so you can plan to visit us for this exceptional opportunity to learn on-site techniques of survival.

The next time you get to talk with a WASP, be sure you ask her to let you view her scrapbook. Our Delphine Bohn was persuaded to bring her scrapbooks and memoirs to the EAA/99 meeting.

by Mary M. Vermuelen

SOUTHEAST SECTION

Alabama Chapter

The chapter's March meeting was held at the National Weather Service at the Huntsville Airport. Meteorologist Brenda Page explained various weather problems, and gave us a tour of the department.

by Rachel S. Hunt

Florida Goldcoast Chapter

January and February are busy fly-in months in Florida. Barb Chapman, Felicia West and Fran Sargent winged into the Wild Hog Festival at Immoklee, and members attended the Swamp Cabbage Festival at La Belle. Linda Crush is busy checking out in a 727 for a new airline job, with a possibility of a 747 in her future.

Helen Mennitto was off drifting the Peace River in a canoe. Connie Wilds has been appointed new district sales manager for Keyes Realty South office. Mariam Davis flew off to Israel, and Ann Ross has moved upstate. Lynn Vincent is ballooning and



Dottie Helm, Marian Kelly and Eva McHenry discuss plans to involve more chapters in the Ninety-Nines exhibit at the San Diego Aerospace Museum.

studying for her degree, while Virginia Lewis has moved into a new home. Fran Sargent and Felicia West just returned from checking out the ski slopes in North Carolina and Colorado. (So who's minding the store?)

by Ruth S. Fleisher

Florida Suncoast Chapter

St. Petersburg Mayor Corinne Freeman proclaimed January 19 Amelia Earhart Day and presented a proclamation to Vice-Chairman Mary Fletcher.

Our February meeting was held at Dolphin Aviation, Sarasota Airport. Alice Cutrona was hostess, and 20 people arrived to hear all about the Great Southern Air Race. Roni Johnson and Pat Judges made it sound so exciting that several people have decided to join in, in addition to those already registered. Other members will be working as timers.

Mary Webb is coordinator for the American Medical Flight Support Team, and she has signed up volunteers to participate.

Many of our members are continuing to work on new ratings and attending FAA safety meetings in conjunction with the Wings program.

by Barbara Sierchio

SOUTHWEST SECTION

Arizona Sundance Chapter

Chris Pearce is now a member of the Arizona Medical Support Supply Team, which is a national organization providing services by air to deliver supplies and ambulatory patients around the state.

Our chapter held its third annual charter party February 16. Bonnie Krentler, membership chairman, planned an initiation program for the 49½ers. Handcuffed and muzzled, the husbands of our 99s solemly pledged their vows as 49½ers. Liz Kramer was a delightful hostess for this event. Her home happens to be at Stellar Airport, Chandler, Arizona.

Members are busy at work preparing for the spring section meeting — "99s Diversi-fly" — April 26-28 at the Sunburst Hotel in Scottsdale. They are working in conjunction with the Phoenix Chapter.

by Joyce A. Kienitz

Borrego Springs Chapter

Our chapter was invited to attend a January 29 planning session of the Aerospace Committee. Plans were made to help the San Diego, Palomar and El Cajon Valley

Brenda Page, seated, discusses various pieces of meteorological equipment with Rachel Hunt, Susan Ray, Gail Schiftbauer, Hilda Ray, Sanda Reeves and Renee West





hapters to keep the exhibit in good form. Some members enjoyed a poker run to ullhead City December 30 - no winners, owever.

Our fly-out lunch at Palm Springs was anceled in January due to high winds, as

as our February meeting.

Ah, but at last clear weather came and we ad 20 members from Orange County and an Diego Chapters show up February 16 for trip to the Visitor's Center and "grapefruit ın.

Cameron Park Chapter

We haven't been heard from for a while, but e were busy until cold weather and the flu

ua got to us

Before finishing 1984, we celebrated our fth anniversary with our annual "Pasta arty," to which we invited Sacramento alley and Bay Cities Chapters, along with ur 49½ers. Betty Kohler was an excellent ostess for the event.

Four of our members plus a 66 spent a day t Lodi experiencing a new "first" for us — a andem skydive. More of our members expect

try it in the future.

We welcomed Carol Hastings into our hapter. She recently earned her private

Wray Robertson and Mary Bovee have een joint guest speakers for the Rotary Club incheon at Red Bluff and at the Foothill liwanis breakfast in Cameron Park. We were reeted each time by a warm welcome and an ppreciative audience

Mary Bovee hosted our Christmas potluck inner with baked ham and a gift exchange ilso in December, we visited Mather AFB lanetarium. Arrangements for the outing ere made by Susan Collins, a member of the chicago Area Chapter who has attended ome of our functions. The final activity for ne year was the baking, boxing and delivery f cookies to the towers, GADO, TRACON nd FSS in the area

Future plans include two BFR safety eminars set for March and a USPFT local ompetition April 13 in Cameron Park. We Iso hope to finally get Lincoln Airport air

narked!

Dorothy Benker has been appointed by the ounty supervisors to serve on the Amador County Airport Advisory Board, while Becky ivingstone was elected to the Board of irectors of the United States Parachute ssociation. Doris Lockness earned her hase V wings, and Nancy Haugarth is orking on her ATP.

by Mary Bovee

El Cajon Valley Chapter

Fifty-five of Susan Maule's friends gathered anuary 16 to wish her well on her new job. he has followed Debbie Ross to Wings West, an Luis Obispo, California. Susan is now

ying Metro Liners.

The February 15-16 flying companion eminar, skillfully conducted by Dottie IcAuley and Lynn Greer, was host to seven uests. Speakers included Dr. David Carnichael, 491/2er of San Diego Chapter nember Ava Carmichael. They are couthors of the book, From White Knuckles to ockpit Cool.

Eleanor Richardson and Cay Hatch vacaoned in mid-February at Tahoe with former nember Sue Clark. They skiled and enjoyed the beautiful lodge.

Vice-Chairman Frankie Clemens attended the February 9 Southwest Section chairmen's meeting in Oakland. Chairman Dottie Campbell was unable to attend because of a CAP Search and Rescue proficiency exercise scheduled the same day but delayed by rain. Doris Ritchey participated in the delayed exercise, and attended a CAP Corporate Learning School the next weekend in Van

Dottie Campbell has prepared the format for the annual Aviation Awareness Week Essay Contest in the El Cajon school district. The contest is co-sponsored by the El Cajon morning, four planes departed Salinas for Santa Barbara with supplies for DRI and members of the Salinas Women's Medical Auxiliary. On arrival, we were greeted by Joan Steinberger and given a most interesting tour of the DRI warehouse.

We conducted a very successful February flying companion seminar in Salinas for 35 would-be copilots. The enthusiasm of the response was borne out by the 18 applications returned for participation in a follow-up pinchhitter course in April.

Diana Peterson flew Chairman Lynne Hsia to the Southwest Section board meeting in Oakland where Lynne, Bobbie Garin and

Chamber of Commerce Aviation Committee

Marian De Lano sat through six hours of written tests, completing "Fundamentals of Instruction," "Instrument" and "Instrument Ground Instructor" exams.

We welcomed three new members -Lorraine Kivi, Sharon McIntire and Joan McNeil - as well as future 99 Kelly Zoch, born December 3

by Frankie Clemens

Los Angeles Chapter

The January fly-in to Hesperia was pretty much fogged out. Link and Jane Vaughn, Mary and Jim Firth, Norma Futterman and Aileen Pickering did get there for a late lunch.

Dorothy Limbach recently donated her 100th pint of blood. A number of her friends had a party with cake and coffee afterward.

Berni and Jim Stevenson took Berni's two grandsons to Florida for Christmas and New Year's, and they visited 99s in Cocoa Beach. Berni has accepted the offer to be a judge in the Great Southern Air Race. This is a twoday round robin from Orlando, Florida with takeoff May 2.

Mary Haizlip has been invited (expenses paid) to a dinner for Bendix Air Racers to be held in Washington in October. This event is

sponsored by Bendix Aerospace.

Sally La Forge attended the International Conference on Rotorcraft Basic Research at Raleigh, North Carolina. This conference was sponsored by the American Helicopter Society and the US Army Research Office. Sally is a member of the Aerodynamics Committee of the American Helicopter Society.

by Sally La Forge

Monterey Bay Chapter

Winter hasn't kept the chapter grounded. We're lucky to live in an area where this can be the most beautiful time of year to fly!

At our January 8 meeting, 15 members, including new members Dana Dumont and Lygia Ionnitiu, viewed the film, "Dusk to Dawn," after the business meeting.

We joined Zonta January 23 for their annual dinner honoring Amelia Earhart's birthday. Speakers included our own Cindy Bergstrom and pioneer aviatrix and author Elinor Smith, who presented slides of the early days of flying out of Roosevelt Field (and under the East River bridges!). The next

Susan Tarabetz presented the board with prototype copies of a chapter chairman's manual. These three ladies (Susan is from San Joaquin Valley Chapter) spent many hours preparing the manual that was enthusiastically received by the board.

February 16 dawned IFR over Monterey Bay, but when the fog dissipated, five planes piloted by chapter members made their way from Salinas, Monterey and Watsonville to Columbia. Some of the travelers found each other there for a picnic and stroll through the historic town. Lygia Ionnitiu and 66 Lisa Baird had a good time touring the town in spite of missing connections with Dell Hinn and granddaughter Susan and friend, Sandy and Russ Pratt, Diana and Dick Pterson and daughter Anita, and Carolyn Dugger, who brought up the rear.

Martha Hiff is now out of the service and has switched from C-141s to flying DC-9s for US AIR out of Boston on routes from Montreal to

Florida.

Bobbie Garin and Diana Peterson passed the commercial written exam after a weekend seminar in Los Gatos

by Diana Peterson

Mt. Diablo Chapter

We've really rolled up our sleeves in getting ready for the 1985 Fall Southwest Sectional, which we are co-hosting with the Redwood Empire Chapter this September. One of the single biggest helps has been "the black book," a collection of reports and notes from previous section meeting host chapters

In our spare (!) time, we are getting ready for our annual "get acquainted" night. Usually held in March or April, we set aside time after our monthly meeting to talk with prospective 99s and 66s. We will put up posters or flyers (no aviation pun intended) at the local FBOs and notify local newspapers with an announcement. We'll also try to get the local aviation newsletters (flying clubs, FBOs, etc.) to carry a notice.

Our flying companion seminar, jointly sponsored several months ago with the Redwood Empire Chapter, was reported in a recent issue of In Flight, a northern California aviation newspaper. To quote from the article, "The 99s make learning about aviation fun and easy to understand. Aviation lingo is translated into terms everyone can understand, so the initial intimidation of a new venture such as flying or learning about flying is transcended, without actually taking a plane up and practicing. This seminar seems a must for all women who may have no plans on becoming a pilot, but still desire the knowledge."

by Kathi Kilmer

Orange County Chapter

Solvang was the destination of our January overnight fly-in. Weather tried to dampen our spirits, but we waited it out (or filed IFR to VFR on top). We wish we had more time to shop and get acquainted with this unique Danish town. Now we know what Abelskivver is!

Borrego Springs Chapter met us at the Borrego Valley Airport for lunch for our chapter's February fly-in. If you haven't seen the Anza Borrego Visitor Center, it is well February meeting in her home. Our evening speaker was Jim Elms, a glider (soaring) pilot/instructor who gave a very enlightening insight to soaring.

Marci Mauthe was the featured speaker at the Zonta International Area 4 Amelia Earhart Luncheon. She happily accepted a \$50 donation from Zonta to our chapter.

Are other 99s planning a trip to Reno in September for the Reno Air Races? Our chapter will be in attendance and would enjoy socializing with other 99s. Please contact our chapter chairman, Elaine Williamson, to coordinate.

Welcome to our new member, Aleta Winterling, who is already an active participant in chapter events.

by Adrianne O'Brien

requiring diligence and perseverance. Not far behind in attaining Phase V Wings was CFI Martie Pearce. Ann Newcombe picked up her Phase III Wings, Barbara Coleman her Phase II Wings, and Carole Tobey, Phase I.

Membership Chairman Sharon Weber is promoting growth, and a membership contest is on. When a 99 recruits a new member, the names of both are dropped into separate boxes. At a given time, one name will be drawn from each box, and the lucky winners will receive free registration (\$75) for the 18th annual Kachina Doll Air Rally next October. Chairman Stacy Hamm, fittingly, was the first 99 to recruit a new member under the contest rules. Her new member is Kathleen Brown, whose list of activities is overwhelming. Superior Court Judge Lorraine Vose, Maricopa County, was recruited by Bruni Bradley, and Curt Tinsler is the latest 66 to become a "legal eagle," ready to become an active 99.

by Mary Lou Brown

CHAPTER NEWS, ETC.

worth the trip. The area has weather that competes with Palm Springs during winter months, and it boasts several resorts offering sports and relaxation.

Gerry Lynn, friend of 99s, hosted our



Borrego Springs 99s hosted the Orange County 99s, driving them to the Anza Borrego Park Visitor Center.



Orange County 99s and 49%ers at Solvang.



Bonnie and Bill Whitman at the Solvang fly-in.

Palomar Chapter

The February meeting was held at Flight Trails, conducted by Vice-Chairman Cyd Dolbec. We are proud of the fact that we are sharing our interest in aviation with the community. Scheduled for March 24 is the Pennies-a-Pound event, which will help support the Amelia Earhart Scholarship Fund. Other meetings have taken place at Anderson's Pea Soup and Flight International.

The chapter is also pleased to be receiving newsletters from our fellow fliers. It's nice to know you belong to such a great big family.

Our flock welcomes Betty Byers, who is rejoining the Ninety-Nines. As one enters the nest, another flies out right seat in a Beechcraft 99! Ami Erickson attended ground school for Wings West Airlines and awaits work on a schedule.

by Michelle M. Hertfelder

Phoenix Chapter

Jimmie Hall demonstrated her executive abilities in directing a practice NIFA meeting for the second time. Fifty-three students from Embry Riddle Aeronautical University, the University of Arizona and Cochise College participated in spot landings, power-on and power-off landings, message drops, threeleg navigation and performance tests, preflight contests, SCAN tests, aircraft identification and simulator events. Chairman Stacy Hamm drafted her mother, and the two of them prepared and served meals for the contestants and 99s who worked the meet. Cindy Johnson, Lois Maust, June Bonesteel, Ruby Sheldon, Barbara Coleman, Nancy Rogers, Ann Newcombe, Barbara Spears, Shirley Rogers, Grace Jones, Bruni Bradley and Lois Ward were assisted by Marilyn Brafford, Arizona Sundance Chapter, as well as several enthusiastic 66s. Barb and Sherm Spears again turned over their facilities at Sunburst Aviation on Deer Valley Airport for the event, and Airport Manager Ed Gilliam and the tower personnel were most cooperative. To top it all off, the flying event, incorporating the Ninety-Nines' goal of education, safety, participation and cooper-

Shirley Rogers is the first Arizonan to earn her FAA Phase V Wings, an accomplishment



Lieutenant Mavis Campagno, with husband Vince, was the featured speaker at the joint 99s-Zonta Club dinner.

Sacramento Valley Chapter

Sunday breakfast fly-ins continued, and two airplanes departed Sacramento area January 27 in IFR conditions on a flight to lunch in the sunshine at Columbia. Pilots were Jacqui and Orrin Koukol and Dorothy Flynn, and passengers included Mary Ben McClave, Isabel Warmoth, Florence Breen, Bobbi and Walt Campbell and Bobbie's sister, Marcia.

The joint Zonta-99s Amelia Earhart dinner was held January 25 at a local restaurant. The Zontas are a professional women's service organization. As Amelia Earhart was a member of both organizations, the joint dinner is held annually in her memory. This year's dinner was organized by Vija Berry, who is a member of both groups. A highlight of the evening was a talk by Lieutenant Mavis Campagno, a recent graduate of the Air Force Academy presently stationed at Mather AFB and flying Boeing 727s on navigator training flights. Lieutenant Campagno was accompanied by her husband, Vince, also an Academy graduate, who is presently flying out of Travis AFB. Barbara Sestito, International Vice-President, also spoke briefly, describing the recent gift of Amelia Earhart's Kansas birthplace to the International Ninety-Nines

Many local 99s were involved in the recent campaign organized by FBOs at Sacramento Executive Airport, chaired by 49½er Orrin Koukol, protesting the granting of a variance by the Sacramento City Council, allowing infringement of high density business on the flight path for Runway 12-30 at the airport.

by Dorothy Flynn

Santa Barbara Chapter

We continue to be alive and well; that is, if you don't count Renate Tesch's latest adventure. Renate flew to Big Bear for skiing the third time this season) and came back in a car with her badly broken leg propped up. A nad skier had run her over! Tarry Nelson's 19½er, Dick, took Lynne Barber to Big Bear wo days later to bring back Renate's Decathlon. Renate expects to be doing aeropatics again in three months.

Rachel and Bob Watkins are busy building literally) their beautiful new home. Quite a project, but very rewarding. Rachel took time off to fly to Camarillo to attend a night

irchaeology meeting.

Shirley Hopkins, with Joan Steinberger's nelp, is stripping paint off flaky spots on her sirplane. Joanie is installing new radios in her bird. Joanie attended the section board and chapter chairmen's meeting in Oakland.

Louise and Gary Matz have sold their airplane. Their last trip was to the fly-in at /andenburg AFB. Other 99s who participated ncluded Marion Fickett, Joan Steinberger, Connie Howerton, Helen Connelly, as well as Shirley Sendrak, 49½er Ted, and Erma Christian and 49½er John.

Erma and John left the flying to various lirlines on their trip "down under" — to Tahiti, New Zealand, Australia and Fiji.

Karen Kahn is still on strike from Continenal, and she is working on a nationwide PR ampaign for the Airline Pilot's Association.

by Erma Christian

Santa Clara Valley Chapter

At "Share the Knowledge Night" February 13 at Mayetta Behringer's home, two USPFT members gave pointers on "How to Fly a Contest." Marvin Ellis, competitor at the 1983 Skien International Meet, discussed precision landing techniques (use of flaps, when to cut power, etc.). "Know your airplane," he said, "then find methods that suit you best and practice!" Brian Caldwell told how cross-country events are set up in competition. Perfection is required in flying the course, which tests a pilot's navigation skills of pilotage and dead-reckoning. There are check points to cross, hidden check points and ground observers measuring the pilot's accuracy.

Eileen Kereckes, who flies in NIFA competition, arranged the session. It was especially timely since our chapter will host a regional USPFT meet May 4 at Hollister, with Diane Little and Anne Tapay as chairmen.

Safety education was the topic of the program at our February meeting. Janet Hitt (who is also with FAA-GADO) and Debbie James offered a pilot "check list" to help us decide whether to go, or to not go. What is the weather and time of day, pilot's experience in this type of aircraft, chosen route of flight, operation of navigation aids? They spoke about the human factor (relationships between pilots and passengers, health of pilot and passengers, degree of fatigue). Concerning passenger briefings, our speakers suggested a discussion of how doors open, why passengers should not talk to the pilot during takeoffs and landings and within five or even 10 miles of the airport, as well as what physical changes to expect at given altitudes.

Flying gives a "lift" in more ways than one, the speakers concluded. It gives women pilots a healthy view of themselves as disciplined decision-makers. However, in an "iffy" situation, it is important for the pilot to ask, "Do I really need to go, or am I going to give myself a better self-image as a hero?"

by Kathy Pelta

Santa Rosa Chapter

January 12 was a beautiful day for the first fly-in of the year for lunch at Lampson Field on Clear Lake. Trudy Newman, Heide Cronqwist, Heather Cissna, Gwen Namikas, Peggy and Roger Williams and all of their respective guests participated in the fly-in with some of the ladies detouring to the coast on the way back to watch the whales migrate.

We have been blessed with unusually good weather, which provided the opportunity February 16 to take a much needed trip to Santa Barbara with 200 pounds of medical supplies. After spending the night, the planes flew out IFR the next day and back to Sonoma County.

Cathy Shanahan's application has been chosen for the Amelia Earhart Scholarship competition. Cathy hopes to become a corporate pilot.

We were pleased to learn from Cheryl Brown that we will soon have a permanent meeting place on the Sonoma County Airport. After changing meeting places several times in the past few years, we are looking forward to being in such a good location.

by Helen Scofield

Air Racing News_

AIR RACING NOTAM

The policy of *The 99 NEWS* regarding air racing information is to publish at no cost:

- 1 a listing in the monthly "Calendar,"
- 2. one article about the upcoming event, and
- 3. one follow-up story/photos of the event's results

Additional publicity may be purchased in the form of advertising. Remember, 99s receive a 25 percent discount on advertising in *The* 99 NEWS.

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.

Allegheny Air Derby IX

The Greater Pittsburgh Chapter is sponsoring their ninth annual Allegheny Air Derby, Saturday, May 4 (rain date, May 5), Westmoreland County Airport, Latrobe, Pennsylvania. Derby time is 1230 hours.

Computerized race results are through the courtesy of Control Data Corporation, Pittsburgh, which will be donating time, equipment and personnel to score the race.

The proficiency event, scored on a handicap system, is open to all licensed pilots, flying any stock model single engine aircraft of not more than 420 horsepower. Each aircraft strives to fly as close as possible to its own predetermined speed and fuel consumption.

The non-stop triangular course is less than 250 sm and will be flown during daylight hours.

The interest and pilot participation in proficiency racing has been gaining in popularity for several years. Why not join us for a good time and competition? Cash prizes and/or trophies will be awarded.

For rules and entry information, send \$3 to Helen Davison, 4011 Dragon Rouge Dr., Gibsonia PA 15044, (412) 443-5124.

MOVING?

Let the 99s know you are moving. One report of address change takes care of all mailings from International Head-quarters, including *The* 99 *NEWS*. Let us know six weeks in advance to avoid delays and forwarding.

Send to: The 99s
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Oklahoma City OK 73159

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Yes, 9'd like to know more about the Ninety-Nines!

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