

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 12

JUNE 1985

NUMBER 5



New at Headquarters

Letters to the EDITOR

Dear Sirs:

Would you please print the following from me on behalf of the British Section?

Yvonne Trueman and 49½er Arthur recently went down under New Zealand and visited 99 Pam Collings and 49½er Ces. Both Pam and Ces gave a very warm welcome to Yvonne and Arthur, who would like to thank them very much for their kindness and hospitality.

Thank You,
Yvonne Trueman

Dear Editor:

Can you pass the word to Mary Hill that the Frederick, Maryland airport (FDK) sure could use one of those compass roses? Yours is a real beauty!

Cordially,
Max Karant

To the Editor:

At long last, the 1980-82 International Scrapbook is complete! You will be happy to know that it covers three books and somewhat more than 250 pages. It has its own table of contents and index of persons noted within it.

I wanted to let you all know it is done. You can certainly be proud of what it represents. I've read every single thing placed into it. And, as best as could be done, an alphabetized index with everyone mentioned is included — and where those people can be found in the Scrapbook.

Words are truly insufficient to express the pride I have felt — still feel — about you all and about the Ninety-Nines. If you could read all the things I have, you'd well with pride, too.

The reason for writing this letter is two-fold. I wanted you to know it was done and, more important, that you might get excited about the Ninety-Nines and its history. You are all a part of it — don't forget that — and be more aware of news items and informative things to send into your present Scrapbook Chairman.

Usually, in section or chapter meetings, we always want to know why, "four copies of everything." It is so your chapter can have a copy, the section can have a copy, and the International Scrapbook Chairman can have two copies (one for the International Scrapbook and one for the President's personal scrapbook).

Best wishes and happy flying to all,
Carolyn Dieter Sullivan

Gifts to Headquarters

Archives

Jean Krause
Kathryn C. Hach, *Colorado Chapter*
Ruth N. Rueckert, *Bay Cities Chapter*
in memory of Margo Smith

Building Expansion Fund

Connecticut Chapter
Wildflower Chapter
Las Vegas Valley Chapter
London Bridge/Havasut Chapter
Ruth McCulloh Crittenden, *Charter Member*
Shirley Brown, *Oklahoma Chapter*
Wilma Ashe, *Three Rivers Chapter*
Fran Huritz, *Chicago Area Chapter*
Betty Kirk Fritts, *South Central Section*
Chanda Budhabhatti, *Governor, India Section*
Sharon Meyer, *Nebraska Chapter*
Ida Van Smith, *Long Island Chapter*
Ann L. Chandler, *New England Section*
Teresa D. James, *Florida Gulfstream Chapter*
Margaret Ashton, *Greater Detroit Area Chapter*
Suzanne Azar, *El Paso Chapter*
Virginia Britt, *Florida Gulfstream Chapter*
Priscilla Cook, *Western Washington Chapter*
Marie D'Alterio, *Deep South Chapter*
Galen Fields, *Cimarron Chapter*
Jeanne Given, *Nebraska Chapter*
Betty McNabb, *Past International President*,
Florida Panhandle Chapter
Betty Richardson, *Virginia Chapter*
Marion L. Servos, *Chicago Area Chapter*
Theoclete Sommer, *Central Illinois Chapter*
Megann Streeter, *Utah Chapter*
Edwyna S. Thro, *Charter Member*
Rita Eaves, *Oklahoma Chapter*
J. Radakovich, *Columbia Cascade Chapter*
Barbara Clorite-Ventura
Eastern New England Chapter
Kitty Hach, *Colorado Chapter*
Pamela Mahonchak, *Orange County Chapter*
Eva L. McHenry, *San Diego Chapter*
Hazel Snyder Miles, *Bay Cities Chapter*
Margaret Napierala, *Michigan Chapter*
Dorothy Robinson, *Bakersfield Chapter*
Patricia Ruweler, *San Joaquin Valley Chapter*
Dr. Anne Sperry, *East Africa Section*
Ruth Southwick, *Nebraska Chapter*
Verna Stubbs, *Ft. Worth Chapter*
Aitena Svendsen, *Monterey Bay Chapter*
Virginia Thompson, *Shenandoah Valley Chapter*
Mary McBurney, *Greater Kansas City Chapter*
Ruth Gay, *Long Beach Chapter*
Dene Chabot-Fence, *Fresno Chapter*
Marian Banks, *San Diego Chapter*
Bernice Alper, *Garden State Chapter*
Patricia Bizzoso, *Long Island Chapter*
Virginia Breed, *Central New York Chapter*

In The News **Texas Conservationist Cited for Achievements**

Charter 99 Ila M. Loetscher has received a 1985 Gulf Oil Conservation Award for her 25-year effort to protect endangered sea turtles. She is founder and director of Sea Turtles, Inc.

Much of her work is devoted to public education, particularly through her "Meet the Turtles" show. The program, seen by more than 800 persons a week, raises funds to support sea turtle research. Mrs. Loetscher also established and maintains a recuperation center for ill or injured sea turtles.

Now in its 41st year, the awards program recognizes volunteer and professional

conservationists for their work in protecting the earth's renewable natural resources. In 1986, this program will be known as the Chevron Conservation Awards. American Motors was the original sponsor in 1953 and continued the awards until Gulf assumed sponsorship in 1980.

The 1985 award winners, seven women and 15 men, were honored May 23 at a ceremony at the Four Seasons Hotel in Washington, D.C. Each was presented a \$1,000 cash award, a citation and bronze plaque. In addition, four non-profit organizations have been named Gulf Oil Conservation Award winners for 1985.

PUBLISHER
The Ninety-Nines, Inc.

EDITOR
Lu Hollander

EDITORIAL ASSISTANTS
Nema Masonhall
Nancy Smith

ADVERTISING MANAGER
Norma Vandergriff

EDITORIAL CONSULTANT
Jan Million

EXECUTIVE DIRECTOR
Loretta Gragg

HEADQUARTERS SECRETARY
Barbara Engel

International Officers

PRESIDENT
Hazel Jones
8536 Mediterranean Dr. Dallas TX 75238

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

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

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

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

The 99 NEWS

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

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

CIRCULATION INFORMATION

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

Membership Count as of May 31, 1985 is 6,374

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 12

JUNE 1985

NUMBER 5

FEATURES

Personality Profile: Jean Hixson	8
A Look Back to 1928	10
Candy's Friend	12
Women Pilots Carry on Legacy	14
Baltimore... where food and culture go hand in hand	18

DEPARTMENTS

Letters to the Editor	2
Gifts to Headquarters	2
Calendar	4
The President's Message	5
New Ratings	5
Safety Education	6
The Art of being a 99	7
New Horizons	9
Focus on USPFT	15
WPFC Schedule and Registration	16
Chapter News	20
Air Racing News	31

ADVERTISING

Wisconsin 99s	5
Aero Insurance	8
Le Monde Travel	13
Jeppesen Sanderson	15
Avco Lycoming	18
Norman Beerger Productions	19
Delta Airlines	20
Classified	31

Calendar

JUNE

June 1: Poker Run (rain date, June 8), Medford, Oregon, sponsored by Southern Cascade Chapter. Contact Linda Mayfield, (503) 779-9946.

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

June 9: Parks College Open House and Air Show, 1100-1700 hours. 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 15: 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 29-July 2: Air Race Classic, entries closed April 13. Contact ARC, Ltd., P.O. Box 1343, Crested Butte CO 81224, (303) 349-6864.

June 30: Heritage Days Planes 'n' Pancakes. Macomb Municipal Airport in Illinois. Fly-in breakfast at 0730 free to pilots of antiques, custom-built and warbirds. Awards include Best Antique and Oldest Antique. Contact airport, (309) 833-3324, or Jayne Schiek, (309) 833-2359.

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. Race kits, \$3, Jan Million, 138 Chickasaw Ln., Yukon OK 73099.

July 13-14: 99s Lakelair Airshow, Olympia, Washington. Open house Saturday, air show Sunday. Contact Marilyn J. Britt, 5040 14th Ave., S.E., Lacey WA 98503, (206) 491-3874.

July 19-21: International Forest of Friendship ceremonies, Atchison, Kansas. Dedication of AE birthplace, Memory Lane honorees.

July 20: Density Altitude Clinic, Wendover, Nevada, sponsored by Utah Chapter. Contact Carol Clarke, (801) 596-1118.

July 22: Dedication of a plaque to honor WAFS and WASPs at the Greater Wilmington Airport, New Castle, Delaware. Sponsored by the Delaware Chapter. Contact Jan Churchill, (301) 885-5900.

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 3-4: Medford Airshow, "Wings through Time," a centennial celebration of Medford aviation featuring Art Scholl and Airwolf. Contact Laura Smith, (503) 779-5311.

August 4-8: Fifth Annual Bahamas Grand Prix Air Race, Chicago to Bahamas. Kits, \$7, Grand Prix Air Race, Ltd., 1918 W. Banbury Rd., Palatine IL 60067, (312) 358-5100.

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

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

August 18-25: Louisiana State Aviation Safety Week, co-sponsored by the 99s and FAA safety offices. Aircraft static displays and safety seminars will be held statewide. Large all-day celebration August 25 at Lakefront Airport in New Orleans. Contact Pat Ward, (504) 924-3303.

August 25: Second Summer Flight Air Rallye, start and finish at Rialto Airport in California. Handicapped air race for stock aircraft, approximately 200 miles. Trophies, cash awards and special prizes. Second team member need not be a pilot. Co-sponsored by Rialto Aviation and Inland California Chapter. Race kits, \$4, Toookie Hensley, 9391 California, #15, Riverside CA 92503.

August 31: The 99 NEWS deadline for October issue.

SEPTEMBER

September 7: Back to Basics Air Race (rain date, September 14), less than 300-mile round robin from Santa Monica Airport. Only minimum FAA required instruments can be used. Kits, \$3, Doris Robertson, 1911 California Ave., Santa Monica CA 90403.

September 13-15: Western Canada Fall Sectional, Winnipeg's Fort Carry Hotel.

September 13-15: EAA Southwest Regional Fly-In, Kerrville, Texas. Contact Chamber of Commerce Convention and Visitors Bureau, (512) 896-1155.

September 20-22: South Central Fall Sectional, Wichita Falls, Texas.

September 27-28: Fall North Central Sectional, Des Moines, Iowa.

September 30: The 99 NEWS deadline for November issue.

NOTAM

Governors and chapter chairmen have been sent copies of proposed International Bylaws changes. Members should discuss these changes prior to Convention and inform their delegates of their voting wishes.

FLASH!

The 1985 World Precision Flying Competitions has been named one of the top 20 tourism events for the south-eastern United States by the South-eastern Tourism Council.

Barbara Engel has recently joined the staff at International Headquarters as secretary.



THE PRESIDENT'S MESSAGE



by International President Hazel Jones

I have just spent a delightful weekend in Topeka, Kansas, attending the South Central Sectional. It was hosted by the Northeast Kansas Chapter, and they did several things differently that I was very pleased about. I was so pleased that I will share with you all and hope that all chapters who are about to host a section meeting might take note.

One of the things that is of great concern to your Board is the cost of things. The cost of renting an airplane to go out for an hour of practice. The cost of going to a section meeting. The cost of registration. Yes, and even the cost of attending an International Convention when transportation and registration are both considered.

It apparently was of concern to Northeast Kansas and they did something about it. They found a hotel with modest rates. They had a basic registration, and then they had add-ons. They also included optional no-cost activities. The business meeting was held at a time in the morning so 99s could come in, attend the session and go home. The business meeting was followed by the luncheon, and that really concluded all of the main activities. So a person could come in for a minimum of one night, attend the chapter chairmen's meeting, the business meeting, the luncheon and go home. Or they could attend a seminar in the afternoon (for free), go to dinner theater at night (extra), or have a light snack and attend another seminar at night (for free). This left time to visit old friends and meet new ones.

The options were:

1. HOTEL — \$41 single; \$47 double
2. REGISTRATION — \$40-65 (depending on options selected)
3. LUNCHEON BANQUET (instead of more costly dinner banquet)

The basic no-frills plan included a Friday night pizza and beer buffet at the airport, followed by a visit to a World War II aviation museum. Saturday included a continental breakfast and the luncheon banquet. Registration also included a full breakfast buffet on Sunday for those who stayed over and were flying home. I

thought it was quite a bargain. The host chapter also had the usual hospitality room with the usual treats, goodie bags and a number of door prizes. They just did everything a little less expensively. You could do as much or as little as you chose to do, or as your pocketbook dictated.

I know that some sections only have one meeting a year; some hold two one-day meetings a year; and others have weekend meetings with arrival on Friday and departure on Sunday. The latter can sometimes become rather expensive. I think the individuality of each section is just great, and I wouldn't change it if I could. I am just suggesting that, wherever possible, consideration should be given to innovative options for our members. I have sent a report on this meeting to all domestic governors in the hope that these suggestions will be considered.

While we are discussing "in-house" things, I want to personally thank all of the sections I have visited for the super treatment you have accorded me. As you all know, I love to visit all parts of the country, see old friends and meet new ones. I feel like we all gain so much from these meetings, and if we can keep the cost modest, more members will be able to come. All of us will benefit.

NOTAM

The 1986 Intent to Seek Election forms for International officers, directors and Nominating Committee members will appear in the September issue of *The 99 NEWS*.

NOTAM

Chapters who wish to list their "Items for Sale" in the new Membership Directory must send the completed form to Headquarters by June 20.

New Ratings

NEW YORK/NEW JERSEY SECTION

Wendy Sussman, Greater New York — IFR

Doris Abbate, Long Island — IFR

Almee Larrat, Long Island — AMEL

NORTH CENTRAL SECTION

Carol Stephens, Indiana Dunes — AMEL

NORTHWEST SECTION

Kathleen Harper, Far West — IFR

SOUTH CENTRAL SECTION

Wanette Bergman, Abilene Area — AMEL

Dorothy Dickerhoof, Kansas — CFI

JoAnn Carpenter, Oklahoma — IFR

Carol Thompson, Tulsa — COMM

SOUTHWEST SECTION

Patty Tormey, Bay Cities — CFI

Daphne Van Coy, Bay Cities — CFII

Come meet on the other side of the rainbow

**Wisconsin 99's
EAA Brat & Burger Fry**
Tues., July 30, 1985, 5:30—?

Elk's Club
2939 Jackson Dr., Oshkosh

\$8-Adult \$5-children under 12

Please pre-pay to Jane Kriha
1115 W. New York, Oshkosh, WI 54901

Free Beer
while quantities last!

The thunderstorm is a complex weather phenomenon that can produce some of the most severe conditions, such as tornadoes, hail and extreme turbulence. Thunderstorms should be avoided, if possible; however, if you are forced to fly through them, you should adhere to established safety precautions and procedures.

There are approximately 44,000 thunderstorms occurring in the world each day. So sooner or later you will encounter one. A little background on the thunderstorm and a few recommendations might be helpful to the pilot.

The basic elements for a thunderstorm are the same for any convective cloud: (1) unstable air, (2) some type of lifting action, and (3) high-moisture content in the air.

In the United States, during the months of June, July and August, we see numerous thunderstorms due to the many convective currents. I'm sure other parts of the world have certain times of the year that are more conducive for thunderstorms.

There are three stages to the development of a thunderstorm. The first stage is

Safety education

by Ramona O. Young
International Safety Education Chairman

known as the cumulus stage. The main feature of this stage is the cumulus cloud and the updraft, which may extend from near the earth's surface to several thousand feet above visible cloud tops.

The second, or mature stage, begins as rain starts to fall at the earth's surface. Raindrops and ice particles, by this point, have grown to such a size that they can no longer be supported by the updrafts.

Severe up and downdrafts occur in the mature stage. As the raindrops fall, they pull air with them and create downdrafts that may exceed 2,500 feet per minute. This

causes gusty winds at the surface as the downdrafts strike the earth and spread outward.

The dissipating stage is characterized by the collapse of the cumulonimbus cloud. Downdrafts continue to develop and spread vertically and horizontally while updrafts weaken and finally dissipate completely. Soon the entire thunderstorm becomes an area of downdrafts. Rain decreases, then ceases, and the thunderstorm begins to dissipate. The top of the thunderstorm, at this point, begins to develop the characteristic anvil appearance with the point of the anvil in the direction of the prevailing winds.

You should always obtain a thorough weather briefing before any flight. These recommendations may help if thunderstorms are contained in your briefing:

1. Pilots, particularly those flying light aircraft, should avoid all thunderstorms.
2. Pilots should never venture closer than five miles to any visible storm cloud with overhanging areas because of the possibility of encountering hail. Hail and violent turbulence may be encountered within 20 miles of very strong thunderstorms.
3. Pilots should be extremely cautious in attempting flight beneath all thunderstorms, even when visibility is good, because of the destructive potential of shear turbulence in these areas.
4. Pilots flying in the vicinity of thunderstorms should, at the first sign of turbulence, reduce airspeed immediately to the manufacturer's recommended airspeed for turbulent air penetration for a specific gross weight.
5. Maintain a straight and level attitude on a heading that will take you through the storm area in minimum time.
6. Make a 180-degree turn and come home before entering any weather.

Thunderstorms are complex weather phenomena that should be avoided if at all possible. They contain some of nature's more severe weather conditions.

HEADQUARTERS NOTAM

The May mailing to section governors and chapter chairmen included membership lists, members due to renew, non-renewals, plus information from the AE Scholarship Committee, Membership Chairman, USPFT, insurance forms, public relations information on *The 99 NEWS* advertising contest, and a general information sheet from Headquarters.

For further information on these, contact your chairman or governor!

NOTAM

Have you sent in your application for the HILTONPLAN yet? Please do it today. We will all benefit from 100 percent participation by our members. It guarantees you a room at a commercial rate at any Hilton Hotel at any time.

Just send in the application (see the May issue of *The 99 NEWS*), then simply state that you are a 99 with HILTONPLAN privileges whenever you make a reservation.

NOW HEAR THIS!

To commemorate the dedication of Amelia Earhart's birthplace in Atchison, Kansas, July 20, the Amelia Earhart Scholarship Trustees are preparing a special AE Airmail First Day Cover. As you are aware, this lovely Victorian home, where Amelia was born July 24, 1897, has been deeded to The Ninety-Nines, Inc.

One hundred of the original 1963 Amelia Earhart 8¢ Airmail First Day Covers will be cancelled there July 20, with an additional AE 8¢ Airmail and a 15¢ Tree Stamp added. It will be autographed by Amelia's sister, Muriel Earhart Morrissey, who was also born in the house, and all 99 Charter Members and International Presidents who are in Atchison for the occasion.

To obtain yours, send your check for \$15 each, payable to the AE Scholarship Fund, with a stamped, self-addressed, #10 legal size envelope to Alice H. Hammond, 15 Oakdale Dr., Millville NJ 08332 before July 10.

Update: Amelia Earhart Birthplace

by Marie Christensen
for the Amelia Earhart Birthplace Trustees

Our enthusiasm for this restoration project exceeds our funds. Costs are running higher than anticipated, and we have only enough money left to maintain the house for one year.

We were able to get the electrical system in the house completely brought up to acceptable standards and the replumbing completed on the first floor. We also completed a new caretaker's kitchen and bought a Rollins security systems for the house. In addition, we paid the utility bills for the past six months. All of this was accomplished for less than \$20,000.

We have pinched every penny twice — but we have no more pennies to pinch. We are desperately in need of a new roof and some foundation repairs. We do not con-

sider the house to be ready for viewing or occupancy until these repairs have been made, plus a few smaller but necessary repairs inside.

Morally and legally, we must ensure the safety of persons on the premises. Due to our lack of funds to make the necessary repairs, we have decided to close the home at this time. We shall continue to try to raise funds and to proceed with a logical, orderly restoration as quickly as possible.

As 99s, we have other financial commitments now that require our immediate support — commitments that were made prior to our ownership of this house. We certainly will not abandon this wonderful project, we will just have to proceed a little more slowly. We ask for your support, understanding and any fund-raising ideas.

by Stacy Hamm

As members of the largest organization of women pilots in the world, we enjoy many advantages which deserve to be shared with every woman pilot.

First is our job data bank, wherein we who are looking for careers in aviation can place our interests, talents and skills on file to serve as references for employers who are seeking pilots, engineers, airport admini-

strators, aircraft sales representatives, etc. The data bank also works to keep members informed of employment opportunities in these areas; and many scholarships through the AE Scholarship Fund and individual chapter funds are available to help us further our marketable aviation skills.

We are privy to a list of other women pilot members around the world that we can use

as contacts when traveling or relocating. This serves us when we need aviation services, information about facilities in the area or a social contact. When we want someone to share our flying experience with, 99s' hospitality is unbeatable.

The meetings and activities of local chapters serve us, too, by providing a vehicle by which we can boost aviation in our communities, enhance safety for ourselves, and increase public awareness of the benefits everyone enjoys as a result of aviation.

The art of being a 99 is the ability to take advantage of all the membership benefits which we are offered.

When you hear of a job opening in your area, or if you or a pilot friend are looking for aviation employment, notify the data center in Oklahoma City. In this way, you will increase the Ninety-Nines' ability to serve its members with this resource.

When you travel, use your directory to contact 99s in their hometowns. By strengthening the lines of communication among individuals, you will reap more fun and excitement from your membership. Participate in your local chapter programs, and become a better informed, well-rounded pilot.

By practicing the "art of Ninety-Nining," your enthusiasm for the organization will ignite. A spark will glow in your eyes and warm your smile. Then, when you meet a new woman pilot, the pleasure you derive from being an active 99 will kindle her curiosity and fuel her desire to become a part of the Ninety-Nines' experience.

A new idea: Advertise your air marking. Post a notice several weeks prior at your next intended air marking location and bring out inquisitive pilots to watch and participate. As well we know, once you've worked an air marking, you're hooked on Ninety-Nines.

Membership chairmen: Encourage every member to carry with her a membership application, a blue membership brochure and a current directory. When she travels this summer to fly-ins for EAA, Comanche Society, Flying Nurses, soaring clubs, etc., she is armed with all she needs to sign up a new member on the spot. And put her in touch with the chapter nearest her home.

NOTAM

Please send all material for *The 99 NEWS* to the Headquarters address, P.O. Box 59965, Will Rogers World Airport, Oklahoma City OK 73159. If you need to use a street address, it is 4520 Amelia Earhart Lane, Oklahoma City OK 73159.

When material for publication is sent to the editor's home address, it is often delayed, especially since the editor's address is incorrect in the current membership directory.

The 99 NEWS Advertising Competition

WIN
Two Round-Trip Tickets to Hawaii
from anywhere in the continental USA
— good for one year!
(Some restrictions do apply.)

You can win a trip for two to this tropical island paradise just by selling some ads for our favorite magazine, *The 99 NEWS*.

The contest will run from June 1 to December 31, 1985. The person producing the most revenue during that period will be the winner.

HOW TO ENTER:

1. Request ad rate forms from Marie Christensen
2. Sell ad
3. Send ad and money to *The 99 NEWS* at Headquarters in Oklahoma City
4. Complete entry form and mail to Marie Christensen

Enter now and win a chance to join your friends at our 1986 International Convention in Hawaii, or a second honeymoon, or just an escape from the winter doldrums. The more ads you sell, the better your chance to win.

OFFICIAL ENTRY FORM

The 99 NEWS Advertising Competition

Name _____

Address _____

Phone _____

Chapter Affiliation _____

Date ad sold _____

Size ad sold _____

Monetary value of ad \$ _____

Name of company or individual advertising _____

Return to:

Marie Christensen, 4801 W. 87th St., Prairie Village KS 66207

All entry forms must be postmarked PRIOR TO JANUARY 1, 1986.
An entry form MUST be completed and returned FOR EACH AD SOLD.

Taking inventory of Jean F. Hixson's many achievements would be very difficult were it not for the wonderful scrapbooks kept by her loving mother, Pearl Hixson, age 92.

Jean was born September 30, 1922 in Hoopeston, Illinois, the oldest of three children, including brother Dean and sister Pauline Hixson Vincent. A Hoopeston High School graduate, Jean started flight training at age 16 at the nearby Danville Flying School, and she had her private pilot license by age 18. She began flight training at Avenger Field, Sweetwater, Texas, in December 1943, and when she finished in August 1944, she was assigned as a WASP to a B-25 (twin-engine bomber) base in Douglas, Arizona, as an engineering test pilot. After World War II, Jean qualified for a commercial pilot license, both single and multiengine land. Her logbook reveals that she had more than 6,000 hours, flying many types of airplanes, from Cubs to jets, plus the Goodyear blimp, balloons, ultralights and even hang-gliders in Colorado and California.

When the WASPs (Women Airforce Service Pilots) deactivated in December 1944, Jean returned home very briefly, and then accepted a job as a flight instructor teaching veterans to fly under the GI Bill at Akron Municipal Airport in Ohio. Evenings and summers, she attended Akron University's night school and received her BS in elementary and secondary education; she later earned her master's degree.

She was a teacher in the Akron school system for 31 years, retiring in 1983. During her later years, she was a curriculum specialist for talented and gifted children. She also developed the curriculum to teach astronomy in the public schools of Akron, and led many field trips for students to NASA Lewis Research Center in Cleveland, Ohio. In 1959, she won a round-the-world

trip in the NEA "Bold Journey" program on TV for best use of travel and aviation experience in the classroom. Jean was one of two teachers in the Akron schools to receive an award from the Valley Forge Freedoms Foundation.

She was in the Air Force Active Reserves, serving at many bases during summer vacations, and she sometimes even took leave from her teaching job for special projects. After more than 30 years, she retired in 1982 a full colonel from the Air Force at age 60. While in the Reserves, she continued her education in the Air Force War College, and was the first woman to tour the NATO bases in Europe. In 1961, at Lovell, New Mexico, she participated in the stress tests for women astronauts, and was one of 13 women selected for further training, only to have the program abandoned for lack of funds. In 1984, Jean was awarded the Meritorious Service Medal by the US Air Force for her work in the Air Force Aerospace Medical Research Laboratory at Wright-Patterson AFB, Dayton, Ohio.

Jean was an active member of many aviation organizations, and held a Life Membership in the Ninety-Nines. In 1948, she was one of the earliest winners of the Ninety-Nines' Amelia Earhart Scholarship Award, and also flew in 11 Powder Puff Derbies. Other membership affiliations include AFA, NAEC, NAA, MLTA, WLTA, NEA, NSTA, OAFSA, OEA, WACOA and CACOA.

Jean could claim to be the first woman in many things, and opened doors for other women to follow. During her last illness, she worried about how her illness might affect her next flight physical, as she continually looked forward to her next flight... Jean's last flight in her logbook was entered by her sister, Pauline, September 21, 1984, when Jean flew on to New Horizons. She is buried in Hoopeston, Illinois, where she was born.



An educator, Jean won a round-the-world trip in the NEA "Bold Journey" program on TV for best use of travel and aviation experience in the classroom.



One day in 1957, Jean skipped school and went flying. That day she was the second woman to fly through the sound barrier. Jacqueline Cochran was the first, and in this picture they must be comparing experiences.



99

SPECIAL GROUP POLICY

CARL
GENE NORA JESSEN
(208) 383-3304

AEROINSURANCE

3200 AIRPORT WAY, BOISE, ID 83705



New Horizons

Valera "Val" Johnson Greater St. Louis Chapter 99

The Greater St. Louis Chapter lost a beloved member April 15. Val Johnson died in an airplane crash northeast of her home in St. Clair, Missouri.

Val learned to fly in 1962 and, within a few years, had earned her instructor's license and instrument rating. In 1975, she added her commercial helicopter rating. She loved and lived to fly her Bonanza. She had logged 6,000-plus hours after participating in nine Powder Puff Derbies, two Air Race Classics, four Angel Derbies, Sky-Lady Derbies, Illi-Nines Air Derbies and attending many sectionals and International Conventions, seminars and Whirly-Girl hoverings.

Val joined the Ninety-Nines and the Greater St. Louis Chapter in 1964. Her participation in and promotion of our organization was outstanding. She held many offices and chaired numerous committees. She was North Central Section vice-governor in 1979-80 and governor in 1981-82. In 1975, she became a member of the International Organization of Women Helicopter Pilots and Whirly-Girl #195. In 1979, she was inducted in the Forest of Friendship at Atchison, Kansas.

In the St. Louis aviation community, Val had served as a member of the Missouri Pilots Association, St. Louis Aviation Museum, St. Louis Aviation Council, Missouri Airport Authority and FAA Accident Prevention Program. Truly, aviation was her life. She also served her country in World War II as a Navy gunnery instructor officer.

Val had a very outgoing and friendly personality, and she was greatly respected by her peers. She lived each day to the fullest and, therefore, had much to share.

Reverend Spaulding made the following most appropriate comment at her funeral: "As the sun slips below the horizon on a winter day with snow on the ground, we observe and enjoy a brilliant afterglow of beauty." In comparison to Val's life, even though she has gone to New Horizons, we will long live and enjoy her "afterglow." We lost a great lady, but we consider ourselves fortunate that aviation was a treasured part of her life, and that we were able to share it with her.

Val is survived by her husband, Belmont "Dinger" Johnson, and her sister, Lou Dougherty.

by Nelda Lee

William "Bill" Letzring April 20, 1985

49½er of 99 Lois Letzring
Santa Clara Valley Chapter



Tribute to Val

*They lived on earth a little while
And learned the joy of wings.
The cloudless sky, the boundless blue
A pilot's secret things.*

*They lived, they shared
Their joy with us
And then they flew away
To New Horizons, brighter skies
where earth folk cannot stray.*

*Each left to us a legacy,
A memory, a prayer,
The dazzling height, the gift of flight.
Their dreams and hopes to share.
Remember them and care.*

by Betty McNabb

Dr. Dale Hadfield Mount Tahoma Chapter 49½er

On March 23, the Mount Tahoma Chapter lost our most active and enthusiastic 49½er, Dale Hadfield. He was the husband of Jo Hadfield, chapter chairman, and the father of member Jody Whittaker. Dale had a stroke shortly after returning from the Alaska Convention.

Dale and Jo spent many happy hours aloft in their plane. He was a member of the Flying Physicians and the Civil Aviation Medical Examiner's Board.

As a frequent guest speaker of our chapter, Dale often entertained us with stories and offered good advice on the medical aspects of flying. He wholeheartedly supported our chapter and women in aviation. We all feel his loss and will miss him very much.

by Carolyn Curles

Margo Smith Orange County 99

Margo Smith, who was born and educated in Canada, moved to the United States with her husband and three children in 1959. When we first met Margo, she was deeply involved with Girl Scouts, but when her third child went off to nursery school, Margo went off to the airport and began a most distinguished career as a pilot, superior flight instructor and 99.

She was our friend and leader — as chairman of the Orange County Chapter and governor of the Southwest Section, not to mention numerous other offices and committees she directed or on which she served with unfailing enthusiasm.

Margo was struck down by a brain tumor, which became evident at the end of last December and progressed until it took her life on April 6. Although for the last three months of her life she was unable to speak, she was cheerful, loved the many cards she received and graciously accepted those of us who visited or took her to lunch or dinner.

Margo had nearly completed the requirements for a master's degree, and a major part of her work involved interviewing women flight instructors. This project took her to several states to tape conversations with selected female CFIs, and she was able to interview still others at International Conventions, section meetings and other aviation events. These tapes, which were so important to her, are even more important now to the Ninety-Nines. It was her wish, and our good fortune, that they will be given to the Ninety-Nines Resource Center at Headquarters in Oklahoma City.

We will miss Margo so very much, but her legacy to our organization will ensure her memory with 99s throughout the years.



A Look Back to 1928...

The following article by Margery Brown appeared in the September 1928 issue of *Popular Aviation* magazine. Isn't it interesting how similar our feelings about flying are today, more than 50 years later?

"What does flying mean to you?" That is the question I have been asking women on the flying fields, where dozens are flocking nowadays, eager for instruction. The replies are as varied as the women, and as interesting. Apparently, flying does not mean precisely the same thing to any two women. Each one is actuated by different desires, ambitions and motives. A few of them do not even know why they fly; they feel the urge, and forthwith obey the impulse!

It is quite clear to me why I fly. I would not think of flying if it did not uplift me mentally as well as physically. To me, it invariably means uplifted thought — freedom from thoughts that center upon self. But to various people it symbolizes different things.

One woman told me that, to her, it represented "a conflict and a victory" — a conflict with an inner fear as well as with the region of the air, and a two-fold victory, moral as much as physical.

Of a man well known in the aviation industry, who for a number of years has made flying his business, I seriously asked, "Just what does flying symbolize to you?" And he made me laugh by answering laconically, "Bread and butter!"

But, to most of us, flying is still enough of a novelty to be an emotional experience, and questioning various women about their reactions brings forth interesting information.

Women began to enroll for a course of flying instruction at Curtiss Field shortly after Lindbergh's epic flight across the Atlantic. Speaking of Lindbergh, it is undoubtedly a fact that he inspired most of the women; one told me frankly that, had he been homely and past forty, she never would have yearned to fly! But despite the romantic inception of the desire, she has become an excellent flier.

Lindbergh himself is a symbol, more or less. It isn't Lindbergh as a person who inspires them so much as it is Lindbergh as an ideal. They recognize in him qualities they would like to possess — courage, quiet confidence, modesty and spiritual freedom — and in seeking to make these qualities their own, they naturally follow along the trail he has blazed.

Margaret Huber of New York City was one of the first women to enroll for the course. She began to fly about a year ago, with Lieutenant Kitchingman as her instructor. From the beginning, she was a very satisfactory student, and was ready for her first solo flight at ten hours. This is an unusually short time for a woman to solo. Since then, she has progressed steadily. She is cool and businesslike about her flying. Not easily excited, of a rather nonchalant temperament, she flies as much for the delight it affords her as for the furthering of her ambitions. Miss Huber has every intention of taking up flying as a career, and believes that there are plenty of opportunities for women in commercial aviation.

She likes to fly open cockpit, not in a cabin plane; thrills at what she believes is the risk involved; loves the freedom and the physical sensation of wind blowing strongly against her face; and she glories in the power, the exultation. Flying makes her feel as if she had gained the upper hand — as if, so to speak, she could make a face at the world and

stick out her tongue in derision like a naughty little girl, when she is flying at a thousand feet and speedily leaving the earth behind!

This sensation of reckless abandon does not appear to have any place in the experience of Clarissa Cooper, another woman student who had her training from Lieutenant Kitchingman. Miss Cooper takes flying very seriously, is conscientious and careful, and is anxious, not only to fly well, but to fly with the greatest safety. She believes it is the greatest sport there is.

Miss Cooper has done exceptionally well, and has already obtained her private license. When she has had sufficient experience, she would like to sell and demonstrate planes. It seems that there might be an opportunity in this field, especially if women take up flying to any extent. A woman who was buying a plane would undoubtedly be predisposed in its favor when she saw that another of her sex was able to fly it without any difficulty.

One cannot help but wonder if women will want little luxuries in their planes, such as they have demanded in their automobiles — ashtrays, mirrors, lipsticks, flower vases and the like. Let us hope that a law will be enacted to prevent the placing of mirrors in conspicuous places; else the number of crack-ups will be enormous. With a mirror in the cockpit, too many women would be far more interested in their looks than in their landings!

Mrs. Margaret O'Mara obtained her private license in record time. She has two little children, and has frequently brought them to the field, where she would leave them on the ground with a nurse while she went up for instruction.

To her, flying means an added vital interest in life. She finds it a great satisfaction to strive to excel, and to succeed. The effort to become skillful is what attracts her. This striving for skill is one of the greatest attractions flying has for Miss Cooper and Miss Huber, also. Mrs. O'Mara is as well satisfied with an especially good landing as a woman on the links would be if she had made a "hole in one" — and just as annoyed with a bad landing as that same woman would be if she had played a very poor game of golf. Although she is the only student at Curtiss Field who is a mother, she considers it no more unusual for a woman who has children to fly than to drive an automobile.

Few of the women are interested in motors. They want to learn as much about their planes as is necessary in order to pass the Department of Commerce tests, and one or two have been heard to declare that they would like to be able to make minor repairs when occasion demands; but it appears that women, as a class, prefer to enjoy flying, and let the mechanics do the work.

Other students at the field include a Tollies girl, a debutante, a college girl, a flapper, a school teacher, an actress and a society matron. To each of these women, flying has a different meaning; and each one is finding just what she is seeking.

Aviation is so varied in its many phases that one might safely say of flying what frequently is said of life itself — you get out of it just what you put into it!



Virginia Oualline holds the top of Margery's flight suit. On the table are other items belonging to her.

A number of aviation publications were included in the memorabilia received from C.H. Smith, Margery Brown's nephew.



Margery's typewriter is in good condition, usable if one can determine how to unfold it from the traveling case!



Margery Brown's parachute, goggles and numerous photographs are among the items of memorabilia recently received at Headquarters.

New at Headquarters

A treasure trove of early day memorabilia was recently received at International Headquarters' Resource Center. Donated by C.H. Smith, nephew of Charter 99 Margery H. Brown, the material included personal items, such as her typewriter, parachute, flying suit and goggles, a number of photographs and negatives and many flying publications.

Perhaps most interesting of all were three canisters of movie film taken during 1927-1932. Headquarters has just learned that these canisters contained some 1,400 feet of film which is still in good condition. The images have just been transferred to a videotape by International Historian Judy Logue for use in the Resource Center.

Margery, a tiny 4'11", was private pilot #6945 and learned to fly in a Jenny in 1927. Because of her small size, she had to use a set of contrived rudder extensions as well as cushions in order to operate an airplane.

One of the signers of the original membership letter, she also attended the first meeting of the group which became the Ninety-Nines. A prolific writer, Margery took the set of rudder extensions along on a two-year round-the-world trip so she could fly during her travels.

Her articles appeared in numerous publications of that era, but little is known about her since then. By the late 1930s, her name no longer appeared on Civil Aeronautics Administration lists of pilots.

Candy's Friend

by Grace Lienemann

We met on a crisp November morning in her office at Detroit City Airport. She had extended her hand in greeting. "Good morning, I'm Lillian Snyder and I'd like you to meet my special friend, Candy."

"Good morning," I replied, taking Lillian's hand. "I'm pleased to meet you and your special friend."

There dancing about our feet was an adorable carmel-colored poodle known as Candy. The enthusiastic greeting from Candy has us smiling at one another and talking to Candy. I reached down to scratch Candy's ears and received a doggy kiss from her. Then I sat down to talk with Lillian for a while. Candy curled into a sleeping bundle of fur.

We began talking about the City of Detroit, the Tigers having just won the World Series, and the pride we felt to be a part of the city. Lillian is a member of the Detroit Chamber of Commerce. She is also the manager of the Detroit City Airport. The airport office in which we sat has a picture window on the west wall. It has a view of Runway 15/33. The activity of the incoming and departing aircraft affords a constant change.

On the ledge of the window were pictures of the beginnings of Detroit City Airport. Lillian is gathering these photographs of the early airport days to assemble a portfolio. One of those pictures is of the original airport building with its high half-moon shaped roof and open drafty walls. Another is of an old airplane with fabric covering and tail-skid sitting on the runway. And yet another is of the water tower that was once a prominent landmark. Parked within the bordering fence were old square-built cars of yesteryear. It is indeed an interesting look into the past.

While looking and talking about the pictures and how time has changed flying, but not the thrill of it, I asked Lillian how she became interested in flying.

Her reply was, "It all started because my husband and I loved to fish."

"Fish?" I said, wondering what on earth did fish have to do with flying?

"Yes, fishing," she replied. "It was a hobby of ours. We could only fish locally in the waters surrounding us. So we bought a plane — an Ercoupe — and hired a pilot to fly us around. My husband learned to fly the plane first, and then I decided to learn."

"When did you become a licensed pilot?"

"Somewhere around 1954," she answered.

The office phone rang and Lillian turned to answer it. During her conversation on the phone, I turned to look at the pictures and plaques hanging on the pale yellow walls. There were several awards from many walks of life, yet all eventually coming to one individual. Honorary Lt. Governor of Oklahoma, Honorary Kentucky Colonel and Honorary Citizen of the City of Houston, to mention just a few. At the end of this line of awards was a sketch of a Learjet. It was absolutely alive with smooth-flowing motion. The sketch had been drawn and signed by Bill Lear. Sandwiched in among the awards was a certificate for sky-jumping.

Lillian placed the phone into its cradle and turned to talk again. I was trying to read the lettering on the sky-jumping certificate. I asked, "Lillian, did you really jump from a plane?"

"Oh, yes, some time ago," she replied with a smile.

"Would you tell me about it?" I asked.

"Well," she began, "I learned to free-fall. The first step is learning to jump off a five-foot-high platform. You must learn not to jump directly upon your heels and stop, but to jump landing and rolling to your side all in one motion."

Lillian worked many hours practicing this jump. When the jump had been perfected, she practiced free-falling with an instructor from the plane. In the jumpsuit she wore was a small radio, providing communication between her and the instructor. They did several jumps together, learning to fall spread-eagle, and not to take on the shape of a human torpedo. The actual solo jump took place over Marine City Airport. The height was about 3,000 mean sea level. There was a bit of a breeze dancing about the first jump.

"Jumped! Alone?" I injected. "How was it?"

"It was beautiful," she replied, smiling.

Listening to Lillian tell about her jump, I could picture this tiny lady free-falling through the air, the voice of her instructor guiding her down, telling which cord to pull on the parachute. The land below was beautiful and the silence of the air wrapped around her. She had become distracted by the clear, silent air until she heard the warning from the instructor. He was telling Lillian that she was drifting from his sight.



Candy's friend is Lillian Snyder, manager of the Detroit City Airport.

Lillian became quite aware of the construction below. The wind was carrying her toward an unfinished building and mounds of dirt. She was really on her own. Lillian worked the cords of her parachute to avoid the building.

It was a successful solo jump. There were no sprains, bumps or broken bones. The feeling of elation completed the jump. Once more the phone rang and Lillian turned again to answer it.

Turning back to me, she said, "I must tell you about a friend of mine. I had seen him shortly after the jump. He asked me all about the jump and decided he should like to give it a try. I think he implied there was nothing to it. I saw him a short time after he had made his jump and he was wearing a cast on his leg. So, you see, learning to fall is very important."

Our hour was drawing to a close. I asked one more question before leaving. "Being here at City, do you ever get a chance to fly?"

"When I began here a year ago, I thought there would be evenings when I could go and fly. I've been so busy. There just isn't time to fly as frequently as I should like," she answered.

Lillian, Candy and I said goodbye together as when we met. I departed, walking back into the crisp morning.

HOW TO RESERVE YOUR AIRLINE TICKET FOR THE BALTIMORE CONVENTION JULY 23-28, 1985

Let **Le Monde Travel** help you with your travel plans and airline reservations. We have been appointed as the official ticketing agency for the International Convention in Baltimore and can guarantee you the lowest available airfare from your departure city.

Call collect for airline reservations — or drop the coupon below in the mail to our attention.

Be sure to mention the Ninety-Nines, so we can better serve you. And remember, some airfares have restrictions and seats may be limited — so call early. Your seat can be confirmed and the price guaranteed with your credit card number when you call. If you want to pay by check, just make your reservations with us and complete the coupon below and mail with your check.

Call **collect** for airline reservations — **216-543-8131** - or drop the coupon below in the mail to our attention.

Enclosed is my check in the amount of \$_____ My itinerary is as follows:

Name: _____ Phone: (_____) _____

Address: _____ City: _____ Zip: _____

Bill to my credit card: ☐ Visa; ☐ Mastercard; ☐ Air Card; ☐ Other. My credit card # _____

From: _____ To: Baltimore A/L & Flt. No. _____ Departs _____ Arrives _____

Date: _____

From: Baltimore To: _____ A/L & Flt. No. _____ Departs _____ Arrives _____

Date: _____ Signature: _____

Your tickets will be mailed upon receipt of your check.

There is no charge for cancellations or changes, but cancellations and rebookings or changes can result in higher airfares.

To: **Le Monde Travel** The Officially Appointed Convention Travel Agency of the Ninety-Nines, Inc.
P.O. Box 506, Chagrin Falls, Ohio 44022 U.S.A. (216) 543-8131.

Women Pilots Carry on Legacy Earhart Began

by Philip Booth

Nearly half a century after the death of their founder, the Ninety-Nines are preaching the same message: Women pilots can fly airplanes as well as or better than their male counterparts.

In 1929, Amelia Earhart, the first woman to fly across the Atlantic, organized a group of 99 female pilots to prove that "women could fly and were pretty good pilots," said Nancy Brantly.

Brantly, a Winter Haven resident and a past chairman of the Suncoast Chapter of the Ninety-Nines, met with a handful of other women pilots and friends recently at a Winter Haven Municipal Airport runway.

The 63-strong Suncoast Chapter — which attracts women from central Florida areas, including Polk County and the Gulf Coast — is one of six Ninety-Nines chapters statewide. The group claims more than 6,000 members throughout the world.

The project of the Suncoast group was to paint the city's name in 20-foot-tall letters. The sign, a traditional project for the Ninety-Nines, will help prevent pilots from landing at the wrong airport — not an uncommon occurrence, according to Airport Manager Don Kohler.

"There's a need to identify airports for pilots' safety sake," Brantly said. "It's our hope that we will be able to mark all airports in the state of Florida."

Painted in regulation yellow and shaped according to FAA standards, the sign can be read distinctly from 3,000 feet. Approximately 30 gallons of paint were donated by the City of Winter Haven, while all additional materials were provided by the 99s.

Membership in the Suncoast Chapter — which has recently provided signs for airports in Lake Wales and West Pasco County — can be obtained by any woman who holds a private pilot's license, "and is willing to do things like this," Brantly said.

Earhart and friends first organized in Long Island, New York for reasons of camaraderie, said 70-year-old Lake Wales pilot Eleanor Graham.

In modern times, though, the Ninety-Nines are more concerned with air education. Safety seminars and special airport days, in cooperation with municipalities, are sponsored on a regular basis by the group. Regular club meetings are scheduled on a monthly basis, while sectional conferences (in this case, the Southeast) are arranged twice a year. An International Convention will be held this July in Baltimore, Maryland.



The founder's sense of adventure will be reflected in a Southern Air Race to be held this May. The winner of the race — which will take women and men fliers from St. Simon's Island, Georgia to Orlando, and through all points in between — will be

determined by the participant with the highest score in the areas of speed and safety.

Thanks go to the *Winter Haven Sun Chief* for this article by Philip Booth and the accompanying photograph.

FOCUS ON USPFT

by Verna West

This is being written in the lobby of the motel in Florida that will be the site of the United States Precision Flight Team National Championships, June 5-9, and the World Championships, August 11-18. The Ninety-Nines/USPFT Council met here to make a multitude of on-site decisions. There is much hard work still to be done. We are grateful for the help of nearby chapters and the support of the airport and city personnel here in Kissimmee.

As has been written before, in 1981, the Ninety-Nines assumed the responsibility of sponsoring the USPFT through the World Championships in 1985. That date is upon us. The Board of Directors will consider whether or not to continue the sponsorship after the World Championships in August.

Letters have been written regularly to chapter chairmen with the hope they, in turn, will keep all members informed. Decisions are made on your behalf by your elected Board, section officers and chapter officers. They need to know what you think!

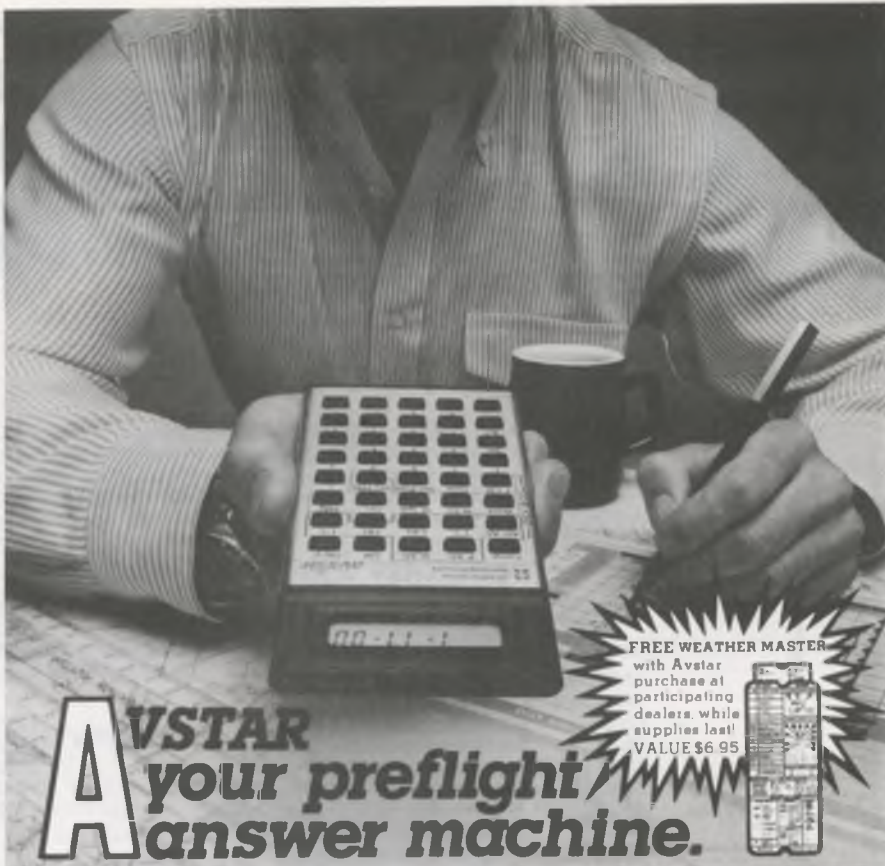
A small percentage of the membership has put a lot of time and money into getting the precision flight team program underway on the assumption that it is a good way to keep people involved in a relatively inexpensive flying event open to both men and women. A few dedicated people cannot carry the load indefinitely if the members as a whole do not see it as a project worthy of support.

Many of us are still convinced it is an ideal project for the Ninety-Nines. We reached far more pilots in the United States than were ever able to compete under previous sponsors. Many were competing only for the fun of it, but many excellent pilots were serious about trying to make the team. Rallyes have been conducted within reach of pilots all over the United States, except in Alaska and Hawaii. Many 99s have competed, and a lot more have ridden as check pilots or worked at the runway during landing contests.

The Council has not had direct feedback from chapters outside the United States as to whether or not they are participating with their national aero clubs in the selection of a team. It would be great to hear from them!

Probably, as you read this, the USPFT Championships will be underway to choose the team to represent the USA and serve as the "shakedown cruise" for the big event!

To all those chapters (which also means to all the individual 99s, families and friends) who undertook to sponsor the local and regional rallyes, we want to say thank you! We hope you also think it was all worthwhile.



AVSTAR
your preflight
answer machine.

FREE WEATHER MASTER with Avstar purchase at participating dealers, while supplies last! VALUE \$6.95

You know the problems you have with preflight planning.

Avstar has the answers.

It's fast and easy to punch out all your preflight calculations on Avstar.

The keyboard is designed in a logical flight planning sequence with the navigation modes color-coded and grouped to help you remember. Navigation functions are preprogrammed, so you just enter the data and retrieve the answers.

Clearly identified entry keys quickly provide access to true air speed, heading, ground speed, fuel consumption, time enroute, plus thirteen of the most common conversions used in aviation, and many additional functions.

For beginning pilots and those continuing through advanced training, Avstar not only makes learning easier, it's approved for all FAA written exams. There's less chance for failure when you learn with Avstar, take your test with Avstar and fly with Avstar.

Isn't it time you discovered Avstar, the \$89.95 hand-held flight computer that takes the problems out of preflight planning? Test fly Avstar at fine pilot supply stores today. For product, service or sales information contact Jeppesen Sanderson.



**JEPPESSEN
SANDERSON**

**WE'RE WITH YOU
FROM THE GROUND UP.™**

Send me more information on Avstar:

Name _____

Address _____

City _____

State _____ Zip _____

Jeppesen Sanderson
Avstar Marketing Dept. 9906
55 Inverness Drive East
Englewood, CO 80112-5498
(303) 799-9090



USA 85

6TH WORLD PRECISION FLYING CHAMPIONSHIPS KISSIMMEE, FLORIDA

11-18. AUGUST

AUGUST 4-13: Flight teams arrive and register. Registration for competitors closes August 13 at 1700 hours.
AUGUST 4-14: Kissimmee Municipal Airport open for practice, 0800-1700 hours.

SATURDAY, AUGUST 10

0700-0900 Breakfast at hotel* (evening free)

SUNDAY, AUGUST 11

0700-0900 Breakfast at hotel*
1200-1400 Lunch at hotel
0800 Shuttle bus departs for airport
0830 Buses depart hotel for Kennedy Space Center
1030-1230 Tour of Kennedy Space Center
1230-1330 Lunch on own, Space Center Cafeteria
1330 IMAX Theater, Shuttle Launch Movie
1430 Buses depart Space Center for hotel
1700 Last shuttle departs airport
1830 Welcome cocktail reception poolside at the hotel
1930-2100 Dinner at hotel*
0830 Daily briefing, pilots and team managers
1000 Met briefing, pilots
0900-1100 Open briefings, jury, judges and team managers

MONDAY, AUGUST 12

0700-0900 Breakfast at hotel*
0800 Shuttle bus departs for airport
1200-1400 Lunch at hotel*
1700 Last shuttle departs airport
1900-2100 Dinner at hotel*
0830 Daily briefing, pilots and team managers
1000 Met briefing, pilots
0900-1100 Landing briefings, jury and judges (hotel)
1400-1700 Practical training, jury and judges (hotel)

TUESDAY, AUGUST 13

0700-0900 Breakfast at hotel*
0800 Shuttle bus departs for airport
1200-1400 Lunch at hotel*
1500 Last shuttle departs airport
1630 Buses depart hotel for Church Street Station
1730-1915 Western Barbecue, Cheyenne Saloon
1930-2030 Rosie O'Grady's Ragtime Show
2200 Buses depart for hotel
0830 Daily briefing, pilots and team managers
1000 Met briefing, pilots
0830-1200 Course briefings, jury and judges
1330-1500 Demonstration, timekeeping at check points

WEDNESDAY, AUGUST 14

0700-0900 Breakfast at hotel*
1230 Buses depart for Opening Ceremonies lunch
1300-1500 Opening Ceremonies lunch, Medieval Times
1500 Buses return to hotel, prepare for parade
1700 Buses depart hotel for parade area
1800-1930 Opening Ceremonies parade
(route to be announced)
1930-2000 Buses depart parade area for hotel
2000-2200 Dinner at hotel*
0930 Competitors briefing

THURSDAY, AUGUST 15

0600-0800 Breakfast at hotel* (collect lunches)
0730 Shuttle bus departs for airport
0830-0845 F-15 fly-by, airport (tentative)
COMPETITION OPENS
0900 Briefing, nav. pilots,
then pilots and team managers
1030 First takeoff
1200-1400 Lunch catered at airport for spectators
1630 Last plane lands (approx.)
1700-1800 Shuttle bus departs airport
1900-2100 Dinner at hotel*

FRIDAY, AUGUST 16

0600-0800 Breakfast at hotel*
0700 Shuttle bus departs for airport
0800 Landing briefings, pilots and team managers
0900 Landings #1-2
1300-1430 Lunch catered at airport for spectators
1430-1830 Landings #3-4
1830-1930 Shuttle departs airport
1930-2130 Dinner at hotel*

SATURDAY, AUGUST 17

RESERVE COMPETITION DAY

IF NOT A COMPETITION DAY:

0700-0900 Breakfast at hotel*
LUNCH ON OWN
1730 Buses depart hotel for Seaworld
1830-1930 Hosted cocktail reception, Shark Encounter
Exhibit (private viewing room), Seaworld
1930-2030 Polynesian luau buffet
2030-2130 Awards Presentation, Admiral Donald Engen,
FAA, and Competition Director Hazel Jones
2130 Polynesian floor show
2300-2330 Buses depart for hotel

IF SATURDAY IS A COMPETITION DAY,
AWARDS WILL BE PRESENTED AT
AN AIRPORT BANQUET ON SUNDAY

DINING SCHEDULE

	SUN 11th	MON 12th	TUE 13th	WED 14th	THU 15th	FRI 16th	SAT 17th
Breakfast:	H	H	H	H	H	H	H
Lunch:	H	H	H	MT	A	A	-
Dinner:	H	H	CS	H	H	H	SW

H = Hotel
A = Airport
MT = Medieval Times
CS = Cheyenne Saloon, Church Street Station
SW = Seaworld

* All meals must be provided for competitors and their entourage under the F.A.I. Sporting Code. Non-competitor packages do NOT include meals, which can be purchased at the hotel. Prices will be posted



HOLIDAY INN-KISSIMMEE (Exit 65, Florida State Turnpike), 2145 E. Vine St., Kissimmee FL 32741
(15 miles south of Orlando International Airport), (305) 846-4646; Theresa Wolf, director of sales
KISSIMMEE MUNICIPAL AIRPORT, 301 Dyer Blvd., Kissimmee FL 32741
(Jacksonville Sectional, two miles west of city), (305) 847-4600; George Hoagland, airport manager

★ **8 Days/7 Nights**
Sunday-Sunday
August 11-18

7 Nights Hotel
Welcome Cocktail Reception
Western Barbecue
Opening Ceremonies Lunch and Parade
Cocktail Reception and Awards Banquet
Roundtrip Bus Transfers to Barbecue,
Opening Ceremonies and Seaworld
NOTE: All theme meals include tax, tip
and non-alcoholic beverage. Banquet
includes hosted cocktail reception.
All rooms have two double beds; four
persons per room maximum.

★ **4 Days/3 Nights**
Thursday-Sunday
August 15-18

3 Nights Hotel
Cocktail Reception and Awards Banquet
Roundtrip Bus Transfer to Banquet

★ **3 Days/2 Nights**
Friday-Sunday
August 16-18

2 Nights Hotel
Cocktail Reception and Awards Banquet
Roundtrip Bus Transfer to Banquet

RATES PER PERSON:

	7 NIGHTS	3 NIGHTS	2 NIGHTS
Single	\$400.00	\$175.00	\$128.00
Double	270.00	120.00	89.00
Triple	225.00	100.00	77.00
Quad	204.00	90.00	70.00

WPFC NON-COMPETITOR REGISTRATION FORM

CLIP AND MAIL BY JULY 1, 1985 to: Linda Dickerson, 1901 Murfreesboro Rd., #322, Nashville TN 37217, (615) 366-1856. All package documents issued upon check-in at the hotel. Individual tickets will be mailed. NO REFUNDS ON INDIVIDUAL TICKETS AFTER AUGUST 1, 1985; \$25 per person cancellation fee on all packages cancelled after August 1, 1985. Absolutely no partial refunds on unused package features. CANCELLATIONS MUST BE IN WRITING to Linda Dickerson.

PLEASE RESERVE:

_____ 7-Night Package(s) at \$ _____ (rate per person) x _____ persons = \$ _____
_____ 3-Night Package(s) at \$ _____ (rate per person) x _____ persons = \$ _____
_____ 2-Night Package(s) at \$ _____ (rate per person) x _____ persons = \$ _____
LATE FEE AFTER JULY 1, 1985: \$25 per person x _____ persons = \$ _____

PLEASE RESERVE INDIVIDUAL TICKETS ONLY FOR:

Kennedy Space Center Tour (Saturday, August 10, departs hotel 0830): _____ x \$20/pp = \$ _____
Western Barbecue and Show (Tuesday, August 13, departs hotel 1630): _____ x \$25/pp = \$ _____
Opening Ceremonies Lunch and Parade (Wednesday, August 14, departs hotel 1230): _____ x \$25/pp = \$ _____
Cocktail Reception and Awards Banquet (Saturday, August 17, departs hotel 1730): _____ x \$25/pp = \$ _____
TOTAL ENCLOSED: \$ _____

NAME _____

PERSONS SHARING HOTEL ROOM (for name tags):

ADDRESS _____

(1) _____

(2) _____

PHONE _____

(3) _____

DISCOUNTED AIRLINE RATES ON DELTA: 1-800-241-6760

Call for information and restrictions. Refer to File #L-0092, 0830-2000 EST daily.

GROUP CAR RATES THROUGH ALAMO RENT-A-CAR: 1-800-732-3232

Group #15826, Plan G1.

TRANSFER SERVICE FROM ORLANDO INTERNATIONAL AIRPORT (approximate prices):

Limousine, \$16 one way / Yellow Cab, \$30 one way (1-5 in a cab)

Baltimore... where food

You know your Baltimore restaurant has made it when you visit the Louvre on summer vacation and the person next to you in front of the Rembrandt is wearing a T-shirt urging you to "Eat Bertha's Mussels."

That's what happened a few years ago to Laura and Tony Norris, owners of Bertha's, located at the foot of Broadway in the Fells Point area of Baltimore, a short cab ride from the Hyatt and a restaurant you must not miss while you're attending Convention '85.

In 1972, Laura and Tony opened Bertha's as a bar and showcase for local musicians, including themselves — she's a violinist and violist, he plays classical guitar. It took them 10 years to get all the permits they needed; during that time, they added one room and then another, so that now they can seat about 75 for dinner, and the bar features musical entertainment four nights a week.

Bertha's is a friendly place and, it seems, just about everyone involved in its operation either is or has become family. The Norrises' friend, Bob Eney, did the interior design and decorating work (note the use of the wine bottles on the ceiling just before you enter the main dining room). The gorgeous crocheted window hangings, with "Bertha's" and "Mussels" worked into the delicate design, were done by Mrs. McKinnon, Laura's mother and the inspiration for Bertha's tea. Afternoon tea is now served every day of the week, 3:00-5:00 p.m. — reservations are required so Laura will know how many pastries, scones, crumpets and other of Mrs. McKinnon's Scottish specialties to bake. Norris' friend, John Roberts, who entertains with British/Irish ballads, even has a curry sauce named for him.

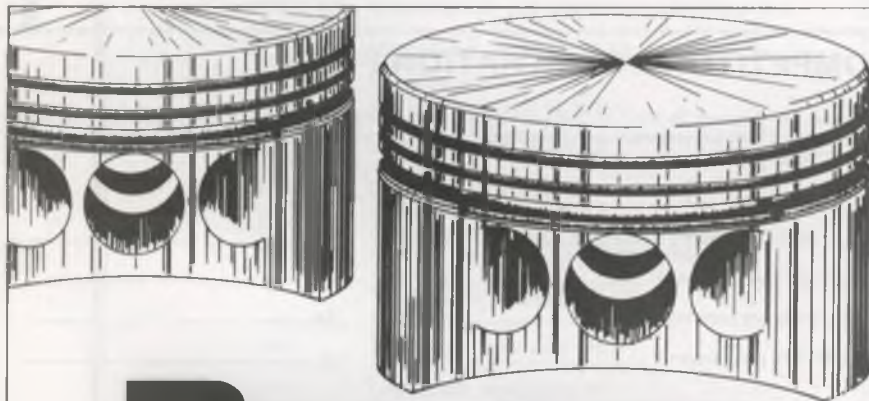
Bertha, by the way, is Bertha E. Bartholomew. Bertha was memorialized in a Baltimore church window and, when the church was torn down, the Norrises acquired the window and hung it over the bar, thus naming the restaurant after her.

With all this talk of friendly staff — ask for one of Frank or Connie's tables — and charming atmosphere, you're probably wondering what's wrong with the food. Well, it's marvelous, too. While mussels aren't the only thing on Bertha's menu (Bertha's does feel they were a major influence in popularizing mussels in Baltimore restaurants), they serve from a third to a half-ton of mussels every week! And with the most delectable sauces! Choose a green sauce (parsley, spinach, tarragon and garlic, or fresh basil and garlic) or a red one (Spanish or anchovy, tomato and garlic). Mmmm!

If you're not a mussel-eater, try Bertha's other seafood — shrimp, scallops, oysters, crabcakes — or chicken, steak, paella, an omelette or even a burger. And Mrs. McKinnon's desserts are all special — the pecan-butter tart and the coconut-damson tart especially so.

Bertha's is open 11:30 a.m.-11:00 p.m. Sunday through Thursday and until midnight Friday and Saturday. Reservations are accepted only for parties of six or more (except for tea, when they are required), so you can expect to wait for a table. But they'll put your name on a waiting list by phone if you don't care to wait in the bar. With jazz on Tuesday and Saturday, Irish traditional music on Friday, and blues or folk music on Thursday, why not *plan* to wait so you can enjoy the entertainment and the ambience even before dinner?

Another restaurant you shouldn't miss while in Baltimore is Haussner's, a Baltimore institution since 1926, and also a short cab ride from the Hyatt. The restaurant, which can seat 500 in its main dining room alone, has a menu listing about 50 seafood and 40 meat entrees, several of them German dishes. Drool over hasenpfeffer or sauerbraten, or try the local (fresh, of course) crabs or clams. We counted a choice of 35 vegetables the day we were there, including sauerkraut, spaetzle and German potato salad.



Beware of look-alike parts

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

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

That's why genuine Avco Lycoming parts...

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

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

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

AVCO LYCOMING ENGINE GROUP

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

nd culture go hand in hand

by Ellen Hahn and Marilyn DonCarlos

If you don't care for German cuisine, don't despair. Most of Haussner's dishes are American fare. For dessert, Haussner's is famous for its fresh strawberry pie, recently rated by *Baltimore Magazine* as one of the city's best ways to end a meal. The restaurant operates its own bakery, so you can take any of its baked goods, including a strawberry pie, back to your room to be ravished later. You'll need several 99s to help you do it, though — the pies are quite large.

But Haussner's is more than a restaurant, as anyone who has ever been there will attest. Back in the 1940s, Mrs. Haussner started collecting art. At first, she hid it from her husband. When he discovered her secret, he not only endorsed her new hobby, but became an avid collector himself. The results can be seen on every wall of the restaurant. There are *thousands* of paintings, bronzes, china, marbles, wood carvings, clocks and etchings. There is art by Whistler, Winslow Homer, Rembrandt, Bierstadt and van Dyck, as well as paintings done by an elephant, a chim (quite nice, actually), a watersnake and a donkey. Part of the world's largest painting, which measured 45 feet high by 402 feet long, is housed in the second floor "museum," a room also used for private parties. Painted by several artists, this work depicted the signing of the peace treaty ending World War I. Mr. Haussner paid \$3,500 for the entire painting and donated the remaining part to the Kansas City War Museum.

As you're enjoying your strawberry pie (one of about 200 baked per day), you'll probably be sitting within view of one or more marble busts of Roman emperors. Haussner's has one of the most

complete sets in existence. There must have been lots of Roman emperors, because there are certainly lots of marble busts of them at Haussner's. One time a professor from nearby Johns Hopkins University, who was also an expert on Roman emperors, dined at Haussner's. He commented that half the emperors were misidentified. But, never mind, it's still an impressive collection.

Before you leave Haussner's, check out the Rathskeller (in the basement, as Rathskellers should be). There are more objets d'art there, as well as an 825-pound ball of string. It seems that, in the old days, Haussner's rented napkins and these napkins arrived tied in string. Someone started saving the string. It is estimated that there are 337 miles of string in the ball. Somehow, the crazy thought came to mind that, if one tied one end to a Mooney's tail before takeoff, there would still be some of the ball left after two hours of flight time. (Well, it's one way of comprehending 337 miles of string.)

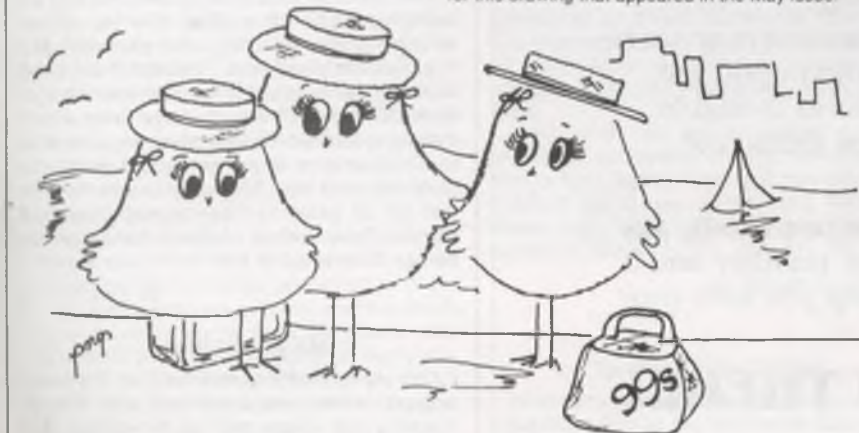
Finally, stop at the small bar adjacent to the main dining room. Ignore the bar's glass door that says, "Strictly Stag," and note two plaques honoring Francis W. Haussner (Mrs. Haussner), who is a member and ex-president of the Maryland Wing of the OX-5 Club. We don't know if Mrs. Haussner was a 99, but we do know she is a pilot — another good reason to visit Haussner's during Convention week in Baltimore!

Haussner's is open 11:00 a.m.-11:00 p.m. every day except Sunday and Monday. Reservations are not accepted for dinner, so call ahead and learn about the wait.

Bon appetit!



Oops! We forgot to credit Potomac 99 Patricia N. Garner for this drawing that appeared in the May issue.



Soar through the Grand Canyon right in your own living room.

A gripping, 2 hour aerial adventure you'll never forget.

Five years in the making, this life-like videotape takes you on the most thrilling panoramic flight ever recorded of the Grand Canyon. You'll shoot the rapids and soar through narrow gorges to breathtaking music. A must for every VCR library. Available in VHS or Beta — \$49.95.

Hi-Fi or Stereo — \$59.95

Send check or money order to:

Norman Beerger Productions®
3217 S. Arville Street Call Collect
Las Vegas, Nevada 89102 702-876-2328

Postage and handling included along with Grand Canyon map and route of flight and geological data. Dealer inquiries invited. Allow 3 weeks for delivery.



DELTA AIR LINES, INC.

The Official Airline of the

6th World Precision Flying Championships

August 4-19, 1985

Kissimmee, Florida

DELTA CUTS YOUR TRAVEL COSTS 35%*
—FLY DELTA TO ORLANDO!

Delta Air Lines' Convention Center invites you or your travel agent to call for your ticket discount. This special discount fare offer is available **ONLY** through these numbers:

CALL TOLL FREE—REFER TO FILE #L0092

1-800-241-6760 Continental U.S.

8:30 a.m.-8:00 p.m., Eastern Time—Daily

*If you choose to fly to Orlando, Delta currently offers a round trip discount of 35% off regular coach fare, provided these fares have not been previously discounted. This discount applies:

- On round trip tickets via Delta.
- To originations in the continental U.S. only.
- For departures to Orlando, August 2-18, 1985.
- For tickets purchased seven (7) days in advance.
- To trips completed within fifteen (15) days.

In some cases, the overall 35% discount may not be the most economical fare, depending upon the routing and special promotional fares available. Delta will confirm you at the lowest Delta rate available.

Whether you choose to fly Delta or need to fly any other airline, simply dial the above number and a Delta convention specialist will help you with your air reservations.

DELTA GETS YOU THERE!™

AUSTRALIAN SECTION

Our section meeting was held March 28 at the Freeway Hotel in Perth with 22 members present. This represents half the entire Australian membership.

Chanda Budhabhatti, International Board Member and executive chairman of the forthcoming Safety Congress in India, spoke at the meeting.

The Proficiency Flight Award was very well contested. The winners were Anne Bredhauer, winning pilot, and Ngaire Melhuish, winning navigator.

Ngaire Melhuish and Annie McGovern flew to Perth from Brisbane in a Victa Airtourer. The trip took four days and 25 hours, flying across some of Australia's most barren landscape like the Nullabor Plains. The coast-to-coast navigation experience was obviously a winning performance.

Highlights of the meeting for members included a tour of Rottnest Island, where a major portion of the electricity needs is generated by harnessing the wind.

Mary O'Brien has settled into Canberra where she has taken up a new job as examiner of airmen with the Department of Aviation.

Marcia Hremeviuc completed her helicopter instructor rating in minimum time, earning high praise from her instructor. Marcia is now back in the bush continuing the good work.

by Mary O'Brien

MIDDLE EAST SECTION

Hampton Roads Chapter

From a winter of canceled events, we have leaped into a schedule so busy it is enough to boggle one's mind.

Linda Bangert joined Edith Fisher and Linda Howell as our representatives to the spring section meeting in Charlottesville, Virginia. In addition, she and Aileen Biser made fantastic 95s on their FAA examinations for private licenses.

This reporter was initiated into her first air marking April 13 at Franklin Municipal Airport. It was amazing how proficient the experienced pros were. Thanks to our good turnout, the assistance of nine members of EAA Chapter 339 and the zeal with which everyone applied manual labor, we were able to finish in one day what would ordinarily have required two. We really had to thin the last bit of paint to have enough because Connie Zook had an overabundance on her person from head to toe.

by Lois Young

Maryland Chapter

Our April meeting was held at Frederick Airport, where we continued with the air marking that we started last November. The weather was perfect for flying, and many of our members flew to the meeting. Judy Foster

Chapter News, Activities and Projects

NEW ENGLAND SECTION

Eastern New England Chapter

"Oil can in engine compartment... left tire flat... nose wheel strut low..." Needless to say, this plane isn't cleared for takeoff!

The list is a representation of the hidden bugs which chapter members sought as part of a "preflight ground game" during the April meeting. Jim Griffin, A&P and son of 99 Jean Griffin, spent the night before the meeting "unfixing" his mom's plane for the event.

We had an unexpectedly large turnout, so we divided into teams to see who could identify the most problems on the plane. Although one team came close to a perfect score, no one found everything. The missing compass correction card was the unanimously overlooked item on the list!

All who participated agreed that the event was a fun way to sharpen preflight skills, and especially timely in the spring when a usually critical eye may have been dulled by winter's hiatus.

by Lil LeBlanc

NY/NJ SECTION

Greater New York Chapter

At our May meeting, our new executive board was elected. Julie Talbert will serve as chairman, Lise LaPrelle as vice-chairman, Eleanor Friede as secretary, and Mary Day will continue to serve as treasurer.

Several of us attended a special recruitment meeting of the Manhattan Civil Air Patrol. Penny Amabile has been a member of CAP for several years, and she has found it to be a rewarding experience as well as a unique opportunity to fly.

May was also the month for our section meeting in Albany. Penny Amabile and Eleanor Friede flew up together in Eleanor's Traveler.

We are pleased and proud to report that our Pat Blum, founder of CAN (see November 1984 issue of *The 99 NEWS*), has been presented an award by the US Chamber of Commerce at their "Special Salute Program" in May. Also receiving an award at the program was Jay Weinberg, co-founder of CAN.

And, while we are bragging about our members' accomplishments, I might also add that in April Denise Lamneck participated in a CAP10 Air Show at Stewart Airport in Newburgh, New York, demonstrating her aerobatic skills.

by Marian A. Campbell

Hudson Valley Chapter

Members participated in the Aerospace Education Day in the Newburgh City School District, in lieu of the monthly meeting. The



Jean Ross Howard and Vice-Chairman Julie Talbert, above, as well as Cindy Wilson and Doris Freil, below, visit at a recent Greater New York Chapter meeting.



Newburgh Free Academy was the sight of eight outdoor aviation events and 17 indoor aviation programs April 20.

The 99s prepared a colorful exhibit about women in aviation. Members participating were June Simpson, Mildred Margles, Audrey Schulman, Mary Matthews, Margaret Black and 66 Mary Guillemette. Pat Barone had a glider display from Wurtsboro in another

Judging the paper airplane flying contest is Mildred Margles.



and Betty Wolfe, members of the Delaware Chapter, again joined us to help with painting taxiway lines. With three crews of painters on hand, the work was quickly completed.

Maryland members have been involved in two aerospace education projects recently. On March 20, Judy Hutchinson manned an aviation careers booth for Calvert Middle School, while BeBe Owen and Betty McSorley, with 66s Theresa Kane and Irene Simpkins, discussed careers in aviation with Girl Scouts and Brownies March 30 in Glen Burnie.

by Catherine A. Hanson



Maryland members who participated in the career day for Girl Scouts and Brownies include BeBe Owen, Betty McSorley, Irene Simpkins and Theresa Kane.

Shenandoah Valley Chapter

Chairman Sara Williams showed what can be accomplished by a small but hard-working chapter. We were host to the Middle East Sectional March 29-31 in Charlottesville, Virginia. The Ramada Inn personnel were very cooperative and made everyone feel so welcome. We cannot say the same regarding the weather. At least it did not rain for the interesting tour of Monticello, home of former President Thomas Jefferson.

Early arrivals Friday evening were treated to a "Take Two and See" safety seminar by Accident Prevention Specialist Jim Martin.

The business meeting on Saturday was conducted by Governor Jean Pickering. Convention Chairman Joan Bates gave a complete report on the International Convention our section will host July 23-28 in Baltimore, Maryland.

During the banquet that evening, Lance Zeller, president of EAA Chapter #186, gave a fascinating talk and slide presentation of his flying career. His love of flying and the doors it opened really came through. There were lots of door prizes and pansies for everyone.

Mary and Russ Horner attended the EAA's "Sun 'n' Fun" and had a great time. Mary also received her Phase II Wings.

by Virginia Thompson



Mary Guillemette, 66, and Audrey Schulman man the 99 booth during Aerospace Education Week activities.

Sierra. She also flew to Killington and Rutland, Vermont for skiing. She had her first floatplane ride from Grassy Key in Florida to the Dry Tortugas, where she visited Ft. Jefferson.

Debora Bonnard gave a Part 135 ground school in April, and she is now working on the Part 135 flight training portion.

Mira Rosen is now working for the FAA as a public information specialist for the Eastern Region at Kennedy International Airport.

Safety seminars were attended by Barbara Roberti, Red Guernsey, Jill Hopfenmuller, Nancy Davis, Maria Distefano, Debby Bonnard and Pat Rockwell.

Doris Abbate was featured in a full-page story about her flying in the sports section of the *Glen Cove Record Pilot*.

by Patricia Rockwell

CHAPTER NEWS, ETC.

building, while Mary Sealfon contributed to our exhibit by making an impressive tetrahedron, displaying activities of the 99s.

Mildred Margles became a judge for the paper airplane flying contest, of which there were about 70 entries.

by Mary E. Matthews and June Simpson



Pat Rockwell flies a DC-9 simulator.

Long Island Chapter

Our April 9 meeting was not only very productive, but we also had a fun-filled session of glider hangar flying. Pat Bizzoso described how she learned to drive the truck that pulls in the cable for a glider "winch-tow." Pat, Terry Stengel, Roberta Pistorius and Joan Scarpinato, plus Manny Scarpinato and Gene Miglionico, all had winch-tow glider lessons by Lenny Ohlsson at E. Stroudsburg Airport earlier in the month.

On a winch-tow, 2,000 feet of cable will give a glider 1,000 feet of height in three seconds. Take off... pull back on the stick at a 45-degree pitch angle for 100 to 200 feet... and away you go. No holding the nose down to stay with the tow plane. Pat also had the safety job (as did others) of running a cloth along the cable in the beginning of the day to find snags and/or breaks as part of the glider preflight.

Terry Caputo flew an EA6B Grumman jet at NAS Whidbey Island, Washington, and Pat Rockwell flew a DC-9 simulator at Ozark Airlines Flight Training Center in St. Louis, Missouri. Pat also won two round-trip airline tickets at the Aviation/Space Writers Conference in St. Louis.

Joyce Malkmes is checked out in a Beech

NORTH CENTRAL SECTION

All-Ohio Chapter

Our April meeting was an air marking at Priebe Airport near Findley. Hostess Sandy Gordley instructs out of this 2,000-foot long, 19-foot wide strip in a Skyhawk. Quite a number of 99s flew in, demonstrating that we are always ready for a challenge.

We had a guest 99, Gayle Vail, from St. Mary's College in Minnesota, attending. She was in Columbus to present a paper at the Symposium on Aviation Psychology sponsored by the OSU Aviation Psychology Laboratory and the Association of Aviation Psychologists. She told us a little about the subject of her paper, entitled "Social-Psychological Aspects of Pilot Error in Females versus Males." A very interesting topic! She was a 1984 recipient of the AE Research Scholarship. Her data is from the National Transportation Safety Board.

In other chapter news, we have almost completed donations to enter Jean Hixson's name in the Forest of Friendship. We are sending several members to the section meeting, and we are closing in on the June 14-15 Buckeye Air Rally in Marysville.

Sandy Gordley was given the "Attagirl Award" for her CAP "find" by its first recipient, Salley Berryhill.

All-Ohio conducted its first flying companion seminar April 26-27 at the new Ohio History of Flight Museum on Port Columbus. Jeane Wolcott was chairman, assisted by volunteers Joan Mace, Sharon Soliday, Margaret Bryant, Vi Blowers Stamm, 66 Janet Kieth and Eric Sewar. Other members serving as instructors were Connie McConnell, "How Does the Airplane Fly;" Ann McCracken, "Radios and Communication Terminology;" Salley Berryhill, "Sectional and IFR Charts;" Sandy Gordley, "Course Plotting and Flight Plans;" Linda Blodgett and her 49½er, Roger, "Weight and Balance;" and Jayne Herman, "The Computer."

Kathy Samuelson did a preflight with the students, Roberta Jones coached on a Pacer Mark II simulator (donated by Dan Cichy), and Lori Hughes spoke on being "Second in Command."

Judith Congreve, a 99 and a corporate pilot from Harrisburg, Pennsylvania, flew in to lecture on tools the pilot uses, basic instru-



All-Ohio 99s and their 49½ers air mark Priebe Airport, Findley.



Roberta Jones works with an FCS student at the simulator.



Judith Congreve demonstrates survival equipment for seminar participants.

ments, medical facts and survival, and to demonstrate survival related equipment. Edie Jackson, Columbus FSS, gave a section on weather and turbulence.

Positive responses from the students have encouraged us to plan future seminars similar to this one around the state.

by Roberta Jones

Central Illinois Chapter

It was that time of year for a trip to Arizona. Jean and Bob West, after a couple of days of weather delay, flew their Cessna 210 to Carefree. Before they could locate a phone, Jean's cousin arrived at the airport with transportation. She had been monitoring the radio and scanning the traffic pattern from her home. Jean filled her cousin in on the great flying characteristics of Romaine's Christmas present — a Centurion. Romaine and Jean flew the spouses to Sedona, viewed

Director of Illinois Aeronautics Robert L. and Mrs. Donahue attend the chapter's 40th birthday celebration.



the Grand Canyon, lots of rocks, and had a great time in the high-altitude country.

The 40th birthday of our chapter arrived in April. Anita Albert, Lynne Trupin, Barb Jenison, Lorraine Reynolds and Martha McMahon, to name a few, provided a happy occasion for us at the Capital Airport in Springfield, where it all started. Governor Joan Kerwin added sparkle to the "thunderstormy" night. History books were on hand, and it was a gala time for recalling people, planes, races and fly-ins.

For the chapter meeting the next day, the Hulls, Wests and Holcombs drove back to Springfield. More miserable IFR weather, so Lynne Trupin, bringing Wanda Whittsett and Kathy Palmer, was the only fly-in.

As the weather improves, Linda Hamer will be practicing in her newly-acquired Pitts.

by Clarissa Holcomb



Wanda Whittsett, Marilyn Trupin and Kathryn Palmer look at clippings and photographs.

Chicago Area Chapter

At the Lansing Airport, Gail LaPook, Ruth Frantz and Mary Panczysyn conducted a symposium on "Learn How to Fly Illi-Nines." A buffet breakfast before the meeting and symposium April 21, and a spot landing contest were held.

Casino Night was held at the Chevy Chase Country Club, where members played blackjack, bingo and craps to benefit the chapter treasury. At the end of the evening, the "winnings" were used to bid on donated prizes, which included a catered dinner for eight served in a home, dinner on a yacht on Lake Michigan, a trip in an AeroStar for two to lunch in Iowa, and a trip to Milwaukee for dinner in another private plane.

We cosponsored a very successful safety meeting with the Chicago Flight Instructors Association at Lyons Township High School.

Diane Cozzi just returned from the National Aerospace Education Congress in Las Vegas, while Gail LaPook and Genevieve Coughlin rented a 172 and toured around Maui and other islands in Hawaii. Mary Panczysyn, Ruth Frantz and Rita Adams manned a display booth in Rockford for "A Woman's Place" in the Junior League of Rockford's first annual trade show for women. And special recognition goes to Regina Devine, who celebrated her 40th year as a 99 in April.

Chicago Area supported the Corporate Angel Network (CAN) this year with volunteers and a donation.

by Debbie Karas

Greater St. Louis Chapter

Local competition for the United States Proficiency Flight Team was held April 13 at

Washington Airport in Missouri. Seven 99s, one guest and three 49ers judged and helped in this one-day event. They were Nancy Dierker, Linda Gal, Helen Hall, Val Johnson, Mary and Jack Kinnaw, Nelda Lee, Jan and John Pocock, Chairman Jo Anne Sabo and husband Steve. Nine participants (eight men and one woman) competed in the power-on and power-off landing events. Five qualified for regional USPFT competition April 27 at Lee's Summit, Missouri.

The April business meeting was held at Ruby Fudoli's home with Jo Anne Sabo co-hosting. Spring thunderstorms limited attendance, with only 14 present. Guest Nancy Dierker attended her third meeting, making her eligible for chapter membership.

Val Johnson died April 15 in an airplane crash near her home, St. Clair, Missouri. She had been a member of the Ninety-Nines and the Greater St. Louis Chapter since 1964. Jean Wilson from Kansas City, Lois Feigenbaum from Cape Girardeau and many past and present St. Louis Chapter members attended the funeral. At the gravesight, final farewell fly-bys were made by Mary Lowe, Tex Wickenhauser, Jan Evans and Lois Feigenbaum — a most touching tribute to a lovely person.

by Nelda Lee



Judges for the USPFT event include Jan Pocock, Val Johnson, Steve and JoAnne Sabo, Helen Hall and Jack Kinnaw.



Val Johnson presents an award to a USPFT participant.

Indiana Chapter

We met April 20 at the Purdue University Airport for the eighth annual Aviation Seminar sponsored by the chapter and programmed by the faculty and staff of Purdue's Aviation Technology Department.

The morning session was on "Mountain Flying and High-Altitude Operation," conducted by Professor Laura Goldsberry. Laura, a former member of Three Rivers Chapter, will renew her 99 membership in the Indiana Chapter. She has over 5,000 hours and enough ratings for two people and,

incidentally, looks about 16 years old.

The excellent lunch was provided by Anne Black, Eva Parks, Judy Sarton and Martha Moore.

We reconvened at 1330 to hear Dr. Thomas Q. Carney's discussion of "Weather in General and Thunderstorms in Particular."

The entire seminar was well presented, interesting and informative. We were happy to have Marsha Nellons, Three Rivers Chapter, join us, along with several other guests and 49ers.

At the close of the seminar, a brief business meeting was presided over by Lois Hawley in the absence of our chairman.

Those who flew in April 16 for brunch at Muncie were Lois Hawley, Barbara Simmons, Nellie Reynolds, Glory Van Arsdale, Mary Nicholson, Mary Rutherford and her guest, Carol Rogers, and her two children. Also on April 16, we joined the 570 other members and guests of the Indianapolis Aero Club to hear Paul Tibbets, pilot of the Enola Gay, which dropped the first atomic bomb on Hiroshima.

Dorothy Niekamp attended a conference on African studies, while Nellie Reynolds and Esther Wyant vacationed in Iowa and Florida, respectively. And we are happy to report that Glory Van Arsdale is doing well after her recent surgery.

by Rae Cawdell

Indiana Dunes Chapter

Barbara Gross and Phyllis Petcoff hosted the March meeting at the Griffith Airport. The FBO was recently remodeled, and the new managers were anxious and happy to have the 99s hold a meeting at their facility.

Sue Mohnssen, Barbara Jennings and Ellen Herring braved March winds and flew to the meeting. Griffith, known for its turbulent approaches, gave them good practice for sudden wind shears on final and strong crosswind landings. Our program happened to be a movie titled "How Strong is the Wind." It was an informative, interesting film on the Wright brothers.

April's meeting was held at Gary Municipal Airport. Terri Buettner arranged to have Assistant Chief Controller Otis Burrus as our speaker. He presented a slide show on the FAA and answered questions on flying into controlled airports. We then toured the control tower, which will soon have radar separation.

Carol Stephens, our newest member, was pinned by Charlene Falkenberg. Carol took up flying because she was afraid to fly. She now holds IFR, CFI and AMEL ratings, and she recently opened her own flying school — AERY, Inc. Her husband, Ed, is also a pilot.

It's easy to tell that Joy Black, our safety chairman, is a teacher by the surprise tests she gives us on safety from time to time.

Betty Howard recently helped a woman pilot out of her upside down airplane 200 feet from the end of the runway. The woman was making a night landing at a small airport, came in too low and got tangled in high-tension wires. Betty reports that the woman wasn't injured, but she was in shock.

Charlene Falkenberg gave a slide show and talk on "Memories of the Powder Puff Derby" to a group at a local library and at a flying companion seminar in Louisville, Kentucky.

by Audrey Karp

Iowa Chapter

Our first annual Daffodil Days was an outstanding success even though the weather March 23 was strictly IFR. Ten undaunted 99s braved the stormy weather and delivered all the daffodils all over the state of Iowa by car.

Shirley Brittan "piloted" her carloads of daffodils, with Judy Van Blaricum as navigator, to central Iowa. Designated driver Karen Hildreth visited her parents while dropping her flowers in northwest Iowa. It was fortunate that Phyllis Barber and Helene Holton are so petite, for they had to deliver the largest shipment of flowers to Iowa City and Cedar Rapids. Karen Hanus was greeted at Marshalltown and Waterloo by her American Cancer Society volunteer to help



Getting ready for the Daffodil Days flight, Helene Holton sharpens her flying skills with her flight instructor.



Iowa Chapter members gather for a section planning session.

unload the huge boxes of flowers. The dynamic duo of Bernice Norton and Martha Plowman took charge of flower delivery in southern Iowa, while Barbara Brotherton and Marcene Grant were responsible for flowers in southeastern Iowa.

All the 99s worked hard getting their airplanes ready for the flight, as well as obtaining needed medicals and biennials. Everyone worked very hard to make the flower deliveries a success, and the 99s are to be formally thanked at the American Cancer Society's annual meeting in October.

by Karen Hanus

Lake Erie Chapter

Thirteen members met for their annual memorial service, held this year at Trinity Cathedral in Cleveland in honor of deceased 99s Ellen Baker, Ruby Mensching and Amelia Earhart. Following a tour of the cathedral, members adjourned to the University Club, where Bernice Barris hosted the business meeting.

The slate of new officers was presented and

approved. Meigs Adams will continue as chairman; Helen Keidel will be vice-chairman; Ruth Ensley, secretary; and Helen Sammon, treasurer.

Bernice Barris has been appointed information officer of the Cleveland CAP unit, and Pat Stark has been elected second vice-president of the Cleveland Chapter 217 Air Force Association.

by Marg Juhasz



Attending the Lake Erie memorial service are (front row) Pat Stark, Ruth Ensley, Dodie Jewett, Ruth Love, (second row) Meigs Adams, Dawn DeLucia, Helen Keidel, Jeanette Dudek, Marg Juhasz, (back row) Pat Baron, Helen Sammon, Bernice Barris and Marcia Stuart.

Michigan Chapter

Glenda Martlew arranged for a room for our April board meeting and business session at Oakland-Pontiac Airport, but she found herself flying charter at the time of the meeting.

At the board meeting, we nominated members for our chapter's "Keep 'Em Flying" grants. Toni Babcock, Melissa Jaskiewicz and Mary Anglin enlisted volunteers to help with the Grand Prix stop at Detroit City Airport, to work at the Flint Air Show, and to help with an FAA safety meeting in Flint.

The results of our election include Renate McLaughlin, chairman; Bev Mitchell, vice-chairman; Linda Druskins, secretary; Lynn DeForest, treasurer; Leah Higgins and Nancy Walters, board members; and Mary Anglin and Coleen Bradley, Nominating Committee. New officers will start their terms in September.

Following the meeting, most members participated in a mystery Easter egg hunt — one of Bev Mitchell's ideas to raise money for the fall 1987 section meeting. At Marshall, the mystery airport, transportation to a park, a catered lunch, an egg hunt with prizes in adult and junior divisions, an egg toss and

other forms of merriment awaited us.

by Renate McLaughlin

Minnesota Chapter

The "Mystery Flight" remains a mystery to the 11 Ninety-Nines and five 49½ers who showed up at Anoka County Airport on an April Sunday. Only Chairman Joan Sommerfeld and husband Gene braved gusty winds and threatened "thunderbumpers" to fly their C-172 from its base at South St. Paul. The Mystery Flight was postponed until later in the summer but, with a quorum present, the planned business meeting was held.

The chapter accepted Ellie Nelson's resignation as secretary. Ellie has been on sabbatical leave this year from her administrative position in the St. Paul Public Schools, and she has been attending graduate school at the University of Minnesota. She will be completing her doctorate next year while working full-time. Mary Hudec has agreed to serve as secretary during the second year of Ellie's term.

Jan Orr received the GADO 14 Accident Prevention Counselor Achievement Award from Accident Prevention Specialist Verdon Kliemenhagen at the chapter's annual Pilot Proficiency Day. Jan, a flight instructor for eight years and FAA Gold Seal flight instructor, is the first woman to be honored since GADO 14 instituted the award in 1969.

Liz and Lew Groth, Bonnie and Tom Lewis, and Ellie and Bill Nelson recently returned from a flying trip to the Bahamas. The Lewis' C-172 remained hangared while IFR-rated pilots Ellie Nelson and Lew Groth flew the Nelson's Mooney and the Groth's Cardinal. If suntans and pictures are any indication, the trip was a glorious success!

Gayle Vail, 1984 AE Research Scholarship awardee, presented the first part of her research findings at the annual Symposium on Aviation Psychology at Ohio State University in April. Gayle's subject is "Social-



Verdon Kliemenhagen presents the GADO 14 Accident Prevention Counselor Achievement Award to Jan Orr.



Pilot Proficiency Day participants include Mary Lou Gagosz, Bobbie Smith, Bev MacGlover, Jackie Chambers and Barb Chambers.

Psychological Aspects of Pilot Error: Male versus Female." Representatives of the NTSB attending the symposium have invited Gayle to present the second part of her research findings at the ISASI, an annual seminar sponsored by NTSB in Phoenix next September. The results of Gayle's study will be published in *The Forum*, a publication of NTSB.

This year for the first time, daffodils were flown from two locations in Minnesota during the annual American Cancer Society Daffodil Days. Pat Emborg coordinated the north-eastern Minnesota flights, which originated in Duluth. Pilots included northern-based Dawn Peaslee, Kris Helleloid, Nancy Brawn and LeJean Firminac, plus Twin City-based Dorothy Bolander, who made her annual daffodil flight to Hibbing.

by Hope Isaacson

Far West Chapter

Hilde Crawford hosted the April 10 meeting. Her husband, Ron, presented a program on the weather and effects in our area. Having the Olympic Mountain Range to the south-southeast and the Straits of Juan de Fuca to the north-northwest gives us some unique weather situations.

Our members and guests toured the Seattle Center April 12 in Auburn. We were able to see first-hand how traffic was handled by the controllers. Many of our questions were answered, and the voices in the air suddenly had faces!

by Kathleen Harper



Lana Murray and Anne English tabulate the eggs.

CHAPTER NEWS, ETC.

NORTHWEST SECTION

Columbia-Cascade Chapter

Fourteen members attended the April 10 meeting at the home of Hannah Oja in Brush Prairie, Washington, where plans were finalized for our flying companion seminar.

We have two new members — Julie Bowdle and Marianne Fullman. Bowdle, who flies a French Rally, attended one of our flying companion seminars about three years ago and was so impressed she went on to obtain her pilot's license. After joining at this meeting, she promptly was put to work on the next seminar. Fullman, who comes to us from Vancouver, Washington, is an instructor at Pearson Airpark in Vancouver. She has all ratings through ATP.

Jeanne Nortness, Longview, Washington, and 49 $\frac{1}{2}$ er Steve had adopted a beautiful baby girl, Stephanie Jean, who was born March 23. Gayle Ratigan and Dorothy Mercer have taught five aerospace education classes in one month to sixth grade students. *Columbia-Cascade Newsletter* editors, Mary Wohlgenuth and Pegge Blinco, were surprised with a gift shower to celebrate their 10th anniversary of publishing our newsletter. And Evelyn Waldron, Betty Prakken and Mary Hill are on the Nominating Committee.

by Pat Lundahl

Columbia Gorge Chapter

Three planes from our chapter with four 99s, one 66 and one 49 $\frac{1}{2}$ er attended the first annual Walla Walla Easter Egg Hunt in April. A special treat for all was the Antique Car Club transportation between the airport and the country club luncheon.

Our Pat Davis won the grand prize, a weekend for two at Orcas Island. Mickey Sampson and Pat flew to all eight airports from Coeur d'Alene, Idaho to Redmond, Oregon to gather eggs, so Mickey is going to Orcas with Pat.

Others from our chapter challenging the gorge weather to gather eggs were Helen Fargher and spouse "Mugs," Lois Blumenstein and 66 Joan Hudson.

Donna Davidson is the first lady in our area to receive a floatplane rating.

Our chapter's annual FAA Safety Seminar was held April 25 in Hood River.

by Lois Blumenstein



Vintage transportation is provided for the trip to the country club.

Mid-Columbia Chapter

Our first annual Easter Egg Hunt was held in April. Prior to the start, much hard work by Dee Collins and Carolyn Stella made the hunt possible. The object was to collect eggs from various FBOs in the Northwest. Contestants had 20 days to fly to the airports to get the eggs. The weather cooperated during the time allotment for the hunt, but not the day of the luncheon, April 20, which was a fly-in to Walla Walla with transportation from the airport to the country club by the local Antique Car Club.

Individuals had to be present at the luncheon to win any of the prizes. As a result, even with less than perfect weather, 63 people attended. A folksinging trio provided background music during lunch, followed by Eugene Valaer's talk about his experiences flying around Alaska in a Super Cub. After his talk, the much-awaited prize winners were announced by Carolyn Stella, past chairman, and the Easter Bunny (Karen Wolfe, current secretary). Shirley Hauer won an aviation headset; Barbara Van Arsdale, a chocolate torte; Anita Lewis, 20 gallons of fuel; and Betty Bailey and Pat Davis each won a 99 T-shirt. The grand prize of an all-expense-paid luxury weekend to Rosario Resort was won by Davis, who earned her license last October. She and her flying buddy, Mickey Sampson, flew a C-150 to all the airports, staying overnight a couple of times to complete the circuit.

An April 28 fly-in business meeting was held at Vista Field to critique the hunt, as we are planning another one for next year.

by Anne English



Carolyn Rose Stella and the Easter Bunny (Karen Wolfe) award Pat Davis the all-expenses-paid weekend at Rosario Resort.

North Dakota Chapter

We had a poker run, which ended at Aberdeen, South Dakota, for our April 20 meeting. Eight of our members participated, along with guests Diane Haddon, a student pilot from Bismarck, and South Dakota Chapter members Norma Helman and Jan Harms. Beth Lucy had the best hand.

Beth distributed work assignments for the USPFT event we are planning for June 15 at Jamestown.

Chairman Wynola Eide and Karen Werner attended the March 20-23 Aerospace Education Congress held in Las Vegas.

May 19 will find us at Williston, where we will have a display booth in conjunction with their air show.

by Lorraine Boehler

Willamette Valley Chapter

The March meeting was held in Albany with Eleanor Wetgen hosting. After the business meeting, Colonel Richard Chandler (retired), his wife and daughter joined us for lunch. Colonel Chandler entertained us with many stories of his 31 years flying with the Air Force. He was flying F-106s at the time of his retirement.

Molly Sliger and Laura Schneider were hostesses in April at Eugene. After a short business meeting, Don Long, manager of Eugene Aircraft, spoke. He had a scrapbook belonging to his father, Claude Long, who was FBO at Riverside Airport many years.

The scrapbook, covering the years 1928-1932, contained many interesting pictures and news clippings.

by Mary Ellen Hobin

arrival in June of the B-1B bomber. Sharing the skies around Abilene with this unbelievable aircraft will be exciting.

by Wanette Bergman

CHAPTER NEWS, ETC.

SOUTH CENTRAL SECTION

SOUTH CENTRAL SECTIONAL

The mid-section of the US had good spring weather for a change, allowing 99s to fly to Topeka, Kansas for the May 3-5 South Central Sectional.

Friday evening's activities included dinner in a hangar at the airport and a tour of the Combat Air Museum, also located at the airport.

After a continental breakfast and time for chapters to sell their wares, Saturday's activities got under way with a session on compass rose air marking, a presentation by Judy Logue on interviewing techniques for oral histories, and a chapter chairmen's meeting. The section business meeting followed, with several decisions regarding section funds being made.

Members voted to donate \$1,000 to USPFT/WPFC, and to allocate \$1,500 to begin a section newsletter.

During the luncheon banquet, special recognition was given the WASPs who were present. Guests at the head table included George Boyd, director of aviation for Kansas, and guest speaker Kansas Senator Nancy Kas-sebaum.

Amelia Earhart medals were presented to the section's four AE Scholarship recipients, and the Attendance Trophy went to the Dallas Redbird Chapter.

A program on "The Disappearance of Amelia Earhart" highlighted the afternoon's activities. Barbara Wiley, whose book on the subject is scheduled for publication next spring, kept a jammed roomful of 99s intrigued with her research and conclusions for some two hours.

A dinner theater trip and/or an informal program about the WASPs concluded the day's activities.

After Sunday morning's breakfast and weather briefing, 99s thanked the Northeast Kansas Chapter for their delightful hospitality and winged their way home.

Abilene Area Chapter

Our chapter has a definite "first" for us. Penny Montgomery was the first woman to land at the Albany Municipal Airport, which is just now opening to the public. Penny, who has worked tirelessly with the city and the airport board to help the new airport become a plus for the city, flew her Cessna 182 amid cameras and reporters April 15 for the Albany newspaper.

The April meeting included a briefing by Captain Kenny Wilkerson concerning the



Nancy Tier (second from right) is joined by Austin 99s Pat Johnson, balloonist Salley Chapel, Jenny Behnken, Paula Faught, Peggy Hickman and Thelma Havice

Austin Chapter

Nancy Hopkins Tier, Connecticut Chapter, who was in Austin visiting her sister for Easter, attended our joint meeting April 8 with the Austin Balloon Club. We shared facts and information about the Ninety-Nines, and they showed a film of ballooning inside a canyon. Nancy entertained us with stories of her early flying days. We're all hoping she will return to visit her sister and give us a repeat performance of hangar flying.

We installed our 1985-86 officers May 16 and enjoyed Italian food and fellowship at Luciano's.

by Judy Reinhart

Colorado Chapter

At the April meeting, we learned from Greg Feith, NTSB air safety inspector, that, in investigation of accidents, the term "pilot error" is not used; he looks for causes and factors. NTSB has the authority to investigate all transportation accidents, issue recommendations and conduct special studies. The inspector's report is forwarded to a five-member board whose members (not licensed pilots) base their decision of "probable cause" upon the written reports. Greg's primary recommendation from his experience was "FLY THE AIRPLANE."

Kansas 99s tour McConnell Air Force Base.



Paulie Doak, membership chairman, hosted the April 21 membership tea honoring new members, prospects and 66 members. Paulie enjoys this aspect of chapter activities and has developed an excellent recruiting program.

April 14 found Jan Clemen, Barb Hobson, Jessica and Bruce McMillan, and Cheryl Kinkel and son joining with the Pikes Peak Chapter for the fly-in to Colorado City. The survival topic was interesting, and the visiting and buffet lunch a treat.

by Phyllis J. Kramer

Dallas Redbird Chapter

Sharon Smith, our hostess for the April meeting in her recently purchased house in Oak Lawn, described its renovation to the interested group.

After regular business was completed, Pat Jetton telephoned from Colorado to finalize details of our aviation seminar in May. Our glider-ride meeting, which has been arranged by Sharon Smith with her glider club, is also in May. Elinor Johnson is the telephone contact person.

We welcomed two guests — Kitty McGee, attending her second meeting, and Lise Laprelle of the Greater New York Chapter, who had flown her own plane to Dallas to visit her father. This was also Lise's second time to attend one of our meetings.

Other Redbirds were flitting through the spring skies. Helen Wilke flew Hazel Jones and Cathy Jones to Oklahoma City, where Hazel attended the International Board meeting and Cathy returned to her FAA job. After the Board meeting, Hazel was off to Kissimmee, Florida for a USPFT meeting. Helen flew on to Gunnison, Colorado to ready her mountain home for springtime. In addition, Margaret Conlin has recently returned from Hawaii, where she visited with Bryant Hutchinson, our chapter's immediate past chairman.

by Elizabeth Jordan

High Sky Chapter

A chapter conference was held April 25. The program theme highlighted "Excellence in Aviation-Space Education and Ninety-Nine Executive Business," as well as interpretation of the Ninety-Nines, Inc., Certificate of Incorporation, bylaws, standard operating procedures and policy.

by Velma Lee Barnett Copeland



Oklahoma Chapter members and guests gather in the BalloonPort hangar for an interesting discussion about ballooning by new member Edna Thompson (*above left*). Outside the hangar, a colorful tethered miniature balloon greets chapter members (*above*).



Afterward, Edna points out some of the equipment on a balloon basket to Oklahoma 99s and 49½ers.

Kansas Chapter

Our April 11 meeting was held at the local GADO office. We were honored to host Carl Burrows and Bob Gould from the FAA. Mr. Burrows showed the group films on aeronautical oddities and on keeping current. He then presented Dorothy Dickerhoof with her official CFI certificate and another set of Wings.

A surprise luncheon was given April 20 by Dodie Noland in Chanute, honoring Dorothy and her new rating. Those attending included Debbie Hattan, Carol Lanning, Juanita Prucha, Jackie Luke, Lee Kensett, Shirley Huser, and Dorothy and Dodie.

The Kansas Chapter is proud to have signed up seven new members since the first of the year. We also had two past members rejoin our chapter.

by Phyllis Blanton

Rio Grande Valley Chapter

Positive response is pouring in to the invitation of Charter Members to a reunion at the October 10-13 Confederate Air Force Airshow '85 in Harlingen, Texas. That was just one of the many pieces of good news reported at a festive Polynesian gathering of 99s and 49½ers on South Padre Island in April.

Over strawberries and ice cream at Charter Member Ila Fox Loetscher's surfside sea turtle haven, we discussed plans for a fly-in visit from Houston Chapter. Speculation has it that we will soon have more 99s visiting than we have members. Hospitality here is not measured per capita.

More good news is that Ila has added to her list of achievements, having been named a Gulf Oil Company Conservationist of the Year. She and Evelyn Sizemore, fellow 99 and Sea Turtle, Inc. co-director, traveled to the nation's capital to receive the award in May.

Other travelers include Chester and Betty Heitsch to Port Angeles, Washington, Anne and Pat Johnston to Highlands, North Carolina, and Adelle and Jerry Baker through Alaska, the Yukon and the Pacific Northwest.

Judy Roeder will be summering at various medical conventions, but all plan to be on hand for a great charter member reunion in the fall. Any 99s wishing to help with the reunion should contact Sandra Lapsley, P.O. Box 1850, Los Fresnos TX 78566.

by Sandra Lapsley

Shreveport Chapter

Well, we did it! Chairman Eileen Anderson deserves a big bouquet for her excellent management of the annual Holiday in Dixie air show and open house at Downtown Airport.

We feel that this is an excellent way to introduce private aviation to the general public. Jere Saur, Janet DuCote and Renee Sharp drove many vanloads of excited spectators to the control tower for an interesting, informative visit. Marjorie Hardcastle is a real pro when it comes to publicity as we had the largest crowd ever for this exciting occasion.

Dottie Ports' 49½er, Bud, proved to be a super announcer for the air show. His familiarity with the World War II airplanes and knowledge of aerobatics made him the perfect choice for this particular job. David Snow, Evelyn's son, made a spectacular parachute jump, landing just where he was supposed to!

Ray Hardey's poker run had 24 participants and is fast becoming a very popular event. The first leg was combined with a spot landing contest chaired by Mary Phillips, who later presented trophies to the winners.

One of the highlights of the day was the marvelous static display, including the Confederate Air Force, which Starr Stone organized. Their fly-by at the end of the show when they departed for Barksdale Air Force Base was spectacular and very nostalgic for the many veterans of WWII who attended.

The day ended with a beautiful liftoff of hot air balloons, and then we all attended a crawfish boil, compliments of Southern Aviation.

At our April meeting at Sandra Shaw's home, we gained two new members — Freddie Smith, a nurse with Caddo Parish Schools, and Carol Dale, a geologist with Arkansas-Louisiana Gas Company.

by Helen Hewitt

Top of Texas Chapter

The chapter board recommended that each of our members become associate members for SAFECON 1985-86.

The Nominating Committee presented the 1985-86 slate of officers to the membership, who unanimously approved Joanne Hodges as chairman; Marnell Presley, vice-chairman; Kathy Landreth, treasurer; and Helen Madsen, secretary.

Last weekend we commenced our first air marking. Judy West and husband George, along with other CAP members, marked the Dimmitt Airport. Ann Crouch, Virginia Pownell, Kathy Landreth and Judy painted until rain intervened; it will be completed next weekend. Several 99s are also CAP members; we work so well together that this joint venture was proposed in addition to other cooperative activities.

by Mary M. Vermeulen



Chairman Virginia Pownell discusses a fund-raising proposal with Top of Texas members.

Tulsa Chapter

Susan Hightower, who was installed as a new member at our April meeting, is instrument rated and has been flying for two years. Aeronaut Ken Cook presented the program on ballooning. He told us of his many adventures and showed a videotape from the Balloon Fiesta at Albuquerque. We encouraged him to invite his wife to a chapter meeting — we would like to have a balloon pilot for a member.

Fifty-five flight instructors registered for our weekend revalidation clinic. Professional Aviation Seminars managed the program. IBA was once again the site for our annual membership drive. Ozelle Landrum and Hazel Watson handled the refreshment details, while Charlene McCullough and Carol Thompson worked out the program.

Our marathon running librarian, Judy Allen, has "run" off to Mexico to study Spanish for four months. When she returns in August, she will enroll in a master's program at the School for International Training,

Brattleboro, Vermont. Northern New England Chapter beware: Judy gave our January program on fitness and the healthy lifestyle. Refreshments for the evening were fresh fruit and whole-grain fruit breads.

Frank Rankin and Hazel Watson registered mechanics for the FAA Maintenance Seminar held in mid-April in Tulsa.

Dick Roden offered the use of his new hangar at Alpha Aviation Services for our monthly meetings. Space is available for our trophies and awards.

by Janet Minnerath

SOUTHEAST SECTION

SPRING SOUTHEAST SECTIONAL



Alexis and Hazel present Trader John with a 99 banner

Spring meeting attendees gather for a group photo.



Florida Panhandle hostesses are Fran Biele, Iva Walter, Ann Jernigan and Billie Hilton.

Performing at the section banquet is the Naval Air Training Command Choir.



Florida Panhandle Chapter's big news is the Southeast Sectional, held April 19-21 in Pensacola, Florida. The location was the downtown Hilton, overlooking the Gulf of Mexico. We were delighted that both Governor Alexis Montague-Ewanchew and International President Hazel Jones were able to attend, as well as Director Pat Roberts and Charter Member Irene Greene.

Friday night started with a memorable trip to Trader John's (a well known aviation pub), where a banner signed by the 99s was presented to Trader.

After all the meetings on Saturday morning, about fifty 99s and 49½ers went to the Naval Air Museum. The city bus driver drove so fast that everyone was inside the museum when the curator arrived (on his day off) to give a welcoming speech just for the 99s!

Saturday night was magnificently topped off by a banquet and the Naval Air Training Command Choir, comprised of Navy, Marine and Coast Guard flight students. After their performance, the choir enjoyed themselves so much that they stayed about two hours extra mixing with the 99s.

Sunday morning was clear again for all who wanted to fly back early. Bob Batterby and Wes Westberry, 49½ers, transported guests to and from the Hilton and the airport, even at 0630! Another 49½er, Tony Biele, not only transported people, but was our photographer as well. And still another 49½er, Gordon Jernigan, put in a good word for us with ATC and FSS.

Although the local newspaper missed us (they called Ann Jernigan with the dates mixed up), Hazel Jones was on TV twice — once on a local talk show and then on local evening news. County Commissioner Max Dickson presented Governor Alexis with a plaque commemorating the occasion.

by Cam Westberry

Florida Goldcoast Chapter

Membership Chairman Mary Ann Zdunczyk arranged our March membership meeting at Tamiami FSS where she works. It was an interesting session with members present giving a brief history of their aviation background, introducing new prospective members to our 99 organization and explaining its varied projects.

Ursula Davidson spoke, and Holly Friedman attended the recent meeting with Art and Aviation officials at Miami Airport to discuss the possible involvement of the chapter in the Arts in Public Places program now being studied.

A combined meeting and Aviation Survival Training Seminar at Miami Dade Community College was sponsored by the FAA, the Air

Force and the MDCC, under Fran Sargent's guidance, April 20 with the NIFA chapter.

Mary Lou Westmoreland, our FAA inspector now working out of North Carolina, recently checked out in a King Air and went winging around the Bahamas. She also attended courses to become certified as a judge for air shows and aerobatic competitions.

Joyce Pittman, Ursula Davidson and Mary Ann Zdunczyk flew to the section meeting in an Arrow and report that Pensacola was just super.

by Ruth S. Fleisher

Florida Spaceport Chapter

Our March meeting was highlighted by a

visit from Hazel Jones, Pat Roberts and Jody McCarrell, who were in the area preparing for the WPFC in August. Hazel entertained us with a synopsis of her travels the past year and explained our part in the upcoming USPFT and WPFC events.

Using a grant from the Florida Department of Transportation District 5, the chapter has completed compass roses at Kissimmee, DeLand and Orlando Executive Airports since the first of January. With the new design and clever shortcuts for laying out the pattern, devised by Chairman Carol Gosling, a painting can be completed in about four hours with as few as eight painters.

The chapter held a very successful Pilots' Poker Party in March. This year, in addition to the \$99 first prize, we were able to offer other prizes, including books, aviation oil, hand-



Suncoast 99s at Sun 'n' Fun are (kneeling) Ann Werly, Connie Farrell, Alice Cutrona, Mary Fletcher, Barbara Sierchio, (standing) Skip Fernandez, Mary Webb, Sophia Payton, Nancy Brantly and Nancy Wright

bags, introductory glider and aerobic lessons, fuel and handmade windsocks. Refreshments were handled by Barbara Selwitz and 66 Betty Mallory. Two new features were added this year in the form of a name-draw at each stop for special prizes, and an ice-breaker game at the terminus which was organized by Rosemary Jones, event co-chairman. Proceeds have been added to our scholarship and WPFC funds.

Norma McReynolds hosted the April meeting at New Smyrna Beach Airport. The day started with a spot landing contest, which was won by Barbara Selwitz, with Jackie Holland in second place. After the business meeting, Norma took members, two at a time, to her plane, which had been "bugged" by Gail Delp's 49 $\frac{1}{2}$ er, Frank. While members waited for contestants to finish, Don Warner of the EAA showed us the T-18 he is building. When all the slips were handed in, Carol Gosling had found the most problems.

by Pam Kettner



Martha Loss looks on as Chairman Carol Gosling presents Hazel Jones with a photo of AE's plane

Florida Suncoast Chapter

Some of our members have "highway yellow" paint under their fingernails, and Winter Haven Airport is now easily identifiable from the air. Mary Fletcher and Ruth Hubert did the preliminary measuring and marking with help from Barbara Sierchio, Nancy Brantly, Mickey Faber and Eleanore Graham. The roller crew finished the job the following week, with Nancy Brantly, Dottie Birdsong, Connie Farrell, Betty Frankman, Eleanore Graham, Roni Johnson, Mary Webb and Grace Whitecar sharing in the fun. Betty Frankman had the group to her house for lunch.

Our chapter hosted an April 10 FAA safety meeting at Bayboro Campus, USF. And Roni

Johnson, Mary Fletcher and Nancy Wright attended the spring Southeast Sectional in Pensacola.

by Barbara Sierchio

SOUTHWEST SECTION

Bakersfield Chapter

On a very warm April 13, the chapter "cooled down" 19 white-knuckle fliers with our fourth flying companion seminar. The widely varied program included a psychologist, who relaxed everyone with a lesson in self-hypnosis, and the new accident prevention specialist from Fresno FSDO, 99 Phyllis Cleveland.

Using Sierra Flite Services as home base, Kathy Malone and Pat Church, co-chairmen, arranged for speakers on subjects that ranged from flight safety to medical aspects. Participants particularly enjoyed the fact that the schedule included "varied" activities, such as a visit to the control tower and a thorough preflight of a Piper Warrior. A "bag" lunch, built and packed by Susan Smith, added a homey touch to the occasion.

The seminar was an unqualified success with every participant commenting that he/she was much more relaxed with the idea of flying after the program. One of them began ground school the next week.

Other recent activities have included a trip to the National Aerospace Education Congress in Las Vegas for Pat Church, who also applied for the NASA Teacher in Space project. Dottie Scatena was the featured speaker at our March meeting, talking about the Civil Air Patrol, of which she is deputy commander of the local squadron. Another notable member, Janice Brown, recently began a new flying job doing air taxi work for Milestone Aviation of Fresno.

An FAA safety meeting in February was made sweeter by cookie contributions from several members. More recently, five members attended the spring Southwest Sectional in Scottsdale, Arizona. Braving the desert winds were Joan Paynter, Dorothy Robinson, Geneva McNamee, Elizabeth Saba and Shirley Giumarra.

by Pat Church

Cameron Park Chapter

We held a local USPFT meet April 13 for 16

contestants. Since it was our second time around, we hope next year will be better since, hopefully, we have learned all the things not to do and many things we can do better!

Six of our members — Pat Collins, Fran Pierce, Mary Bovee, Wray Robertson, Betty Kohler and Nancy Martino — loaded air marking equipment into our aircraft and flew to Lincoln, where we were met by MaryBen McClave, Frances Dickey and Cathy McCurry from Sacramento Valley Chapter. They assisted us on one of the windiest air markings ever! The airport management provided us with a delicious lunch from the deli on the field.

We have welcomed two new members into our chapter — Ruenelle Gilmore and Cindy

McCarty, who recently earned her Phase I Wings.

Our two-night BFR Safety Seminar was a tremendous success. Each night we had over 100 pilots in attendance.

Wray Robertson's 49 $\frac{1}{2}$ er, Jerry, who is an aviation mechanic, presented an excellent program at one of our recent meetings, giving us many safety tips and also briefing us on what maintenance we, as pilots, can do on our own aircraft.

Doris Lockness, who is never idle, is now flying the helicopter regularly, working toward her commercial helicopter rating.

Betty Kohler, Nancy Martino and Mary Bovee assisted Fran Grant, Golden West Chapter, at her Fear of Flying Clinic held at Sacramento Metro Airport.

Mary LaCroix was chosen to serve on the board of the Sacramento Valley Pilots Association as co-safety chairman with her husband, Ray.

by Mary Bovee

El Cajon Valley Chapter

Dottie Campbell, Doris Ritchey, Jo Laird and Sharon McIntyre spoke and showed the Ninety-Nines' "Women in Aviation" slide presentation at seven local schools during Women's History Week.

One of our new members, Lorraine Kivi, is also very active in our local EAA/AAA chapter and has attended all EAA/AAA events in our area. Lorraine prepared a slide presentation covering the preflight section of the "White Knuckles to Cockpit Cool" book. She presented it at our March meeting, and it was a big hit.

Marian DeLano and Frankie Clemens were the guests of Eleanor Richardson and Lynn Coulthard at the recent Silver Wings breakfast meeting, where we enjoyed an informative program on the development of our Naval aircraft carriers, from a platform built on a supply ship to our current carriers.

Joyce Smith reported on her first parachute jump. "Great!" She's gonna do it again!

Doris Ritchey participated in a surprise CAP, Air Force graded Search and Rescue flight, flying out of San Luis Obispo. Aluminum foil strips were placed on the ground to resemble a downed plane. Doris found the "target" and was awarded a Certificate of Completion.

The San Diego area CAP squadron had a

fun fly-in to Hesperia. Planes were assigned an airport, dam or the like to fly over and check, then make a report to the collected group. A picnic followed. Doris took 49½er Frank along, so it was a fun day for all.

Chairman Dottie Campbell and Vice-Chairman Frankie Clemens represented our chapter at the Southwest Sectional at Scottsdale, Arizona. Lots of good information was picked up, plus seeing old friends and meeting new friends.

by Frankie Clemens

Fullerton Chapter

Palm Sunday weekend found us at Hemet Ryan Airport for the regional NIFA meet. Two of our local college teams qualified for

(seaplane) in his garage).

We started April with our monthly meeting at Geneva Cranford's home, where she demonstrated the assembly of the new floor she designed and built (single-handedly!) for our booth.

We have five new members! Welcome to Lisa Baird, Mary Crawford, Teresa Levandowski, Kim Madolora and Gene FitzPatrick, who comes to us from the Long Beach Chapter.

Congratulations go to Treasurer Judy Knox, who married Amos Small April 13 in a lovely garden overlooking the Salinas Valley.

April 20 found us rapidly air marking the runway at King City with the San Luis Obispo Chapter. We finished the job in record time, not so much because of the short name as the

ing week was guest speaker Rod Machado, who inspired us with his comments on motivation.

To begin the third week of April, a group of 11 enjoyed the fly-in to Montgomery Field,



Participating in the fly-in to Montgomery Field are Hildegard and Heino Moeller, Bonnie and Bill Whitman, Joan Hill, Adrienne O'Brien, Marci Mauthe and Eddie, and Toni Mendez.

CHAPTER NEWS, ETC.

nationals in Ohio.

Fullerton Airport was once again the starting point for our annual Shirts 'n' Skirts Air Race April 13. A total of 24 aircraft participated. The awards banquet was held on the field following the race, with steaks cooked to perfection by 49½ers Glenn Farrell and Bob Smith.

We were very happy to see former chapter member Darlene Brundage come out to help with the timing of the race and also to attend our April meeting.

by Jan Nieslesky

Los Angeles Chapter

The chapter celebrated its 53rd birthday in March with dinner at the Marina City Club. Elaine Breswell, 66, arranged the dinner for us.

Jane and Link Vaughn report they sold their Cessna 210, but they are not giving up flying. They have been flying a number of times since they sold, and they are planning to rent as necessary.

Rachel Bonzon and Dorothy Limbach went to the Grand Canyon with some friends. They hiked to the bottom and stayed overnight at the lodge there, hiking again the next day.

Henry Dittmar, new manager of the Santa Monica Airport, was our guest at the last meeting. He showed us plans for the new Santa Monica Airport, where most of the operations will be on the north side.

In a letter from Tracy Rice, she reports she is now captain on the B-727 with Orion Airlines. She says the training was difficult but the challenge proved fruitful.

by Sally LaForge

Monterey Bay Chapter

Hey, Sacramento, we flew to Woodland Watts on the 14th! Where were you?

Dell Hinn, Kim Madolora and Diana Peterson were the pilots of three paneloads in search of the Sacramento Valley Chapter at their regular Sunday brunch fly-in to Woodland in April. We didn't see them, but we were met by Dell's son, Jay, and his friend, Doug, who drove us to Cindy's Cafe at Brown's Corner, where we enjoyed good food and videotapes of Forestry Service borate bombing and the restoration of a B-25 and its flight to Australia. We got a peek at Doug's project, the construction of an Osprey



Joan Hill leads her air marking crew at John Wayne Airport in Orange County

very chilly wind and gray skies. Geneva and Doug Cranford stopped by on their way in their motor home to the section meeting in Scottsdale. We welcomed the warm retreat of the motor home.

Dana Dumont and Diana Peterson are looking forward to flying their planes down to Scottsdale, a first for Dana. Carolyn Dugger is also getting a headstart by leaving the weekend before with Susan Tarabetz of San Joaquin Valley in her 182, with stops planned at Palm Springs and other warm places for a little R&R.

Congratulations go to Cindy Bergstrom for her new job with Continental Aviation in Livermore, flying a Lear 24 and a Lear 35 in air charter and air ambulance work.

by Diana Peterson

Orange County Chapter

April was busy for Orange County 99s, beginning with a board meeting at the home of Marci Mauthe.

Featured at our regular meeting the follow-

Elaine Williamson, Sally Cornell, Mary Humphreys and Adrienne O'Brien enjoy the Hesperia fly-in.



San Diego, for a Mexican brunch. The nominating committee met to compile a slate of officers for the upcoming year.

And the third week ended with another full house for a flying companion seminar. As before, Pat Noyes did a superb job of organizing and coordinating this event.

With a section meeting the last week of April, the month included something every week for 99s.

by Adrienne O'Brien

Phoenix Chapter

Although immersed in planning the Diversi-Flying meeting along with Arizona Sundance 99s, we came up for air on several occasions to work the Desert Sport Pilots Association (DSPA) Airshow, April 6-7 at Falcon Field... to celebrate the 50th Anniversary Open House and Airshow April 13 at Phoenix Sky Harbor International Airport... and to conduct a Pennies-a-Pound Airlift at Scottsdale Municipal Airport's April 20 Air Fair.

by Mary Lou Brown

Santa Clara Valley Chapter

A fly-in for Sunday brunch — reward for hard work and another successful flying companion seminar — brought 27 members, husbands and friends to Columbia April 14. Seminar Chairman Debbie Morton ably steered 60 companions through Friday evening and Saturday classes with the aid of instructors and helpers. We conduct these seminars twice a year, and we find them

increasingly popular.
 Former WASPs Jackie Petty, Pat Gladney, Patty Sherwood and Margaret Standish presented a program on the WASP organization at the April meeting. The film, "Silver Wings and Santiago Blue" was shown, and the four spoke on their own experiences. Members were intrigued by the type of training they received, the airplanes flown, and the duties performed — especially "target towing." Patty wore the WASP uniform to give us the *real* image!

by Mayetta Behringer

Santa Rosa Chapter

We celebrated our new meeting room at the Sonoma County Airport with champagne, hors d'oeuvres and a special program presented by Airport Director Dave Andrews on projects planned for the airport in 1985-86. As a special celebration, we gave away donations of Sonoma County wines for door prizes.

The ballots for our next year's officers were tallied, and we will install Chairman Heather Cissna, Vice-Chairman Heide Cronquist, Secretary Gwen Namikas and Treasurer Judi Simmons on June 11 at the Farrell House in Petaluma.

The Petaluma Pilots Association presented "Aviation Education Day: A Celebration of Women in Aviation" as a grand finale to Women's History Week March 9 at the Petaluma Airport. Several 99s in our chapter participated in the program, including Chair Cheryl Brown, Betty LaGuire, Cathy Shanahan, Sherry Knight-Rossiter and LaVonne

Boyle. The weather was beautiful and just right for stunt flying demonstrations and for everyone to enjoy the exhibits of memorabilia, old photos and airplanes.
 Several 99s drove down and air marked Half Moon Bay Airport April 20 with the Golden West Chapter, and afterward enjoyed a delicious lunch at the nearby Shorebird Restaurant.

by Helen Scofield

Tucson Chapter

Seven aircraft and 22 people participated in the chapter's first annual poker run to Bullhead City in April. This was a fund-raising event for the chapter that proved very successful and a lot of fun. Our "in-house" travel agent, Dottie Blair, made all the arrangements, resulting in very good rates for the group.

April 13-21 was Arizona Aviation Week, and the chapter staffed a booth at El Con Mall. Everyone looked very natty in the chapter T-shirts as they told people about the Ninety-Nines and women in aviation.

Four years of hard work paid off handsomely for Wyn and Jason Hayward when they completed their beautiful new Eagle. It won the first place in class (tube and fabric) at the Copper State Fly-In at Eloy and grand champion of the show. Jason hadn't thought it was quite ready to show; but Wyn entered it at the last moment and proved it was. Wyn has gone to Midland to get checked out in the Eagle and then it will be at Avra Valley Airport in its very own carpeted hangar. Before leaving for Midland, she placed third in the Shamrock Air Derby for overall high per-

formance in the family Bonanza A36.
 Seems antique aircraft are the way to go! Lorraine and Ray Newhouse recently brought back a Fleet B Model with a 125 Kinner engine. They picked it up in Denton, Texas, and began immediately winning trophies at various fly-ins on the way home. They picked up two trophies at the Antique Fly-In at Blakesburg, Iowa, and three at the Pauls Valley Fly-In, including the grand champion award. Their hangar is adjacent to their house with its own taxiway to the runway at Cactus Air Park. That makes it convenient whether they are flying antiques or their Bonanza.

by Maggie Schock

Utah Chapter

Ninety-Nines, 66s and prospective members enjoyed the good food and companionship of an Easter brunch. Using a printout of pilots in the area, we invited all who could be identified as having "female" names. We enjoyed meeting many new women pilots and expect several to accept our invitation to become members.

Winds gusting to 50 knots, cold front approaching, snow... no flight rally today. Try again next week... The second try provided a beautiful day for a flight to unknown destinations. Following the clues and answering questions brought the fliers back to a pizza party at Salt Lake City Airport. Winners of the rally were Wilma Nichols and Carol Clarke. Jean Coffman was a member of the team that came in third. Serving as chairman of the rally was Linda Anderson.

by Carol Clarke

Air Racing News

SHIRTS 'N' SKIRTS AIR RACE RESULTS

1st Place	Robert Stromquist/JoAnn Linder	C-172	+10.297
2nd Place	Tookie Hensley/Don Hensley	C-172	+ 9.170
3rd Place	Roger Hyder/Robert Evans	Sierra	+ 8.457
Best Mixed Team	Sonia Schimberg		
Best Shirts TTeam	Ard Heffernan/Charles Griger		
Best Skirts Team	Claire Koop/Iris Critchell		

Robert Stromquist and JoAnn Linder



Tookie and Don Hensley



Robert Evans and Roger Hyder



Classified

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.

Ninety-Nines' Golf Shirts & Sweaters

From the West Virginia Mountaineer 99s

Shirts & Sweaters Featuring the Compass Rose Emblem



SWEATERS
 Navy \$27.50

SHIRTS
 Navy, Light Blue and White Trim \$17.50

For more information contact:
 Ellen Albritton, (614) 373-0985
 213 Ellsworth Dr., Marietta OH 45750

FOR WOMEN ONLY...

Sharing common goals
and interests
is what it's all about —
through participation
and affiliations organization
of women pilots.

If you're a 99,
spread the word.

If you're not a 99
and would like to know
more about the organization,
just let us know.

We'll also put you in touch
with some active members
in your area.

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

Name _____

Address _____

Phone(s) _____

Ratings _____

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