

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 12

JULY-AUGUST 1985

NUMBER 6



99 Astronaut Addresses NY Pilots Association

NASA Astronaut Marsha S. Ivins was guest speaker for the Central New York Pilots Association ladies night.

A native of Baltimore, Ivins received a B.S. in aerospace engineering from the University of Colorado in 1973. She is a member of the Ninety-Nines, the Soaring Society of America, the Experimental Aircraft Association and the International Aerobatic Club. Marsha holds an Airline Transport rating with Gulfstream-1 type rating, a single engine land and sea and glider rating, with instrument, multi and glider flight instructor ratings. She has logged 1,200 hours as flight simulation engineer in Shuttle Training Aircraft and 3,200 hours in civilian aircraft.

Marsha was selected as an astronaut candidate by NASA in May 1984, and in July commenced a one-year training and evaluation program to qualify for subsequent assignment as a mission specialist on future space shuttle flight crews.

by Mildred R. Murray



From left, Shirley Ludington, Nancy Morgan, Dorothy Mercer, Marsha S. Ivins, Marilyn Kamp, Millie Murray and Barbara Ladd.

Wally Funk Retires

Former FAAer Wally Funk retired from the National Transportation Safety Board effective May 10.

Wally earned distinction in the FAA Western-Pacific Region by becoming the first woman General Aviation Operations inspector many years ago. She then transferred to the NTSB as the first woman accident prevention investigator.

To all of her FAA friends and former co-workers, Wally says, "It was a great pleasure to work with you throughout my many years of government service. I'll look forward to visiting and seeing FAAers along my travels. I'll continue to be of service to the aviation community in any capacity needed. Well do I know the need for continuous safety education. My free spirit goes with you all."



Montana 99 Candidate for Teacher in Space Project

Patricia Burke Johnson, past chairman of the Montana Chapter, has been selected as one of two candidates to represent Montana in NASA's Teacher in Space Project competition, June 22-27 in Washington, D.C.

As an active pilot, aircraft owner* and 99 since 1963, Pat has continuously been involved in aviation education. She is currently the director of an aerospace workshop for teachers at Carroll College in Helena, Montana. A veteran of 22 years of teaching experience, she is teaching physics and geoscience at Capital High School. She obtained her bachelor of science degree in mathematics and physics at Montana State University on a four-year scholarship. While on a National Science Foundation grant, she earned a master of arts degree in geology from the University of Indiana. She is currently working toward a master's degree in public administration.

The purpose of the Teacher in Space Project is for the teacher to help communicate the space flight experience to the public. According to Pat, "I regard the year after the flight as a particularly important opportunity." She wants to "reach the American public about life in space and the need for continued scientific research in space."



Pat has many reasons for wanting to fly aboard the space shuttle. "The prospect of flying in outer space is exhilarating to me. For more than 25 years, I have followed the US space program and I simply want to be part of it. My life-long dual loves of science and flying come together in this opportunity. By opening up space to the non-technical ordinary passenger, NASA can personalize the space program to a much larger segment of Americans," she stated.

She has received many honors throughout her professional development. In 1968, she was listed in "Outstanding Young Women in America." She was later chosen for full tuition scholarships in engineering by both the University of California-Davis and by the University of Dayton in Ohio in 1977. In 1978, she was designated Montana's Outstanding Science Teacher by the Edison Foundation. The Smithsonian National Air and Space Museum named her a Regional Resource Person in 1982.

The two nominees from each state, the District of Columbia, five territories and three government departments will attend the workshop in Washington, D.C. From these 118 candidates, 10 will be selected for further testing in July. In August, this field will be reduced to five and finally, in September, one teacher will be selected to fly and another as an alternate. More than 11,000 applications were received.

"Like many people, I have dreamed of going into space, and I find it incredible that this almost unimaginable opportunity exists."

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The 99 NEWS

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FOCUS ON USPFT
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Calendar

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 24: Nutmeg Air Rally (raindate, August 25), sponsored by Connecticut Chapter. Begins and ends at Igor I. Sikorsky Memorial Airport, Stratford, Connecticut. Contact Connecticut 99s, P.O. Box 314, Fairfield CT 06430, (203) 259-1215 (daytime phone).

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, Tookie Hensley, 9391 California, #15, Riverside CA 92503.

August 31: The 99 NEWS deadline for October issue.

SEPTEMBER

September 6-8: No-Host Fly-In to Rosario Resort on Orcas Island. Contact Dee Collins, Route 4, Box 324, Walla Walla WA 99362, (509) 529-1559.

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 15: Poker Run sponsored by Eastern Ontario Chapter. Pick cards at Smith Falls, Carp, Winchester, Arnprior, Gatineau, Rockcliffe, St. Andre' Avellin; terminus at the Ottawa Flying Club. Contact B.J. Schermerhorn, (613) 832-1207.

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

September 20-22: Mile High Air Derby, sponsored by Colorado Chapter. \$1,000 first prize, 400-mile course from Front Range to Baca Grande. Entry deadline, September 1. Kits, \$3, Linda Horn, Mile High Air Derby, 14437 W. 32nd Ave., Golden CO 80401, (303) 278-4435.

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

September 30: The 99 NEWS deadline for November issue.

OCTOBER

October 4-5: Kachina Doll Air Rally, Litchfield Park, Arizona. Pilot proficiency rally for female and male pilots. Cookout at Phoenix-Litchfield Airport, awards banquet and lodging at the Wigwam Resort Hotel. Kits, \$4, Elaine Ralls, 1461 E. Grandview, Mesa AZ 85203, (602) 835-5072.

October 4-6: New York Empire State 300 proficiency contest open to all licensed pilots. Kits, \$5, Patricia G. Barone, Wurtsboro Airport, Wurtsboro NY 12790.

October 10-13: Charter Member Reunion at Confederate Air Force Airshow '85, Harlingen, Texas, sponsored by Rio Grande Valley Chapter. Contact Sandra Lapsley, P.O. Box 1850, Los Fresnos TX 78566, (512) 233-4316.

October 12-19: Jackson County Airshow, Pascagoula, Mississippi. Contact Ramona Young, (601) 762-2156 (evenings) or 935-4500 (0700-1500 weekdays).

October 18-19: Autumn Gold Air Rallye, sponsored by Blue Ridge Chapter. Kits, \$3, Louise White, P.O. Box 625, Fletcher NC 28732.

October 19: Greater Detroit Area 99s Treasure Hunt, Owosso, Michigan. 0830 briefing, 0900 departure, 1900 dinner. Cash and trophies awarded. Contact Phylliss Wood, 15056 Seneca, Redford MI 48239, (313) 255-5917.

October 31: The 99 NEWS deadline for December issue.

New Ratings

CARIBBEAN SECTION

Hortense Robinson — COMM, IFR
Leona Sweeting — AMEL

NORTH CENTRAL SECTION

Gail Baldwin, Aux Plaines
— IFR

Cheri Van Dyne, Greater Kansas City
— CFI

NORTHWEST SECTION

Donna Davidson, Columbia Gorge
— ASEL

SOUTH CENTRAL SECTION

Kelly Hughes, Ft. Worth
— ATP

Jeri Gault, Ft. Worth
— CFI

Ann McMahon, South Louisiana
— IFR

SOUTHEAST SECTION

A. Lee Orr, Blue Ridge
— CFI

Carolyn Pilaar, Foothills

— ATP AMEL

Jacqueline Zaleski, Florida Spaceport
— CFI

Barbara Sierchio, Florida Suncoast
— IFR

SOUTHWEST SECTION

Judy Braun, Los Angeles

— Learjet

Rosemary Talley, San Luis Obispo
— IFR

THE PRESIDENT'S MESSAGE



by International President Hazel Jones

Let's discuss the upcoming proposed International Bylaws changes. First, let me point out that the International Bylaws have not been totally rewritten since the Coeur d'Alene Convention, some 10 years ago.

Here are the steps which have been taken so far:

1. A questionnaire was sent out to all chapters, with sufficient time allotted for everyone to review the material and return it to the International Bylaws Committee.
2. The Committee then met and tabulated the results of the questionnaire, taking into account any added comments. They realized the questionnaire was not exact, but wrote it to be able to score it on a computer, thereby making it as objective as possible. They rewrote the Bylaws according to the wishes expressed in the tabulated results of the questionnaire. They then sent the suggested Bylaws revisions to the Parliamentarian for review. They were also reviewed by General Counsel Sylvia Paoli.
3. The Parliamentarian reworked the suggested revisions from a technical standpoint, and sent them back to the Committee for further study. A rough draft of the suggested revisions was then sent to the International Board for review.
4. The Board reviewed the work of all these people, adding a few

comments. (Bear in mind, the Board cannot change what the membership has indicated they want, nor can they change what the Bylaws Committee has agreed on.)

5. Finally, the International Bylaws Chairman sent completed revisions to all chapters for further review prior to Convention. (The Bylaws currently in effect state that any revisions must be in the hands of the membership 60 days prior to Convention.)

I hope you did review them. Your Board of Directors, Bylaws Committee, Parliamentarian and General Counsel all worked very hard to arrive at the final suggestions. We all realize they are not perfect, nor will there ever be a document that will suit everyone. But they should suit a majority of the membership.

At the Convention Business Meeting in Baltimore, you will be asked to accept them in whole and try them for one year. You will also be asked not to submit any amendments for this one year, nor to submit any amendments from the floor. Member/delegates at the Business Meeting may accept or reject the revisions as they choose, but the decision must be made on the whole.

This entire item will be discussed informally at the Comm Session, 0900, Thursday, July 25. *Please instruct your delegates to attend this session*, and discuss questions at that time so that the annual Business Meeting can run smoothly.

See you in Baltimore. Tail winds and blue skies!



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Beechcraft
A Raytheon Company

New at Headquarters

by Judy Logue

I've just phoned Headquarters in Oklahoma City to discuss some oral history business. Executive Director Loretta Gragg's voice is indicating she'd rather tell me something than listen to what I have to say. Finally, she can't stand it any longer and blurts, "We just got a call from Margery Brown's nephew asking if we'd like some of her memorabilia, including 2,000 feet of 16-mm movie film shot in the late '20s and early '30s. And the footage is of airplanes and Charter 99s!"

I think I dropped an expletive like "Holy Moly," then saw visions of highly flammable celluloid nitrate film sizzling on our shelves before we could care for it properly.

A phone call to the Smithsonian brought, "You heard about our disaster from a few years ago, didn't you? We lost a lot of valuable film when it spontaneously combusted."

A quick phone call back to Loretta. "Triple-wrap the film in plastic when it arrives and put it in the refrigerator until we can figure out what to do with it!"

Follow-up calls to film restorers back East eased our minds. The volatile nitrate film was not made available to the public in the 16-mm format. We probably had safety film, but we could check it out for sure by just snipping off a corner of the film and holding a match to it. Loretta's voice pitch raised considerably as she said, "No — I think I'd rather not do that."

Since preservation and processing decisions depended on actual examination of the film, it was shipped to me. The local audio-visual department of our school district ran the film through their test equipment to see if it was too fragile for projection. We were all amazed to discover that the many splices were holding firmly, and although there was some film stretch present, the sprocket holes were intact and the emulsion was holding fairly well. That meant we could carefully run it through a projector.

I decided to find the most forgiving projector in town, and set up to videotape the one and only projection the film would have before being shipped off for processing. I was so nervous.

The pictures were above and beyond expectations! There were many airfield

scenes; Pitcairn Field, Hadley Field and Curtiss Field — even the Long Island Aviation Club where members played croquet next to their tethered aircraft. There are many scenes of activities that one would find on any air field — Mechanics clustered around an engine, pilots in their flight clothing and many departures and arrivals by a wide variety of aircraft.

Margery had an exceptional eye for photo framing and composition, and also must have had a disarming way with her subjects. Many scenes include horsing around by the hangar hanger-ons. One can just see a particular scene develop. Two men decide that they will demonstrate "ground" school for the camera by straddling the hood of a car and leaning into turns and banks. Then the next shot shows them seated tandem on the ground with wrenches for "sticks." They lean to the left, lean to the right, lean forward as their sticks go forward, then suddenly their sticks go back and they perform backward somersaults to demonstrate a "loop." It's an hysterically funny scene.

The women we could identify in the once-only projection include Thea Rasche, Frances Marsalis, Louise Thaden, Ruth Nichols, Viola Gentry and Betty Gillies. There are other women yet to be identified. A Chester Westinghouse is pictured during a prop test at Westinghouse. Trans-Atlantic pilot Roger Q. Williams is also pictured with his aircraft. Other plans and pilots who attempted record-setting flights were photographed as well.

This 16-mm movie film shot by Charter 99 Margery Brown and given to our Resource Center by her nephew, Charles Smith, is an incredibly valuable gift of memorabilia. It is valuable because of the individuals photographed, as well as because of the way Margery directed them to turn in profile and walk around. It's valuable for the historic shots of record attempts, and for everyday life at air fields over 50 years ago. In addition, the value is enhanced by the outstanding photo techniques she employed and by the nearly perfect physical condition of the film. This film is a real prize!

This filmstrip is but a small sample of the movie film received in the items of memorabilia belonging to Charter 99 Margery Brown.



Membership Corner

Expanding 99s Influence

by Stacy Hamm

Since our beginnings as a mutual support group for women aviators in 1929, there have been many opportunities for growth and change in our organization. Choices have been made over the years concerning the nature and purpose of the Ninety-Nines, which prevented it from remaining a strictly social organization. Instead, we chose to become motivated, concerned individuals who, as a group, strengthen women's roles in aviation, improve safety for ourselves and all pilots, increase awareness of aviation to the general public, and openly recognize outstanding achievements not only of our own members, but of aviators throughout history. Women pilots deserve the opportunity to become part of this dynamic association.

Four Good Reasons Why We Should Seek New Members

1. By increasing our numbers, we expand the outflow of our programs to all geographic areas. The more women we involve, the more communities for which we provide services. These pilots and communities then reap the benefits

which our education and safety programs are designed to produce. It is not only propitious for our organization, but for each local community in which our members reside.

2. We may avoid 99s burnout by enlarging our work force. The means by which we obtain our objectives are so diverse that it takes enormous womanpower to carry out the tasks. By expanding our membership, we can provide ourselves with additional resources in terms of talents, skills and ideas. Our goals are more readily achieved without exhausting the interest and energy of current members.
3. It is frequently said (and proven) that there is strength in numbers. By making a concerted effort to recruit every potential member around the world, we can become truly representative of women aviators, thereby becoming an even more effective influence among those who establish policies and procedures for aviation.

4. The benefits of membership in the Ninety-Nines are so extensive that it becomes our duty to share them with every eligible pilot. Unlike material possessions, membership in the Ninety-Nines does not diminish when shared with others; rather, its qualities improve as we bring more and more pilots into fellowship with the organization.

In short, it is in our own best interest and that of the aviation community as a whole to continue expanding our membership rolls by consciously reaching out to women around the world and gathering them into the Ninety-Nines circle of friends.

NOTAM

Members interested in women's aviation history are encouraged to attend the Oral History Workshop in Baltimore on Saturday morning. Participants are encouraged to bring along their own cassette recorders and names of prospective interviews from their sections. This is a working-playing, hands-on session. Sleepers will be certified DOAS.

Ask Jerrie Cobb about Lycoming engine reliability...

...if you can track her down.

As she has for the last twenty years, Jerrie Cobb is flying the most remote regions of the Amazon. In her Pilatus Britten-Norman Islander, Jerrie brings seeds, food, medicines and hope to the jungle's Indian tribes.

Jerrie's known for facing challenges. She was the first woman to pass the U.S. Astronaut tests, and holds four World Aviation Records. She's been a NASA and FAA consultant, and chief test pilot for Rockwell International.

Every day Jerrie puts herself — and her aircraft — to the test. Here's what she says about Avco Lycoming engines:

"Our lives depend every day on Lycoming reliability, and your engines always come through...even under the most trying conditions: 85% + humidity...200-400 inches of rain yearly...temps in the 90s...density altitudes 4,000 ft. + at sea level. Taking off from muddy, rough, 1600 ft. strips in the jungle surrounded by 150 ft. trees, any power interruption — even a hiccup — will put us in the trees. Thank you for building such dependable engines, and making our Amazonas airlift possible..."

Jerrie Cobb may be reached c/o: The Jerrie Cobb Foundation, 2209 Riverside Drive, Moore Haven, FL 33471.

To learn more about Avco Lycoming engines, contact the nearest distributor.

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New Horizons

MERREL GOSSMAN

Merrel Gossman, 49½er of Tina, died April 27 in the crash of his AT-6, prior to the El Toro Marine Air Base Air Show.

Merrel gained the admiration of the San Fernando Valley 99s and all of Van Nuys Airport when he flew his World War II trainer solo to England and home in 1982.

FOR MERREL

There's an empty space now
in the skies

As I gaze toward the heavens
above Van Nuys.

The roar of an engine
silent now, still rings

As I think about a friend of mine
who just earned his Golden Wings.

He climbed into his aircraft
and... just flew away

On a final flight plan
filed today.

He left us doing
what he loved the most
And tonight the Squadron
will raise a toast:

"To a damn good pilot"
who's gone from our sight,
But not from our hearts,
as we drink to you tonight.

We reminisce the good times
filled with fellowship and mirth
Each one of us is grateful
for your time with us on Earth.

by Sue Jablonski

NINA HETMANENKO

Nina Hetmanenko went on to New Horizons May 1 after a long illness. Many of you will remember her from International Ninety-Nines Conventions and AOPA Plantation Parties, as she attended many. She had plans for Alaska, but illness prevented the trip.

Nina began flying in 1963 at the Danbury School of Aeronautics in Connecticut, and she received her private license in 1966, with an instrument rating earned in 1976. She later joined the Connecticut Chapter. Flying was at the top of her list, with other hobbies including travel, tennis and skiing.

Employed with Southern New England Telephone Company for 31 years, she was an office supervisor until she took early retirement and moved to Tarpon Springs, Florida. That was the Suncoast Chapter's gain.

Suncoast 99s will honor Nina in Memory Lane at the Forest of Friendship in 1985. Since she was so ill, we advised her last summer of this honor-to-be, and she was delighted.

If an office was to be filled, she was there; if it was air marking, she brandished a brush; if it was an outing, she had the goodies; if you needed a friend, she was there. The list goes on and on, as do the memories.

by Sophia M. Payton

IRENE B. KEITH

It is with much sadness that I report the death of Irene Keith. She died April 17 at the age of 65 from a sudden heart attack.

Irene was born in Derry, New Hampshire, and moved to the New York City area over 40 years ago. She was employed by Pan American Airways as a dispatcher for 35 years prior to her retirement in 1982. Irene was the first woman to dispatch a jet aircraft in 1960. She was also a US Army WAC and a veteran of World War II, serving in the Air Transport Command at Rosecrans Field in St. Joseph, Missouri. In addition to her membership in the Ninety-Nines, she was a member of the Air Force Association, Women's International Aeronautics Association and Airline Dispatchers Union Council 54 of New York City.

Irene received many awards, including the Amelia Earhart Award in 1959, the New York State Air Force Association Presidential Award in 1971, and in 1981 she was listed in the "International Who's Who of American Women." She was an active ballroom dancer who won many trophies.

Many of us will remember her at the Alaska Convention last summer and later on tour in Kodiak. She also graced us with her charm and wit at both the Long Island and Greater New York Chapters' Christmas parties last December. Irene is, without a doubt, a member who will be greatly missed by all. Friends from the Ninety-Nines and the Greater New York Chapter are donating money toward a memorial in the Forest of Friendship.

by Marian A. Campbell

ANNETTE GIPSON WAY

With the passing of Annette Gipson Way in mid-May, we lost a bright, eccentric, lovable aviatrix who brightened the world of aviation in the 30s and 40s and who remained devoted to her beloved Ninety-Nines.

During the year prior to her death, Annette was planning to reproduce the 99 logo in tile in her outdoor gazebo. For this, she asked my assistance in getting an enlarged tracing so she could pursue this tile-setting project herself.

Annette joined the Ninety-Nines in 1930, about one year after its founding. She sponsored the Annette Gipson All-Woman's Air Race from Roosevelt Field, Long Island, New York, in 1932, 1933 and 1934. She remained active as a racer and stunt pilot until her plane burned in 1943.

She had moved to Florida in 1939, settling on 10 acres in what was then the boondocks of Dade County. Widowed twice and once divorced, she raised three sons and pursued her second avocation of gardening. Known for the alligator she kept in her pool, her property today is a natural hammock in the midst of posh Coral Gables.

At the urging of Charter Member Viola Gentry, Annette applied for reinstatement in 1977, and had been a contributing and cooperative member of the Florida Gold-coast Chapter ever since.

Her affection for the organization was reflected in her generosity to the chapter, her naming and furnishing of guest bedrooms in honor of outstanding women pilots, and her rather wistful hope that these bedrooms would be a hospice for 99 visitors to Miami.

We shall miss her unique personality, but know that her last takeoff has carried her to Elysian fields and untrammelled skies.

by Helen McChesney Mennitto

**Merrel
Gossman**



**Nina
Hetmanenko**



**Irene
Keith**



**Annette
Gipson Way**



Women's Air Race Marred By Hair-Pulling Encounter

New York, June 25 (US) — Fourteen women whizzed three or four times around a ten-mile course over Roosevelt Field Sunday in the third annual Annette Gispson air race for women for a trophy and \$850 in prize money — and then the argument started.

After the dust had settled and the judges, including Ruth Nichols, could make themselves heard over the shrill soprano din, it was decided that Edna M. Gardner, navy nurse from Washington, D.C., had won the race.

Blond curls yanked off and man found masquerading as competitor for prize money; bitter dispute arises over winner

But first across the line was Edith Davis, 20, youngest girl in the race, and the only one who didn't fly in shiny boots and such breeches. Miss Davis, who flew in a white cotton dress, is a stenographer and was taught to fly by Miss Gardner, the winner.

Beacher was named over pupil only after a bitter and loud argument, in the course of which several compromise winners were suggested and screamed down. Finally, after tests, the judges decided Miss Davis' plane, according to the official verdict, was seven miles an hour faster in the race Sunday than it was in the time trials Saturday, when the handicaps were set.

Scars of Rage Flow Freely

The first winner selected was Frances Marsalis of Long Island City, but howls of protest arose over that, her rivals

charging Mrs. Marsalis had flown an extra lap, and been followed by all the rest. She finally got third prize, with Miss Suzanne Humphries of Far Hills, New Jersey, getting second.

Not the least bitter incident of the day, during which tears of rage and sorrow flowed freely down the cheeks of all, came just before the race started. Miss Helen McCloskey, one of the contestants, noticed something strange about the person next to her, a violent blond heavily made up.

Miss McCloskey took a second look, and grabbed at the neighbor's helmet. It came off, and with it a whole headful of lifelike blond curls. Under it had been one Jack Conklin, male, masquerading.

The only time the fourteen racing women agreed all day was in the next two minutes. Conklin escaped from the field with a lacing, and most of his clothing remained behind in the hands of the fourteen flying females.

This June 1934 newspaper account is a part of Annette Gispson Way's Archives files

Air Marking

by Mary Hill

A very gracious thank-you goes out to everyone who contributed to the April issue of *The 99 NEWS*. A special thank-you goes to Claire Drenowatz for her terrific article on compass rose air marking. Wouldn't it be great if every chapter could do a compass rose and a roof top? I'd also like to thank Carol Fox and the Houston Chapter for their articles. Sometimes we need to be reminded that air marking is one of the best safety-oriented projects that we 99s do. We are providing a direct service to the aviator community, and I would like to encourage everyone to work even harder this year or this very important aspect of being a 99. Air marking is a lot of fun and a lot of work, but it is very important and worthwhile.

Here is some useful information for those painting their first compass rose. The Houston Chapter used 15 gallons of white paint and five gallons of blue paint to complete a compass rose 60 feet in diameter. Many other chapters have painted compass roses, but I do not know the amount of paint used. I would be very grateful to receive that information. Then I could pass it on to everyone else. It really helps to have some idea of the amount of paint you will need, especially if you are just beginning.

Keep those cards, letters and pictures coming. I love 'em.

Archives



From the Beechcraft files, courtesy Carolyn Westerman Schmalz, come two photos for the Archives. Charter 99 Louise Thaden is in both photos, and with her (in the polka dot dress) is Charter 99 Blanche Noyes.

NIFA/99s Women's Achievement Award

by Lois Feigenbaum

The Ninety-Nines Women's Achievement Award honors a young lady's aviation and scholastic achievements. This year's applicants were unusually talented, and all had definite career goals.

First place, with a gold Amelia Earhart medal and a \$250 honorarium, went to Julie Ann Pulfer of Southern Illinois University. She holds a perfect 4.0 grade point average and would like a career in aeronautical engineering technology.

Second place, with a silver Amelia Earhart medal and a \$150 honorarium, went to Dana Ude of Parks College. She holds a 3.6 grade point average out of 4.0 and plans a career in the Air Force. She wants to become the first female space shuttle commander.

Third place, with a bronze Amelia Earhart medal and a \$100 honorarium, went to Lisa Simmering of the University of Illinois. She holds a 4.6 grade point average out of 5.0 and plans a career in aeronautical design, structure and analysis.

Judging along with me were Charlene



Women's Achievement Award Scholarship Committee members Lois Feigenbaum, Charlene Falkenberg and Marilynn Miller interview a student.

Falkenberg of Indiana Dunes Chapter and Marilynn Miller of Scioto Valley Chapter. It is most rewarding to meet all of these enthusiastic young ladies, all of whom knew where they wanted to go in the future.

We found the trend seems to be changing. Applicants used to want a short-term career, then marry, have a family and stay home. Today's young lady intends to have it all — a career until they are in their 30s, then a leave of absence to have their family, then hire a housekeeper and go back to work. Career and family can definitely be accomplished, but I get the feeling that the career has a slight edge over family if there is any kind of choice.

It is always an honor to judge this particular event for the Ninety-Nines.

All-Ohio Chapter Hosts 1985 NIFA SAFECON

by Charleen Mehaffie

The 1985 NIFA SAFECON was held at Ohio State University Airport, Columbus, Ohio, May 9-11, with 26 teams from across the country competing. The All-Ohio Chapter participated as navigation check pilots and spotters for the message drop, power-off and power-on landing events. We had a rarity of three successful days of VFR weather in Ohio, and all events were completed as scheduled with no heat restrictions.

The All-Ohio Chapter presented the Top Woman Pilot award of \$400 in prize money — \$150 donated from the Buckeye Air Rally and the remainder from the International Ninety-Nines. The recipient keeps an engraved silver tray for herself, and the Arlene Davis Trophy is kept by her school until the next SAFECON.



All-Ohio 99 NIFA Chairman Charleen Mehaffie (right) presents the Top Woman Pilot award to Jodi Eide from Mankato State College.



NIFA Executive Director Harold Wood congratulates newly elected president of the University Aviation Association, Dr. Hope Isaacson, Minnesota Chapter.

Martha Griffiths

Martha Griffiths, lieutenant governor of Michigan, former judge and congresswoman for 20 years, has been a pioneer for the advancement of women both legislatively and in her own career.

Mrs. Griffiths, who received her J.D. degree from the University of Michigan, was admitted to the Michigan Bar in 1941 and to practice before the US Supreme Court in 1955. After serving in Michigan's state legislature from 1949 to 1952, she became, in 1953, judge and recorder of Detroit's Recorder's Court — the first woman to hold that post.

From 1955 to 1975, Griffiths served in the US Congress. She sponsored the Equal Rights Amendment to the US Constitution and successfully guided its passage through the 91st Congress. She also made the argument that added the category of sex to the 1964 Civil Rights Act.

During the late 1960s, as a member of the Joint Economic Committee, Griffiths conducted a series of hearings on the economic position of women. Beginning in 1971, she conducted a three-year study of all the income maintenance programs in the country — the only such study ever executed by any government in the world.

A recipient of 27 honorary degrees, Mrs. Griffiths has served as a director on the boards of almost a dozen major corporations.

The first woman elected to serve as lieutenant governor of Michigan, she is on leave as a partner in the law firm of Griffiths & Griffiths, which she and her husband, Hicks G. Griffiths, established in 1946 in Detroit.

Paul Howard Poberezny

Paul H. Poberezny began his love affair with aviation as a child. He began building model airplanes very early in life and quickly graduated to flight in 1937, when a high school teacher gave him a battered Waco primary glider. Paul restored it, taught himself to fly, and logged nearly 2,800 flights before moving on to powered aircraft.

Since then, Mr. Poberezny has flown J-3s, jet fighters, B-29s, gliders, six-engine aircraft and everything in between. During an outstanding military career spanning 29 years, he was a pilot, test pilot and combat veteran. Prior to retiring with the rank of colonel in 1970, he had logged over 26,000 hours of total flight time, and he earned all seven military wings. At last count, he has piloted 358 different types of aircraft, of which 154 were homebuilts. He has also designed and/or built 14 different airplanes, including the Acro Sport, the Acro Sport II and the Pober Pixie.

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Amelia Earhart Scholarship Judges

He is best known as the founder, president and guiding light of the Experimental Aircraft Association (EAA), which very clearly displays that very special Poberezny imprint. EAA has been serving the international aviation community for over 30 years.

Mr. Poberezny has received literally dozens upon dozens of national and international awards and honors for his unparalleled skills and innovative ideas in aviation, including the FAI Gold Air Medal, the NASA Distinguished Service Medal and the FAA's highest award. He is admired for his leadership in the world of sport aviation and his multitude of abilities as pilot, aircraft designer and builder, administrator, publisher, teacher, writer, speaker, airshow performer and coordinator of the world's largest and greatest aviation event — the annual EAA International Fly-In Convention and Sport Aviation Exhibition in Oshkosh, Wisconsin.

Brigadier General Paul W. Tibbets, Jr.

General Tibbets was born in Quincy, Illinois, and graduated from Western Military Academy in Alton, Illinois. He later attended the University of Florida and the University of Cincinnati where he majored in chemistry.

He entered the Army Air Corps in 1937 at Ft. Thomas, Kentucky. Immediately thereafter, he entered flying school at Randolph Field, and in February 1938 was graduated from pilot school at Kelly Field, Texas.

After lengthy service in the European Theatre, he was returned to the United States in 1943 to participate in the B-29 program. This flight test work with the Boeing factory and Air Materiel Command continued until March 1944, at which time General Tibbets was transferred to Grand Island, Nebraska as director of operations under General Frank Armstrong, who started a B-29 instructor transition school. In September 1944, he was assigned to the Atomic Bomb Project as the Air Force officer in charge of developing an organization capable of employing the atomic bomb in combat operations, and mating the development of the bomb to the airplane. In this function, he was also charged with the flight test development of the atomic bomb itself. As these developments progressed, General Tibbets was further charged with the tactical training of bombardment organizations and their deployment into the combat theatre of operations. He flew the first atomic bomb mission against enemy forces, dropping the bomb on Hiroshima.

With the end of the war in 1945, General Tibbets went on to fulfill an even more distinguished military career, retiring September 1, 1984 after over 29 years of service.

John H. Winant

John H. Winant is president and chief operating officer of the National Business Aircraft Association, Inc. (NBAA) and has for more than 25 years been a member of its Board of Directors.

Mr. Winant also serves as corporate secretary of the International Business Aviation Council, Ltd. (IBAC), an alliance of national and regional organizations which promotes the interests of business aircraft operators on a global scale.

A leader in aviation industry affairs, Winant has, since its inception in 1975, chaired the National Advisory Committee established by the National Aeronautics and Space Administration (NASA) to oversee the Aviation Safety Reporting System.

He is a member of the Executive Steering Committee of the National Airspace Review, a multi-year FAA effort which aims at improving the rules and procedures under which air traffic moves over the United States. In 1983, he was appointed by the secretary of transportation to the Airport Access Task Force, a group created by Congress to streamline movement of aircraft and passengers. At the request of the FAA administrator, he served on the 1982

special Task Force on Airport Capacity Improvement and Delay Reduction.

Mr. Winant is the recipient of many industry awards, especially for aviation safety and education. He received an FAA award in 1974 for advancement of the general aviation maintenance profession, the 1978 Meritorious Service Award of the Flight Safety Foundation for leadership in promoting safety requirements and the 1978 NASA Group Achievement Award.

Born in New York, Winant graduated in 1941 from the Peddie School, Hightstown, New Jersey, receiving his bachelor's degree from Williams College with the class of 1945.

During World War II, he served with the U.S. Marine Corps as an infantry platoon leader, earning a Bronze Star medal with "V" in the Shuri Castle assault on Okinawa. He later worked as a newswriter for the Greenwich, Connecticut *Time* and for Associated Press in New York.

He became president of NBAA in 1971 following an 18-year period of service with Sprague Electric Company, electronic components manufacturer, where he was vice-president of Industrial Relations and Facilities. While at Sprague, he had been an elected director of NBAA, beginning in 1957, and served in all its elected officer positions.



Martha Griffiths



Paul H. Poberezny

Paul W. Tibbets, Jr.



John H. Winant



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NOTAM

Materials included with the monthly mailings to governors and chairmen included the preliminary schedule for the 1985 International Convention in Baltimore, the "President's Message," USPFT information and a notice that any current member may attend the Business Meeting at International Convention with registering.



Hazel Jones assists a Topeka Channel 3 TV man in interviewing Irene Green.

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Guidelines for Collecting TV Film Footage

by Judy Logue

SCENARIO #1

Your chapter has just completed the most impressive air marking project ever seen in your region. Your publicity chair did a great job of getting the local TV stations out to do a story for the evening news. The TV crew shot footage of your members painting, interviewed a 99 who could speak in complete sentences, and probably even got a short flight with another member so they could gather aerial footage. The result was 20 minutes of tape shot for a two-minute story that most of you missed because you were in the tub trying to remove the paint and soothe the sunburn and sore muscles.

SCENARIO #2

Somehow, one of your politically active members has twisted the arm of your senator to speak at your section meeting. What a coup! Three local TV stations show up, each with a crew of two. They jockey for strategic positions around the speaker's podium, shine their lights in everyone's eyes, take "stock" of the tables where the rowdiest 99s are seated, and generally cause a distraction until they finish shooting.

SCENARIO #3

You are giving airplane rides to a group of special children and the local TV station is happy to do a story on "good news." They spend half a day with your members and the kids. A photographer's dream — kids and airplanes. Again, your members will probably give the camera people flights to show that perspective. The resulting news story gives the Ninety-Nines a great image and makes everyone feel good.

You've all experienced similar scenarios. It's great to have the attention of the media. Ninety-Nines will always benefit from professional coverage. Each individual member's credibility in the community is boosted by this kind of attention.

Did it occur to you that all of these television news stories, as well as radio news stories, are just like newspaper clippings? The newspaper, radio and TV clippings of today's scrapbook are our history tomorrow. It's important that we save the TV footage and audiotapes, as well as newspaper clippings.

Here are a few suggestions to assist you in gathering those stories for our Archives. We discuss TV here, but collecting radio recordings employs the same techniques.

1. Ask the TV crew before they begin working if you can obtain copies of *all* of the footage they shoot of your activity. If they say "yes," get the name and title of the person you should contact; if they say their station has a policy of not giving out copies of their work, arrange to have a friend with a video recorder record the story off the air.
2. Contact the TV station representative quickly before the tape is used over on another story and assure that individual that this footage will not be used for any purposes other than for deposit in our Archives in Oklahoma City. If he/she hesitates, tell him/her that a representative of the organization will sign a waiver stating that fact.
3. We prefer having the TV footage copied on three-quarter-inch (U-matic) tape because it's better quality than half-inch tape. However, three-quarter-inch tape is more expensive (\$12.50 for 20 minutes), and it's nearly impossible to buy in ordinary consumer outlets. FHS

half-inch tape is the other preferred choice, and it's easily purchased for \$5 to \$7 per two-hour tape. Often, though, the local TV station won't have a half-inch tape recorder to make your copy. Radio stations will copy the audio recording on an ordinary cassette.

4. Try to convince the station to do the copying (dubbing or duping) free of charge by telling them of our 501(c)3 non-profit status. If the station insists on charging for the service, it will probably be about \$15 per hour.
5. Once you have the copy of the news story plus the unused footage and outtakes, ship it to Ninety-Nines Headquarters. There it will be indexed and stored along with the oral histories and early movies that have been donated to our Archives. Writers and academic researchers get so many valuable clues about women in aviation from the audio and videotapes. The more we can provide, the better we will appear in stories and studies.
6. Having someone appointed to copy the expected Ninety-Nines news story off the air is good back-up strategy. Occasionally, you may be told in the field that you won't have any trouble getting a copy from the station and then find that policy has changed over the weekend, or the footage was inadvertently lost before you could get your hands on it. Most stations are happy to have news tips about your planned activities, and are usually willing to provide copies as a public service. Again, prompt follow-through is important because tape stock is always short around a news station. An unclaimed tape is sure to be used again soon.

Happy news gathering!

An Update on Ninety-Nines Headquarters Expansion

by Marilyn Copeland

The Ninety-Nines Headquarters Expansion Project is well under way! Dire need is felt for additional space to house our records, history, library and memorabilia, as well as our need for increased space for our staff to handle membership needs and benefits for nearly 6,400 women pilots. Do you realize how our requirements for space have changed since 1929 with 99 Charter Members, and since 1975 with 4,700 members? What space will we need when our numbers reach 10,000?

Long-range planning is one of the important functions of the International Board of Directors. A careful analysis of our Headquarters space requirements and the

best way to manage the expansion were made over two years ago. The Will Rogers World Airport Authority in Oklahoma City was apprised of our needs and approved a tentative plan for us to double our present building size from 5,000 to 10,000 square feet. Half of our present building is rented to AOPA. This rent pays our lease payment to the airport as well as most of our utility bills. This is exactly the long-range plan we presented when the original building was dedicated on November 2, 1975.

The present expansion plan will allow us to move into the new addition, which will be designed to fit our present-day needs. The space we now occupy will be additional

tenant space, which will provide considerable additional income.

The Board of Directors is dedicated to this expansion plan being accomplished without a loan if enough of our members contribute to the tax-deductible fund. A recent mailing was sent to all members to give them an opportunity to participate. The response has been excellent to date. Most of the contributions range from \$99 to \$10,000. Individual thank-you notes are being sent to all donors acknowledging their support. With over \$167,000 in contributions and pledges, we are well on our way toward our goal of \$300,000.

Gifts to International Headquarters

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Nebraska Chapter

Archives

- Joyce Wells, *Bay Cities Chapter*, memorial for Valera Johnson
- C.H. Smith, *Memorabilia Collection of Charter Member Margery Brown*
- Ruth Fleisher, *Florida Goldcoast Chapter*
- Scioto Valley Chapter
- High Sky Chapter
- Los Angeles Chapter

Headquarters Building Fund

- Barbara Sestito, *Sacramento Valley Chapter*, memorial for James Devine, Gus Gustafson and Valera Johnson
- Thelma Cull, *Sacramento Valley Chapter*, memorial for James Devine, Gus Gustafson and Valera Johnson
- Connecticut Chapter
- Southwest Section
- Santa Barbara Chapter
- Finger Lakes Chapter
- Joyce Malkmes, *Long Island Chapter*
- Candis Hall Gullino, *Charter Member*
- Marilee Hawkins, *Borrego Springs Chapter*
- Fran Bera, *Long Beach Chapter*
- Louisa Wiener, *Kansas Chapter*
- Lois Ziler, *El Paso Chapter*
- Charma Welch, *Delaware Chapter*
- Elizabeth Weiss, *Eastern Pennsylvania Chapter*
- Donna Taylor, *Mt. Shasta Chapter*
- Irene Chassey Green, *Charter Member*
- Miriam D. Loe, *Mississippi Chapter*
- Florence Robinson, *Minnesota Chapter*
- Pat James Spaulding, *Houston Chapter*
- Shirley Tanner, *Orange County Chapter*
- Elizabeth McCauley, *Bay Cities Chapter*
- Doris Lockness, *Cameron Park Chapter*
- Marjorie Fauth, *Bay Cities Chapter*
- Ruth Beede, *Fullerton Chapter*
- Virginia Ball, *South Central Section*
- Kris James, *Sacramento Valley Chapter*
- Roberta Campbell, *Sacramento Valley Chapter*

- Carol Sokatch, *Oklahoma Chapter*
- Linda Bunker, *San Fernando Valley Chapter*
- Susan Adler, *Sacramento Valley Chapter*
- Dorothy Estep, *Santa Clara Valley Chapter*
- Jeane Kirkhofer, *San Fernando Valley Chapter*
- Lelia J. Reger, *Phoenix Chapter*
- J. Priscilla "Pat" Wilson, *Greater New York Chapter*
- Evelyn Anderson Studlick, *New Orleans Chapter*
- Margaret Callaway, *Life Member, Long Beach Chapter*
- Dorothy J. Haupt, *Greater St. Louis Chapter*
- Jean F. Schulz, *Santa Rosa Chapter*
- Mary Alice Tidwell, *Purple Sage Chapter*

Resource Center

- Margo Smith Memorials, *Archives*
- Inland California Chapter
- Marjorie Ford
- Valerie Ford
- Anne L. De Witt
- Delores Hagen
- Rita Molletta
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FOCUS ON USPFT

Pilaar Is the US Champion

by Hazel Jones

The United States Precision Flying Team championships were held June 5-8 in Kissimmee, Florida to select five pilots who will represent the US in the sixth World Precision Flying Championships. Foothills 99 Carolyn Pilaar was the overall winner and will lead the US team.

Other winners, in order of their finish, included Brooks Cone, Joe Poerschke, Marvin Ellis and Ray Heyde; 99 Chris Kurianowicz was first runner-up and Dan Roy was second runner-up. Eight out of the 32 competitors were woman, all 99s. In addition to Pilaar and Kurianowicz, they included Karen Winters, Lynn Ebert, Doris Abbate, Carolyn Goings, Marjorie Sundmacher and Sandy McDonough.

The range of comments from competitors included "Never again," to "This was great and I promise to do better next year!"

Both competitors and workers began to

gather in Kissimmee at the end of May to prepare for the US championships. The weather cooperated, although it was very hot. Nonetheless, competitors from all over the US assembled to see who would qualify for the upcoming world event. All had qualified thus far by either being in the top five in NIFA or by winning a local and regional USPFT rallye.

Workers each wore several hats, with Jody McCarrell acting as chief judge; Pat Roberts, chief landing judge, and Kathy Long, chief ground events judge. Jerry Shreve, who will serve as the US team coach, handled staging, while Bonnie Gann was chief personnel manager.

USPFT Chairman Lois Feigenbaum handled registration and then sat in the middle of the airport recording takeoff times for the navigation event. Verna West recorded all the activities on film and also

served in various other capacities.

When the numbers for the runway lines didn't materialize, Janet Green organized a "cut and paste" session with the competitors in the "sterile area," and took care of the problem before it materialized.

It was a great dress rehearsal for the August 11-17 World competition. Ninety-Nines in the area came to work, and when things didn't go as planned, everyone pitched in to help.

Practice time continued until Wednesday morning, when planes were confined to the airport traffic pattern so that Jody and Pat could fly via helicopter to the various turning points on the navigation route to lay out letter targets on the ground. Sheryl Jones provided a Bell JetRanger (air conditioned) and will forever be a "knight in flying armor!"

Competitive precision flying is made up of three events — navigation, special observations and landings. The navigation route covered 119.5 nautical miles and contained six turning points, three secret timing points, a start and finish gate, nine canvas ground targets and five photo targets to identify. Each pilot flies his/her aircraft solo and must identify the turning points, canvas targets and pictures, all while watching for other aircraft. A high level of flying skill is required to execute the maneuvers successfully.

The corridor to be flown is 300 meters on either side of a center line and the pilot must stay on course. If a pilot passes a turning point outside the corridor of flight, 300 penalty points are assessed; if a pilot misses a canvas target, there is an additional penalty. Low score wins.

The landing event consists of four landings — one normal landing, one simulated forced landing with flaps and one without, plus a landing over a barrier located 50 meters from the landing or zero line. The penalty per meter is doubled or tripled for landing short of the line.

Special observations include canvas ground targets and photographs of points which must be identified along the route of flight. (Miss one and you receive a 30-point penalty.)

After all events are scored, there is a two-hour period for protests. At the conclusion of this time period, the final results are posted.

University of Western Michigan's Art Hoadley was the programmer and computer man. He and his wife, Carol, flew their Bellanca to Kissimmee and served long

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Pat Roberts and Jody McCarrell discuss pointers during the navigation briefing.



cont'd. on p. 16



Norway's Peter Nissen and Bonnie Quenzler Gann observe during the competitors' briefing.



Gerald Shreve will coach the 1985 team.



Timing the navigation takeoffs are Lois Feigenbaum and Janet Green.

Led by Jose Millares' plane, competitors line up for the landing contest.





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hours to be sure all scores were accurate. This was the first time the scoring program had been tested and it worked well. Some of the forms will be modified for the World; overall, though, scoring was on target.

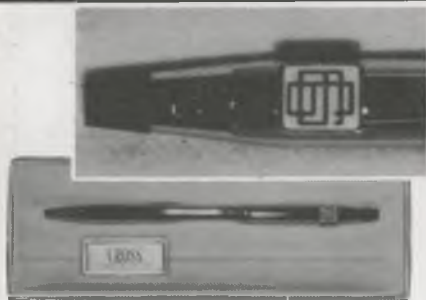
George Hoagland and his faithful right arm, Linda, took care of having the runway marked to international specifications. As representatives of the City of Kissimmee, they could not have been nicer to us. Our wishes were their command.

Lake Aircraft turned their corporate offices over to us for the judges' school, including rooms for the computer and for navigation planning. Shirley Pretsch, te boss at Marathon Aviation, was just great and promises even greater hings for the World.

NOTAM

When sending address changes to Headquarters, be sure to include new phone numbers.

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(She also renewed her membership in the Ninety-Nines.)

Thanks could go on forever! The following 99s, 49½ers and friends all worked in hot, uncomfortable conditions to make this event a success. Many will be back to help with the World. If I overlook anyone, please forgive as it in no way indicates our lack of gratitude... Dotty Birdsong, Sophia Payton, Louise White, Lee Orr, Dot Penney, Tense Rhea, Hilda Goley, Caroline Grubbs, John Marchow, Dottie Parsons, Irene Wirtschafter, Ronnie Abbate, Pat Ward, Rita Weese, Alice Cohorna, Fred Hartman, Jim Pappas, Neal Payton, Archie Gann, Marilyn Ayers, Joel Ayers, Don Corinna, Bonnie Gann, Judy Maggiore, Miriam Loe, Tom Hodde, Pat Roberts, Marion Hotcaveg, Diane Baynard, Ulla Crofton, Alexis Montague-Ewanchew, Mary Webb, Barbara Cochrone, Brenda Cruz, Barbara Sierchio, Mary Fletcher, Hazel Jones, Jody McCarrell, Kathy Long, Janet Green, Nancy Wright, Carol Gosling, Alex Gosling, Jeannie Ball, Cy Beers, Margaret STannah, Madeline Monaco, Yvonne Smith, Edward Gann, Susan Rice, Carolyn Pilaar, Chris Kurianowicz, Karen Winters, Lynn Ebert, Doris Abbate, Carolyn Goings, Marjorie Sundmacher and Sandy McDonough.

See you in August at the World Precision Flying Competitions, hosted by the 99s.



Hazel Jones visits with scorekeeper/computer expert Art Hoagley.

Filling out the forms for the World Championships are Ray Heyde and first alternate Chris Kurianowicz.



The 1985 US Precision Flight Team includes Coach Gerald Shreve, Carolyn Pilaar, Marvin Ellis, Ray Heyde, Brooks Cone, Joe Poerschke and Team Manager Lois Feigenbaum.





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INDIA SECTION

The very shocking event of Mrs. Indira Gandhi's assassination, of course, made it impossible to go ahead with the World Aviation, Education and Safety Congress in 1985. It has not, however, been cancelled. On the contrary, this Congress is now rescheduled for February 22-26, 1986, and shall be in tribute to Mrs. Gandhi, who gave so much for the cause of world peace and who has been a tremendous inspiration to women all over the world. Her accomplishments and her indomitable spirit will be a symbol to the 99s who are sponsoring this great event.

We were well on our way toward the 1985 Congress. We received numerous letters from all over the world responding to our announcement of the Congress. Now, however, many changes are necessary. Mr. Rajiv Gandhi, who had agreed to be the general chairman, and who will now inaugurate the Congress, is now the prime minister of India. Much of the spade work has been done, but due to previously unforeseen world events, this promises to be an even more meaningful and memorable event than was initially conceived.

To enhance the Congress, India Section is rescheduling, reprogramming and reconfirming commitments. Governor Chanda Budhabhatti has circled the globe promoting the forthcoming Congress and the Ninety-Nines. Her itinerary has included the following.

LONDON, ENGLAND:

Chanda lunched with Group Captain T. Thomas of British Aerospace. British Aerospace has confirmed their participation and will be sending top speakers for the Congress. Sheila Scott, president of European Women Pilots, reconfirmed her support and reassured promotion of the Congress in the United Kingdom and Europe. The Lady Gwendoline Bellew, governor of the British Section, and Naomi Christ, president of the British Women Pilots Association, were both very interested and reiterated their support for the Congress. Bev Snook, president of the Royal Aero Club, invited Chanda for lunch at the Royal Air Force Club, where they had a very fruitful discussion.

NEW DELHI, INDIA:

Prime Minister Rajiv Gandhi has kindly agreed to inaugurate the Congress. The governors of India and Air India have restated their full support.

PERTH, AUSTRALIA:

Chanda was invited as a guest speaker for the annual General Meeting of the Australian Women Pilots Association in Perth. She also attended the Australian Sectional, where she again promoted the Congress. Chanda was thrilled when Gail Walton invited her to fly as copilot in a trial race. It was a wonderful experience for Chanda. A most humorous event at the Australian Women Pilots meeting was "Amateur Hour," when members on short notice were asked to perform. Chanda staged the Gujarat Harvest Dance, "Garba." This event was hilarious and a great success.

SYDNEY, AUSTRALIA:

Nancy-Bird Walton invited Chanda to Sydney as her guest. Here she met several 99s and attended the Australian Navigators Association dinner meeting with Margaret Kentley. It was quite a surprise when the president of this organization invited Chanda to speak, so she again discussed the Congress. Members asked Chanda to send them brochures on the event.

Chanda believes that, with this forthcoming prestigious Congress, the 99s have really spread their wings throughout the world. The world is watching us now as we go forth to prove our leadership and our commitment to aviation.

India Section is prepared to welcome all 99s in the traditional Indian way. The Indian government is behind this project. The president and the prime minister will be there. So fun, interest and excitement await you in Delhi in 1986.

EAST CANADA SECTION

Toronto was blessed with wonderful spring weather and honoured to be the host city for the April 19-21 All-Canada Sectional.

The Friday evening reception saw many old acquaintances renewed and new ones made amongst the displays by the Ministry of the Environment, the Prop Shop, Cessna and Beechcraft.

Saturday's business meeting generated a good exchange of ideas by analogous section reports being given consecutively with comments from 99s nationwide, as well as Vice-President Barbara Sestito. The 35th anniversary of the section was celebrated at a luncheon at Waldo's amidst a decor reflecting the history of aviation. After lunch, we visited de Havilland Aircraft assembly line to see Dash 8s being assembled.

Saturday night's banquet was the highlight of the weekend with 110 Ninety-Nines,



Governor Chanda Budhabhatti with 99s and members of AWPA in Perth, Australia.

AUSTRALIAN SECTION

The section congratulates Dr. Rhea Seddon on the completion of her first space flight. Since her tour of Australia in 1983, Rhea has kept close ties with our section. On her space flight, she carried a fine pure wool scarf, designed and created by the Australian Wool Corporation especially for the occasion. This beautiful scarf will go on display in our National Art Gallery in Canberra.

Many of our members have been involved in the initiation of a new Fear of Flying Clinic in Victoria. Organised by AWP in conjunction with TAA, our national airline, it runs on similar lines to the very successful AWP/QANTAS clinic operating in Sydney.

Australia hosted the eighth annual convention for the International Society of Women Airline Pilots with our members helping. The Society, which began as a social group, has expanded to 98 members, who find the need to discuss more serious topics, such as maternity leave, flying while pregnant and contract details.

Nancy-Bird Walton, OBE, has been doing some flying with her son, John, in his Partenavia. They have recently been to Bourke, Brewarrina, Tamworth and Condobolin. John's Partenavia has the same registration, VH-UUG, as Nancy's old Leopard Moth, in which she pioneered the aerial ambulance service.

by Mary O'Brien



Heather Sifton, Betty Innes, Carol Papas, Dr. Roberta Bondar, Donna Deaken, Julia Trent, Gwen Hems and Shirley Render gather at the All Canada Sectional.

49½ers and friends present. A special presentation was made to Betty Jane Schermerhorn in honour of her many years of outstanding voluntary services to the Ninety-Nines both nationally and internationally. The Maple Leaf Chapter gave a citation to their chapter member, Dr. Roberta Bondar, one of Canada's NASA payload specialists. The piece de resistance was Roberta's address, an overview of Canada's space program and its role in NASA. She described the training of our payload specialists and the experiments being done to better understand space and the human interaction with it, with particular emphasis on motion sickness and the problems associated with calcium depletion. Her challenge to us all: "Your dreams can come true if you work toward them." The Canadian 99s are truly proud of Roberta and her accomplishments.

The pace continued Sunday morning with an explanation of our national aviation safety program by Suzanne Frogley from Aviation Safety, Transport Canada. Gordy Price, who has conquered most of the impressive national and international aerobatics events,

WESTERN CANADA SECTION

British Columbia Chapter

Our chapter has been very busy this spring working on our annual Safety Seminar February 9 at Abbotsford. The seminar was well attended in spite of a blizzard that lasted all day, making the drive home an additional exercise in safety for all participants.

We have also been working on fund-raising events for the '87 Convention. Once again, we shoveled and bagged manure for sale — a popular item for local gardeners. Allison Jeffrey provided us with the poop to scoop. We had a lot of excitement with members and friends for our next fund-raising event — a raffle for a gourmet dinner for six, cooked and served by four of our members in the winner's home.

by Mary Lee Burns

Saskatchewan Chapter

Two Saskatchewan Flying Tigers attended the All-Canada meeting in Toronto. Mary Pyne traveled by Air Canada, and Mildred Beamish made a gallant effort in her own aircraft only to have to leave it in Rockford, Illinois because the "weather woman" didn't cooperate.

We enjoyed the gracious hospitality of our eastern counterparts, who were obviously delighted that some of us had made the long journey from the west, and enjoyed the fine coordinating by Joy Parker and Shirley



East Canada Section Governor Betty Innes and Western Canadian Section Governor Jo Harris visit with a group of western ladies at the All Canada Section luncheon at Waldo's.

challenged Canadian women to have a team for the 1988 International Aerobatics Championships in Alberta. He also discussed "how to" and "how not to" learn to fly like a bird. A discussion of plans for the 1987 International Convention concluded the section meeting with a view to the future.

Joy Parker and the First Canadian Chapter did a splendid job of organising "Flying High in '85."

February's chapter meeting was a well-attended event at Toronto-Buttonville Airport, where general business discussions took place. As a group, we relaxed and "played" at a day of cross-country and downhill skiing, followed by a delicious supper at Shirley and Ken Allen's delightful country home.

Our "Bunch for Lunch" met at Oshawa on a glorious day in March. Ladies flew in from points as far west as Guelph and as far east as Kingston. The Oshawa Flying Club greeted the 99s with red roses and a special cake for the occasion.

by Donna Deaken

MacDougall of the First Canadian Chapter. It was thrilling to hear and meet Canada's first woman astronaut, Dr. Roberta Bondar; the Maple Leaf Chapter is justly proud of her. She is a lovable as well as dignified lady, and we are looking forward with pride to her space achievements.

Eating at Waldo's, where airplanes hang from the stairwell in the best "Waldo Pepper" fashion; touring de Havilland Ltd. to see the Dash 7 and Dash 8 being built; hearing aerobatic champion Gordy Price; sharing hopes and dreams for our own International Convention in 1987; meeting International Vice-President Barbara Sestito; the banquet, and the camaraderie left me on a cloud so high that the FL 300 of the 727 carrying me back to Saskatchewan didn't seem high at all.

by Mary E. Pyne

MIDDLE EAST SECTION

Hampton Roads Chapter

The chapter helped sponsor and provided refreshments for an April 30 Safety Seminar at Piedmont Aviation, with approximately 200 in attendance. During the program, Linda Hollowell was awarded her Phase V Wings.

At our May meeting, we had a detailed tour of the Norfolk tower and radar room. It was a very informative visit and extremely helpful. We appreciate the conscientious effort of the personnel.

It was good to see so many 66s at this meeting. As always, you have our good wishes in pursuit of your private license. Welcome to our newest 66 — Betty Armstrong.

New officers include Chairman Edith Fisher, Vice-Chairman Dawn Kinard, Secretary Lois Young, Treasurer Connie Zook and Registered Agent Edith Fisher.

With coordinating by Libby Mesick and Linda Hollowell, a staff of helpers and beautiful weather, our May 11 Pennies-a-Pound was a huge success. We carried more than 400 passengers. Our "Snoopy Cart" was a big hit with the children.

by Lois Young

Maryland Chapter

Flying Activities Chairman Jet Hobbs organized our third annual Poker Run May 4. Pat Carey and 49½er Ben prepared the cards and delivered them to the appropriate airports. We had beautiful flying weather and were delighted with the amount of participation. After lunch at the Air Transport Command at Wilmington Airport, Delaware, we opened our poker hands. The best poker hand, won by Janet Ford's mother, was \$100.

Our May meeting was held at Carroll County Airport, and we again had beautiful flying weather. Ada Mitchell Barrett, one of the founders and first chairman of the chapter, was present to share some of her early flying experiences with us. Ada continues to be an active volunteer with the United States Coast Guard, Silver Wings and senior citizens' activities. Harriet Robinson, a former 66, is now a licensed pilot and became a 99 May 11. Gail Heffner returned from a winter in Florida. She has a new 1985 special edition Mogney and lots of plans for flying. Kay Bays has begun her return home from a winter in Mexico.

Mary Williams of Klug Uniforms fitted members May 9 for navy blazers, skirts and slacks. For some time, we have wanted to present a more professional and distinctive appearance at special events, and we are now looking forward to the arrival of our new uniforms.

by Catherine A. Hanson

and presented a slate that contained three (that's right!) eager candidates for governor.

At the March 9 open house at Janelle Aviation in Leesburg, Lin and Gerda presented yet another selection of 80 slides on Alaska and were delighted to find one 99 and one 66 from Alaska in the audience!

by Lin Clayberg

CHAPTER NEWS, ETC.



Chairman Joan Kosek congratulates Harriet Robinson, Maryland Chapter's newest 99, upon the successful completion of her flight test at Frederick Airport.

Potomac Chapter

The April meeting followed a delicious lunch at Treasurer Linda Dennet's new house. Linda, consultant to the City of Manassas for ceremonies celebrating the airport's new access road and ILS, shared plans for the May 4 grand opening and dedication, culmination of Virginia General Aviation Safety Week. Several chapter members took part in the festivities, which included a performance by the Flying Circus, spectacular warbird fly-bys — beautiful P-51s, P-47s and a B-25 — as well as safety seminars, exhibits, speakers, food and lots of sunshine.

Newly elected chapter officers are Chairman Marty Goppert, Vice-Chairman Ellen Hahn, Secretary Alice Krick and Treasurer Linda Dennet.

Mary Feik was a guest speaker at the spring New England Sectional.

by Ellen Hahn

Washington, D.C. Chapter

Officers for 1985-86 are Chairman Lin Clayberg, Vice-Chairman Marilynn Greenleaf, Secretary Maureen Long and Treasurer Holly Cobb. At the installation banquet at the Great Falls Golf and Country Club, Joan Stalk, outgoing treasurer, was honored for her eight years of dedicated, professional service to the chapter. Following the short agenda, 16 of us enjoyed meeting airline Captain Don Rhynalds, who, as the 1984 advanced aerobatic champion, explained aerobatic maneuvers, what it's like to pull seven G's, and how to recover from a spin.

A very successful Membership Tea and meeting in April brought together 11 members and four prospective 66s at the home of Marilynn Greenleaf in Great Falls.

Seven members and one student pilot attended the Middle East Sectional in Charlottesville. Chairman Barbara Rohde was also the section nominating chairman

NY-NJ SECTION

Greater New York Chapter

We met June 10 at the home of new Chairman Julie Talbert to discuss upcoming plans and fly-ins for the summer. Because our scheduled trip to Exuma was canceled at the last minute, we will arrange to have another fly-in there this summer. In addition, another fly-in to Block Island has been scheduled for July. Our plans to fly there last October had to be scrubbed because of 50-knot winds on the island.

We visited the new CAN quarters at Building #1, Westchester Airport, June 26, followed by dinner at the airport Wings Restaurant. A few of us also attended the June 5 open house to celebrate the spacious new headquarters at Westchester. A ribbon-cutting ceremony was held at 1000 hours, followed by coffee and donuts, and later wine and cheese for those of us who were not flying.

Speaking of CAN, seven of the nine chapters in the New York-New Jersey Section have become a part of 99s CAN, and the two remaining chapters will join soon (in addition to the Chicago Area Chapter). At the Convention, Eleanor Freide will try to expand 99s CAN to cities where the service is especially needed, including Atlanta, Dallas, Houston, Minneapolis-Rochester, Baltimore-Washington, D.C. (both Dulles and National), Tampa, Miami, Raleigh-Durham, Seattle and Boston.

by Marian A. Campbell

North Jersey Chapter

It's official. Our new officers are Chairman Barbara Mead, Vice-Chairman Rita Harrold, Secretary Carol Emmens and Treasurer Carol Cross.

Our poker run was a phenomenal success! Over 40 people participated in it. The top prize was five hours of simulator time, and other prizes included 50 gallons of gas, a case of oil, a flight jacket, an oil change and a free BFR.



New member Leslie Highleyman flies an Archer and is working on commercial and instrument ratings.

Lesley Highleyman, an account executive with the Computer Factory, joined recently and plunged right in by working at the poker run. She flies an Archer out of Blairstown, and is currently working on both her instrument and commercial ratings.

by Carol Emmens

Western New York Chapter

The Amherst Old Colony Museum, in connection with the Buffalo Aero Club, inducted 32 western New York aviation pioneers into their Hall of Fame May 17. Two 99s were named — Charter Member Cecilia Kenny, the first woman to solo in Buffalo, and Kathy Potoczak, a long-time volunteer at the museum.

Darla Richter recently completed training at the FAA Academy in Oklahoma City, and is a controller at Buffalo International.

NORTH CENTRAL SECTION

Aux Plaines Chapter

Officers for 1985-87 are Chairman Sue Johnston, Vice-Chairman Virginia Rabung, Co-Secretaries Toni Reinhard and Johanna Noll, and Treasurer Dee Greisheimer.

Mary Wedel, Race Board-hospitality chairman for the 16th annual Illi-Nines Air Derby at Rockford, Illinois, did a super job, assisted by committee members Sue Johnston, Johanna Noll, Toni Reinhard and Virginia Rabung, plus her 49½er. Sue, Johanna and Toni also served as timers.

The chapter celebrated its seventh birthday April 3 at a dinner, followed by a Safety Seminar by Charlie Wells of the Illinois Department of Transportation (Aeronautics) on aircraft loading. The program was arranged by Sue Johnston, and the speaker was introduced by Anna Osborn.

At the May meeting of Chapter 414 of the EAA, attended by Trudy Zorc and Virginia Rabung, it was learned that a new antenna tower will be constructed northwest of Campbell Airport in Grayslake, and a new billboard northwest of Palwaukee Airport in Wheeling. Although both of these constructions will exceed FARs, the FAA states that neither will pose a hazard to IFR operations.

Margaret Biedron, 66, made her first solo flight March 21.

by Virginia Rabung

Central Illinois Chapter

The 1985 Illi-Nines Derby is over. Perfect weather brought out our chapter racers — Barb Brusseau and Mary Waters, and new to the race game, Marilyn and Ron Blake. Behind-the-scenes workers included Jean and Bob West, Anita and Don Albert, Barb Jenison, Libby Kaiser, Lynn Trupin and the Holcombs. We tried desperately to talk the spot landing contestants to the proper spot. Body English and arm-waving didn't help 49½er Don Hughes one bit. (Marge was home tending the grandchildren.)

We reminisced about the first derby held in '68 at Coles County Airport. Jean McLaughlin flew a Stearman, Lib Dunseth a Clipper and Kit Heacock, her "Playgirl." The spot landing contest was instituted because of foul weather. Many of the planes arrived at lunch time while the impound crew left Jean West

NORTH CENTRAL SECTION

April found the Three Rivers Chapter very busy working on plans for the spring North Central Sectional. Many hours were spent in the basement recreation room of Linda Rice's home, cutting out pieces of rip-stop nylon used to make 27 multi-colored windsocks of four and a half inches for table decorations at the luncheon, and then sold. These were later sewn and finished by Linda Pulver, Judy Graham and Linda Rice. Future 49'er Bo Murphy also helped cut the 324 pieces required for the project, while Chairman Judy and 49'er Doug Graham were responsible for welding and painting the gold stands on which they were to hang. Another work evening found a number of members stuffing 1,200 registration envelopes.

The regular meeting for May was moved up so a very busy work and discussion session could be utilized. Approximately 20 members and guests met at Bill Knapp's Restaurant for this busy evening. Many hours of pre-planning and work and the big days would soon be here, under the direction of Paula Hook, section meeting chairman, and Judy Graham, co-chairman.

Judy Graham took time out from her busy schedule to take Maureen Shaughnessy of WANE-TV for her first flight lesson. Highlights of footage filmed along with PR Chairman Linda Rice talking about the Ninety-Nines and the section meeting were then shown May 9 on the "Morningside" program, a talk show hosted by Maureen.

WPTA-TV was also very interested in the Ninety-Nines and was at Smith Field May 10 when 99s were flying in, and again May 11 at the Marriott to interview International President Hazel Jones and International Director Marie Christensen.

There were 159 registered 99s at the section meeting, plus others who came only for the meeting, plus 49'ers, children and other guests. Fifty-three 99s' planes flew into Ft. Wayne during the weekend.

Saturday evening's entertainment was a rousing presentation by 23 members of the Thespian Group from East Noble High School, Kendallville, Indiana. The highlight of the entertainment, however, was the choice of participants from the audience to help with "I ain't got the money for the mortgage on the cow." None other than Hazel Jones was the villain; Marie Christensen, the farmer; Judy Graham, the cow; Joan Kerwin, section governor, the daughter of the farmer, and Beverlee Greenhill, Chicago Area Chapter, took their parts all very seriously. The villain played her part perfectly, even down to the shooting.

The cooperation of many people was necessary. Thanks go to Dee Ditton, Kathy Nord and Ruth Ruggles for wrapping more than 80 door prizes. Everyone helped assemble items for goody bags, which were packed by Linda Pulver, registration chairman, and her grandfather, Marion Peckhart. Other activities chairmen included Ellen Warford, hospitality; Marcia Nellens, table decorations, and Linda Rice, transportation and public relations. Ralph and Marcia Markey of A&R Hot Air Balloons put up the big cold air balloon on top of the Marriott with our new Three Rivers banner, while Marvin Harkinsen of Mr. Video recorded the weekend on videotape. And special thanks go to Adeline Smith, mother of 99 Ruth Ruggles, who handmade the beautiful poppy quilt won by Dorothy Haupt of the Greater St. Louis Chapter; to be eligible for this award, you had to be pre-registered by April 24. Marilyn Miller, Scioto Valley Chapter, won the three-day, two-night stay at Hilton Head Island presented at the business meeting.

Not only did Sheila and 49'er Ron Dick very capably handle the parking of aircraft, but Ron took over the duties of the children's tours and fun evening. May 14 saw another side of Sheila as she piloted the plane that took radio newscaster Steve Manning of WBCL for a flight and interview about the Ninety-Nines to be used later in the week on the "Spotlight" program; this turned out to be nine 3½-minute segments used on three different days.

by Linda Rice

short-handed. Theo Sommer, transportation, drove over 100 miles between airport and motel. Marge Kelly, who learned to fly at 70, received accolades for being the oldest pilot.

Many "bugs" of derby running have been ironed out since those days. Quad City Chapter was a great help down through those 16 years, with the Pobanz family to be congratulated. Carolyn Pobanz was on hand as a timer this year, and our charter member, Helen Grienke, was in attendance with her VCR camera.

Derby weekend, Linda Hamer took off for Memphis aerobic activities — no report yet.

Helen Grienke, Lynn Trupin, Lorraine Reynolds and Jean West made it to our Ft. Wayne spring section meeting.

Central Missouri Chapter

A joint meeting with Iowa Chapter was held during the spring North Central Sectional.

Discussions included plans for the fall section meeting, which will be held Septem-

ber 27-29 in Des Moines, Iowa, with both chapters as hosts. Basic plans were confirmed, and we look forward to all members in the section attending.

by Janet Caldwell

Greater Detroit Area Chapter

Mearl Frame brilliantly conceived and executed a February 23 Appreciation Party for our Pinchhitter Course instructors and spouses, past and future. This proved to be a marvelous kickoff for this year's major aviation education and safety project.

Sue Siporin conducted a ground school refresher we all needed during our March meeting at Pontiac Airport's Terminal Building, and Gini Sutherland received her Phase V Wings.

Marie Littler, Nancy Hecksel and Sherry Giesler went to Washington, D.C. at the end of April to promote the Yankee Air Force Museum's "Women in Aviation" room. Sherry made a formal presentation at a working

luncheon to the Defense Advisory Committee on Women in the Services.

Nancy and Warren Hecksel picked up Hazel Jones at Detroit Metropolitan Airport, and the three flew Mooney 99NH to the Ohio State University Airport in Columbus to judge landings for the National Intercollegiate Flying Association SAFECON.

Dorothy Butler, Margaret Demond, Mearl and Bill Frame, Dorothy Gillis, Judy Gray, Nancy and Warren Hecksel, Ilene Hemingway, Kathy Herschelmann, June Jarvis, Marie Littler, Bernice Miller, Gini Sutherland, Phyllis Wood, and Susan and Frank Philpot flew to Ft. Wayne, Indiana to attend the spring North Central Sectional. Mearl was honored as past winner of the Governor's Trophy, and June was presented with a Governor's Trophy Certificate of Appreciation.

Our eighth annual Pinchhitter Course was the most successful session we have ever conducted, measured in terms of student accomplishment, achievement and satisfaction. Twenty-six students received four hours each of ground school, flight instruction and debriefing. Each student completed the May 17-19 weekend, saying, "I can't believe I've really done this!" We succeeded in changing the attitudes of several of our students from, "You're not going to make me get into that thing and touch it, are you?" on Saturday morning, to, "This is FUN!" by Sunday afternoon.

Memorial Day found many of our members at Willow Run Airport helping the Yankee Air Force Museum dedicate the new "Women in Aviation" room. Hot dogs, soda pop, popcorn and potato chips were sold as a successful fund-raising project.

by Dorothy Price Gillis

Greater Kansas City Chapter

Members again supported the American Cancer Society's Daffodil program. Ruth Stafford and Joan Reindl, accompanied by prospective members Sharon Foster and Carolyn Kloth, flew 20 cartons of daffodils to Nevada, Missouri. Marie Christensen, Micky Pinkston, Jan Pishny and daughter Elizabeth delivered the other 32 cartons to Joplin, Missouri. The two deliveries received television, radio and newspaper coverage.

Once again the weather dealt us a bad hand. We were forced to cancel the regional USPFT meet scheduled April 27 at the Lee's Summit, Missouri airport.

Officers elected at our May 2 meeting include Chairman Helen Hamilton, Vice-Chairman Babs Tuley, Treasurer Velma Mynster, Recording Secretary Mary McBurney and Corresponding Secretary Jeri Grazda.

We have established the Greater Kansas City Ninety-Nines Scholarship, open to women who have made their first solo flight. Licensed women pilots working on new ratings also qualify. Applications are due by April 1, 1986.

Marjana Ivanovic, a pilot whose home country is Yugoslavia, attended the section meeting with Ruth Stafford. Ruth was instrumental in Marjana becoming a member-at-large of the Ninety-Nines.

Bev Huffman was elected president of the Kansas City Chapter of the Missouri Pilots Association, and Micky Pinkston now wears Phase V Wings, complete with diamond.

NOTAM

The Greater St. Louis Chapter would appreciate contributions to the Val Johnson Memorial Fund. Contributions will be used to have Val's name inscribed on the Wall of Wings at the Ninety-Nines Headquarters building in Oklahoma City. Val made many contributions to Jefferson and Franklin Counties. Her love of flying will make this a fitting memorial to her.

Contribution requirements for the Wall of Wings inscription are as follow:

\$10,000	Gold Wings	500	Bronze Wings
5,000	Silver Wings	200	Copper Wings
1,000	Pewter Wings	99	Honor Roll

Ideally, we would like Val's memorial to be Gold Wings, so please help us go for the gold in her memory.

Make checks payable to the Greater St. Louis Chapter of Ninety-Nines and mail to Dorothy Haupt, Route 3, Box 458, DeSoto MO 63020. Contributions are tax-deductible.

by Dorothy Haupt

Greater St. Louis Chapter

Ten members drove or flew to Ft. Wayne, Indiana for the spring North Central Sectional. Those attending were Jan Eveans, Deanne Falduto, Dorothy Haupt, Mary Kinnaw, Amy Laws, Nelda Lee, Martha Norman, Jan Pocock, Vivian Waters and Rosemary Zander. All reported a fun-filled weekend that ended too quickly. Dorothy Haupt came home star of the group. She received the Governor's Achievement Award for her unending efforts in support of Ninety-



Dorothy Haupt received the section Governor's Achievement Award.



Greater St. Louis Chapter officers are Treasurer Helen Hall, Chairman Mary Kinnaw, Vice-Chairman Ruby Fudoli and Secretary Vivian Waters.



Attending the North Central Sectional are Greater St. Louis members Jan Eveans, Martha Norman, Deanne Falduto, Mary Kinnaw, Rosemary Zander, Nelda Lee, Vivian Waters, Amy Laws, Dorothy Haupt, Jan Pocock, Detroit member Mearl Frame, and Indiana members Lois Hawley and Barbara Simmons.

Nines projects and goals, won the host chapter raffle (a poppy quilt) and won the table decoration.

Amy Laws was copilot with Mary Ann Hamilton, member of the Greater Kansas City Chapter, during the Great Southern Air Race.

Installation of chapter officers was held May 21 at the Lemp Mansion Restaurant with 26 members and six guests in attendance. Speaker for the evening was Tom Morrison from the St. Louis International Airport tower, who shared some interesting information about using and benefiting from the services provided by the FAA. Adela Scharr installed incoming officers Mary Kinnaw, chairman; Ruby Fudoli, vice-chairman; Vivian Waters, secretary, and Helen Hall, treasurer. Incoming board members are Amy Laws and Nelda Lee.

by Nelda Lee

Indiana Chapter

With CAVU weather conditions prevailing, Betty DeBaun, Minerva Mahoney, Midge Moore, Dora Bradley, Dorothy Niekamp, Mary Rutherford and Dorothy Smith were on hand May 4 to assist Charlene Falkenberg with her Flying Companion Seminar for wives and friends of EAA members meeting at Bakalar. Although attendance was short of expectations, it was a very interesting presentation and an excellent review for rusty pilots.

Dora Bradley, Anne Black, Betty DeBaun, Lois Hawley, Dorothy Hendricks, Minerva Mahoney, Midge Moore, Dorothy Niekamp, Eva Parks, Margaret Ringenberg, Mary Rutherford, Tannie Schlundt and Barbara Simmons attended the spring section meeting. Three 49½ers, Dennis Parks, Morris Ringenberg and Paul Schlundt, along with Mary Rutherford's guest, Carol Rogers, enjoyed the activities provided by our host chapter. Lois Hawley and Barbara Simmons sold ribbons and pens for our chapter's treasury.

Midge Moore is recovering nicely from recent surgery, and Nellie Reynolds is spending most of her time in Bedford helping with the care of her ill father.

by Rae Cawdell

Indiana Dunes Chapter

What does a 99 do? That question was asked by a newspaper editor. She was not only surprised to hear how active women are in aviation, but how many women hold private

pilot licenses. She assigned a reporter to do a news feature on the chapter and women in aviation. Barbara Jennings took the reporter flying as background for her story.

We held our May meeting in Ft. Wayne while attending the North Central Sectional. We had a good turnout for both meetings and won the attendance trophy.

by Audrey Karp



Barbara Jennings does a preflight on her Skylane before taking a reporter on a flight.

Iowa Chapter

Major Tom Lundberg spoke about National Guard helicopters and we toured the facilities during the May 10 meeting in Waterloo at the Air National Guard. We also took a close-up view of the now-grounded Blackhawk helicopter.

Ten 99s were able to attend the section meeting in Ft. Wayne. Nancy Cherkas and her new 210 carried a planeload, including Barbara Brotherton, Maggie Burns, Karen Hildreth, Judy Van Blarcum and Ruth Prescott. Phyllis Barber and Helen Holton flew to Indiana in Helene's new Cessna 150, while Jerry and Don Walker flew in their Bonanza.

Helene Holton successfully completed her instrument written exam.

Phyllis Barber and Helene Holton hosted the June 8 installation and arranged all the ground transportation to an elegant brunch at the Sheraton.

by Karen Hanus



Lake Erie 99s Dodie Jewett, Jeannette Dudek, Annie Pryne and Edye Maxim meet during the Pinchhitter Course

Lake Erie Chapter

Chapter members held a successful Pinchhitter/Flying Companion course May 18-19 at Akron Fulton Airport. Ruth Sitler of the Stafford Flight Academy arranged for the location and taught one hour of ground school. Meigs Adams and Bev Demko helped as debriefers. Dorothy Sturman and Dodie Jewett served on the hospitality committee.

Meigs Adams flew her Cherokee 180 with

Pat Stark to the section meeting. Bev Demko flew her 172 with Marg Juhasz as passenger, taking in the Cord Museum a day ahead of the session. Dodie Jewett and Pat Baron came in commercial because of pressing schedules. During the meeting, Pat Baron was recognized as the chapter's nominee for the Governor's Award. Pat has successfully worn many hats in recent years, serving as vice-chairman, membership chairman, and ways and means chairman.

Rose Ray, Meigs Adams, Edye Maxim, Bev Demko and Helen Sammon furnished the bulk of the rummage that the chapter delivered to the resale store. This is an annual chapter event during the month of May.

A recent issue of *The 99 NEWS* mentioned new member Dolly Haghighi, but misspelled her name. Plugged type on the reporter's typewriter, I guess. (*Editor's note: You're right, Marg.*)

Yankee Air Force charter member Bev Demko spent Memorial Day weekend at Willow Run helping with the show. Dodie Jewett and Marg Juhasz flew up for the dedication of the Women in Aviation room, but had to hurry back for their duty on Coast Guard Auxiliary Air Wing Patrol (sunset patrols of the Lake Erie shore).

by Marg Juhasz

Michigan Chapter

Toni Babcock, Bev Mitchell, Renate McLaughlin, Sharon McLeod, Arlene Savine and Nancy Walters attended the section meeting. This reporter was particularly grateful for the arrangements for children. Perhaps children's activities, when there is no spouse available to babysit, can become a standard feature of our section meetings and Conventions.

We had no regular chapter meeting in May, but we look forward to a June meeting in the Upper Peninsula of Michigan with hostess Eloise Greenlee.

by Renate McLaughlin

Minnesota Chapter

Blue skies and tailwinds, plus the excitement of going to the section meeting, made the trip to Ft. Wayne a pleasure for the thirteen 99s and two husbands flying in six aircraft. Terry Herron, a recipient of a 1984 AE Scholarship, was awarded her medal, after completing her CFII in January. Three Rivers Chapter's first section meeting was outstanding, but the hard-working arrangements committee could not come up with fair skies for the trip back to Minnesota. Low ceilings, thunderstorms and headwinds made it a long flight home, with ground speeds reported to hover near 60 knots.

Ruby St. Onge has received her invitation to serve in the Peace Corps and will be leaving in late June for Washington, D.C., and then on to Costa Rica. After three months of language training, Ruby will begin her 24-month tour of duty. She will be working under the Business Management Program and will assist the Costa Rica director of tourism in developing all phases of that country's underdeveloped tourism industry. Ruby plans to research flying in Costa Rica and serve the 99s.

After two years of trying, chapter members finally made it to Eau Claire, Wisconsin for an FBI. A beautiful spring Saturday gave 18

members and guests a smooth flight to the Eau Claire County Airport and lunch at Richard's Restaurant in the terminal. Debbie Sorenson, a transfer from Iowa, was initiated into FBI.

Chapter officers recently elected include Chairman Terry Herron and Vice-Chairman Hope Isaacson for two-year terms. Members elected to the 1986 nominating committee are Liz Groth, chairman, Joan Sommerfeld, Dorothy Ryan, Arlene Franzmeier and Linda Osland.

by Hope Isaacson

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Scioto Valley Chapter

We held our sixth "Project Aware" program, promoting safety and information needed by the non-pilot. Members speaking on how a plane flies, radio procedures, use of instruments and reading charts were Barb Golan, Bev Giffin, Sue Windomaker and Janie McIntire, respectively.

The scheduled ground school for members to obtain their instructor's rating was met with much enthusiasm. The course will cover a period of five to six weeks and will be offered again in the fall with the goal of recruitment of non-members within the community.

A contest was held for ideas of decorating the chapter's program booklets. The winning artistic member was Julie Roane.

Chapter members have been honored with excellent speakers for our meeting programs. An informative talk was given by Dorothy Seykora from the Ohio Guard on her exciting flying career. Another interesting evening was shared by pilot Mike Wren from Grant Hospital Life Flight, who shared experiences from his career.

Vice-Chairman Janie McIntire has recently accepted a position with the Ohio Division of Aviation. Job responsibilities include airport improvement.

by Robin Rogers

NORTHWEST SECTION

Alaska Chapter

When the Alaska 99s said they were taking a breather after Convention, we did not expect it to be such a long one. It's time to catch up on our chapter activities.

An impromptu fly-in was held over Labor Day weekend at McCarthy. Ninety-Nines and their companions were treated to a pig roast and dance Sunday evening after touring historical Kennecott Mine. A brilliant display of northern lights, accompanied by a chorus of howling coyotes, completed the memorable weekend.

Committee chairmen for the year were named at the October meeting. A new position, chapter liaison, was created to provide an information exchange between our chapter and the other three in Alaska. Gail Rigden was appointed to that position. In addition, a Short Field Takeoff and Landing Clinic was held at Settler's Bay Resort with Tom Wardleigh teaching the ground session. It was an enjoyable learning experience, and we have been asked to make this an annual event, inviting public participation.

December found the chapter celebrating with a Christmas party held at the Garden of

Eatin' and chaired by Jill Parson.

Patty Livingston was in charge of the 49½ers' February 13 installation dinner at Christy Cutting's home, with a valentine motif. John Rogers emceed the event and installed four new members.

The second annual Winter Air Affair was held February 23 at Talkeetna, sponsored by "J&J Fund-Raisers Unlimited" — that's a new name given affectionately to Jill Parson and Judy Lanning for their continued joint efforts to dream up fun things for the chapter. Following a late lunch, 99s and friends cross-

country skied and snowshoed around the beach and on the Talkeetna and Susitna Rivers. Survival skills were practiced with contests, such as those to see who could boil water first from snow and who could unstrap their snowshoes the most quickly, as well as a snowshoe race.

Henrietta Vaden, Claire Drenowatz and Carol Farnsworth organized and presented Pinchhitter and Pilot Refresher Courses March 12-14. Randy Murphy and Brian Horner discussed winter survival gear at our March meeting in preparation for our Winter Survival Weekend held March 23-24 at Willow. Both men are survival specialists from Elmendorf AFB, who have taught survival techniques in various situations around the world. We feel very fortunate to have such expertise available to members and their companions.

by Lavelle Betz



Katie Reikofski, outgoing Intermountain Chapter chairman, shows off her new Ninety-Nines windsock, handmade by 99 Kathy Bartman.

Intermountain Chapter

Several members participated in the Easter Egg Hunt sponsored by the Mid-Columbia Chapter. This gave us the opportunity to see more of the countryside outside our own boundary. Poor weather contributed to less participation than we would have liked.

Our chapter assisted in the May 18 presentation of the Idaho State Safe Pilots Award Program in Coeur d'Alene. Twelve members and two guests attended the program, which also constituted our May meeting. Katie Reikofski, outgoing chapter chairman, was presented with a photo album containing pictures of chapter members and newsletters from the past two years, plus a Ninety-Nines' windsock, both items hand-

made by member Kathy Bartman.

We enjoyed a June 2 fly-in to Riverbend Airport on the scenic Pend Oreille River, and our June luncheon meeting at the Fairchild AFB Officer's Club coincided with their General Aviation Day. Each 99 was asked to bring a 66 along with her as arrangements were made to include 66s in the activities of the day.

by Barbara Mayfield

Mid-Columbia Chapter

Weather cooperated for the May fly-in breakfast to Vista Field, Kennewick. A brief

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meeting was held after the breakfast to discuss the upcoming air show at Pasco.

After the meeting, the chapter maintained a booth at an aviation-related open house sponsored by the local EAA chapter. Members also had the opportunity to view other aviation groups' activities as well as attend a safety seminar. The open house provided good visibility for our group.

We met in June for a farewell luncheon for Carolyn Stella, who is moving to the Seattle area. As one member leaves us, we welcome two new ones — Helga Braman and Sally Brecht — to our chapter.

by Anne English

Mount St. Helens Chapter

Bonnie Baker and new member Kate Lanier made the spaghetti sauce when our chapter provided spaghetti, salad and garlic bread for \$5 per person prior to the March 21 Safety Seminar at Vagabond Aviation. This was a fund-raiser for our upcoming air show.

We hosted the "free coffee" stand the weekend of April 15 at the Scattercreek Rest Area along Interstate 5. We set up a trailer at the rest stop, and all the gals in our chapter worked at least one eight-hour shift to keep the booth open for 72 consecutive hours. Tommy Goins headed the committee that served coffee, tea, lemonade and over 2,000 cookies. We received over \$400 in donations that weekend. This program was started by the Washington Department of Transportation to aid weary drivers on long holiday weekends.

by Marilyn J. Britt

Oregon Pines Chapter

A five-plane fly-out for brunch in Eugene was Oregon Pines' salute to spring. Seventeen attended, with Bobbie Krause, Beverly LaCrosse and Dorothy Haben as guests. Bobbie is in our 66 program; Bev earned her license in March, and Dorothy is reactivating hers while serving on the Salem Airport Board.

The May meal was capped by loud applause for Loraine Gabel, who earned her PhD in computer science this spring.

We have welcomed three new members since our last report. Linda Fetsch has delightfully reported her purchase of a Piper Archer II. Lisa Hadley, our youngest eagle, has her sights set on college and a career in aviation, and Ginger Jones Simmons is our other new member.

FAA Pilot Proficiency Program Wings have been earned by Betty Wittmer (Phase IV) and Linda Fetsch (Phase I). Betty represented the state's 99s at a National Weather Service conference with Oregon pilot group representatives, and she serves on the Oregon Continuous Aviation System Planning Program of the State Aeronautics Division. Chairman Jane Roach has received complimentary newspaper attention by taking elementary school children flying as a reward for academic achievement.

During the rainy season, our meetings emphasized pilot refresher training, air safety and travel goals.

At a meeting hosted by Karen Farrand, her CFII husband, Bob, showed us the film, "To Fly," and narrated slides describing the two-year aviation course at Lane Community College, where he instructs. In a meeting at the home of Tricia Hanna, Bob showed the Confederate Air Force flying film and discussed safety procedures.

Betty Griffith hosted a meeting at the Independence FBO, where Ginger Simmons sparked our interest in Nova Scotia as a future travel goal. Her photos and charts illustrated scenic flights, boat trips and land excursions. Later, as skies cleared and dream time began to give way to real flying time, Ann Littrell and Ginger hosted a session on traffic patterns and good landing techniques at the Salem Air Center.

by Betty Wittmer

Rainier Chapter

The attendance at our meetings has been very good, thanks to excellent programs and membership drives.

Our May meeting was an early spaghetti dinner at the home of Nita Schumacher, with 13 members and two guests present. The early meeting was held so we would have enough time to present a video interview with Nancy Livingston, a member of the Puget Sound Chapter living in Anacortes, Washington. Nancy started flying at the age of 16, and spoke about her adventures as a woman pilot ferrying planes for the British during the war. The video was filmed by Judy Logue of the Wyoming Chapter, who is also International Historian for the Ninety-Nines Resource Center.

Our group just completed our first poker run of the season. It was fun, some of us need additional experience to learn to follow the directions, and you can be sure we will have another soon for beginners to gain experience.

Summer activities are in full swing with several projects in the planning stage. A fly-in with Far West, Tahoma and Puget Sound Chapters participating is to plan the 1986 Northwest Sectional.

We are very proud of one of our younger members who has been hired by Capitol Airlines as a first officer. Denise Van Grunsven started with Capitol April 10 and is based in Manhattan, Kansas. Denise is gaining valuable experience flying turbine aircraft, a step up the ladder to a successful career in aviation.

by Juanita Morrison

SOUTH CENTRAL SECTION



Colorado Chapter members Jan Clemen, Barb Hobson and Betty Plister discuss the day's events at the spring South Central Sectional (on bus en route to dinner theatre).



Recently installed Dallas officers hold their "99 blue" carnations, presented by South Central Governor Carol Sue Wheeler. Officers are (from left) Treasurer Jo Allison, Secretary Marge Watson and Vice-Chairman Sue Matlock. Not pictured is Chairman Sue Andrews.

Dallas Chapter

Carol Morris, outgoing Dallas chairman, outdid herself with the buffet supper for our May meeting. The get-together was held at Carol's home in Ft. Worth, and it included the installation of new officers.

Section Governor Carole Sue Wheeler, who conducted the installation, and Verna Stubbs of the Ft. Worth Chapter, were special guests.

The afternoon's activities included mapping out plans for the coming year. We look forward to a great variety of events, beginning with Pauline Winthrop's annual June picnic at Kitty Hawk Airport.

by Margie Carter

Dallas Redbird Chapter

Our Flying Information Seminar was held in lieu of the regular meeting at the Richardson Public Library. Guests included a reluctant spouse, yearning would-be pilots and students struggling to continue flying. Pat Jetton, seminar chairman, gave an excellent overview of the general requirements for a pilot's license and advice about getting started. Hazel Jones, our ex-controller, discussed the air traffic system, offering encouragement for the novice. Elizabeth Jordan covered aviation insurance, and Helen Wilke shared her enthusiasm and reasons for flying. The meeting concluded with an informal conversation period enjoyed by both guests and 99s.

Margaret Conlin, Elmor Johnson, Hazel Jones, Kathy Long, Fran Shelton and Helen Wilke joined forces at the South Central Sectional to capture the Attendance Trophy

for the Redbirds.
Elinor Johnson experienced a very special plane ride when her son from California arrived in Dallas in his VariEze on his way to Florida. She reported it was quite different from her Bonanza.

by Elizabeth Jordan

Ft. Worth Chapter

Sixteen of us gathered in February for a tour of Simuflight located at DFW Airport. We viewed a slide presentation, operated their screen-touchable computer teaching program, and we all got a chance to shoot an approach and landing in a Learjet 35 simulator.



Dale Smith, Don Teel and Dianne Merz serve up pizza and lasagna to Kitty Hach and her 49½er at Friday evening's activity.

Charles Stump and Dr. Larry Lay at our May 9 meeting at Flight Service. About 30 members listened as Dr. Stump outlined the method of treatment for one of his current (unidentified) patients.

Karen Tucker, who is a home economics teacher at Southeast High School, has been hired to teach two classes on aeronautics beginning this fall.

by Phyllis Blanton

Oklahoma Chapter

The April meeting was held at new member Edna Thompson's Balloonport. Edna presented an informative program, including a video presentation on balloons and racing balloons.



and Marcia Bagby.

by Nancy Smith



Debbie Schmicker, Norma Vandergriff and Dot Clum improve the numbers at Chattanooga Airport.

Sondra Ridgeway tapes a TV interview during the South Central Sectional.



Oklahoma Chapter was well represented at the Women Military Pilots Association meeting by AWAC pilots Terry Armbruster and Asima Syed, as well as WASPs Betty Riddle and Lela Loudder Harding.

A FEW HOW-TO TIPS ON A DIFFERENT KIND OF MEDIA EVENT TO PUBLICIZE NINETY-NINES AND GENERAL AVIATION...

At the recent spring South Central Sectional in Topeka, Kansas, we promoted Ninety-Nines with a live one-hour remote radio broadcast originating at our Friday night welcome event. Music of the 1940s was played from the downtown radio station location, and several rergote live interviews with 99s were aired during the hour.

We approached the manager of a local radio station several months in advance of our meeting. Our first thought was to have one of the station personalities play music at our event as well as do interviews. This proved to be time-consuming and expensive. We settled for remote interviews with music coming from the station studio. The station provided the equipment set-up for the interviews at a nominal cost, and the interviewer donated his time. We obtained a sponsor to underwrite what cost there was.

A cassette tape of the hour will become a part of Ninety-Nines history in our Oklahoma City Archives.

In addition, don't overlook public service announcements on your local radio stations. They are always happy to work with organizations such as ours.

by the Northeast Kansas Chapter

In March, guest speaker Alan Moller from Flight Service presented an interesting program with slides on thunderstorms and tornadoes.

In April, our meeting was held at the Naval Air Station in Grand Prairie. Our host, Colonel Winston Williams of the Tactical Air Wing, gave us a presentation and slide show, followed by a tour of a C-5.

New Chairman Janis Miller, Vice-Chairman Jeri Gault, Secretary Bonnie Haber Stahl and Treasurer Juanita Waddell were installed May 13.

Kelly Hughes is currently flying a King Air and Jet Commander full-time, and Jeri Gault is teaching at Qualoflight, both based at Meacham Field.

by Jeri L. Gault

Kansas Chapter

"Fear of Flying" was the topic of discussion in a presentation by psychologists Dr.

Helen Holbird, Helen Moulder, Susie Mitchell, Poochie Rotzinger, Nema Mason-hall, Norma Vandergriff, Carolyn Grider, Charlene Davis, Lu Hollander, Susie Sewell, Marcia Bagby and several 49½ers attended the section meeting in Topeka.

Chattanooga was rolled with paint by Dot Clum, Debbie Schmicker and Norma and Charles Vandergriff, starting off this year's air marking activities.

A strong crosswind and dust storm presented an additional challenge to BITS Air Rally contestants at Clinton Sherman Airport in Burns Flat. Sponsored May 11 by the chapter and Cleek Aviation, members enjoyed the four-legged course and made every effort to keep on track with only the required FAA instruments in the aircraft available for navigation.

A chapter board meeting was held at the home of Elaine Perry, where planning for the coming year took place.

New members include Randy Hapgood

Purple Sage Chapter

Chairman Prissy Barbee in March set in motion a project to provide more aviation related reading material in our county libraries. All books donated by our members will bear a book plate showing that the Ninety-Nines gave the gift.

We were delighted to have guests Wyn and Jason Hayward from the Tucson Chapter at an April luncheon meeting, and we took the opportunity to present a certificate of appreciation to Gene Beggs for his loyal support to our group. Wyn and 49½er Jason were here to fly through Gene's spin course.

Betty Jones recently flew the beautiful Pitts S-1E built by 49½er James. He spent over two years building it, then flew it for the first time February 17.

Mary Alice Tidwell and 66 Paula Gothier returned from the section meeting in Topeka with big smiles and lots of pictures.

by Betty Jones

San Antonio Chapter

We were delighted to have Carole Sue Wheeler, section governor, at our May meeting, and we did have a busy May!

MAY 19 we had our Ninety-Nines booth at Randolph Field on Armed Forces Day for information and display.

MAY 23 was a Welcoming Wine and Cheese affair for the Women Military Pilots Association, whose annual meeting was in San Antonio.

MAY 31 was the installation of new chapter officers — Chairman Margaret Cosby, Vice-Chairman Carol Fox, Secretary Betsy Hogan and Treasurer Gloria Bank.

Pam Crane recently attended a meeting of the third International Symposium on Aviation Psychology in Columbus, Ohio.

by Mary Ann Greer

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Participating in the May meeting are Governor Carole Sue Wheeler, Alice Foeh and Ann Ash.

Shreveport Chapter

Mary Jo Voss, our safety chairman, attended the section meeting and conducted a workshop on air marking a compass rose, one of our pet projects.

Our April Board meeting was quite an affair! We boarded the *Red River Rose*, Shreveport's new paddlewheel cruise boat, and simultaneously ate lunch, conducted business and viewed the scenery.

The nominating committee met in May, and we are proud to present the officers who will serve for the next two years: Chairman Dot Lindsey, Vice-Chairman Mary Philipps, Secretary Lisa Garrett and Treasurer Ray Hardey.

Through the efforts of Joan Carroll, former Sheriff Harold Terry discussed gun safety procedures at our April meeting. As a result, several of our members have signed up for classes and will soon be sharpshooters.

Joan Carroll hosted a "hot tub party" honoring Starr Stone, who will leave us temporarily. Starr is moving to Denton, Texas, where she will attend North Texas State University.

And now for our story of the month! Evelyn Snow astounded us all by making a tandem parachute jump at Plano, Texas, and we're looking forward to seeing her pictures of the event. Evelyn's sons are active jumpers and are so enthusiastic that she just had to try it.

by Helen Hewitt

South Louisiana Chapter

Twenty-one 99s attended a workshop in April on aerial photography with Hugh Wallis, professional pilot, photographer and father of Ann Self. He provided tips we need to conduct our Statewide Aerial Photo Contest to culminate next May during our 20th anniversary celebration events. The grand prize for our photo contest, two round-trip tickets on the Delta domestic system, is being provided by Delta Airlines.

A May fly-in to Pensacola for a joint meeting with the Florida Panhandle Chapter

and a tour of the Naval Air Museum, fun and friendship was coordinated by Mary Benham and Ann McMahon. We have enough air-planes among us to fly at least 26 members anywhere we want to go!

Thanks to Karen Milchanowski, section member-at-large and her 49½'er, Jack, we shared facilities with the local EAA chapter



Former 99 Margaret "Margie" Lamont Griener stopped by the chapter display booth at the Hammond Air Show in May.

during May's sixth annual Hammond Balloon Fest and Air Show. Mary Weber flew her T-28 to the show for static display beside her 49½'er's P-51. Pat Ward copiloted with Mary to the Old Warbirds fly-in at Breckenridge, Texas, as well as to the England AFB Open House. At Hammond were Lu Rieger, Ziggy Novak, Sandy Leder, Eleanor Lowry, Ann McMahon, Polly Baughman, Kathy Wilson and Pat Ward.

Following a PA announcement about the Ninety-Nines, two former 99s of the 1940s introduced themselves at our booth. Tekla Nowichi Roberts, ex-WASP and former Minnesota 99, now lives in St. Petersburg. Margaret "Margie" Lamont Griener of Covington, former member of the old Louisiana Chapter, has in her possession the scrapbooks and photos of those 1940s members and activities. How exciting to recover these valued members of our history!

Our chapter has more than doubled its membership in the past 18 months! We welcome reinstated 99s Cal Meredith and Mary Weber, plus our newest members, Kathy Wilson, USAF England AFB; Rhonda Knoebel, US Army helicopter pilot at Ft. Polk, DeRidder; Becky Shindo, GADO-FSS, Lafayette; Deb Ransdell, Lake Charles control tower, and Sara Munn, tranferee from the Shreveport Chapter.



Tulsa 99s and helpers pause during the painting of numbers and the town name at Holdenville Airport.

Photo courtesy of the Holdenville Daily News

Credit must be given to Polly Baughman, who has held the chapter intact during these past two or three lean years through a sinking economy and the many changes in lifestyle we have all suffered. Because of her diligence, we now have a thriving, enthusiastic chapter, abounding with projects and ambitious goals with which to reach our 20th anniversary next May. We're going to be borrowing ideas from other chapters and coming up with some innovative ideas of our own.

by Pat Ward



South Louisiana Chapter members with Bob Hoover at the Hammond Balloon Fest and Air Show are Dr. Sandy Leder, Eleanor Lowry, Pat Ward and Mary Weber.

Tulsa Chapter

Some of our more ambitious 99s got themselves some helpers May 18 and air marked the runway at Holdenville. The people of the town were very pleased with our work and impressed by the "women pilots." They gave us the headlines of the *Holdenville Daily News*.

We recently welcomed two new 99s to our chapter. Susan Hightower has her own Mooney and flew her family back to Richmond, Virginia in May for summer vacation. During the previous year, she earned her instrument rating. And Joanne Denny is a fourth grade teacher-turned-pilot, thanks to the Introduction to Flying Seminar we had last year. Melissa Whitehead conducted the seminar in Bristow, where Joanne lives. Joanne would like to earn an instrument rating. She flies a Cessna 150.

At our last meeting, we were pleased to have Susie Sewell, past International President, as our speaker. Insurance was the topic of the evening. We found that a policy could be tailored to fit the needs of the pilots, and that it doesn't have to cost too much.

New officers are Vice-Chairman Tiana Pickle, Secretary Mary Jordison and Treasurer Cheryl Sloan, with Melissa Whitehead serving a second year as chairman.

by Caroline Harper



Carolyn Baker
and Lou Ellen Foster

Wichita Falls Chapter

Members Carolyn Baker, Lou Ellen Foster and Betty Kidd attended the May 3-5 South Central Sectional in Topeka, Kansas. The weather was perfect for our flight to and from the meeting.

Our May meeting was held in the home of Lou Ellen Foster, who had on display memorabilia from all her years in the Ninety-Nines. We thoroughly enjoyed seeing the extensive collection. Lou Ellen was responsible for starting our chapter in 1968, after having driven back and forth from Ft. Worth (over 100 miles) for meetings! We're very proud of her and very grateful for her inspiration and dedication.

by Betty Kidd

SOUTHEAST SECTION

Alabama Chapter

The chapter held its May meeting at the Roundtree Airport in Hartselle. Robert Jaques, board member of both the Southern Museum of Flight and the Hartselle Roundtree Airport, spoke on "Women in Aviation." Jaques has a sizeable collection of memorabilia of famous women pilots, including Amelia Earhart's instructor. The collection also includes autographs of Ruth Elder Camp, Ruth Nichols, Laura Ingalls, Ellen Church, Viola Gentry and Jacqueline Cochran.

Guest 66s were Karen Reedy and Gloria Reedy.

by Rachel Snead Hunt



Karen Reedy, Robert Jaques, Renee West, Rachel Hunt and Gloria Reedy look at memorabilia about women pilots.

Blue Ridge Chapter

Five members attended the Southeast Sectional April 19-20 in Pensacola, Florida. Our gals had a great time at the banquet with the choir from the Naval Training Center. These young men and women did a great job of entertaining, as did all the Panhandle Chapter members. The meetings were in-



Florida Panhandle and South Louisiana Chapter members visit during the section meeting.

formative, much business was conducted and much fun was had at Trader John's, Rosie O'Grady's and Seville Square, the Naval Museum and the fabulous Hilton overlooking Pensacola Bay and the Gulf Breeze Peninsula!

Trips like this make Ninety-Nines' meetings happy memories for all of us.

by Tence Rhea



Tence Rhea, Lee Orr and Dot Penney visit with members of the Naval Training Center Choir.

Florida Crown Chapter

The first meeting with new officers was held early on June 1 to finalize plans to assist in the Jacksonville leg of the Grand Prix Air Race. Our chapter is providing a stop coordinator and timers for the contestants as they travel through Craig Field August 5-6.

A chapter picture was taken at the St. Augustine Airport, where a new, permanent Ninety-Nines display has been installed in the FBO Aero Sport. Anyone in the area is encouraged to drop by and see it.

by Marleen Williams

Florida Goldcoast Chapter

The chapter lost one of its Life Members when Annette Gipson Way died May 3, as the result of a fall. Chapter members attended services for the colorful pioneer aviatrix.

A May 18 fly-in luncheon was held at Marathon on the Keys. The chapter voted to support the Building Expansion Fund for three years, and delegates were selected for International Convention in Baltimore. Plans to assist in the World Precision Flying Championship at Kissimmee in August, and to help with the Bahamas Grand Prix Air Race, were formulated.

by Ruth S. Fleisher



Participating in the installation are Barbara Sierchio, Mary Fletcher, Nancy Wright, Alice Cutrona and Diane Baynard.

Florida Suncoast Chapter

Many members were involved in the Great Southern Air Race. Our chapter handled hospitality and transportation at the St. Petersburg-Clearwater Airport. Dottie Birdsong, Betty McGraw, Marion Hotcaveg, Lee Easom and Sophia Payton greeted racers with orange juice and sandwiches. They were up at the crack of dawn the next morning to transport racers to the airport and send them off with coffee and donuts. Timers, with expert instructions from Roni Johnson, included Diane Baynard, Susan Rice, Connie Farrell and Skip Fernandez. Mary Webb traveled to Brunswick, Georgia to help with the timing of the first leg. Veteran racer Pat Judges and first-time racers Debra Hollingsworth, Nancy Wright, Alice Cutrona and Barbara Sierchio, with Mary Fletcher as copilot, completed the course. Pat Judges placed fifth.

Ronnie Oard hosted the May meeting in her St. Petersburg Jungle Area home. Mary Fletcher was installed as chapter chairman, with Nancy Wright as vice-chairman, Alice Cutrona as secretary and Diane Baynard as treasurer.

Also in May, we sponsored an FAA safety meeting at USF Bayboro Campus, St. Petersburg. And Alma Parker has earned her Phase V Wings, while Nancy Wright has earned Phase IV and Connie Farrell Phase II Wings.

by Barbara Sierchio

Long Beach Chapter

The chapter held a Race Clinic March 30 at the Torrance Holiday Inn to encourage new racers by explaining what racing involves. Sharon Crawford organized the event, drawing upon chapter members and friends for racing hints and techniques. Speakers included Marie Hoefer, Margaret Callaway, Virginia Britt, Jean Schiffmann, Wally Funk, John Parker, Paul Stebelton, John Lyon and Kim Ernst.

Members, family and friends drove to Edwards AFB May 5 for brunch in the Officers Club, as well as a hands-on tour of the B-1A and B-1B bombers. Each person got to board the B-1A and sit in the cockpit. The tour was arranged for our lucky group by Sharon Crawford and friend Ray Swanberg.



Race Clinic speakers include Wally Funk, Jean Schiffman, Margaret Callaway and Sharon Crawford.

Los Angeles Chapter

Pat McKennon just returned from Hawaii, where the highlight of her trip was visiting the grave of Charles Lindbergh in Hana. Pat says it's in a beautiful location in a small churchyard. She also enjoyed the flight into Hana in a C-310, flying low to see all the sights.

Making their way through the wind and rain to the Southwest Sectional were Rachel Bonzon, Sally La Forge, Eugenia Rohrberg, Virginia Showers, Bernadine Stevenson, and our member from Las Vegas, Georgia Lambert.

Spring de Havilland, who is with the Angel Flight, attended our May meeting and described the medical flights made by this group. It sounds like a very worthwhile organization. Since Spring is also a certified CPR instructor, we are planning to have her give a class for us in the fall.

Congratulations go to Rhonda and Russel Ruggieri on the birth of future 99 Jennifer Roxanne. I'm sure she will get her first plane ride soon.

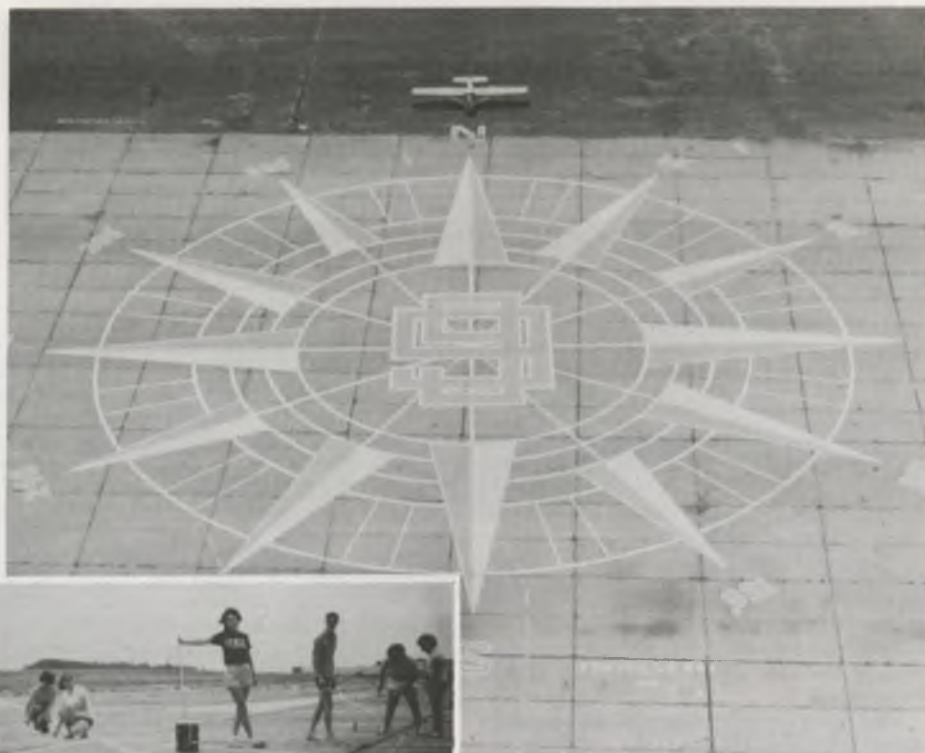
Judy Braun, who recently earned her Learjet type rating, says it was a real workout, but well worth the effort. She has now departed for the Paris Air Show.

by Sally La Forge

Mission Bay Chapter

The chapter was honored to have Donald L. "Rode" Rodewald as guest speaker in April. His epic round-the-world flight completed in November 1984 was a "first" for a wheelchair pilot.

Rode estimated that he had spent about 230 hours in the air since he left San Francisco July 25 on a trip whose ostensible purpose was to attend a reunion of the legendary Flying Tigers in Taipei, with stops along the way for sightseeing and visiting old friends.



A Cessna 152 looks small parked next to the compass rose 236 feet in diameter painted by Foothills 99s, resting for a moment in the inset photo.

Foothills Chapter

April and May have been busy months for our chapter.

We started painting a compass rose April 28 at Donaldson Airport, near Greenville, South Carolina. It measures 236 feet, 4 inches across and required 150 gallons of paint. It took three trips to Donaldson before we managed to finish it May 20. We believe this must be the largest compass rose anywhere.

We hosted the USPFT Southeast Regional May 18 with competitors from Louisiana, Florida and South Carolina. The weather cooperated and things went very smoothly. We had five winners who are eligible for the June National Championships in Kissimmee, Florida.

Members Karen Winters and Carolyn Pilaar will be competing in the USPFT Nationals. Carolyn also recently obtained her multi-engine ATP and has just been hired as a pilot for Air Virginia, which is now called American Eagle.

by Karen Winters

SOUTHWEST SECTION

Golden West Chapter

Golden West and Santa Rosa Chapters air marked the Half Moon Bay Airport April 20. Fourteen members from Golden West and four from Santa Rosa had the painting completed in just under two hours.

Section Governor Pat Forbes, Eldris Shogren, Lorrie Hukill, Julia Huber and new member Diane Jose attended the section meeting in Scottsdale.

Kathleen Wentworth, a UAL pilot, is one of our four strike coordinators for the San Francisco based United Airlines pilots. Eldris Shogren is retiring from teaching after 30-plus years. Now she'll have more time to fly! And Judy Wilson has started a custom stained-glass window business. She's the gal who made the 99 window for the section meeting in 1983.

by Pat Forbes

Golden West and Santa Rosa 99s mark Half Moon Bay.





In front of the Comanche 98P that he flew solo around the world are 99s Aileen Mellott and Anna Bledsoe and pilot "Rode" Rodewald.

The decision to go solo was made when he realized the extra room in the cockpit was needed for a second fuel tank.

In Reykjavik, Iceland, he photographed two delegates from Finland on their way to the Ninety-Nines Convention in Anchorage!

A free spirit who has always had a wanderlust and a taste for adventure, Rode also had something to prove to his fellow handicapped pilots. His ability to get in and out of his Comanche with his wheelchair was critical to the world flight. Flying was actually the easiest part. He landed in many places where his chances for assistance were questionable at best. As it turned out, however, he received the "royal treatment" during most stops.

Yes, there were a few nervous moments during his 31,350-mile odyssey. One came only 500 miles from Oakland when his electronic system went out.

Would he repeat his feat? "Yes, but not right away!"

by Anna "Boo" Bergman



Shirley Leatherwood and Barbara Boot ready the float for Red Bluff.

Jane LaMar, 66s Bev Lewis and Jan Cowan, Shirley Leatherwood, Lois Sweeney and Alma Hind get ready to board the float in Redding



Mt. Shasta Chapter

"Hi-Ho, Paint. Get where we ain't." It's rodeo and parade time in northern California. Our chapter took the opportunity to promote flying in general and the Air Race Classic in particular. We entered floats in the Red Bluff Round-Up Parade and the Redding Rodeo Parade. The float in the Redding parade took third place trophy in our division.

Besides preparing for the arrival of the pilots in the ARC, we are about to stage our 10th anniversary bash at Trinity Center.

by Bev Tickner

CHAPTER NEWS, ETC.



Mary and Pat Humphreys enjoy the fly-in to Hesperia, as do (left photo) Sally Cornell and Elaine Williamson.



Orange County Chapter

We are proud of our members who donated their time to assist the handicapped children as helpers/aides during the MCAS El Toro Open House/Blue Angel Air Show. The Claremont Kiwanis arranged bus transportation for the handicapped so that these children could enjoy all the events of the day.

We lost one of our long-time, well-loved 99s (see "New Horizons" in the June issue of *The 99 NEWS*). We have established a fund in the name of Margo Smith to donate a useful piece of equipment to Ninety-Nines Headquarters in order to continue Margo's work on one of her many projects.

Our May meeting featured guest speakers Dick Rutan and Jeana Yeager with their presentation on the Voyager aircraft. Dick and Jeana plan to establish a new "world absolute distance record" in the Voyager. Members and guests all enjoyed the slide presentation and fascinating background of the aircraft at the Jasmine Creek Clubhouse.

The May fly-in to Palm Springs set a new record. This was the first Palm Springs fly-in where everyone flew! In the past, it has been a drive-in/fly-in situation. Twelve of us enjoyed the hospitality of Mary Ann and John Jamison. The weather was a perfect 95°F with an abundance of food to ground us for the day, and we compensated by spending the night and feasting again in the morning.

by Adrienne O'Brien

Phoenix Chapter

The spring Southwest Sectional is now a happy memory. It was great fun for the Phoenix and Arizona Sundance Chapters, and judging from the calls and notes we've had, our guests enjoyed it, too. We were honored by the attendance of President Hazel Jones, several Board Members and other VIPs. Dora Strother's talk at the 99s Diversi-FLY Banquet was the highlight of the weekend.

Norman Weeks, Phoenix FSS specialist, described the importance of filing and following an FAA flight plan for cross-country flights. Rapid and effective search and rescue depend upon correct information. He suggested that the pilot retain a copy of the flight plan for ready reference en route, and urged frequent position reports. Norm told us that the Phoenix FSS is scheduled for closure in September. All services will then be accessed by telephone from Prescott. The Tucson FSS probably will remain open for another two years.

Many thanks are due the Phoenix and Scottsdale Hilton Hotels for sponsoring an "AM Weather" on Channel 8 KAET Public Television Station.

Phoenix Chapter has welcomed its 99th member. Mary Mosely, a new pilot with 70 hours of flying time, was sponsored by Betty Pluckard. Bonnie Ravenscroft, sponsored by Marti Pearce, preceded Mary on the membership roster. Her welcome was just as genuine, but the magic number made the rafters ring. It's the second time around because several years ago, before spawning the Arizona Sundance Chapter, Phoenix Chapter celebrated its 99th member, Flo Hagan, now an Arizona Sundance 99.

by Mary Lou Brown



Sacramento Valley 99s and guests enjoy the May 11 fly-in to Huntley Ranch in Mendocino County.

Sacramento Valley Chapter

April and May have been busy months. A highlight for April was the Southwest Sectional. Sixteen members from the chapter flew into Scottsdale for two days of fun and fellowship.

The month ended with our sponsorship of a two-day FAA/BFR review course in Sacramento.

Members and guests flew down to Harris Ranch in Coalinga May 4 for dinner, with the flight home serving as a night proficiency flight.

May 11 brought a beautiful flight to Mendocino County for lunch with one of our members who has been "transplanted" to the coast. Some of those flying in landed at the grass strip on the ranch, while others chose to land at the hard-surfaced Mendocino County strip. Dorothy and Ace Huntley were our gracious hosts for the day.

May's biggest happening for the chapter was the very successful "first annual" Avia-

tion Fair at Sacramento's Executive Airport. General Chairman Betty Alair and all her committees did an outstanding job of planning and coordinating the event. It was planned as a "good neighbor" event for the area around the airport, with the airport management and all the businesses located on the field contributing to its success. The terminal area was filled with booths of informative and promotional material. Bobbi and Walt Campbell and the local EAA chapter were responsible for a fascinating static aircraft display.

CHAPTER NEWS, ETC.

As money-making events for our scholarship fund, a pancake breakfast served a large group, thanks to the efforts of Mary Ben McClave and her helpers. Lynne Hoelscher was responsible for the scenic tours of the city in aircraft donated and flown by 99s. Isabel Warmoth provided a beautiful film on soaring to a large audience, and she was also in charge of ticket sales. Kris James was in charge of our raffle for a donated glider ride and a handmade afghan.

by Dorothy Flynn

San Luis Obispo Chapter

April and May were a busy two months for our chapter. We hosted two FAA seminars, one in Santa Maria and one in San Luis Obispo. In addition, we brought out the old paint clothes and air marked Oceano Airport and, in conjunction with the Monterey Chapter, air marked King City Airport. Everyone at King City should receive an extra pat on the back as it was cold, cold, cold! Due to the frigid conditions, we held the shortest business meeting on record — between 15 and 45 seconds!

Shirley Moore has begun to receive applications for our annual Flying Scholarship, awarded each year at our June dinner meeting. This year's June installation dinner will feature an Amelia Earhart look-alike contest.

Louise DeMore has passed her commercial written, and Rosemary Talley has attained her instrument rating.

by P. Kamm



San Luis Obispo 99s enjoy the fly-out to the new Monterey Aquarium.

Santa Clara Valley Chapter

May 4 was our USPFT day as we held a regional meet at Hollister. Fourteen contestants arrived early on a beautiful morning

for the landing and navigation contest. Anne Tapa was in charge of the meet. Morning events included power-on, power-off and barrier spot landings. Gavilan Chapter provided a delicious lunch for everyone, and the afternoon event was flight planning and navigation. By 1830 hours, the judges had determined the winners and invited them to go to Nationals in Florida in June. Marc Ashton placed first and Lynn Ebert took second. Other winners were David Souza, third; Paul Harrison, fourth, and Tom Waldrop, fifth.

Half a dozen members attended the section meeting in Scottsdale, Arizona, including Sue Schiff, Debby Cunningham, Barbara Murren, Dottie Theurer and Peg Ewert (all with 49½ers), as well as Mayetta Behringer. The Ewerts brought as a passenger Jean Blake of the Gavilan Chapter.

Peg Ewert organized a proficiency flight May 18 between Tracy and Clear Lake. Participants estimated flight time and fuel consumption when they took off from Tracy and, upon landing at Clear Lake, they refueled. Five people in three aircraft took part in the contest, including Peg Ewert, with 49½er John as well as new member Karen Buonomo and 49½er Lou, as passengers; Mayetta Behringer with Dee Blum and Dee's 49½er, Ghopal, as passengers, and Barbara Murren with 49½er John. Peg won with best fuel estimate, and Barbara Murren was closest to the time estimate.

by Kathy Pelta

Santa Rosa Chapter

Our chapter was well represented at the Southwest Sectional by Chairman Cheryl Brown, Heather Cissna, Heide Cronquist, Judi Simmons, Barbara Benson, LaVonne Boyle, Ann Silverman and 49½er, and Joy Reinemer and 49½er. The ladies attended several seminars and brought back lots of useful information.

After Scottsdale, Heide and Heather stopped in Tucson to tour the Pima Air Museum. While there, they drove to Nogales for an afternoon of border shopping. The highlight of the trip was an hour and a half at the controls of the Learjet simulator in the FlightSafety School (Gates Learjet Center) in Tucson, complete with stops in San Francisco, San Diego, Los Angeles and Tucson. Then off to San Felipe to celebrate Cinco de Mayo in Baja. Border crossing at Mexicali was smooth, and San Felipe boasted a beautiful runway, complete with tower, but absolutely deserted. Joyce Bierman, a prospective member, met them down there, along with a number of 99s from Imperial So-Lo Chapter. Marie Woods was most hospitable and helpful. Leaving San Felipe May 6, it was five and a half hours back home — an easy and fun trip to make.

For our May meeting, we had a presentation by Ray Terrell on tandem skydiving, and we learned from Air Proficiency Excursion Chair Carol Valette that we will have the opportunity to try it during our annual APE trip in August. Some of us (with mixed emotions) are looking forward to the new

experience. If we need support, we can always get it from Cathy Shanahan, who has over 50 jumps to her credit.

Hialeah Reilich and Helen Bamber, plus Heide Cronquist and Heather Cissna, participated in the Hayward to Las Vegas race May 18-19. Hialeah and Helen won yet another trophy — this for third place — to add to their collection.

Siskiyou Chapter

The monthly meeting was held at Rohrer Field, Montague, California, May 18.

Jim Kepford, owner of Northwest Aircraft Maintenance, presented an informative program covering aircraft maintenance. He graciously answered all the questions from the pilots in attendance.

During the business meeting, plans were made to enter the June 1 poker run from Medford, Oregon, to be sponsored by the Southern Cascade Chapter.

With the assistance of EAA Chapter #654, plans are being made to hold an Aviation Day at the We d Airport in the middle of August. Dee Thurman and Mary Ann Wetherby, our chapter chairman, are the local operators and will host the event.

by Virginia Rafaelli

Tucson Chapter

Chairman Lorraine Newhouse, Vice-Chairman Jean Servas, Secretary Aina Bell, Treasurer Dottie Blair and Barbara Welsh, member-at-large, were elected during our May meeting at Wyn Hayward's house. Lorraine chose Wyn to co-chair the Southwest Sectional, to be held here May 9-10, 1986.

Lorraine and Linda Duckworth attended this spring's section meeting and said it was a lot of fun, as well as most educational. They brought back a notebook written and compiled by the Phoenix Chapter to aid new board members as they take office. It is printed in loose-leaf notebook style and can be used as a record of events and activities, outlining rules of order and suggestions for forms and activities. Outgoing Chairman Linda Duckworth said she wishes she had had it at the beginning of her term instead of at the end.

Barbara and John Welsh are enjoying flying their Comanche C. They will enjoy it more as soon as the floorboards are put back in. Barbara says her feet won't reach the runway, and she prefers the gear anyway.

Jayne Hunter visited our faraway member, Joan Macdonald, last month, and together they flew over the 1000 Islands and visited the National Air and Space Museum. Joan is stationed with the FAA Flight Service Station at Watertown, New York.

Wyn Hayward returned from Midland with a Certificate of Graduation/Basic Aerobatic Course. She is now qualified to fly their beautiful homebuilt Eagle. She is also checked out in a J-3 Cub and a Hyperlite, which is a side-by-side homebuilt biplane. Wyn and Jason, along with Linda and Gale Duckworth, then took off for some well-earned rest in San Diego via Bonanza.

Our newest member, Kay Craig, was at the May meeting, and we have great plans to put her to work immediately on the sectional.

by Maggie Schock

Air Racing News

Mile High Air Derby

Amelia Earhart was introduced to world readers of the Hearst International, combined with *Cosmopolitan* magazine, in November 1928.

In the first article, Amelia revealed some information about her newly purchased airplane. Lady Heath, original owner, had flown the 881-pound aircraft from London to Capetown, South Africa, and back. The fuselage, according to Amelia, was decorated with a collection of unique good luck metal emblems that had been presented to Lady Heath at various places on this historic trip.

Next September 21, airplanes of all weights, sizes and types will line up at Front Range Airport for another historic trip — the Mile High Air Derby. Only this time, the fuselages of these aircraft will be decorated with "spit and polish" with pilots ready to challenge the 400-mile Colorado course.

The Colorado Chapter is sponsoring the September 20-22 Mile High Air Derby. The race airports, beginning with Front Range (Watkins, Colorado), will include a fly-by at Burlington, a required fuel stop at Las Animas City and County Airport, a fly-by at Alamosa, with Baca Grande Airport (San Luis Valley), the destination airport. The participants will then relax at the Baca Grande Inn at the awards banquet and festivities.

The proficiency event is open to all licensed pilots, who will be limited to the use of commercially certified stock model aircraft between 140 and 570 horsepower total. Scoring will be based on times and aircraft handicapping. The \$50 entry fee covers pilot and copilot.

First place winner will receive \$1,000, second place, \$500, and third place, \$200, with additional race leg prizes and trophies.

Entry deadline is September 1; only 50 entries will be accepted. The \$3 race kits of rules, entry forms and race material are available through Linda Horn, Mile High Air Derby, 14437 W. 32nd Ave., Golden CO 80401, (303) 278-4435.

by Lucile Bledsoe



Anita Hessin and husband Bill review 1985 Mile High Air Derby notes at the Burlington, Colorado fly-in.

First place winners Charles Perry and Jan Million admire their trophies, presented by Oklahoma Chapter Chairman Lu Hollander.



AWAC pilot Asima Syed discusses safety procedures with BITS pilots.

Palms to Pines Air Race

The 16th Palms to Pines Air Race for women will be held August 9-10. Deadline for entries is July 20. Race start is Santa Monica Airport, California, and the terminus is Bend Airport, Oregon. The two official timing/refueling stops are in California) Modesto and Red Bluff. All participants will remain overnight in Red Bluff. Ninety-Nines in each area help to make the event fun as well as a successful racing experience. The Palms Chapter, based at Santa Monica Airport, organizes the race each year.

Aircraft are stock models, ranging from 100 to 600 horsepower. Each has a handicap, and the winning plane averages the highest ground speed in relation to its "par speed." The race is conducted as a means to improve and test the safe flying skills of contestants. Entrants must hold a current private pilot rating or higher; copilots/passengers need not be rated but must be at least 16 years of age.

Cash and trophies will be awarded winners in several categories during the August 11 Awards Breakfast Sunday morning at the Riverhouse in Bend. Most of the entrants will be staying at this hotel, which is the site for the Western Barbecue the evening the race ends. On the race route, Modesto area 99s are planning the usual great welcome and luncheon for those landing for gas (most of the planes), and Red Bluff Rotarians, along with that area's 99s, will have their evening barbecue picnic on the banks of the Sacramento River.

One of the basic rules is that "the racers shall have FUN." This is so true that each year it becomes more difficult to fill the posts along the route. Everyone who can get in a plane is down at the starting line waiting for the flag to drop.

For race kits, send \$5 to Race Chairman Claire Walters, Claire Walters Flight Academy, 3200 Airport Ave., Suite 16, Santa Monica CA 90405.

by Betty M. Loufel

BITS Air Rally

The BITS Air Rally was completed May 11 at Burns Flat despite windy conditions and a reported dust storm along the route.

Sponsored by the Oklahoma Chapter and Cleek Aviation, participants arrived early Saturday morning for a briefing. Courses were plotted using coordinates as workers covered the non-required navigation instruments in contestants' airplanes. Departure was promptly at 1100 on the four-legged course of some 200 statute miles.

Proceeds from the sale of box lunches, prepared by Henry Hartsell of Southwestern Oklahoma State University, were designated for an aviation scholarship fund.

Scores were computed as airplanes returned, and at 1700 a buffet dinner was held in the Officers Club, where trophies and cash prizes were awarded by Lu Hollander. Rally chairman was Charlene Davis, assisted by John Cleek.

by Nancy Smith



BITS RESULTS

1st	Charles Perry/Jan Million	Mooney	213
2nd	Phyl Howard/Bob Howard	Mooney	307
3rd	Kit Lewis/Asima Syed	C-172	398
4th	Norma Vandergriff/Charles Vandergriff	C-210	670

LEG PRIZES

1st	Charles Perry/Jan Million	Mooney
2nd	Bob Gore/Ray Hammer	C-172
3rd	Phyl Howard/Bob Howard	Mooney

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