

# *the 99 news*

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 12

SEPTEMBER 1985

NUMBER 7

## *1985 Convention Album*





# In The News

## First Australian Woman Gains Helicopter Instructor Rating

Marcia Hremeviuc recently became the first Australian woman to gain her helicopter instructor rating, and she is currently chief pilot with Central Australian Helicopters, based in Alice Springs.

Hremeviuc gained her helicopter instructor rating as a result of the "Lady Casey Scholarship," which is offered to Australian women pilots to increase their professional flying skills. Her present job includes charter flights, medical evacuations, bushfire surveys, mineral exploration and sling-loading (carrying astronomical instruments and fire buckets) in a Bell 206 and LongRanger.

Before taking this position in Alice Springs, Marcia, who is 34, spent some years in the "outback" gaining valuable experience in a Hughes 269, mustering cattle. It was during this time that she "bent" one 269 when an exhaust valve failed at 40 feet over low trees. Fortunately, there were no injuries — just a very sick helicopter.

Marcia has over 1,000 hours in helicopters, and with her new instructor rating, looks forward to combining her present work with training. She is also an accomplished fixed-wing pilot with 5,340 hours in singles and twins, including vintage and ultralight aircraft. She also holds a fixed-wing instructor rating, and her extensive experience includes flying doctor clinics at stations and Aboriginal communities, Dingo baiting, freighting frozen fish and parachute dropping.

by Sue Burdekin



Marcia Hremeviuc



Joan E. Mace

## Joan Mace Named Head of Aviation Department

Joan E. Mace, an assistant professor of aviation, has been named chairman of the Aviation Department in Ohio University's College of Engineering and Technology.

Mace assumed the position July 1, succeeding Francis B. Fuller, who retired.

"Ms. Mace is an award-winning pilot and experienced flight instructor who brings to her new responsibilities more than 20 years of experience with Ohio University's aviation program," said T. Richard Robe, dean of the College of Engineering and Technology, in making the announcement.

Mace's interest in flying began during World War II when she was an inspector for final assembly at a dive bomber plant in Columbus. While there, she joined the flying club and received her private pilot certificate.

After enrolling at Ohio University in 1946, she received her commercial and flight instructor certificates and gave flight training to university students under the GI Bill.

After marrying in 1948 and raising three children, Mace returned to the Aviation Department in 1963. She received her airline transport pilot certificate in 1970 and later was appointed a designated examiner for the Federal Aviation Administration.

Mace received her bachelor's degree, summa cum laude, in 1978, the year one of her sons also earned his Ohio University degree.

Mace, who has recorded a second-place finish in a cross-country air race, is a member of several professional organizations, including the University Aviation Association, the National Association of Flight

Instructors, the National Association of Examiners and the Ninety-Nines.

Among her honors are the All-Ohio 99s Achievement Award for the most flying time and activities.

## 99s Support Purdue's AE Collection

The Ninety-Nines have lent their support to the preservation and display of Purdue University's Amelia Earhart collection.

Joan Kerwin, governor of the North Central Section, presented a check to Joseph M. Dagnese, director of libraries, at a brief ceremony June 18 in the libraries' special collections section in Stewart Center. It marked the 50th anniversary of AE's appointment to the Purdue faculty.

Accompanying Kerwin were Dorothy Niekamp, chairman of the Indiana Chapter, and Betty DeBaun.

Earhart, first 99s President, served as a career consultant for women at Purdue from 1935 to 1937.

The Purdue Research Foundation provided Earhart with the plant which eventually went down in the Pacific during an attempt to circle the globe.

Purdue's Earhart Collection includes memorabilia, photographs, maps, decorations and scrapbooks that record the story of AE's career as the most celebrated woman flier of her day.



Joan Kerwin presents the gift to Joseph M. Dagnese, director of libraries, in a ceremony marking the 50th anniversary of AE's appointment to the Purdue faculty.

*cont. on p. 10*

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## The 99 NEWS

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**POSTMASTER: Send address changes to  
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# the 99 news

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# Calendar

## 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' Avellan; terminus at the Ottawa Flying Club. Contact B.J. Schermerhorn, (613) 832-1207.

**September 16-22: Salmon River Float Trip, Northwest Fall Sectional and Mountain Flying Seminar**, sponsored by the Idaho Chapter and featuring Janice Brown, Lyn Clark, Sparky Imeson and Bart Whitehouse. Contact Karen Marchbanks, 4390 Freedom Dr., Meridian ID 83642, (208) 376-2886.

**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 Taos, New Mexico. Entry deadline, September 1. Kits, \$3. Linda Horn, Mile High Air Derby, 14437 W. 32nd Ave., Golden CO 80401, (303) 278-4435.

**September 21: Annual Poker Derby**, sponsored by the Greater Winnipeg Chapter.

**September 27-28: North Central Fall Sectional**, Des Moines, Iowa. Contact Karen Hildreth, 606 S.E. 11th, Ankeny IA 50021.

**September 27-29: Southwest Fall Sectional**, Buchanan Field, Concord, California. Contact Carol Merrill, (415) 439-2150 (home) or 943-8172 (work).

**September 27-29: Southeast Fall Sectional**, Gatlinburg, Tennessee, hosted by the Tennessee Chapter.

**September 28: Ohio SMALL Race**. \$400 first prize. Kits, \$3, Tom Harper, 2866 Zollinger Rd., Columbus OH 43221, (614) 457-1310.

**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 5-6: Amigo Airshow**, El Paso, Texas. Call (915) 545-2864.

**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 12-13: Children's Benefit Airshow**, Galveston Municipal Airport, Galveston Island, Texas. Contact Airshow Director Bob Cook, P.O. Box 541595, Houston TX 77254.

**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 19: Pacific Air Race**, sponsored by the El Cajon Valley and San Diego Chapters. Prize money plus trophies. Kits, \$5, Dottie Campbell, 1751 El Pico Dr., El Cajon CA 92020, (619) 448-7820.

**October 24-27: Fall International Board of Directors Meeting**, International Headquarters, Oklahoma City, Oklahoma.

**October 28: His 'n' Hers "Great Pumpkin" Classic**, sponsored by the Monterey Bay Chapter and the Salinas Owners & Pilots Association, Inc. Kits, \$3, Carol Hill, 338 Maher Rd., Watsonville CA 95076, (408) 722-7969.

**October 31: The 99 NEWS** deadline for December issue.

## NOVEMBER

**November 8-10: High Sky Derby**, Marfa mystery flights. Entries, \$100, close October 1, P.O. Box 1493, Marfa TX 79843.

**November 29-30: High Sky Skiers**, fly to ski in Riudoso, New Mexico. Entries, \$50, P.O. Box 1493, Marfa TX 79843.

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

# New Ratings

## MIDDLE EAST SECTION

**Chris Davis**, Eastern Pennsylvania

— CFI

**Joanne Hermann**, Eastern Pennsylvania

— CFI

**Lin Clayberg**, Washington, D.C.

— AGI

**Dawn Kinard**, Hampton Roads

— IFR

## NEW YORK-NEW JERSEY SECTION

**Carol Owen**, Finger Lakes

— IFR

**Cheryl Pappa**, Garden State

— IFR

**Marilyn McLaren**, Long Island

— AMEL

**Ruth Green**, New York Capital District

— COMM, BGI

## NORTH CENTRAL SECTION

**Janet Kleth**, All-Ohio

— ASEL

**Izetta Thompson**, All-Ohio

— ASEL

**Karen DeRam**, Chicago Area

— COMM, IFR, AMEL

**Debbie Kaeder**, Minnesota

— ATP, ASES

**Gail Skeleton**, Minnesota

— COMM, AMEL

## NORTHWEST SECTION

**Margo Evenson**, North Dakota

— CFI

**Karen Werner**, North Dakota

— CFI

**Dorene Fookes**, Rainier

— IFR

**Almee Kuprash**, Willamette Valley

— IFR

## SOUTH CENTRAL SECTION

**Louise Austin**, El Paso

— IFR

**Debbie Durden**, Kansas

— Balloon

**Shirley Brown**, Oklahoma

— AMEL

**JoAnn Carpenter**, Oklahoma

— IFR, AGI

**Charlene Davis**, Oklahoma

— AGI

**Asima Syed**, Oklahoma

— 707 type rating

**Tiana Pickle**, Tulsa

— COMM, CFI

**Carol Thompson**, Tulsa

— COMM, CFI

## SOUTHWEST SECTION

**Mary Ann Macklin**, Arizona Sundance

— IFR

**Gabrielle Thorp**, Arizona Sundance

— Flight Engineer, 727

**Stephanie Wells**, Arizona Sundance

— COMM, Glider

**Michelle M. Hertfelder**, Palomar

— CFI

**June Bonesteel**, Phoenix

— FAA Examiner Designee

**Lynn Hoelscher**, Sacramento Valley

— COMM

**Debby Cunningham**, Santa Clara Valley

— COMM

**Anne Tapay**, Santa Clara Valley

— CFI



# THE PRESIDENT'S MESSAGE



by International President Hazel Jones

This Convention was my first to preside as your President. Now, there is a thrill! I had a wonderful time, saw old friends and made many new ones. That is the biggest plus of being a part of this organization.

There were lots of first-time members at Convention; they all said they had had a great time, and this would be the first of many. One member attended her 24th Convention, and she also had a good time. Isn't that neat? Of course, being a 99 is neat, and this is all leading up to what I want to visit with you about this month.

In this issue of *The 99 NEWS*, you will find the "Intent to Seek Election" forms. Adjacent to those forms is an article delineating job descriptions for the various Board positions. Next year you will be electing a President, Vice-President, Secretary, Treasurer and two Board Members.

These officers will assume their duties in Hawaii, and will be responsible for leading this organization for the next two years. Will they be the best talent we have available, or will they win by default because no one took time enough to stand up and be counted?

Next May is a long time away, but the process of selection begins now. So now is the time to be thinking about good officer material for the 99s. Read the job descriptions and then think carefully about someone you know who possesses the necessary skills to serve. As much as we would like to, it is impossible for us to know everyone and all their qualifications. You who serve and work with your friends at chapter and section levels have a much better idea of who has the qualifications and the time to serve the organization well.

The 99s have many assets, and we must nurture those assets so

they will grow. We have many projects that must be supported either financially, physically, or both. We have dreams of what we want this organization to become, and we hope we can achieve those dreams — not just our dreams, but those of the ones who have gone before and those of all those who will follow us.

At each Board Meeting, your officers are faced with making many hard decisions. Several times during the year, it is necessary to poll the Board on a problem so that the expertise and knowledge of all Board Members is utilized in arriving at a decision. We continually face problems and seek solutions and alternatives. Each Member brings to the Board her own unique expertise and frame of reference; therefore, we have many points of view. I don't know of a Board Member who does not strive to give her best, and strain to find what is best for the 99s. It is imperative that we continue to have these kinds of dedicated women who agree to serve. We do not always agree, but once a decision is made, the Board will support that decision as a body.

To serve, you must remember the days are long and the pay is short. But if you possess leadership qualities, a sense of humor, a commitment to this organization and a willingness to be satisfied with a warm feeling inside for having done a good job, then we need you.

Look over the job descriptions and the "Intent to Seek Election" forms. Look around you for those members who are strong, capable women with vision, imagination, dedication and the time to set goals and implement them. We are 6,500 unique women, and the one we are looking for just may be you.

## Ask Jerrie Cobb about Lycoming engine reliability...

### ...if you can track her down.

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, 2200 Riverside Drive, Moore Haven, FL 33471.

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

**AVCO LYCOMING WILLIAMSPORT DIVISION**

652 Oliver Street, Williamsport, Pennsylvania 17701

**AVCO LYCOMING ENGINE GROUP**





# Qualifications

## for Board of Directors Candidates

### GENERAL

All Board Members must attend three Board Meetings per year. Two of these sessions are held at International Headquarters in Oklahoma City and require at least four days of the member's time; the other Board Meeting is held at the site of the annual International Convention and requires members to arrive one or two days early. Air fare and expenses are paid to the meetings in Oklahoma City; a \$125 stipend is issued for the extra day(s) at Convention. No other expenses are paid except for the expense account allowed the President.

Serving as a member of the Board requires substantial time and constant communications with other members and with the membership in general. Each member of the Board must possess communication skills and should have access to secretarial support and equipment. Typing skills are a must as the Board Member will be expected to write reports to all other Board Members after representing the President at a section meeting or other meetings she may be required to attend. Additionally, each Director acts as an additional liaison with one or more sections and International Committees of the Ninety-Nines, and is expected to attend as many section meetings as possible.

### THE PRESIDENT

The President represents the Ninety-Nines at all meetings and public appearances, and must be able to communicate verbally as such a representative. She formulates matters of policy. She must be willing to spend time away from home on the business of the corporation.

The President is given a yearly expense budget of \$5,000, which she may use to help on secretarial expenses, travel costs or telephone bills. She serves as a member of the Budget Committee, is an honorary member of all International Committees, and also is a liaison with one or more sections. She is responsible for the conduct of the Annual Business Meeting and other such meetings as may be necessary for her to attend. She must strive to attend all

section meetings at least once during her term. She should maintain good communications with the overseas sections and members and, if she can, should meet with overseas members in their sections or countries.

The President also writes a column for *The 99 NEWS* each issue and answers voluminous amounts of correspondence. She should also have access to reproducing equipment and a good typewriter.

### VICE-PRESIDENT

The Vice-President serves in the place of the President whenever necessary. She also serves as the primary liaison with section governors and the International Legal Counsel. She serves on any and all of the International Committees at the request of the President. When requested to do so, she represents the President and, therefore, the Ninety-Nines. She understudies the President, and they work in close harmony on various long-range goals and objectives of the organization.

She normally writes the Board Report for *The 99 NEWS*, and therefore must have good writing skills. She should have access to a reproducing machine and a good typewriter. She assists other officers in their duties and aids in the harmonious operations of the Board.

### SECRETARY

The Secretary is responsible for the recording and transcribing of all minutes of the corporate Board Meetings in the approved format. She keeps a running "tickler" for the Board of specific tasks for each Board Member. She must organize and index all business conducted at the meetings. She is responsible for the recording and transcription of the full and condensed minutes of the Annual Business Meeting.

She is required to handle all correspondence at the request of the President, and she must stay in constant communication with International Committees and Headquarters staff. She alerts all International Committees of upcoming Board Meetings, and invites agenda items to be sent in a timely manner. She is responsible for obtaining all reports from the various International Committees and forwarding them to the site of the Annual Convention for inclusion in delegates' packets. She should have access to a reproducing machine and should possess good typing skills and excellent letter-writing ability. (A sense of humor helps, too!)

### TREASURER

The Treasurer must be able to analyze and produce corporate financial statements and be proficient at analyzing computer financial information. She provides the Board with continuous budget analysis, serves on the Budget Committee and prepares Budget projections for the Spring Board Meeting.

She is responsible for compiling all financial information and for preparing the following items for the Annual Business Meeting: Proposed Budget, Budget Comparison, Balance Sheet, and Income and Disbursements Statement.

She also assists the Executive Director with accounts analysis. Her job requires her to be in constant communication with all International Committees and Headquarters staff. She monitors all funds and investments, and serves on any Board Committee at the request of the President.

### NON-OFFICER BOARD MEMBERS

The non-officer Directors are just as vital to the Board as the officer Directors. They must be capable of organizing and following through with special projects. They serve on any or all of the Board Committees at the request of the President. They frequently represent the President at a section meeting and should be accorded the amenities normally accorded the President. Each non-officer Board Member should become familiar with the functions of the officers and the Headquarters staff, and should be willing to move into an officer slot should one become vacant. They are vital to the orderly and progressive function of this organization.

### IMMEDIATE PAST PRESIDENT

The Immediate Past President serves on the Board for one term after her presidency. She maintains the Board's Policy Book, Standing Rules, and Standard Operating Procedures. The Immediate Past President serves on special committees, Board Committees and accepts special assignments at the request of the President. She is also an advisor to the President, assisting in the continuity of the Board.

All Board members must possess the requirements as outlined in Article VIII, Section C. Each person considering running for the Board should also be familiar with Article X of the bylaws. These job descriptions were prepared by an Ad Hoc Committee in Baltimore. Other specific duties are found in the Board Policy Book and special manuals.

### NOTAM

Membership Directories will be mailed early September.

If your address is incorrect as listed in the computer, your Directory will not reach you. They are mailed under a permit that does not allow them to be forwarded.



## 1986-88 International Officers to be Elected

Our International officers have just begun to serve the second year of their term, but it is time to think about the new officers for the 1986-88 term. During the spring of 1986, we will elect by mail ballot a new President, Vice-President, Secretary and Treasurer, as well as a five-member International Nominating Committee. Two new members for the International Board of Directors will be elected by ballot during the 1986 Convention in Hawaii.

The "Intent to Seek Election" form will serve as our only means of discovering those who wish to be considered for any of these elective offices. The qualifications for these offices are printed in this issue of *The 99 NEWS* and are according to those bylaws voted upon at the 1985 Baltimore Convention. (They will appear in the bylaws section of the 1985-86 Membership Directory under Article VIII, Sections 2 and 3.) Check them carefully before submitting your Intent form to the Nominating Committee Chairman by November 30, 1985. (Envelopes must be postmarked by that date.)

To be considered for an elective office, follow these steps:

1. Complete Form #N-85-2, "Intent to Seek Election," and make six photocopies. (Keep one for your files.)
2. Make two photocopies of your current medical and BFR (one for Nominating Chairman and one for International Headquarters).
3. Write a background resume, not to exceed 100 words, as you wish it to appear in the March 1986 issue of *The 99 NEWS*. Make two copies.
4. Secure one recent black and white photo (black and white passport type preferred).
5. SEND TO HEADQUARTERS — photo, a resume, a copy of medical and BFR and one copy of Intent form.
6. SEND TO NOMINATING CHAIRMAN — the original Intent form plus four photocopies, a resume and a copy of medical and BFR.

The chairman's signature signifies that the candidate's own chapter is endorsing this candidate. Otherwise, the candidate must have two chapters in her own section endorse her. If no chapter exists, endorsement of the section governor is acceptable.

The Nominating Committee hopes that you will take an active part in this election either by seeking election yourself (if qualified) or by urging other members to file this Intent form by the deadline.

by *Thelma Cull*  
International Nominating  
Committee Chairman

### NOTAM

The Ninety-Nines Headquarters Expansion Fund thanks you for your fine contributions and pledges of over \$175,000 toward our goal of \$300,000.

Please consider individual, chapter and section gifts now, tax-deductible for 1985.

— *Marilyn Copeland*  
Expansion Fund Chairman

## INTENT TO SEEK ELECTION

Office Sought \_\_\_\_\_

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

Chapter \_\_\_\_\_ Section \_\_\_\_\_

99 member since \_\_\_\_\_ Classification \_\_\_\_\_

Date and class of last medical \_\_\_\_\_

Date of last Biennial Flight Review \_\_\_\_\_

Ratings \_\_\_\_\_

Total hours \_\_\_\_\_ Last two years \_\_\_\_\_

Service to Ninety-Nines, chapter level (committees, offices) \_\_\_\_\_

Service to Ninety-Nines, section level (committees, offices) \_\_\_\_\_

Service to Ninety-Nines, International level (committees, offices) \_\_\_\_\_

Number of Conventions attended \_\_\_\_\_ Sectionals \_\_\_\_\_

Special aviation related awards \_\_\_\_\_

Membership in aviation oriented organizations and offices held \_\_\_\_\_

Specific training and/or experience related to office sought \_\_\_\_\_

Occupation \_\_\_\_\_

Endorsement by own chapter or two other chapters from your own section (signifies chapter approval):

Chairman's signature \_\_\_\_\_ Chairman's signature \_\_\_\_\_

I desire to be considered for nomination to \_\_\_\_\_

This notice constitutes authority to so advise Ninety-Nine chapters and sections. I understand I must meet all eligibility requirements at the time of my election.

Date \_\_\_\_\_ Candidate's signature \_\_\_\_\_

Send ORIGINAL plus four copies to:  
INTERNATIONAL NOMINATING COMMITTEE CHAIRMAN THELMA CULL  
4433 Kenneth Ave., Fair Oaks CA 95628, (916) 967-1642

Send one photocopy of this form, plus BFR and medical, brief resume and photo (black and white passport type preferred) to:  
INTERNATIONAL HEADQUARTERS OF THE NINETY-NINES, INC.  
P.O. Box 59965, Oklahoma City OK 73159, (405) 682-4425

Deadline: November 30, 1985

Attach additional sheet if necessary.

#N-85-2

# Membership Corner

by Stacy Hamm

How often have you seen a famous personality advertise a product on television or in a magazine? How many times have you doubted the quality of that product? Although we admire the actor or actress, we hesitate to sample the product because we know they are being paid to endorse it.

Instead, we usually wait until a friend or family member says to us, "I tried that, and it was very good." It is this personal recommendation that prompts us to purchase a new product or idea most rapidly.

When a pilot sees an issue of *The 99 NEWS* in her local airport, or a poster hung in her FBO office, her curiosity may be aroused as to who we are or what we do, but it is a personal recommendation that motivates her to call the number and join the organization.

You can become a walking, talking advertisement for the Ninety-Nines, Inc. Wear your 99s sportswear, pins and hats. Follow up on all leads from anyone expressing interest in the organization, or who tells you they have a friend who flies. Be a greeter or serve refreshments at FAA Safety Seminars, club fly-ins and airshows.

We have an excellent product, a reasonable price and a lifetime guarantee. Posters, signs and novelties may spread the word, but it takes YOU to spread the good news.

## Air Marking

I just love going to Conventions. I pick up so many new and exciting ideas. Working on an air marking also helps create new tips, like drying the runway first before trying to lay down the paint. Just sweeping the water off won't do it when the runway is asphalt and has millions of tiny indentations. We used newspaper to absorb the excess water. It took quite a bit of paper, but we had plenty and it worked great.

Normally I run my air marking count from July 31 to August 1. Since this is a special year for air marking, however, I am going to

keep a special count from January 1, 1985 to December 31, 1985. I hope by then each chapter will have done at least one air marking or beautification project. I'll let everyone know the results in the March issue with a breakdown by section, listing any outstanding chapters. (I guess I'd better get my own chapter busy. We've only done one so far this year.)

I hope everyone has as much fun and feels as great a sense of accomplishment as I do when completing an air marking. Let's try to squeeze in as many as we can before the end of the year.

by Mary Hill  
International Air Marking Chairman

### AVIATION GREETING CARDS



Contemporary and traditional Greeting cards! All occasions including Christmas, Birthday, Friendship, Get Well, Valentines Day and more. Set of 10 cards and matching envelopes!  
**SEND FOR FREE COLOR CATALOG or contact your local FBO or Gift Shop for details.**

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### NIFA REGIONAL SAFECONS SCHEDULED

Seven of the nine Regional National Intercollegiate Flying Association Air Meets and Safety Conferences will be held in October this year. The winners will be invited to compete at the National Air Meet to be held at the Texas State Technical Institute (TSTI) Airport, Waco, Texas, April 16-19, 1986. Please contact the host schools for the latest information.

REGION I	Metropolitan State College Denver, Colorado .....	October 1985
REGION II	Cochise College Douglas, Arizona .....	March 21-23, 1986
REGION III	Kent State University Stowe, Ohio .....	October 3-5, 1985
REGION IV	Texas State Technical Institute Waco, Texas .....	October 17-19, 1985
REGION V	University of North Dakota Grand Forks, North Dakota .....	October 17-19, 1985
REGION VI	Western Oklahoma State University Altus, Oklahoma .....	October 10-12, 1985
REGION VII	To be announced .....	Spring 1986
REGION VIII	Southern Illinois University Carbondale, Illinois .....	October 10-12, 1985
REGION IX	Middle Tennessee State University Murfreesboro, Tennessee .....	October 10-12, 1985

Ninety-Nines' strong support of NIFA was outstanding this year. Donations from our chapters and sections were received through July 1985. The students and NIFA thank you very much.

Please make checks payable to NIFA and mail to Pauline Gilkison, 131 Walker Ave., Clarendon Hills IL 60514.





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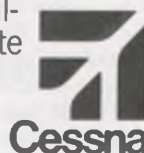
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## Mary Jo Knouff Receives Frank G. Brewer Award

by Lois Feigenbaum

The Frank G. Brewer Award, the highest honor given in the United States for significant contributions of enduring value to aerospace education, was recently awarded to Montana 99 Mary Jo Knouff.

Admiral Engen, FAA administrator, congratulated Mary Jo, saying the FAA and the Ninety-Nines have been honored by her selection. The official award ceremony will be held September 18, either at the White House or the National Air and Space Museum.

The following is the nomination for Mary Jo's selection submitted by Edmund Pinto, assistant administrator for Public Affairs and Don H. Clausen, director of Special Programs:

"We, the undersigned, respectfully nominate Mrs. Mary Jo Knouff to be the recipient of the 1985 Frank Brewer Trophy Award. This recommendation is submitted on behalf of ourselves and the Federal Aviation Administration."

Mary Jo Knouff began flight training in 1953 at Bozeman, Montana, during a period when she was a high school teacher of English and social studies. After attaining her certificate, she directed summer term courses and seminars to train other teachers in aviation education at Eastern Montana College, sponsored by the College and the State Aeronautics Commission.

In 1961, she became the supervisor of Aviation Education for the State of Montana, Department of Public Instruction and Montana Aeronautics Commission. She provided policy guidance in aviation education matters to the state superintendent of Public Instruction and the director of the Aeronautics Commission. Under her leadership, the aviation education program in Montana achieved national recognition.

To overcome the shortage of educationally sound and accurate materials that teachers and their students could use to learn about aviation, Knouff developed a program to publish and distribute to Montana's schools a range of such materials for grades 1-12, including aviation career information. Among other school-related programs for which she was responsible were "Flying Classrooms" for Future Farmers of America, designed to demonstrate the usefulness and effectiveness of the airplane as a teaching tool in on-site observation of water and soil conditions, as well as good and poor farming techniques; a state-approved course guide for an elective high school aviation science course; and flight scholarship competitions for high school seniors.



Her routine use of aircraft to travel about the state influenced other education officials to adopt the use of aircraft as a time-saving and economical way to extend their work effectiveness. In addition, the programs she developed, and the relationships she built with the state's education leaders, helped significantly to gain support for aviation education in Montana, which remains today.

In 1966, Knouff joined Cessna Aircraft Company, where she helped design and implement the company's Air Age Education Program, including producing the aviation education materials kits and publishing a newsletter for teachers, called "Cross-Currents." During her years with Cessna, she was a consultant and resource speaker to numerous educational conferences, teacher workshops, state curriculum committees and school districts, such as Richmond, California's "Learning Through Aviation."

Knouff arranged teacher orientation programs, field trips, as well as briefings and resource materials. She became on-site consultant to the teachers of the school district in a "holistic" approach to aviation education and curriculum planning. She also directed Cessna's Women's World promotional programs designed to involve more women in flying as a profession and as a personal skill. When representing Cessna on speaking tours, appearances for the media, women's groups, youth groups and aviation events, by personally piloting the aircraft, Mary Jo demonstrated the utility of aircraft in a very personal and effective way.

Following her successful experiences in private industry, Knouff accepted a position with the Federal Aviation Administration in 1971, which gave her many additional opportunities to move toward her goal of putting aviation education into the curriculum of every school — and within the reach of every teacher and student. Her work at FAA has included planning, designing, developing and producing high-quality educational materials, teacher education programs and conferences on a national and international scale. She has assisted in several state curriculum development projects, and she has helped organize state aviation educators' organizations.

Knouff has actively supported and participated in aviation education programs of other agencies and organizations. She served as an elected board member of the National Aerospace Education Association. She has maintained membership in the Ninety-Nines, CAP's National Aerospace Education Advisory Committee and Zonta International. For five years, she represented FAA as a member of the Planning Committee for the National Congress on Aerospace Education and participated in planning two World Aerospace Education Congresses.

Most recently in her career, Knouff has played a key role in rebuilding FAA's Aviation Education Programs, providing policy guidance and taking a major part in structuring and implementing a formal policy and the agency aviation education program plan, based on 1976 legislation mandating a civil aviation information distribution program in each FAA region. She has designed and implemented training programs for regional aviation education coordinators and local aviation education facilitators in support of that part of the plan to involve FAA employees in a community "outreach" effort for aviation education.

While many people have been recognized and awarded the Frank Brewer Trophy because of high positions of government administrative and legislative responsibilities, the aviation-aerospace industry and/or military aviation and space program activities, the nominators wrote, "it can truly be said that Mary Jo is an outstanding example of someone who got involved at the grassroots level of aviation and education. She literally 'walked up the ladder' of successful accomplishments to the point of national recognition and appreciation for her unwavering commitment to the cause of aviation and space education.

"Her constructive and dedicated contributions to the National Congress on Aviation and Space Education, the Aviation and Space Education Forum and the World Aerospace Education Organization have gained for her a most respectable national and international reputation.

"Mary Jo Knouff will be retiring this year from her position as the education specialist of the Federal Aviation Administration. We of the FAA can think of no more fitting tribute than for Mary Jo to be this year's recipient of the Frank Brewer Trophy. Through hard work and her lifetime dedication to aviation and space education, Mary Jo Knouff has gained the admiration and respect of everyone privileged to work with her."

Paraphrasing a well-known TV commercial, "Mary Jo did it the old-fashioned way — she earned it."

The citation accompanying the trophy reads: "For outstanding contributions to the growth and development of aerospace education, across the entire spectrum, from the grassroots to high government and industry levels, she exemplifies the very purpose of the Frank G. Brewer Trophy."





WAEO President Curtis Graves and Chairman Kamal Naguib accept a plaque from astronaut Colonel Frederick Gregory.

## World Aerospace Education Congress Report

"What a great adventure the 99s offer members through aerospace education," said Polly Gilkison recently.

Polly recently returned from the fourth annual World Aerospace Education Congress in Nairobi, Kenya. "It was a great opportunity to meet and hear the world's best informed aerospace educators," Polly remarked. "The 'Women in the Air' discussion was led by British 99 Sheila Scott and Royal Jordanian Airlines First Officer Samar N. Al-Oran."

Additionally, NASA space man Colonel Frederick Gregory spoke about the Flight of 51-B Spacelab Science and Life in Orbit."

Afterward, Polly went on to the Kilimanjaro Safari Lodge for several game runs, and enjoyed the Nile River/Ancient Egypt tour to the Aswan High Dam.

At the fourth World Aerospace Education Congress in Nairobi, Kenya, June 24-26, are British 99 Sheila Scott and First Officer Samar N. Al-Oran with the Royal Jordanian Airlines, who wanted to join the 99s.



Evelyn Kropp, 1984 AE Scholarship winner, has completed her multiengine instructor rating, her scholarship goal.

### WORLD AVIATION, EDUCATION & SAFETY CONGRESS

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Accompanying persons' names

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2. \_\_\_\_\_

3. \_\_\_\_\_

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US \$ \_\_\_\_\_ FOR ACCOMPANYING PERSONS

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7752 E. Oakwood Place, Tucson, AZ 85715, U.S.A.

OR

Mr Rabie Futehally  
C/o Indravel, Neville House, Nicol Road,  
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NO. OF DAYS \_\_\_\_\_

NO. OF ROOMS: DOUBLE \_\_\_\_\_ SINGLE \_\_\_\_\_

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#### SALES TAXES

Most states, and some cities, have a sales tax. Businesses traditionally get resale permits so that they do not have to pay sales taxes for their supplies, but collect it from their customers instead. Contrary to popular thought, the 99s are NOT exempt from sales tax regulations in most states, and may need to get a resale permit in order to sell items for their chapters/sections, unless they pay sales tax to the manufacturer of the items.

If you are going to sell items at a public function, especially a large, well-publicized one, you should check with your state tax agency to find out the requirements for a 501(c)(3) organization in your state so far as sales taxes go. Failure to comply with the state law may cause your chapter/section to be assessed some rather large penalties. The only inconvenience is the paperwork necessary to collect and file the sales taxes.

One problem has already arisen, which cost hours of time in telephone calls and letterwriting, and still ultimately resulted in a bill having to be paid, so please look into this right away if your chapter sells things.

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# New Horizons

## Natalie "Nikki" Caplan

The Greater St. Louis Chapter lost a dear friend and supporter June 28. Nikki Caplan died of cancer at her home.

Nikki was a pioneer in modern hot air ballooning and the first licensed balloon pilot in Missouri. She was named the state's official balloonist in 1978.

In 1982, she set a new World Feminine Distance Record of 1,256.6 kilometers for AA-6 through AA-15 Class gas balloons in a flight from Albuquerque, New Mexico to Duncombe, Iowa. The record, which still stands today, is more than double the previous mark.

In 1983, Nikki received the Montgolfiere Diplome, the highest award bestowed upon a balloonist by the Federation Aeronautique Internationale (FAI).

Last October, Nikki and her 99 copilot, Jane Buckles, represented the United States in the Gordon Bennett Trophy Race.



They launched from Zurich, Switzerland, and landed in a tiny hamlet in France, scoring the highest of the three American entries.

Nikki's gas balloon is named *City of St. Louis*. Her hot air balloon is *Les Licornes* and is featured in a mural at the Smithsonian Air and Space Museum in Washington, D.C.

She had received the President's Award from the Balloon Federation of America twice, once in 1976 and again in 1979.

She was president and chief flight instructor of Balloon Port of St. Louis. Among those she trained is comedian Flip Wilson. She was an FAA examiner designee for both flight and written tests, and she taught a ballooning ground school course at Mera-mec Community College in St. Louis.

Nikki was an active member of the Ninety-Nines for five years and served our organization in many ways. She was also active in founding the St. Louis Aviation Museum.

by Nelda Lee

## Elmer E. Haupt

Greater St. Louis Chapter 99s and 49½ers were saddened by the death of Elmer Haupt, husband of Dorothy. He died of a heart attack at home June 15.

Elmer was a member of the Progress Lodge, Scottish Rite and the Shrine Temple of St. Louis. He was a former member of the Air Patrol and Aero Club. He learned to fly in 1950 and became a 49½er in 1960.

by Nelda Lee

## Elgin Newell

Elgin Newell passed away March 20 of cancer. He was the husband of Juanita Newell, a charter member of the Phoenix Chapter.

Elgin learned to fly in 1932 at the Stockton Airport in his OX-5 Travel Air. He was known in the 1930s as the "OX-5 King of San Joaquin Valley." After 35 years in aviation, Elgin retired, and he and Juanita moved to their ranch in California.

He wholeheartedly supported the Ninety-Nines and women in aviation.

by Juanita Newell

## Frank Reiger

We were saddened at the death of 49½er Frank Reiger, and extend our condolences to 99 Lu Reiger, South Louisiana Chapter.

Dr. Reiger was a staunch supporter of the Ninety-Nines and, as Lu said, she will miss the best friend she ever had. He often encouraged her to "be an ace pilot," and he was terribly proud of her.

## James F.G. Sheffer

We were terribly saddened to hear of the death of 49½er James Sheffer, husband of 99 Helen Sheffer. Jim was a good friend to all 99s, helping with such projects as the Powder Puff Derby, USPFT, air marking, pennies-a-pound and conventions. He will be deeply missed by all of us.

## Alfred Wolf

Eastern Pennsylvania 99s, as well as AOPA, have lost a valued friend with the death of General Alfred Wolf, 49½er of Connie Wolf.

"Abby" was one of the founders of AOPA and their legal counsel. Apart from his many services to aviation, in the Air Force, AOPA and breaking new ground in aviation, he was an enthusiastic supporter of the Ninety-Nines. He always managed to read our chapter newsletter before Connie saw it.

We are glad that we installed him last year in the Forest of Friendship; he and Connie are perhaps the first married couple there.

## Gifts to Headquarters

### Archives

Charles Smith

Margery Brown Aviation Manuals, Donation to Oral History Program,

Margery Brown Scrapbook, Foreign Travels

Carolyn Westerman Schmalz, Kansas Chapter

Ruth Rueckert, Bay Cities Chapter

### Building Fund

Lygia Ionititiu, Monterey Bay Chapter

Lindy Boyes, Aloha Chapter

Marilyn Burch, Florida Gulfstream Chapter

Billie Downing, Eastern New England Chapter

Audrey J. Karp, Indiana Dunes Chapter

Rochelle B. Katz, Eastern Pennsylvania Chapter

Mary F. Seidl, El Paso Chapter

Bonnie Whitman, Charter Member, Reno Area Chapter

Pearl Laska, Alaska Chapter

Nema Masonhall, Oklahoma Chapter

Sophia Payton, Florida Suncoast Chapter

Anna Brenner, Redwood Empire Chapter

Ruth Jacobs, Cook Inlet Chapter

Velda Mapelli, Las Vegas Chapter

Nancy Tier, Charter Member, Connecticut Chapter

Bea Rosenman, Iowa Chapter

Sandra Sweeney, Reno Area Chapter

Geraldine Mickelsen, Past International President,

Sacramento Valley Chapter

Betty Gillies, Past International President, Charter Member,

San Diego Chapter

Mary Grady

V. Darline Sanders, El Cajon Valley Chapter

Barbara Sestito, Sacramento Valley Chapter

Shari Stamford, Colorado Chapter

Ilse Traulsen, Greater New York Chapter

Miriam Burcham, Sacramento Valley Chapter



# Flying in the Nationals

by Doris Abbate



PAPA #12 Sandy McDonough performs a barrier landing at the USPFT Nationals.

"I must tell you," said Doris Abbate, Regional VII coordinator, "that that 'P' (Precision) in USPFT came alive for me in a way I would never have believed!"

She described her participation in the National Finals in Kissimmee, Florida, June 5-9, in glowing terms, and is urging chapters to host more local rallies this year.

"Chapters and contestants who have done it love it. I have lists of pilots who are looking for USPFT Rallies. It's fun! It's easy!"

Sandy McDonough is planning a Connecticut Chapter Rallye this fall. "Our motto," said Abbate, "will be to try to use more of the World rules in our Regional Rallye to better prepare our pilots for the Nationals."

She expresses her pride in having come full cycle in this precision flying event — first as regional coordinator for the Northeast, then chairing Long Island Chapter Local Rallyes, winning ribboned bronze medals for competing in two Locals for the fun of it and winning the Regional Trophy to qualify as a finalist for the National Team, climaxed by being named an official for the World Championships — and all of this in less than



Waiting to take off, PAPA #1 is at the head of a double line of planes.

two years!

Abbate credits her 49½er, Ron, for constructive support. He attended Judges School, conducted by President Hazel Jones, and his contributions to the week's events in the Florida Finals earned him a brass judge's plaque.

"Ron was the one lying down under the two strings forming the gate in secret checkpoint #3," said Abbate. "The next day, in the broiling sun, he kept his eye peeled on the minus-10-meter position on the runway for four types of accuracy landings."

She also singled out Carolyn Pilaar, first place winner, as especially helpful. Pilaar,

who has 16,000 hours and was recently hired by Eagle American Airlines, shared her expertise graciously and freely.

"She taught me how to practice my accuracy landings, to create and use my first speed graph, check my compass and DG, and introduced me to cross-country flight at 1,000 AGL, timing with seconds, procedure turns and hunting for photographs.

The main reason she felt that competing in the National contest was an unforgettable experience was that "this precision flying event held tightly to the purpose of USPFT — a rallye through which pilots can develop, practice and maintain safe flying habits."

Irene Wirtschafter, *Florida Spaceport Chapter*  
Joan Paynter, *Bakersfield Chapter*  
Florence Robinson, *Minnesota Chapter*  
Jane Tisdale, *Carolinas Chapter*  
Helen Pustmueller, *Colorado Chapter*  
Verda Giustina, *Willamette Valley Chapter*  
Bonnie Carr, *Florida Spaceport Chapter*  
Lilli Kraus, *German Section*  
Gene Nora Jessen, *Idaho Chapter*  
Jeanette Jenkins, *All-Ohio Chapter*  
Gavilan Chapter  
Space City Chapter  
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Muriel Majneri  
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# A Moving Experience

by Harriet Fuller

It all started with a call from Fay Gillis Wells. Muriel Earhart Morrissey was donating a desk and a table to the AE Birthplace in Atchison. They needed to be crated and delivered to Bridgeport, Connecticut by July 1 to go out on the same truck as a statue of Amelia that was being shipped to the Forest of Friendship.

The first step would be to see Muriel and check on the size of the table and desk. Carol Stites went with me, and Muriel had coffee ready for our visit.

Muriel can still visualize her "portly" grandmother sitting at the desk busily writing. One of Muriel's grandsons wanted it eventually, but she said it should go to the house because "Amelia belongs to America."

We found the little dropleaf table to be an absolute gem, and it will be a great addition to the furnishings!

We contacted several moving companies to get quotes. Forget that idea — average \$600 and several months' wait!

After giving Muriel a few weeks to empty the desk, we rented a trailer and, with Carol's neighbor, Liz Mayberry, we returned to West Medford.

We could get the desk out of the apartment into the hallway, and that is where we ran into trouble. It would go through the doorway to the front stairs, but the newel posts were too high to get it around the corners of the three short flights of stairs. It



Getting ready to load the desk and table donated by Muriel Earhart Morrissey to the AE Birthplace are Liz Mayberry, Muriel Morrissey and Carol Stites.

wouldn't fit through the doorway, but we measured and found we could get it down the stairs and around the corners. No handyman was available, so it was up to us.

We took the heavy steel door off the hinges, then removed the drawers and wooden casters from the desk, figuring the best way to get it down the stairs was to tip it on its side. It worked and we managed to get everything to the trailer in the parking lot. We wrapped them with moving pads and, tied securely to the sides, they were all set to go.

When we got back to Carol's house, we asked another neighbor to help us get the desk into the front hallway. He was more than pleased to help and thanked us for the privilege of having touched this historic piece of furniture.

A call from Joe Carrigan of Atchison that Mid-west Solvents would have a truck in the Boston area Monday morning meant our job was urgent. Carol and I convinced our 49½ers, Frank and Howie, that they could do a better job of crating than we could. A conference that evening worked out the details, and Carol went to the lumberyard for supplies.

Sunday afternoon we started the crating. It was done in the barn where Carol and Frank had built their VariViggin, and some of the leftover styrofoam from the plane was used for bracing the corners of the desk. Carol and I packed the table in a wardrobe moving carton. We also went scouting the

area for the best place for the truck to meet us as they didn't want to go into a residential area. The best place was in the back parking lot of the Red Coach Grill. It is located at a fork in the road, and the truck could go in on one street and out on the other.

We went back to the house, hitched up the utility trailer, got the crate and carton into it, and as I was labeling it, Frank said, "Don't forget the wine glass." That is when I learned that a wine glass is the international symbol for something fragile. So I drew wine glasses on all sides!

The next morning we got our call from the driver, Tom Smith, just before they left Norwood, and we gave them directions. We went to the Red Coach Grill to wait for them and, wouldn't you know, it started to rain. There wasn't a thing we could do about it, so we just sat there and laughed.

It didn't last too long, so the containers didn't get very wet. The truck arrived and we got them loaded, the driver leaving us with the promise of tender loving care.

Carol and I look forward to seeing the desk and table again — in their original setting in Atchison.

I had been back at my house just about an hour, when the phone rang. Believe it or not, it was Fay. I was very happy to report that the table and desk were on the truck heading for Bridgeport to pick up the statue of Amelia.

So, you see, the story ends just as it began, with a call from Fay Gillis Wells.

## NOTAM

Information is being sought on the following Charter Members:

Barbara Bancroft  
Ruth T. Bridewell  
Myrtle R. Caldwell  
Marion Clark  
Helen Cox Cohecy  
Jean Davidson  
Marjorie Doig Greenburg  
Sasha Peggy Hall Martin  
Ruth E. Halliburton  
Ethel Lovelace  
Olivia "Keet" Matthews Maugham  
Agnes A. Mills  
Margaret Fzandee O'Mara  
Peggie J. Paxson  
Elizabeth F. Place  
Lillian Porter  
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# Women with Wings of Gold

by Brandy Ian

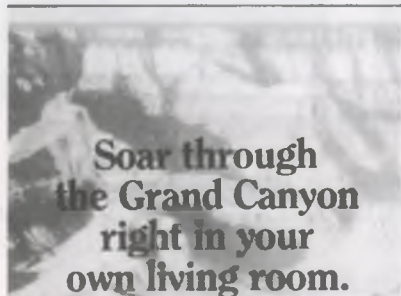


Lieutenant j.g. Vicki Karnes and Lieutenant j.g. Cathy Beirne prepare for takeoff at Coast Guard Air Station Miami, Florida. The two women pilots fly the Coast Guard's Falcon jets.



Vicki and Cathy stand in front of one of the Falcon jets they fly.

Editor's note: Vicki Karnes has been a member of the Monterey Bay Chapter since 1978.)



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Karnes, a native Californian, came to the Coast Guard looking for jet experience. She didn't come empty-handed. The blue-eyed aircraft commander came equipped with a BS in aeronautical operations and lots of flying experience.

The 30-year-old pilot recalled how hard she worked, giving up everyday luxuries to pay for classes and flying lessons.

"In four years, I pumped about \$25,000 into my lessons, flying several different types of aircraft, including gliders, helicopters and seaplanes," she said.

Karnes was also a flight instructor before she joined the Coast Guard, which, in her opinion, has the best program for women pilots.

"I needed jet aircraft experience, and I chose the Coast Guard because its mission involves men and women equally," she explained.

For three years, Karnes has served that mission well, according to fellow pilot Lieutenant Steve Blankenship.

"I'd fly anywhere with that kid. If there was rough weather, although mission, I'd just as soon fly with her," he said. "There's no ego involvement," he continued. "She's just a regular person."

When she's not flying missions or test flights, ordering aircraft parts or working on her master's degree in aviation manage-

ment, she runs, swims and bicycles — in triathlons. Since she's been in Miami, Karnes has participated in five triathlons, all in a five-month period.

As a pilot, Karnes knows the importance of staying fit. "In our business, if you are overweight, you get grounded; then everyone else has to pick up your slack," she explained.

Karnes' counterpart, Cathy Beirne, finds a somewhat calmer way to relax. She finds tranquility on her 16-foot Hobie Cat, and prefers to do her running on a tennis court with her favorite racquet.

Like Karnes, she also has past flying experience and joined the Coast Guard to fly the Falcons.

"They were brand new, beautiful machines, and I wanted to fly them!" she exclaimed. "All of my prior flight time was in smaller planes, and I wanted that jet experience."

She's assuredly getting that jet experience at Air Station Miami.

When a search and/or rescue is out of range for the helicopters, the Falcons fly. And with the Falcon goes Beirne, along with a pilot or copilot (depending upon which role she's filling), and three sharp-eyed crew members.

The Falcons play a big part in the search and rescue mission. They carry dewatering pumps and rafts to sinking boats, along with portable communication devices and other necessary survival gear.

The jets also fly over distressed boats and relay their position to other Coast Guard units. Sometimes they circle over a distressed boat for hours. "One time we were 200 miles offshore and down to 500 feet when we lost oil pressure and had to shut down one engine," said Beirne. "Because of the weather, Miami was the only good place to land, so we flew back 200 miles on one engine."

When she's not flying missions, Beirne works in the personnel office.

"Since I was selected personnel officer a year ago, I've been putting in some long hours between flying," she said. "I come in on weekends to supplement my 15-hour days, just to get the job done."

"I'm probably one of the few junior officers here who have people working for them. That's a tremendous experience in leadership and management."

The small brown-eyed pilot somehow manages to squeeze in college courses for her master's degree in aviation management.

Beirne and Karnes are, seemingly, tireless aircraft commanders whose main concern is staying on top of the books amid the other daily demands of their profession.

The thoughts of their fellow pilots and crew members can be summed up in the words of Lieutenant Commander Ken Rothhaar, assistant engineering officer, who has flown with both of them. "What do I think of Vicki and Cathy? I am very, very much impressed."



# 1986 Application Form

Application must be complete in every respect.  
Any item not completed in application may result in disqualification.  
Use additional sheets for any items as necessary.

(CHECK ONE:)

- ☐ Amelia Earhart Career Scholarship  
☐ Amelia Earhart Research Scholar Grant

Name \_\_\_\_\_

Address \_\_\_\_\_

Zip \_\_\_\_\_

Phone (\_\_\_\_) \_\_\_\_\_ Birthdate \_\_\_\_\_ Number of Children \_\_\_\_\_ Ages \_\_\_\_\_

Other Dependents \_\_\_\_\_ BFR Date (USA only) \_\_\_\_\_

Date Private Cert. received \_\_\_\_\_ Airman's Cert. # \_\_\_\_\_ Date Last Medical \_\_\_\_\_ Class \_\_\_\_\_

Date Joined The Ninety-Nines, Inc. \_\_\_\_\_ Chapter \_\_\_\_\_ Section \_\_\_\_\_

HOURS:	P.I.C.	DUAL	TOTAL	ACTUAL INSTRUMENT	SIMULATED INSTRUMENT	NIGHT	XC	SIMULATOR	
SINGLE ENGINE									
MULTIENGINE									
OTHER (explain and show hours)									

Certificates and Ratings now held: \_\_\_\_\_

If this application requires flight training, applicants should anticipate completion of same under FAR Part 61.

\* Scholarship would be used for completion of \_\_\_\_\_ (Applicant may apply for only ONE certificate or rating):

Reasons for applying (proposed use of certificate or rating and opportunities available). Please use separate sheet for reply.

Ultimate aviation career goal: \_\_\_\_\_

Highest academic degree (where obtained): \_\_\_\_\_

Present position, employer and date employed: \_\_\_\_\_

Previous employment (give dates): \_\_\_\_\_

Marital Status: \_\_\_\_\_ Husband's name: \_\_\_\_\_

Husband's position and employer: \_\_\_\_\_

Have you applied for another aviation scholarship this year? If so, identify: \_\_\_\_\_

\* Applicants for RESEARCH SCHOLAR GRANTS may eliminate this answer since the essence of the statement will be reflected in the Formal Proposal.  
This proposal shall conform to the Research Scholar Guidelines which may be obtained from The Ninety-Nines Headquarters.

**EXPERIENCE** (list THREE longest cross-country flights):

DATE	FROM (City and State)	TO (City & State)	Nautical Miles	Pilot Hours

Instructing (year, place and approximate hours or duration of job): \_\_\_\_\_

Other aeronautical experience or training: \_\_\_\_\_

ATTACH  
RECENT  
2½" x 2½"  
CLEAR  
HEAD AND SHOULDERS  
PHOTO  
HERE

PLEASE DO NOT STAPLE  
OR PAPER CLIP  
THROUGH FACE



# 1985 Eligibility Form

(To be used by all applicants for Career Scholarships and by applicants for Research Scholar Grants if the grant is to be used in connection with an advanced degree or on a participating contract.)

The following statement is to be completed by a responsible official of the accredited school or by a qualified instructor who would give the instruction:

## CREDENTIALS:

I have examined the credentials of (NAME OF APPLICANT) \_\_\_\_\_ and find her to be eligible

and deemed fully qualified per FAR Part 61 (if flight training) to accomplish the course entitled: \_\_\_\_\_

NOTE: Applicants desiring consideration for an AEMS F Career Scholarship for flight training should anticipate training under FAR Part 61.

Name of School or Qualified Instructor: \_\_\_\_\_

I hereby certify all information stated above is true and correct.

Address: \_\_\_\_\_

Signed: \_\_\_\_\_

\_\_\_\_\_

Title: \_\_\_\_\_

Telephone: (\_\_\_\_) \_\_\_\_\_

Date: \_\_\_\_\_

## AIRCRAFT TO BE USED (one or two types as required):

Make: \_\_\_\_\_ Model: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_

### AIRCRAFT #1

### AIRCRAFT #2

DUAL FLIGHT TIME ..... Aircraft Rental \_\_\_\_ hours @ \_\_\_\_ /hour + \_\_\_\_ hours @ \_\_\_\_ /hour = \$ \_\_\_\_\_

..... Instructor Time \_\_\_\_ hours @ \_\_\_\_ /hour + \_\_\_\_ hours @ \_\_\_\_ /hour = \$ \_\_\_\_\_

SOLO FLIGHT TIME ..... Aircraft Rental \_\_\_\_ hours @ \_\_\_\_ /hour + \_\_\_\_ hours @ \_\_\_\_ /hour = \$ \_\_\_\_\_

GROUND SCHOOL (or show flat rate amount for the course) ..... \_\_\_\_ hours @ \_\_\_\_ /hour = \$ \_\_\_\_\_

FLIGHT SIMULATOR ..... Rental \_\_\_\_ hours @ \_\_\_\_ /hour + \_\_\_\_ hours @ \_\_\_\_ /hour = \$ \_\_\_\_\_

..... Instructor \_\_\_\_ hours @ \_\_\_\_ /hour + \_\_\_\_ hours @ \_\_\_\_ /hour = \$ \_\_\_\_\_

EXAMINER FOR FLIGHT CHECK (show aircraft expense above under solo flight time): ..... = \$ \_\_\_\_\_

OTHER (describe): ..... = \$ \_\_\_\_\_

NOTE: Upon receipt of properly executed AEMS F forms, payment will be made monthly — or when course has been completed.

TOTAL OF ABOVE ..... \$ \_\_\_\_\_

Less employee discount (if applicable) ..... \$ \_\_\_\_\_

TOTAL NET COST (in US dollars) ..... \$ \_\_\_\_\_

## THE FOLLOWING IS TO BE COMPLETED BY THE CHAPTER SCHOLARSHIP CHAIRMAN (OR CHAPTER CHAIRMAN):

I verify the accuracy of this application. My letter of recommendation accompanies this form.

Signed \_\_\_\_\_ OR Signed \_\_\_\_\_  
Chapter Scholarship Chairman (date) Chapter Chairman (date)

NOTE: Original and six exact copies (seven total) of all material furnished must be sent to the SECTION SCHOLARSHIP CHAIRMAN postmarked no later than JANUARY 15.

## TO BE NOTARIZED

### BE IT KNOWN THAT:

- I have been a member of The Ninety-Nines, Inc. for the 24 consecutive months since January 1, 1984.
- I have logged at least 150 hours of pilot time (does not apply to Research Scholar applicant).
- If I receive this (check one) ☐ Career Scholarship ☐ Research Scholar Grant, I will complete the project for which this application is submitted by December 31, 1987.
- I agree to retain my membership in The Ninety-Nines, Inc. during this time.
- I understand that the funds are to be used ONLY for the purpose for which I am applying.
- I will communicate, at least quarterly, with the Treasurer of the Amelia Earhart Memorial Scholarship Fund (AEMS F) and inform her of my progress.
- I attest to the fact that my application reflects an honest appraisal of my ability to complete the goal requested herein.

I CERTIFY THAT ALL INFORMATION IN THIS APPLICATION IS TRUE AND CORRECT.

SIGNED \_\_\_\_\_

Subscribed and sworn before me this \_\_\_\_\_ day of \_\_\_\_\_, 19 \_\_\_\_\_

Notary Public: \_\_\_\_\_ My commission expires: \_\_\_\_\_



# 1986 FACT SHEET

## Pertaining to the Applications for

### Amelia Earhart Career Scholarship and Research Scholar Grant

Any Ninety-Nine wishing to apply for a scholarship is invited to thoroughly read this page and the section in The Ninety-Nines Membership Directory on "How to Apply for Scholarships and Grants." The criteria for an applicant includes the following:

- has been a member of The Ninety-Nines, Inc for the 24 consecutive months since January 1, 1984;
- holds a current medical certificate;
- has a current BFR (Biennial Flight Review) for USA only;
- has a minimum of 150 hours of total pilot time (does not apply to Research Scholar applicants);
- has financial need of the award;
- has a letter of recommendation signed by the chapter scholarship chairman (or the chapter chairman);
- has a letter of recommendation from an individual who is not a Ninety-Nine; and
- agrees to complete the course and/or training by December 31, 1987.

**THIS APPLICATION CONSISTS OF** the original and six exact copies (seven total) of:

1. **Application Form** (which includes experience record);
2. **Eligibility Form** (only the original need be notarized in the place provided);
3. **Letter of Recommendation from the chapter scholarship chairman** (or chapter chairman);
4. **Letter of Recommendation from an individual who is not a Ninety-Nine**; and
5. **A clear head-and-shoulders photo of the applicant** (2½" x 2½") taken within the past two years must be attached to **EACH COPY** of the application in the space provided in the upper right-hand corner.

NOTE: Omit use of binders and covers of all types.

Any item not completed on the Application Form may result in disqualification.

Original and six exact copies (seven total) of all material furnished must be submitted to chapter AE chairman by **DECEMBER 15.**

#### **EACH CHAPTER IS ALLOWED ONE APPLICANT FOR EVERY 30 MEMBERS OR MAJOR PORTION THEREOF.**

Regardless of size, each chapter is allowed at least one applicant. The Scholarship Chairman may select a committee to assist her in screening applicants. This will be composed of two or three Ninety-Nines or other members of the local aviation community who would have a non-biased interest in furthering aviation. Chapter chairmen may serve as scholarship chairmen.

**THE CHAPTER SCHOLARSHIP CHAIRMAN** (with her committee if one is needed) will screen only Career Scholarship applications (see last paragraph for Research Scholar applications). The chapter scholarship chairman mails her chapter quota (or less) of the applications to the section scholarship chairman, postmarked no later than **JANUARY 15.** Use of the following criteria will help in making chapter selection(s) for forwarding to the section:

- A. Are the applications and supporting materials (original plus five exact copies) complete in every respect?
- B. Does she financially need the award?
- C. Is the requested amount of funding appropriate (time needed, plus rental and instructor rates in your area)?
- D. How realistic is her goal?
- E. What has the applicant already accomplished?
- F. Is she an active participating Ninety-Nine?
- G. Was she chosen by general accord of the chapter?

#### **TO THE CHAPTER CHAIRMAN OR SCHOLARSHIP CHAIRMAN:**

Your letter must cover items B thru G at left.

**A SECTION MEMBER** (not affiliated with a chapter) may request a letter of recommendation from the section governor and submit her application as directed above to the section scholarship chairman no later than **JANUARY 15.**

**THE SECTION SCHOLARSHIP CHAIRMAN** will select a committee (similar to that described for the local chapter) and screen the applications submitted by the chapters, using the criteria listed above. Each section may submit one application for each 200 members of the section or a major fraction thereof to the Vice-Chairman of the AEMSF to be postmarked no later than **FEBRUARY 15.** The section scholarship chairman will notify all chapter scholarship chairmen of the status of their applications by **FEBRUARY 28.** All sections, regardless of size, may submit at least one application.

**RESEARCH SCHOLAR GRANT APPLICATIONS** shall be submitted to the AEMSF Trustees after simply verifying data on the Application Form and the lower portion of the Eligibility Form. No other screening is necessary.



# AE Scholarship Winners

Eight Amelia Earhart Memorial Scholarships and one Amelia Earhart Research Scholar grant were awarded at the 1985 International Convention.

One of the AE Career Scholarships will be used for a Boeing 727 flight engineer certificate, one for academic training in aviation management, and six for advanced flight training.

Money for the scholarships comes from contributions of individuals, chapters and sections to the Amelia Earhart Memorial Scholarship Fund, plus interest on the Fund's invested capital. Money for the AE Research Scholar Award grant comes from unused portions of scholarship awards and special contributions. One of the scholarships was made possible through a special account within the Fund — the Jane Zieber Kelly Memorial Account of the Aeons.

The 1985 AE Career Scholarship winners are Cindy Bergstrom, Livermore, California; Diana Dwelle, Bismarck, North Dakota; Tookie Hensley, Riverside, California; Debby Kaeder, Eagan, Minnesota; Mary Kelly, Altus, Oklahoma; Estelle Kirkpatrick, Bethel, Alaska; Ceci Stratford, North Hollywood, California, and Elizabeth Wieben, Vickers Heights, Ontario, Canada.

Claire B. Kopp, PhD, Los Angeles, California, received the AE Scholar Research Award grant.

**Cynthia "Cindy" Bergstrom** was working as a microbiologist before beginning her aviation career.

A birthday present of flying lessons changed her life in September 1981. "During the first lesson, I fell totally in love with flying," she says. "I thought it was the most wonderful thing I had ever done." In less than two years, she became an instrument-rated commercial pilot for both single and multiengine land airplanes and an instrument and multiengine-certified flight instructor. Her lowest grade on a written exam was 96, and she recently passed her ATP written with a 99.

As soon as Cindy became a flight instructor, her aviation career began at Monterey Peninsula Airport, where she was very active in the Monterey Bay Chapter and received its 1984 Pilot of the Year Award.

Cindy is now employed as a first officer in a Lear 24 and a Lear 35 for Continental Aviation, a jet charter company based in Livermore, California. She will use her scholarship to obtain an ATP license.

**Diana Dwelle**, a private pilot with instrument rating, will use her scholarship to

obtain a commercial license in preparation for a career in missionary aviation.

Discovering flying through a \$10 introductory flight, Diana claims it was love at first flight.

She is currently flying with her husband to Indian Reservations in her state, where he holds clinics for the Indian Health Services. She is active in the North Dakota Chapter as safety chairman and director of its project, "Operation Heartbeat," which provides transportation for financially needy children who need medical treatment away from their hometowns. Vice-president of the North Dakota Pilots Association, she is also active in CAP, serving as a safety officer, as well as a mission coordinator and mission pilot.

A graduate of Evangel College in Springfield, Missouri, with a degree in music education, Diana works in music activities at the Bismarck Baptist Nursing Home.

She and husband Terry are preparing for a career in medical missions, with missionary aviation the ultimate goal.

**Bessie "Tookie" Hensley** received her private license in 1973, her commercial in 1974 and an instrument rating in 1975. She will use her scholarship to obtain an instructor rating.

She was appointed the first woman Airport and Land Use Commissioner for the County of Riverside, California, and still serves as the only woman on the commission. A charter member of the Inland California Chapter when it was founded in 1974, Tookie has served in virtually all chapter offices, including chairman.

Among her other aviation activities are membership in the Riverside Airport Boosters, board membership for the Air Race Classic and chairmanship of her chapter's Summer Air Rallye. Her hobby of air racing has taken her to all parts of the United States and Mexico.

Outside of aviation, Tookie is on the Board of Directors for the Riverside Ballet Theater, plays tennis and enjoys both boating and water skiing. "Last but not least," she says, "my two children and five grandchildren are a great enjoyment to me."

**Deborah "Debby" Ann Kaeder** holds a multiengine airline transport pilot certificate and single and multiengine instructor ratings. All of them were financed since 1981 through her own hard work and ingenuity in building flight time and experience.

Active in the Minnesota Chapter, she has done an outstanding job developing the

chapter's 66 program, and she has given many hours to the chapter's Red Cross Lifeguard flights and American Cancer Society Daffodil Days flights.

In addition to her aviation activities, Debby has been attending the University of Minneapolis part-time, and she expects to have her degree this summer.

Her ultimate goal is to be a pilot with a major airline. She will use her scholarship to obtain a Boeing 727 flight engineer rating.

**Mary G. Kelly**, an Oklahoma 99, will complete her degree in aviation education and aviation management at Western Oklahoma State College with her scholarship.

She has a bachelor of arts degree from Baylor University, and is airport manager for the City of Altus, Oklahoma. Her flight certificates and ratings include a single and multiengine commercial certificate and single engine airplane and instrument instructor rating.

Believing airport management to be a wide-open field, Mary's personal aviation goal is to become manager of a large airport.

**Estelle Kirkpatrick** went to Germany in 1974 to work and travel. On one trip, she had a sightseeing trip over Victoria Falls, and "my love of flying was born," she says.

She received her private pilot certificate through a military club in Germany, driving 60 miles one-way to the airport and working two jobs to pay for her flight time.

After traveling 18 months, she returned home with 100 flying hours and continued her training in El Paso, obtaining her single and multiengine commercial certificate and instrument ratings. She joined the 99s in 1980 and, later, the Civil Air Patrol.

Estelle began her commercial flying with charter and air cargo in the Southwest. Currently she is with a charter service in Bethel, Alaska, flying into villages to carry passengers, mail, food and medivacs as needed. "I've carried everything from snow machines to three-wheelers, to a full dogsled team," she says.

Having already passed her written exams and her single engine airline transport pilot ride, Estelle will use her scholarship to obtain her multiengine ATP.

**Ceci Stratford**, like many dedicated 99s and active aviation enthusiasts, says she was "hooked on my first flight."

She received her private pilot certificate in 1976 and joined the San Fernando Valley Chapter the same year. Since then, she has held many chapter offices, including chair-





**Cindy Bergstrom**



**Diana Dwele**



**Tookie Hensley**



**Debbie Kaeder**



**Mary Kelly**



**Estelle Kirkpatrick**



**Ceci Stratford**



**Elizabeth Wieben**



**Claire B. Kopp**



*Photo by Susie Mitchell*

man. Her activities, which won her the San Fernando Valley Chapter's Service Award in 1983, include flying companion seminars, air age education, Future Women Pilots Program and public relations as a speaker to community groups.

Ceci is also interested in aviation heritage, has flown many antique aircraft and served as president of the Vintage Aeroplane Association.

A commercial pilot with instrument, sea-plane and basic ground school ratings, Ceci will use her scholarship to obtain her flight instructor rating.

**Elizabeth Wieben** is currently a bush pilot in Northern Ontario, flying floats on the vast shoreline of Lake Superior. She intends to use her scholarship to obtain her Canadian multiengine airline transport

license. For the past five years, she has been working in the bush, flying prospectors, geologists, hunters, fishermen, lumber and camp supplies.

First introduced to the 99s by the Inter-mountain Chapter in 1976, she is presently a member of the Winnipeg Chapter. Her flying base is 580 miles from Winnipeg, the closest 99 chapter.

Elizabeth, with a university degree in business and economics, holds commercial licenses from Australia, Canada and the United States, having done charter work in all three countries.

"Since I have moved extensively in my adult life, I have enjoyed the companionship of the 99s, the Australian Women Pilots Association and a variety of other aviation organizations, including skydiving clubs."

She and her husband (a South African) are raising a family of four children, which includes two Australians, one Canadian and one American.

Elizabeth is the daughter of Orville Wieben, well-known Canadian aviator, and one of a flying family of five.

**Claire B. Kopp**, PhD, received the AE Scholar Research Award for a study she will conduct on the spatial orientation abilities of general aviation pilots.

After receiving her doctoral degree in psychology at Claremont Graduate School, Claire went to the University of California at Los Angeles in 1970, where she has remained in various positions, including staff psychologist, research psychologist and associate professor-in-residence. Currently, she is a visiting lecturer there, has written numerous research articles and edited two books.

Claire learned to fly in the fall of 1981, received her private pilot certificate in June of 1982 and joined the San Gabriel Valley Chapter shortly thereafter. She has since added an instrument rating.

During her first year of 99 membership, she organized a "Greasy Thumb Seminar" for her chapter, an all-day course taught by the aviation faculty of Glendale College. It included all aspects of maintenance that can legally be done by pilots. Claire has been in the Palms to Pines Air Race, participated in the chapter's air marking of El Monte Airport and written articles for national aviation publications.

About her proposed research, Claire explains, "Without question, piloting an airplane requires specialized knowledge of space. Mental measurements of angular distance are critical in making an approach, and understanding aircraft nose position is essential for maintenance of aircraft attitude. Navigation is dependent upon ability to mentally consider angles and perspective.

"We will examine factors that contribute to individual differences in pilot performance on spatial orientation tasks."

Claire's study will be presented in a scholarly paper for publication.



Beautiful weather and a good flight — and then there's a great view of Baltimore under the wing.

Susie Mitchell and Diana Monday, with the Mitchell 182, are ready to go to Baltimore.



Photo by Janie Postlethwaite



The welcome mat is out for 99s at Martin State Airport.



Photo by Norma Vandergriff



# Cross-Country to Convention!

*Editor's note: Susie Mitchell and Diana Burton, Oklahoma Chapter 99s, and 49½ers Phil Mitchell and John Burton, joined forces to fly to Baltimore for the International Convention, and then on to Oshkosh. Following is a diary we asked Susie to keep of their trip... hope you enjoy it.*

*by Susie Mitchell*

It is Tuesday, July 23, and the big day has finally arrived. After weeks of dieting (well, sort of) and carefully choosing clothing to limit the amount of baggage that I will have to take, I have lost only three pounds and reduced the bags to two small nylon ones and one hanging bag (stuffed).

Diana, on the other hand, still needs more practice. She has two nylon bags and one

hanging bag, but she had to send one bag to Baltimore via 99 Mary Kelly, and ship another 38-pound box to Oshkosh. (You can tell that she is used to traveling around in a Commander 980.)

We are airborne at 0710. The weather is perfect. (Another one for Flight Service!) We cross over Tulsa at 0805 and I turn to say something to Diana. (She is sound asleep attached to her Sony Walkman.) We

cross Springfield at 0915 and the weather is still great, the ride really smooth.

We stop at Farmington, Missouri for gas, pit stop and the usual FBO breakfast — Cokes, cookies, chips, etc.

On our way again at 1115, we cross over Evansville, Indiana (my hometown), go on to Louisville, Kentucky, and stop again at Charleston, West Virginia. Lunch at the terminal restaurant is really good!

We depart Charleston and arrive at Baltimore about two hours later. We park next to an airplane we recognize. It belongs to the Sweeneys, a couple we flew part way





Strolling musicians and a fantastic food feast greeted 99s at the National Aquarium Welcome Party.  
*Photo by Hartley Postlethwaite*



Shirley Brown and Mary Kelly work at the Lexington Market sales and exhibit area.  
*Photo by Susie Mitchell*



*Photo by Hartley Postlethwaite*  
 The Air and Space Museum, Ford's Theatre and the Lincoln Center are just a few of the sights to see in Washington.

to Anchorage with last year. It will be nice to see them again.

Ninety-Nines meet us with refreshments, and then we are on the way to the hotel. It's beautiful, and our room overlooks the harbor. After flying all day, Phil is ready for some rest and a quiet dinner in the hotel. Diana, however, after napping all day, is ready for adventure. She and John explore the harbor looking for seafood.

After breakfast the next morning, we head for Washington and the Smithsonian. Phil and I walk to the train station, taking in some of the sights of St. Charles Avenue,



Always impressive are the quiet rolling hills of Arlington Cemetery across the Potomac.  
*Photo by Norma Vandergriff*



*Photo by Norma Vandergriff*

while John and Diana take a cab. We meet at the station and are on our way. The train ride was fun, although we did manage to choose the one car that was not air conditioned!

After a full day, we return to the hotel just in time to get ready for the Baltimore National Aquarium reception. Strolling musicians, exotic marine life, a banquet table overflowing with beautiful fresh fruit, cheeses and mouth-watering desserts produced a delightful evening. It was also the first time the entire Oklahoma contingent was together.

## Fly the Ohio SMALL Race

September 28, 1985

\$400 first prize  
 plus second, third and fourth place prizes and trophies

**Race kits, \$3, from  
 Tom Harper  
 2866 Zollinger Rd.  
 Columbus OH 43221  
 (614) 457-1310**



*Photo by Norma Vandergriff*

*cont. on p. 24*

### NOTAM

Elected to the International Board of Directors were Marie Christensen and Pat Roberts.

Elected to the Ninety-Nines' Amelia Earhart Memorial Scholarship Fund Committee were Thon Griffith and Charlene Falkenberg.

### NOTAM

Membership dues were increased in July 1985. New applications are being printed. Please change any old forms you may have on hand to:

#### US MEMBERS ONLY

New membership .....	\$45.00
Reinstatement .....	\$43.00
Renewal .....	\$40.00

After September 1, applications will be returned for the correct dues amounts.

#### THE FOLLOWING IS A NEW BYLAWS CHANGE:

Chapter transfers now require the approval of the chapter. Requests must be sent to Headquarters in writing, signed by the member and the chairman of the chapter she wishes to join.



# Cross-Country to Convention!

The next day was Oklahoman Mary Kelly's day. Not only was she honored with an AE Scholarship, but she also received a set of AE luggage donated by the Baltimore Luggage Company to all the winners and she won the drawing for a framed portrait of Amelia. She also won the centerpiece at our luncheon table. What a day for her! Needless to say, we were really proud of her.

Entertainment at the AE Luncheon included a style show of all previous outfits worn by Eastern Airlines attendants since the airline began transporting passengers. The first outfit was very similar to a nurse's uniform, the thought being that it would help the passengers feel more at ease.

Phil and I had dinner that night on the harbor. I finally found something on the menu that was not seafood. This is not the place to be if you have not yet acquired a taste for items from the sea!

The next morning, Charlene Davis and Shirley Brown met early for breakfast in the hotel coffee shop. Phil and I wandered in before they finished and joined them. As they were leaving, Diana and John came in and took their places — just like musical chairs.

After breakfast, it was off to the Business Meeting, while the guys took in the

McCormick Spice tour. Quite a debate took place over the proposed increase of annual dues. After the vote was taken and the measure passed, the rest of the meeting went well and adjourned promptly at noon.

Friday night was the long-awaited dinner cruise aboard the *Lady Baltimore*. Thanks to John and Diana, the Oklahoma group had the best area of the ship. We still had two empty chairs, which were soon filled by a young couple. After we started talking, we discovered that they were from Oklahoma, and that she had been a member of our chapter while attending Oklahoma State University. What a coincidence that Cindy Otis Brown and husband Steve should pick our table!

The cruise turned out to be the highlight of the Convention, with everyone having a wonderful time. Our waiter was also a lead singer in the band that played; other entertainment aboard was an artist doing cartoon caricatures of everyone — he did about one every two minutes!

Saturday night was the last big event of the Convention — the Grand Finale banquet. As usual, it was a gala affair put on in the style that 99s always seem to possess. The food was great and several of us won



Thon Griffith, chairman of the AE Memorial Scholarship Fund, announces the winners.

International President Hazel Jones presents AE luggage, courtesy of the Baltimore Luggage Company, to all the Scholarship winners.



Historic Eastern Airlines attendants' uniforms are modeled during the AE Luncheon.

International President Hazel Jones presides at the Business Meeting.



Roberta Taylor and Miriam Loe accept the International Safety Education Award.



A question is raised from the floor during the annual Business Meeting.



The Powder Puff Derby history book is unveiled at the Convention.





Anitra Doss Ruth, a captain with Florida Express, is the speaker at the AE Luncheon, where the program included (below) flight attendant outfits through the years from Eastern Airlines' collection.

Photo by Charlene Davis

Color and makeup are discussed at a session during Convention.

Photo by Hartley Postlethwaite



99s unfurl the giant US flag during ceremonies at Ft. McHenry

Photo by Judy Logue

Cont. on p. 26



Boarding the Lady Baltimore, 99s are ready for a fun-filled evening, complete with cartoonist and theatre.

A beautiful nightscape greets 99s as the Lady Baltimore returns to port.



#### NOTAM

The Ninety-Nines Resource Center is comprised of Archives, Aviation Research Library, oral histories, memorabilia, rare books, photographs and scrapbooks.

Many of you have materials that should be included. Please send them to us. No one will care for them better than the Ninety-Nines. We want you all to be represented. Encourage members you know who have archival materials to send them to the Resource Center. Each chapter should have an accessions chairman.

If you have questions, contact Loretta Gragg or Virginia Qualline at Headquarters, (405) 685-7969

**Bed & Breakfast Fly-Inn Club**

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# Cross-Country to Convention!

door prizes.

Sunday morning we all got up early to check out of the hotel and meet the bus to go back to the airports. Poor Mary Kelly — she had all the luggage she brought with her, her new AE luggage, Diana's extra bag, her new photo of AE and her purse. I hope she made it home with all that!

After coffee and donuts at the airport, we head out for Oshkosh. We stop at Toledo for gas and lunch, and then head out across a portion of Lake Michigan. Since we will be out of sight of land for a while, Diana and I have our air mattresses on our laps, ready to inflate if necessary.

We arrive in Oshkosh just in time to land before the air show traffic departs. Diana and John take off for the bus station and their 38-pound box containing their tent and other Oshkosh necessities, while we secure our tent and go look for something to eat.

Monday, Sue and Bill Halpain park in the row behind us — more Okies! (The Oklahoma Chapter had five members and several 49½ers at Oshkosh this year.)

Among the many wonders of Oshkosh was the Concorde, which performed many low fly-bys and touch-and-goes. The thrust was so great from it that the ground shook, as well as my insides! What a thrilling

experience to watch that huge airplane maneuver so gracefully. I thought Sue might give in and pay \$400 for a one-hour ride in it... luckily for Bill, the flights were all sold out.

Tuesday, Phil and I went with Rita and Leonard Eaves to the Wisconsin 99s Cook-Out. We met many new 99s and had a great time.

The weather in Oshkosh had been very pleasant, but was forecast to be worse by Thursday (with fog), so we decided to start home Wednesday. We left at 1400 hours in heavy overcast, and flew to Dubuque, filed IFR, and flew on to Wichita, avoiding the Kansas City area because of thunderstorms and reported hail. As this was the first bad weather we had encountered since leaving home, we really couldn't complain.

After Wichita, it was clear all the way home, and we arrived at Page Airport about 2100 hours, already talking about 1986 and Hawaii.

We had a great trip, saw lots of the US we had never seen before, made many new friends, saw several old friends and gained more flying experience.

I hope our chapter will be well represented at next year's Convention. See you there!



Part of the Excitement at Oshkosh are the aerial acrobats.



Pat Pateman (left) had lots of interesting flying stories to relate at the final Banquet.



Middle East Section 99s work at the registration table.

Photo by Janie Postlethwaite



## NOTAM

**JOB OPPORTUNITY:** Sales representative for 3M Ryan Stormscope Weather Mapping Systems. Territory is the Northeast US, and the applicant must have at least 500 hours PIC and be able to pass an ATP checkride. ATP rating not needed. Airplane will be made available to representative, and salary will range from \$25,000 to \$35,000 per year. Contact Ben Lewis, 6530 Singletree Dr., Columbus OH 43229, (614) 885-3310.





Some folks build real "houses."

Photo by Susie Mitchell



The Mitchell tent-site gets that homey look.

Photo by Susie Mitchell



Ninety-Nines working in the Friendship Tent at Oshkosh include Rita Eaves, Marilyn Copeland, Chanda Budhabhatti and Charlene Falkenberg.

Leonard gave the keys to Rita Eaves... will she ever find them?



What a thrilling sight to watch such an enormous airplane do touch-and-goes.



Photo by Susie Mitchell



Convention is filled with fun, friends, new things to learn, hangar flying... see you in Hawaii in '86!

#### NOTAM

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

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



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## Powder Puff Derby Record Published

The eagerly awaited *Powder Puff Derby Record* made its debut at International Convention in Baltimore. The gleaming gold pin embossed on the sky-blue hard cover introduces you to the complete 30-year saga of this famous air race.

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## EAST CANADA SECTION

### Eastern Ontario Chapter

Betty Jane Schermerhorn's lovely country home and the good food brought by members made the chapter luncheon and meeting in June attractive to both eye and stomach. Having indulged perhaps too heartily in the goodies, members eventually got down to the business at hand, that of winding up the year and planning programs for the coming year. Peggy Beeman was appointed chapter delegate to the Baltimore Convention, and reports were presented by all the committees.

The May meeting at the Rockcliffe Flying Club featured speakers Fred Lucas and Bob Richard of the Department of Transport. They discussed maintenance procedures and practices, ELTs, changes in air regulations and procedures when flying into uncontrolled airports. They also fielded a barrage of questions from the audience. Governor Betty Innes met with chapter members after the open meeting.

The April meeting featured two films, one on winter survival and one on hypothermia. Guest speaker Murray Brunnet of Capital Survival demonstrated the survival kit offered by his firm.

Five members attended the All-Canada Spring Sectional. A special feature, especially for members of this chapter, was honoring B.J. Schermerhorn at the Forest of Friendship in Atchison, Kansas. B.J. has been an active and dedicated member of the 99s, and the two Canadian sections are proud to sponsor her selection to the Forest.

by Isabel Peppler

### First Canadian Chapter

This spring has been a very busy and exciting period, indeed, for our members. We hardly had time to catch our breath from hosting the All-Canada Sectional when the Poker Run was upon us. Forty-plus aircraft (and many more people) entered to try their luck at winning prizes ranging from week-ends at resorts to dinners and aviation accessories. The event was enthusiastically received by the aviation community, and Adele Fogle and her many 99 helpers have been asked to make this an annual event.

The chapter was represented at the annual COPA meeting by Donna Deaken, Adele Fogle, Shirley McDougall, Mary Norman and Beryl Scudellari, who flew to St. Andrews, New Brunswick for the weekend meeting. It was a beautiful flight to the East Coast and an informative session.

June's "Bunch for Lunch" was at the Waterloo-Wellington Airport. Those who flew in were treated to an aerobatics demonstration by Pat Cruchley in her Pitts. She is competing in aerobatic meets in Canada and the US this summer.

At the June business meeting, Acfield Aviation gave a most enlightening presentation on Loran-C, its accuracy and its usefulness.

Carol Papas flew in the Goodyear blimp on a promotional flight around Toronto to provide a light aircraft pilot's impressions of this airship for the viewers of the evening news.

# Chapter News, Activities and Projects



There has been great excitement surrounding the departure of Adele Fogle, Margo McCutcheon and Daphne Schiff, who are competing as the Windago team in Margo's Baron in the New York-to-Paris Air Rally.

by Donna Deaken

## MIDDLE EAST SECTION

### Delaware Chapter

July 22 was a very special day for the chapter. It was the day the plaque honoring the Women's Auxiliary Ferrying Squadron and the Women Airforce Service Pilots of World War II was dedicated at Greater Wilmington Airport.

Spearheaded by Jan Churchill, immediate past 99s chairman, the Delaware women pilots, joined by seven members of WAFS, several WASPs and interested Wilmingtonians, participated in the dedication ceremony of the wall plaque in the terminal building.



Gertrude Meserve Tubbs enjoyed sitting in the cockpit of a P-51. She flew several of them in her WAFS days.



In her WAFA uniform, Del Scharr poses with a P-51. She logged quite a few hours in them both during WWII.



Local Wilmington television viewers enjoyed the interviews with WAFA and WASPs.

WAFA, WASPs and Delaware 99s pose in front of a World War II P-51 at the July 22 dedication of the plaque.

### Central Pennsylvania Chapter

Our May meeting was on the hottest day of spring at Doersom Airport, Gettysburg, but the air marking proceeded in spite of the heat. FBO Don Doersom helped with golf carts for our use and lots of cool drinks. Marcia Johnson's huge and delicious salad, as well as 49½er Nick Miele's jovial aid, rounded out the event. Workers included Janis Miele, Deborah Mastermatteo, Connie Ginder, Hazel Bartolet, Helen Scheffer, Donna Wheeland, Marcia Johnson and Margaret Wellington.

Central Pennsylvania air markers include Connie Ginder, Margaret Wellington, Janis Miele, Hazel Bartolet and Deborah Mastermatteo.



The ceremony began at noon, with Jan Churchill welcoming the honored guests. Airport Manager Drew Angeline added his welcome.

Guest speakers included Air Force Captain Rita V. de Armond, who is writing a history of women in the Air Force and is stationed at Bolling AFB, Washington, D.C., as well as Colonel Henry R. Johnston (ret.) of Wilmington, a member of the Wilmington Warriors, an organization of men who were stationed at New Castle Army Air Base during World War II. Responding for the WAFA and WASPs was Betty H. Gillies, who was second commander of the WAFA stationed at the New Castle base.

A P-51, flown in for the occasion by Jim Beasley from North Philadelphia Airport, provided one of the highlights of the day. Several of the WAFA and WASPs at the dedication had ferried P-51s during World War II. They confessed that sitting once again in the cockpit of a P-51 brought back many memories. "How did I ever know what to do with all those instruments?" was a comment made by at least one former WAFA member.

Several WAFA and WASPs came to the dedication ceremony wearing their WWII uniforms, provoking the comment from several members, "I wish I could get into a 40-year-old uniform!"

Wording of the plaque is as follows:

"Presented by the Delaware Chapter of the Ninety-Nines, Inc. (International Organization of Women Pilots), to honor the WOMEN'S AUXILIARY FERRYING SQUADRON of World War II, the first squadron of women pilots to fly military aircraft for the United States Army Air Force.

"Mobilized in September 1942 and directed

by Mrs. Nancy Harkness Love, the WAFA served with the 2nd Ferrying Group, Ferrying Division, Air Transport Command, USAAF, and were stationed here at New Castle Army Air Base, now the Greater Wilmington Airport.

"In August 1943, the WAFA and graduates of the women pilot training program, which had been implemented by Miss Jacqueline Cochran, were merged into one organization called WASP (Women Airforce Service Pilots).

"These women served as pilots with the U.S. Army Air Forces until the organization was deactivated 20 December 1944."

Pilots of the Women's Auxiliary Ferrying Squadron of World War II who attended the plaque dedication were Nancy Batson Crews, Kathryn Berheim Fine, Betty H. Gillies, Teresa James, Gertrude Meserve Tubbs, Barbara Poole Shoemaker and Adela Scharr.

WASPs who were present included Lorraine Rodgers, Tobey Felkner, Frankie Yearwood, Bernice Falk Haydu, Margaret Werber Gilman, Elizabeth McGeorge Sullivan, Vivian Gilchrist Nemhauser, Jane Thomas Campbell, Anne Shields, Helen Sheffer, Nancy Johnson, Kay Brick, Jane Straughan and Sadie Honan.

Following the plaque dedication, the group moved to the Air Transport Command restaurant near the airport for luncheon. Decorations at the restaurant included many photographs of World War II service pilots. Most of the WAFA and WASPs found pictures of themselves taken during their service years.

Having the chance to meet and talk with these "pioneer" women pilots was a real treat.

by Ann Butler





The June 2 meeting was at the Clearfield Air Show. Members Mine Edwards, Janis Miele, Jane Edwards, Vicki Williams, Flo Shirey, Marion Garbrick, Debbie Mastermatteo and Hazel Bartolet presented Flo Shirey with the Amelia Earhart medal for being such a great chairman.

A welcome goes to new members Mary Beth Dunlap and Jane Edwards.

by Margaret T. Wellington

**Eastern Pennsylvania Chapter**

Our chapter was pleased to win the spring section meeting award for the most activities in aviation education. Betty Jo Ault and Nina McKissock have done a fine job of getting members involved. Among many lectures and symposia to various schools in the area, Betty Jo Ault, Mary McClister, Gayl Henze and Toni Mandes held a day-long seminar for school teachers at Rutgers University, from which they have since received a number of inquiries for teaching material.

Safety Education has also loomed large in our activities through the spring. We sponsored and/or attended several evening safety seminars and two all-day ones in June. Louise Sacchi was a speaker at one, and the other was hosted by Marge Bryant. Marge and husband Jack operate Pennridge Airport, and their "Super Saturday" was really thrilling.

Kate Macario, one of our most active and valued members, did her usual fine job making the Pennies-A-Pound a success in May, and many people were introduced to small airplanes for the first time. Some even took two rides.

One of our tower operator members, Mary Wunder, has been transferred from Wilkes-Barre to Allentown, which cuts her daily commute from 90 miles to 25. This pleases her and also puts her in the same tower with another member, Joyce Jemo. They had not met before.

Judi Terrana has been promoted to supervisor at DuBois, Pennsylvania FSS, and Joan Jones has been appointed to the faculty of Mercer County Community College as aviation technical assistant, which makes her the liaison between aviation and non-aviation parts of the college. This may lead to an associate professorship when she completes her master's degree.

Louise Sacchi enjoyed introducing some and re-introducing others of a large group of non-aviation people to Amelia Earhart in a speech about AE's life. She also shocked a group of FAA aeronautical engineers with stories of single-engine transoceanic flights. Their horrified gasps were a study in astonishment at the idea of less than four engines over water.

About two-thirds of our members joined in the vote for new officers, who are Chairman Margot Eld, Vice-Chairman Alice Wright, Secretary Gayl Henze and Treasurer Laura Fonesca.

by Louise Sacchi

**Hampton Roads Chapter**

July's meeting heralded many congratulations for our members as over \$1,200 was raised at the Pennies-A-Pound in May. It was such a success that another is being planned for October to coincide with Franklin's Fall Festival. Linda Hollowell was honored two-

fold as the incoming governor of the Middle East Section and the chapter's Member of the Year. In addition, new member Pat Denkler was welcomed.

The program incorporated a safety seminar with the presentation of the film, "Inflight Visibility for VFR Pilots."

A Memorial Day fly-in to Tangier Island in conjunction with EAA Chapter 339 was enjoyed by those participating. It was a day of good flying, fellowship and food, as well as somber reflection on those no longer with us.

by Barbara Ramsey

Clark, who recently became a 99, and of Joan Tutak and Sherree Seaber, co-winners of the Chapter Chairman's Scholarship Award.

by Sherree Seaber

**NEW ENGLAND SECTION**

**Eastern New England Chapter**

Neither rain, nor cloud, nor low attendance could stop our group from its appointed rounds! June 8 our "appointed rounds" involved air marking Orange. This airport in

**CHAPTER NEWS, ETC.**



The Snoopy-Mobile was a great success at the May Pennies-A-Pound, providing a respite for the children as they waited for their plane ride. Betty Armstrong, a 66, is the driver.



Steel Valleys Chapter members at the Allegheny Air Fair are (seated) Janie Althar, (kneeling) Laurie Alcorn, Carolyn Getsie, (standing) Sherree Seaber, Jean-Ann Clark, Karin Dalton, Sally Smudski and Rosemary Merrell.

**Steel Valleys Chapter**

We sponsored an Aviation Safety Seminar May 9 in Monroeville, Pennsylvania. Guest speaker was Accident Prevention Specialist George Strickland of the Pittsburgh GADO. He discussed continuing VFR in adverse conditions. Chairman Judy Heiden's topic was "Is This You?" concerning little things we sometimes seem to forget after we receive our private license.

Some members participated in the annual Allegheny Air Fair June 15 at the Allegheny County Airport. We set up a booth and static display, which happened to be a Christen Eagle owned by Laurie Alcorn and her husband, Larry.

Thunderstorms and rainshowers canceled our June 22 fly-in to the 94th Aero Squadron at Port Columbus Airport, Columbus, Ohio. However, all was not lost. Seven members and two guests had a luncheon business meeting in Butler, Pennsylvania.

Our chapter is very proud of Jean-Ann

the central Massachusetts foothills was once the busy parachuting center of the New England region. Orange has remained a favorite fly-in spot, and we were out to do our part to ensure that it was easily identified in flight. Our choice of day was far from ideal, as low gray clouds quickly enshrouded the area. As we finished, the rains became heavier. We learned that "traffic yellow" can be applied to a wet surface!

Following the air marking and brief business meeting, we were in for another surprise. The local observations were reporting marginal VFR in the area, and three of our five fly-ins attempted an escape. All three returned, unable to maintain pattern altitude. The other two fliers, both instrument rated, were also in a fix as ATC advised that clearance delays of up to two hours could be expected!

It was well worth the effort, however, as those who had to return to rescue stranded planes (or, in one case, a purse forgotten in the haste of a six-minute void time) would attest. The paint had indeed dried, and "ORANGE" is clearly visible. It's too bad that those who look down upon it will not likely know the full story of the event!

by Lil LeBlanc

**NY-NJ SECTION**

**CENTRAL NEW YORK CHAPTER** 99s had the opportunity to see the inside of one of Empire Airlines' airplanes recently, while it was in the hangar. Those enjoying the first-hand look were Sherry Garafalo, Marcia Buller, Shirley Ludington, Marilyn Kamp, Dorothy Mercier, Nancy Morgan, Ida Rowe, Joyce Revelle and Millie Murray.

Reported by Millie Murray





### Garden State Chapter

Kellie Moran, top female graduate of the Aviation Technology Program at Mercer County College, was presented with the 1985 Garden State 99 Award for excellence. Kellie also flew the Garden State 300 and hopes to become an active member of our chapter.

The New Jersey Division of Aeronautics sponsored an Aviation Career Day June 22 at Allaire and Marlboro Airports. Participating in this event were Racquel McNeil, Janet Davis, Carol Yunker, Cheryl Pappa, Wanda Mammel and Deborah Demcak.

Wedding bells rang recently for Vice-

fourth in the Regional at Worcester, Massachusetts, but unfortunately did not make the US team (this year). She and 49½er Ron will help with judging and navigation events in Kissimmee, Florida at the International event.

Roberta Pistorius and Terry Stengel flew Terry's Rockwell Commander in the Daytona, Florida 1,000-mile air race. They placed 15th in a field of 34 planes. This was the first long-distance race for either pilot.

The Garden State 300 was flown by four teams from the chapter, including Pat Bizzoso, Ronni Minnig, Joyce Malkmes, Terry Stengel, Roberta Pistorius and Sue Mirabel. The various teams headed home



Major Jon Kelly receives a wooden airplane model from New York Capital District Chairman Barbara Stover.

## CHAPTER NEWS, ETC.

Chairman Diana DeLange and William Dade. Bill has been a staunch supporter of the 99s and the most meticulous taskmaster of chapter air markings!

*by Alberta Bachman*

### Greater New York Chapter

In July, Secretary Eleanor Friede and Nina Claremont flew in Eleanor's Traveler to the Baltimore Convention, skirting thunderstorms all the way there and back. Eleanor also flew to Charlottesville, Virginia, and back, while Nina flew into Ottawa International Airport to attend a comic book and science fiction convention.

Also flying down to the Baltimore Convention were Marion Andrews, Chairman Julie Talbert and Vice-Chairman Lise LaPrelle. Earlier in the summer, Julie flew with Lise in her spanking new Piper Warrior. Lise flew from Caldwell, New Jersey to Dallas, Texas, dropping Julie off at Blue Grass Field in Lexington, Kentucky.

In addition, while vacationing in California in July, Marian Campbell flew a rented Piper Archer from Buchanan Field in Concord to Santa Monica Municipal Airport and back.

*by Marian A. Campbell*



Julie Talbert and Lisa LaPrelle are ready for their recent cross-country flight.

### Long Island Chapter

Guest speaker David Spohn from the North Fork of Long Island showed slides and presented information on the airport being proposed for the Southold area. This has been in the works for five or six years and is now coming to the nitty-gritty vote stage. Unfortunately, as with other general aviation facilities, a few (very few) local residents can really hold up results. The chapter will back his group in body as well as spirit whenever he calls on us for help.

Doris Abbate, USPFT finalist, came in

before, during and after the awards dinner due to worsening weather.

The chapter's annual poker run, weathered out on its original date, was flown on the very windy, choppy raindate. Raindates never seem to bring out the same crowds as the original dates, but this time lots of fun and the budget came out about even. We had as many of the chapter flying the race this year as we had stationed at the various airports.

A paint party of 99s and 49½ers tried to beat out a downpour in June to paint a compass rose at MacArthur Airport. The lines had just been marked off when the skies opened up. Many more folk had signed up to paint, but the threatening skies and the "pour forecast" sent them back to bed.

Eight members attended the spring section meeting in Albany, and several have attended recent FAA Safety Seminars.

*by Patricia Rockwell*

### New York Capital District

Mary Wolfe and 49½er Chuck set off on a three-week fly-in during May to the western US in their newly refurbished Comanche. They spent over 13 months completely remodeling the 1959 Piper. While Chuck handled the outside and engine, Mary was busy designing and making new upholstery and panels. The Comanche was issued Call Number N630MC to commemorate their wedding anniversary — June 30 — Mary — Chuck. Besides the "new" Comanche, Mary and Chuck took with them their "patch jackets," a tradition started by the couple many years ago. Through countless hours of flying vacations, the Wolfes have collected patches from the various places they have visited. Mary has sewn the patches on matching jackets, and the outfit has become a symbol at many 99 functions. Chuck is a helicopter pilot for the state, among other things, and Mary has been active in the 99s for over nine years. She has served on in various committee chair positions and has held office as vice-chairman and treasurer.

Also in May, the chapter hosted the spring section meeting. Guest speaker for the two-day event was Major Jon Kelly, commander of the Tri-Counties CAP. He described the workings of his unit and the recent rescue of a downed Canadian pilot for which he was commended by Colonel Richard Harris, USAF. All members worked diligently to host the meeting, which carried a Dutch Tulip theme to coordinate with the annual Albany, New York Tulip Festival. Ana Webb created the Dutch shoe patterns, which were used as



Florence Dooley and Ruth Green enjoy the section welcome party.

name tags, party favors and large floral arrangements for the tables. Besides the flowers as door prizes, Ana also designed and created an adorable stuffed bear nicknamed "Amelia Bearhart." Clarice Bellino, former section governor, won the "bear raffle." Participant attendance was widespread from New Jersey to Buffalo.

*by Trish Bianchi*

### North Jersey Chapter

At a delicious dinner at Lincoln Park Airport, we gave a music box to Susan Palmer, outgoing chairman, and installed new officers Barbara Mead, chairman; Rita Harrold, vice-chairman; Carol Emmens, secretary, and Carol Cross, treasurer.

Our poker run was a phenomenal success with over 40 people participating. The top prize was five hours of simulator time, while other prizes included 50 gallons of gas, a case of oil, a flight jacket, an oil change and a free BFR.

Newest member Lesley Highleyman has plunged right in by working at the poker run and volunteering to organize next year's event. She flies an Archer out of Blairstown, and is currently working on both her instrument and commercial ratings.

Barbara Mead and Carol Emmens recently flew into the Flying "W," giving it high marks for the facilities and the lunch.

## NORTH CENTRAL SECTION

### All-Ohio Chapter

Marty Veesky (air marking chairman) and husband John, Sandy Gordley and her mother, Mimi Reiheld, Jeane Wolcott and Roberta Jones flew in from Columbus, and Margaret Bryant from Springfield, for our second air marking of the season, July 24 at Ashland Airport. This was scheduled for our regular meeting July 14, but poor weather and a delay in the delivery of paint caused a postponement. Our hostess for the July



meeting was Linda Blodgett, with the meeting held in the wooded retreat behind the home of Linda and 49½er Roger. It was a lovely, quiet spot for the meeting and the picnic following. The paint finally did come in and organizer Linda was assisted by a very good turnout of members to do the painting.

The June meeting was our 10th annual Buckeye Air Rally, June 14-15 in Marysville. (See "Air Racing News" for details.)

Jimmy Dorsey, who has a wingwalking act in which he walks, sits and generally climbs around on a Stearman piloted by Darrell Montgomery, was our special guest speaker at the May meeting, hosted by Elinor Kline at the Springfield Airport. Both Dorsey and Montgomery are from the Dayton area and are seen at major air shows around the country.

The "Attagirl Award" was passed on to Debbie Wilson in honor of her fast approaching event of the same nature as Pam Lightner's, who'll double her diaper bill in December.

Martha and John Velesky flew to Reno, Nevada, 14 hours west and 13 back, VFR all the way except for 10 minutes. And Sally Berryhill is proudly sporting all five pilot proficiency pins — how about you?

On a more sober note, Vi Stamm's 49½er recently had a stroke, and member Sally Brockman has had a viral heart infection. Sally assures us that she is getting better and her recovery will be complete in time.

by Roberta Jones



Elinor Kline visits with wingwalker Jimmy Dorsey.

**Aux Plaines Chapter**

At the June meeting in Waukegan, Illinois, Trudy Zorc reported on her CAP flight to Hudson Bay. She and Kay Carlus, a prospective member, observed eight fighter pilots refuel from the bubble of a KC-135. Fran Hicks described her work with the 4-H Club, including rocket launches at old Bong Field near Burlington, Wisconsin, a hot air balloon rally at the Wisconsin Dells and participation in Air Force Day. Tania Rocco, prospective 66, also attended the meeting.

Sue DeWulf and her family have been commuting from Kenosha to Green Bay weekends in their 172. Horlick-Racine Airport has received a government grant and members plan to paint the runways in the near future.

The Illinois Chapter of Silver Wings was presented its charter by Russ Brinkley, national president, June 23 in Des Plaines, Illinois. US Navy Commander Richard Schram of the Pentagon Defense Department was the distinguished speaker.

The Vintage Aircraft Association fly-in brunch June 9 at Kessler Field, Marengo, Illinois. When Virginia Rabung flew her 140 in, the wind was 35 to 40 knots direct cross-

wind, so landings and takeoffs were interesting, especially since most of the planes were taildraggers.

by Virginia Rabung

**Chicago Area Chapter**

Casino Night was a success, when donated gifts included airplane and sailboat rides and lunches and dinners for the auction. We received \$75,000 for Cub tickets and \$140,000 for plane rides. Too bad it wasn't real money.

Phyllis Desio placed third in the spot landing contest at the April meeting in Lansing. Ruth Rockcastle was second when the first place trophy went to Bev Greenhill in her Cutlass. Rita Adams brought her daughter's Girl Scout Troop to Palwaukee Airport to tour Bev's Cutlass and Aerostar, fulfilling the requirement for their Aerospace badge.

Joan Kerwin and Rita Adams helped Central Illinois celebrate their 40th anniversary in Springfield, while Norma Freier and Ruth Frantz gave individual slide presentations of their flight to Alaska to the Suburban Aviation Association.

Rita Adams, Bev Blietz, Diane Cozzi, Eileen Ferch, Linda Forness, Polly Gikison, Mary Panczyszyn and Ruth Rockcastle walked 30 kilometers to collect over \$1,500 for the March of Dimes Teamwalk — Walkamerica.

June was a good month for flying, so we held a fly-out luncheon to Lake Lawn Lodge in Wisconsin. Rita Adams, Bev Blietz, Nelda Ewald, Norma Freier, Nancy Haraldson, Sylvia Harper, Sandy Hjortland, Donna Kline, Sue Nealy, Ruth Rockcastle, Marjorie Sundmacher, Cindy Wenk and Gail Wenk made it a success — and nobody spilled anything.

Navy Glenview Aviation Expo '85 was the place for the July meeting in the Officers Club. Those with necessary forms and permission from Washington were allowed to fly in. Karen Acker was hostess with the help of Polly Gikison and Ruth Rockcastle. The 99s had a booth in the hangar with mini-seminars. Norma Freier, Bev Greenhill, Connie Miller-Grubermann, Nancy Haraldson and Sharon Ann Schorsch were participants. The 49½ers watched the booth during the meeting.

Marge Sundmacher competed in the USPFT Nationals at Kissimmee, and Lynne Ulicki got our best wishes when she took off from California to fly the Air Race Classic. Galt Airport was a day of practice for Sue Nealy, judging for Marty Buckley and Linda Gilmore and first-time aerobatics for Rita Adams.

Gail LaPook and Eileen Ferch soared in Albuquerque. After a 2,000-foot tow, they soared to 14,500 feet to view the city and mountains.

Beverly Bolles Blietz received her Phase V



Mary Panczyszyn, Rita Adams, Johannah Grieco and Marge Sundmacher participate in Casino Night.

Wings with a "diamond," and Barb Silagi is back safely from the Ocala National Forest fires.

by Debbie Karas

**Greater Detroit Area Chapter**

Mearl and Bill Frame hosted the chapter's 10th anniversary party at their home June 15. Fifty members and spouses were on hand to celebrate the occasion. Eleven of the original chapter charter members were present, including Marge Ashton, Marion Bellows, Mearl Frame, Pat Gilgallon, Alice Gustafson, Nancy Hecksel, June Jarvis, Bernice Millar, Joyce Odom, Gini Sutherland and Eileen Wehr. Joyce Odom had served as the first chapter chairman, and it was a real pleasure to have her visit from South Carolina. Nancy Hecksel initiated three new 49½ers; Ken Gillis, Jim Giesler and Frank Philpot crossed their fingers and toes and took the oath.

The week of June 17-20 kept 12 of our members very busy as they set out for Williamsport, Pennsylvania to attend the Avco Lycoming Engine Course. Of course, they had thunderstorms, but all arrived in good shape. The class began with the definition and construction of engine parts, followed by instruction on oil distribution, carburetion, fuel injection, magnetos and turbochargers. There were engines and parts available in the classroom for lots of "hands-on" experience. Members learned how to time an engine and gained a much better understanding of engine operation. The course wrap-up was a tour of the Lycoming facility.

Our chapter cordially invites all 99s to visit the "Women in Aviation Room" at the Yankee Air Force hangar on Willow Run Airport. It was dedicated May 27 and is filled with lots of interesting displays depicting our role in aviation through the years. We are always looking for contributions, such as clothing, books and articles, to fill the gaps of women in aviation history. Should you wish to make a donation, please contact Museum Chairman Marie Littler.

by June L. Beers

**Greater St. Louis Chapter**

Members were busy in June attending and participating in air show activities in the St. Louis area.

Vintage Airplane Day was held June 1-2 at Creve Coeur Airport. The event, sponsored by the St. Louis Aviation Museum, was held to increase membership. Participating 99s included Deanne Falduto, Ruby Fudoli, Jan Pocock and Jo Ann Sabo.

Kathi McDonald narrated activities for the June 8 Confederate Air Force Air Expo '85 at St. Charles County Airport.

Parks College of St. Louis University held its 58th annual open house and air show June 9. Nancy Dierker, Rosemary Parker and Rosemary Zander attended.

The chapter co-sponsored with Parks College a June 8 seminar for women on aviation careers. Edna Gardner Whyte, who has been flying for 60 years and trains students daily, was keynote speaker. She shared many interesting aviation stories and strongly encouraged women to strive for careers in aviation. She is an outstanding asset to the Ninety-Nines. In addition to Edna, a panel of six women spoke about their



careers and fielded questions from the audience. Betty Board, Jan Eveans and Deanne Falduto were part of the panel, and other chapter members attending included Nancy Dierker, Delia Greer, Mary Kinnaw, Nelda Lee and Rosemary Zander.

The regular meeting was held June 25 at Vivian Water's home. Fifteen members and guests Carolyn Fisher of the Alabama Chapter, Beth Catalano and Phyllis Repine (two prospective members) attended. Amy Laws spoke about her air racing experiences.

Vivian Waters and five other St. Louis area balloonists flew a memorial flight July 1 for Nikki Caplan. Nikki, who was well known for worldwide achievements and contributions in ballooning, died June 28 after a lengthy bout with cancer. The six balloonists threw white mum petals to the wind.

Jan Eveans, Amy Laws, Mary Lowe, Jo Anne Sabo, Tex Wickenhauser and Rosemary Zander attended the July 19-20 Forest of Friendship dedication ceremonies at Atchison, Kansas. Among the honorees inducted was Nikki Caplan.

The International Convention at Baltimore was a fun-filled success, report members Audrey Casper, Adela Scharr, Rosemary Zander and 49½er Trev Zander. They met former chapter member Elizabeth Jordan, now of the Dallas Redbird Chapter.

Adela also attended a WAFS-WASP ceremony July 22 in Wilmington, Delaware, where a plaque honoring these women was dedicated at the Wilmington International Airport.

"Come Fly With Us — Go Home By Bus!" Go home by bus? What does that mean? Maybe Shirley Dietz should explain. Rumor has it that she and 49½er Don flew their aircraft to Atlanta and were weathered in. They drove back to St. Louis and a week later returned to Atlanta via automobile to bring their plane back. As "Murphy" would have it, the weather for that weekend was a replay of the previous one. So, not to replay the ground travel, they sent for an IFR-rated pilot. A new rating for Don and Shirley seems in the making with a new saying, "Come Fly With Us — We Sold The Bus!"

by Nelda Lee

#### Indiana Chapter

The weekend of June 15 was, for the second year, a campout at Biddle's Airport in Sheridan. The Saturday evening pitch-in had just about everything you could wish — and more. But Saturday night brought severe thunderstorms that drove the tenters inside the office and hangar of the FBO for cover.



Visiting with Velma Biddle are Indiana members and guests Esther Wyant, Adeline Smith, Mrs. Biddle, Rae Cawdell (seated), Betty DeBaun, Ruth Ruggles, Nellie Reynolds, Dora Bradley, Lois Hawley, Anne Black, Minerva Mahoney, Mildred Davidson, Barbara Simmons and Dorothea Hendricks (standing).

Nellie Reynolds lucked out by getting the sofa in the office, while Anne and Emmett Black made use of their sleeping bags. Those who came in their mobile homes fared very well, as did the ones who did not RON but drove home before the weather moved in and returned Sunday morning for breakfast.

Guests included Mildred Davidson and Mi Ja (Mrs. Hoyt) Henshaw, who had her first hour of dual with Esther Wyandt the following week. And from Three Rivers Chapter, we were happy to have Ruth and Wally Ruggles and Ruth's mother, Adeline Smith. According to Ruth, they enjoyed the fellowship and the opportunity to be with old friends. Also on hand were 49½ers Curt DeBaun and Emmett Black.

Dora Bradley volunteered to be corresponding secretary, and at this writing has already done a terrific job getting out the July meeting notice, including places of interest to fly with airport layouts and other bits of information.

We were honored to have Velma Biddle, widow of Ken Biddle, visit us after our meeting. The Biddles and everyone at Sheridan Airport have always done everything to make 99s individually and as an organization most welcome. Minerva Mahoney made the contact and arrangements for our meeting.

Anne Black, Betty DeBaun, Dorothy Niekamp, Judy Sorton and Governor Joan Kerwin were in Lafayette June 18 to present an \$850 check to Purdue University. The money from last fall's section raffles is to be used for the preservation and permanent display of Amelia Earhart memorabilia at the university. The presentation coincided with the 50th anniversary of AE's employment at Purdue.

July 20 was air marking day at Sheridan. Some took to the new roof of the Biddle's downtown factory while others painted the unicom frequency on a taxiway at the airport. They all got together (on the ground) later for sandwiches and a brief business meeting conducted by Nellie Reynolds.

by Rae Cawdell



Indiana Chapter members survey their work at Sheridan.



Sue Mohnssen and Joy Black portray Amelia Earhart and Sally Ride at the Fourth of July Parade.



Diane Austin's 66 cake was served at the pancake breakfast.



New member Barbara Funke is pinned by Charlene Falkenberg.

#### Indiana Dunes Chapter

Guest speaker at our June meeting was Accident Prevention Counselor Hildebrand, who spoke on the medical aspect of flying and the importance of IFR training. We were happy to have Jane Wilson at the meeting. She has not been able to attend recently due to health, but she keeps her membership in the 99s and is very interested in what the chapter is doing. Jane attended Purdue University at the time Amelia Earhart was lecturing there.

Phyllis Webb earned her Phase IV Wings, and Ellen and Chuck Herring took second place in the Buckeye Air Rally.

Karen Johnson is flying as first officer for Ransome Airlines out of Philadelphia International Airport. She expects to be transferred to Providence, Rhode Island.

"Amelia Earhart to Sally Ride" was the theme of our float for the Fourth of July parade. The float depicted women in aviation over the years with a model of a bi-wing airplane built by Diana and Ben Austin and a space shuttle built by Joyce Hamady. Riding on the float were Amelia and Sally (alias Sue Mohnssen and Joy Black). Diana Austin, Audrey Karp and 66 Eileen Torkelson walked along with the float, while Joyce Hamady skillfully drove the truck on the parade route. We had a lot of fun, received a great reception from the bystanders (especially the women), and we won "Best Non-Commercial Float" honors. It was our first attempt at building a float.

The parade was a great send-off for Sue Mohnssen, who moved to Sedona, Arizona, where she and her husband will be starting their own real estate business.

Charlene Falkenberg hosted the July meeting at her home and honored all 66s with a pancake breakfast. After the meeting, we had a backyard barbecue with the Falkenbergs' special barbecued boar and wild rice. We were also honored to have as our guests that day two past governors of the North Central Section — Marilyn Miller, Scioto Valley Chapter, and Diane Cozzi, Chicago Area Chapter.

Our newest member is Linda Evans. She lives in Colorado, but will soon be moving to



New Hampshire to attend Hawthorne College.

by Audrey Karp

Lake Erie Chapter

Lake Erie's Bernice Barris, flying her Tiger with Marion Jayne, won the Great Southern Air Race in Florida in May.

Bev Demko hosted the June meeting at Geauga County Airport, with John Makee discussing aircraft insurance.

Vice-Chairman Helen Keidel conducted the July meeting in lieu of Meigs Adams, who was on an NEA tour of England, Scotland and Ireland. Three prospective members attended the meeting, which was held at Cuyahoga County Airport.

Ways and Means/Membership Chairman Pat Baron hosted the August meeting at Cuyahoga County with a movie about Amelia Earhart.

Helen Sammon, Meigs Adams and Marg Juhasz were delegates to the Baltimore Convention, and they particularly enjoyed seeing ex-Lake Erie member Margaret Wellington, now of the Central Pennsylvania Chapter.

by Marg Juhasz



Meigs Adams checks out a helicopter at Andrews AFB.

Michigan Chapter

Our June meeting took place in Hancock at Houghton County Memorial Airport in the Upper Peninsula. Hostess Eloise Greenlee had arranged for several excellent programs throughout the day. We were treated to a tour of the airport by the airport manager, a parachute demonstration including actual jumps, local fourth graders demonstrating what they learned in their aviation unit and much more. Toni Babcock observed that, if the planes that left Detroit for Houghton-Hancock had flown the same distance but in a different direction, they would have ended up in Tennessee!

Toni hosted the July meeting in West Branch. For most members, weather and airport closings due to air shows made it impossible or impractical to fly. But their dedication to the 99s was truly impressive. Several carloads came from the Detroit area. Of course, there was a special reason for attending. Following the business meeting, we had a surprise wedding shower for Colleen Bradley, who is getting married August 10. Nancy Walters, outgoing newsletter editor, used some real cunning to make sure Colleen was the only one who did not know about the shower.

by Renate McLaughlin

Minnesota Chapter

Members and the St. Paul Red Cross celebrated 10 years of partnership June 27. Originally called 99s for Life, these 87 Lifeguard pilots have carried approximately 2,700 boxes of whole blood and have flown 391,000 miles in 10 years. Since 1983, the platelet shuttle flights to Fergus Falls,

chaired by Debbie Sorenson and Maridee Sothman. Also at this meeting, Lou Purdy was presented a farewell and thank-you gift as she leaves the chapter for the Southwest.

The 1985 Mystery Run is no longer a mystery. Four Cessna 172s completed a song-filled, master-minded, clue-ridden route July 13. Meeting at the University of

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Chairman Joan Sommerfeld presides over the Minnesota 99 Family Picnic.

Minnesota facilities at Anoka County Airport, the Agatha Christies of the skies solved coordinate clues and song-based mini-clues with alacrity. All crews rated 100 percent on written work, and three aircraft returned exactly on time. The Johansen crew was awarded brownies, diet pop and understanding by the three winning crews.

Kendra Benham received her bachelor's degree from the University of Minnesota. She has accepted a position with Air Care, based at Fleming Field, South St. Paul, Minnesota. Kendra will be flying single pilot cargo operations in a C-210 and copiloting in a C-402B.

by Catherine M. Balazs



Minnesota 99 Lifeguard pilots gather June 27 to celebrate 10 years of partnership with the St. Paul Red Cross: (front row) Rita Orr, Joan Wyland, Barbara Chambers, Connie Lewis, (middle row) Lucille Thern, Linda Osland, Linda Haedge, Mary Hudec, Liz Groth, Hope Isaacson, (back row) Jan Orr, Ellie Nelson, Clara Johansen, Renee Holmes, Sally Woodburn, Joan Sommerfeld, Terry Herron, Vicky Knudson, Kendra Benham, Jackie Chambers, Debbie Funk, Gail Skeleton and Jad Acsfeld, who helped originate the Lifeguard Program in Minnesota.

Minnesota have become the 99s' responsibility, too. To celebrate this successful partnership, a tour of the blood bank facilities was given by Donna Franceschetti, evening lab supervisor. A reception/dinner at the St. Paul Radisson Hotel was attended by Lifeguard pilots, 49½ers and blood bank personnel.

Lifeguard pilots Rita Orr, Clara Johansen and Sally Woodburn received an appreciation plaque. It reads: "For 10 years of outstanding support given to St. Paul Red Cross. In that time, 390,998 miles have been flown and 1,688 flights made. Without your assistance it would remain impossible to provide the amount of life-sustaining platelets and other blood components required by hospitals in our service region."

Joan Wyland hosted our June 9 family picnic. Minnesota weather, blue skies and a breeze (enough for bug control) cooperated for the installation of our new officers. Flowers were bestowed upon Joan Sommerfeld as she left the office of chairman to Terry Herron. Hope Isaacson is vice-chairman. The high-priority air marking committee is co-

Three Rivers Chapter

We welcomed International President Hazel Jones and Mirjana Ivanovic from Novi Sad, Yugoslavia to the spring section meeting. Mirjana is a new 99 who was pinned at the last International Board meeting. She is a flight instructor certified in single and multiengine land airplanes and gliders, and she was the only woman graduate of her aeronautical engineering class.

The section Attendance Trophy went home with the Indiana Dunes delegation, and those nominated for the Governor's Service Award were recognized. It is indeed an honor to be acknowledged in this manner for continued support of your home chapter. All nominees are to be commended for their tireless service. Dorothy Haupt, Greater St. Louis Chapter, received the highest honor by receiving the award, while Charlene Falkenberg, Indiana Dunes Chapter, received a Special Section Award for her continued service to the section. She is always there when she is needed. A lovely poppy quilt, handmade by Adeline Smith, Ruth Ruggles' mother, was presented as a special attend-



ance award. This quilt now occupies a place of honor in the home of Dorothy Haupt.

June 13 found members and guests traveling to Warsaw, Indiana for the installation of new officers, including Chairman Marcia Nellans, Vice-Chairman Lewie Wiese (also program chairman), Secretary Dee Ditton and Treasurer Linda Pulver.

Section committee chairmen met at the home of Sheila Dick June 25 to review the videotape made of the section meeting.

Members and guests, including a new 66, traveled to Kirsch Municipal Airport, Sturgis,

Wengett, who is also a 737 pilot, came up especially to attend our seminar and to take home information on forming a Flying Companion Seminar in Texas.

Hannah Oja had a last-minute meeting in her home to firm up all the plans for the course. Eleven members gorged themselves on her fabulous spread. New members Julie Bowdel and Marianne Fullman signed membership applications, and new 66 Bobbie Andrews also attended this meeting.

Several members attended yet another career education class at Odgen Junior High

#### Idaho Chapter

In memory of Jan Swanson, friend of Idaho 99 Sue Raney, the Idaho 99s have donated to the Payette Lakes Little Ski Hill. This memoriam was given with our utmost sympathy and regard for a wonderful friend and pilot.

by Anita Lewis

#### Intermountain Chapter

Our July meeting was hosted by Dorothy Fowler at her home, Fowler's NW Forty Airstrip. Several of our members flew in to the 1,500-foot grass strip for this meeting. At this meeting, Dorothy displayed the lovely leaded-glass 99s window display which our chapter is donating for the September 19-22 section meeting in Boise.

The speaker was Dave Layman, who maintains the P-51 known as the "Worry Bird," owned by Jack Rose of Spokane. This aircraft has appeared at air shows all across the country and is well known in this area. Dave spoke extensively on the worries and wonders of maintaining the P-51. He also discussed the importance of preflight preparation and the necessity of knowing your aircraft's limitations and responses, especially in an emergency situation.

August's meeting was held at the home of Betty Bailey on beautiful Coeur d'Alene Lake. All members attending enjoyed the peaceful, cool setting at lakeside.

by Barbara Mayfield

#### Mid-Columbia Chapter

The June meeting was a formal goodbye to Carolyn Rose-Stella, who is moving to the Seattle area. Carolyn is the immediate past chapter chairman.

A brief business meeting was held after the luncheon to discuss the upcoming air show. Ellin Larimer volunteered her 49½'er's talents to design and build a booth for us. This will be a great improvement as the old booth consisted of a sign, tarp and odds and ends.

by Anne English

#### North Dakota Chapter

We held our May 19 meeting at Williston with seven members and one 66 present, accompanied by five husbands. We had our display table set up at the Williston Air Show and talked to several prospective 99s.

At an evening meeting June 14, plans were finalized and duties assigned for a local USPFT Rallye to be held the next day at Jamestown.

Twelve 99s and seven 49½'ers staged a very successful USPFT event. First place winner was Bob Simmers of Jamestown, with Charles Kalvoda, Mandan, second. The top five scores were very close. Mike Beiriger of the FSDO in Fargo had an on-going safety seminar all afternoon, while Dave Vogel, Kay's 49½'er, very ably took care of the lunch counter. We really appreciated the help of Airport Manager Gary Baker; we literally "took over" his facility. Beth Lucy was overall chairman and didn't forget a thing! She and husband Doc had the strength left to have us all out to their cabin for a steak fry that evening. Beth was largely responsible for the success of our first local rallye.

There was no meeting, just a fun time camping at the Downstream Campground at Riverdale when the Eides, Frosts, Herrs,

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Michigan, for the July 11 meeting, hosted by Margie McQueen.

The evening's program included a slide presentation by Byron Fredericksen of Aviation Underwriting Specialists, Neenah, Wisconsin. Fredericksen spoke about the problems and joys of purchasing a 1931 Stinson Tri-Motor B model airplane, first operated in 1931 by Century Airlines and later by Wein Air Alaska. He purchased the plane in July 1970 from Jerome Berry of Fairbanks. It had not been flown since 1946, so it was hauled down the Alcan Highway 3,600 miles to Neenah in October of the same year. It was a sight to behold as they traveled this route with the plane on a trailer behind their loaded pickup. After many flat tires and other breakdowns, they arrived home safe and sound, although there were many times they had doubted they would ever see home again.

In 1975, Fred, Bill Brennand and Chuck Andreas started rebuilding the plane and, after 15,000 hours of labor, flew it again in 1981. Almost every part had to be handmade as these planes were no longer in production and there were only 52 of them made back in 1931. It is powered by three 260-hp Lycoming engines, holds 10 passengers and cost \$26,000 when new. NC11170 is one of only two of this series remaining today, and it is restored in the same black and gold color as when new. They also have it certified to haul passengers for hire, and they take it to various public events.

by Martha H. Norman and Linda Rice

### NORTHWEST SECTION

#### Central Oregon Chapter

Our chapter supported the FAA student essay contest on "The Importance of Airports to our Community" by donating three \$50 savings bonds. They were personally presented to the top essayists in our tri-county area at their graduation awards ceremonies.

Pat Washburn is a very busy lady and now the holder of a B.S. in business. Kathy Wetherell visited the Paris Air Show. Donna Vasko has become a travel agent and hopes to do that, too, someday. International Director Pat Roberts has been nearly everywhere this year, and even spent a few days at home last month.

by Donna Vasko

#### Columbia Cascade Chapter

There were 37 students for our April 27 Pinchhitter Course, with 29 Ninety-Nines and one baby girl helping. Texas 99 Vickie

School in Oregon City, Oregon.

Have you seen a six-foot chicken who flies an airplane and is searching for a five-foot bunny at an airport? Buffy "Bunny" Bush, Boring, Oregon, and Betty "Chicken" Praken, Canby, Oregon, attended the Mid-Columbia Chapter Easter Egg Hunt. Costumes were designed and made by Buffy. Gayl Ratigan, Jean Krotzer and Madelyn Heesacker also participated in the event.

Ten gals flew to Sunriver, Oregon for a June 22 USPFT meeting with Pat Roberts. Pat picked up Mary Hill, Dorothy Mercer, Gayl Ratigan, Linda Aerger, Pegge Blinco, Mary Wohlgemuth, Madelyn Heesacker, Maryjean Sprick, Judy Orton and new private pilot Barbara Sandell at the airport and served a delicious deli lunch at her home. Takeoff at Sunriver on a warm afternoon at a high altitude airport gave us a great opportunity to observe density altitude at work.



Dorothy Mercer and Mary Hill check out "Bunny" Buffy Bush and "Chicken" Betty Praken.

Pat Lundahl, Gayl Ratigan, Dorothy Mercer, Getty Musson, Kathleen Lamham, Buffy Bush, Jean Krotzer and Madelyn Heesacker attended a July 10 lunch meeting with the Greater Seattle Chapter, while two chapter airplanes flew in the July 12 Oregon Petticoat Derby. Madelyn Heesacker and copilot Pegge Blinco flew in Madelyn's Cessna 152 and won a prize for the cleanest airplane. Dorothy Mercer, copilot Gayl Ratigan and "bombardier" Getty Musson flew in Dorothy's Cessna 210. The three gals won second place in the race.

The editor of the Columbia Cascade newsletter, Mary Wohlgemuth, is nursing a broken "wing" as a result of a conflict with a horse. That horse will go out to pasture but will not get in a pickup truck!

by Pat Lundahl



Leagues and Boehlers met the weekend of July 12-14. We had a steak fry Saturday evening when Larry League presented slides of the Jamestown rallye. We also toured the fish hatchery, but mostly just relaxed.

We painted "16" and "34" on the runway at Ashley July 20. With 11 members present, it didn't take long. Diana discussed fuel management.

*by Lorraine Boehler*

### Rainier Chapter

June's meeting was held at Joanne Andrus' home. Because she works in the tower as an air traffic controller at Renton Field, Joanne is exposed to newly-soloed and other women pilots who do not know about 99s. So she is in a very valuable position to recruit new members.

We said goodbye to Merry Maccini, who left June 27 with her doctor husband. He is finishing his service time in Nuremberg, Germany.

The July meeting was our annual fly-in and potluck picnic at the South Prairie Field home of Elise Adams. We 99s know how to cook as well as fly!

*by Juanita Morrison*

### Willamette Valley Chapter

Our June meeting was a joint venture with the Palms Chapter. We met at the Corvallis Airport for a salad potluck.

"Pushing the Outside of the Envelope" was the topic of Jim Driskell, featured speaker and pilot for Rockwell International.

Several of our members attended the FAA Safety Seminar July 25 in Eugene. Accident Prevention Specialist Gary Ward showed a film, "The Aviator." He also gave tips on summer flying and information about the Wings Pilot Proficiency Program.

*by Mary Ellen Hobin*



Aimee Kuprash and Karen Bernheim are ready for takeoff in the Petticoat Derby.

## SOUTH CENTRAL SECTION

### Colorado Chapter

FAA Accident Prevention Specialist Mick Wilson spoke at our May 9 meeting, stressing not only the importance of the aircraft attitude indicator, but the attitude of the pilot as well.

And with respect to another facet of flying involving airline passengers, the July 11 meeting featured Dr. Bob Arnold, retired Air Force, now a psychologist and 727 instructor at United Airlines. He described many of his experiences with the chapter's Flight Without Fear Clinic and of the excellent support the program provides those who are afraid to fly.

Chairman Anita Hessin, Vice-Chairman

Phyllis Kramer, Secretary Pat McFarland and Treasurer Linda Horn were installed as new officers at the June meeting.

The Topeka section meeting events and seminars were attended by Kitty Hach and 49½er Cliff, Barb Hobson and Jan Clemen, and Phyllis Kramer and 49½er Ben. All three Colorado state chairmen were in attendance — Betty Pfister (Aspen), Barb Hobson (Colorado) and Phyllis Wells (Pikes Peak).

The July 4 Aspen fly-in was enjoyed by Jan Clemen and 49½er Chuck, as well as Linda Horn, in the Clemens' "new" Mooney. Joyce Hilchie and Jessica McMillan attended the activities in Jessica's Mooney. The fly-in included an air show Saturday, as well as a party hosted by the Aspen Chapter for the air show performers and the 99s attending from the Colorado and Pikes Peak Chapters.

The Mile High Derby Committee learned that a race course, whether it be in the planning or racing stages, seldom runs smoothly, especially when the terminus must be changed. However, Anita Hessin, Jan Clemen, Barb Hobson, Phyllis Kramer, Linda Horn, Charlene Lawrence and Pat McFarland enjoyed a June 1 trip to Taos, New Mexico in Anita and Linda's planes. It was agreed that the Taos Airport would replace Baca Grande as the terminus.

*by Susie Sillerud*

### Dallas Chapter

Pauline's perennially perfect picnic proceeded as planned. Dallas 99s gathered at the home of Pauline and 49½er Jack for our annual summer potluck. Their home and hangar, filled with years of flying mementos, are alongside the grass strip at Kitty Hawk. Members took advantage of this opportunity to poke around the old Cub, the Curtis Pusher (old replica) and the Winthrop's pride and joy, the red Waco. Chairman Sue Andrews managed to sandwich a brief meeting between eating and hangar flying. We reviewed plans for the coming year and allowed some more volunteers to join the program committee.

The July meeting moved back to our old stand at Love Field. News of Dorothy Warren's venture into the custom shoe business was "laced" between items of 99 business. Margie Carter reported that she has completed Phase I of the FAA pilot proficiency award program, and that it was definitely worthwhile and loads of fun. Margie Watson highlighted the evening with a safety education program. She showed a film on turbulence caused by wing tip vortices and another on stalls and spins.

*by Margie Carter*

### Dallas Redbird Chapter

Kitty McGee became our newest member at the June meeting in Elinor Johnson's home. We enjoyed having Lise LaPrelle of the Greater New York Chapter as a guest once again; we are delighted that her father lives here and brings her to our chapter meetings so often. The International Bylaws changes were presented by Hazel Jones and discussed by members. Officers for the next year were elected, and we learned that one of the attendees at our flying seminar has begun flying lessons at Addison Airport. Hazel and Kathy Long had traveled to Kissimmee to help with the USPFT Nationals and reported

that it was very exciting.

Hazel Jones was the speaker at a July 13 luncheon planned by the Texas Dogwood Chapter to celebrate their 11th anniversary. The Dallas Redbird Chapter helped organize the Texas Dogwood group, and those of us who flew in to the Athens Airport were given royal treatment. Elaine McReynolds flew her Cherokee with Elizabeth Jordan as a passenger.



Hazel Jones visits with Senator Nancy Kassebaum at the South Central Sectional in Topeka, Kansas.

After becoming a 99 in June, Kitty McGee was off to a "flying" start as hostess for the July meeting. The year's events and the Baltimore Convention were discussed. Hazel as International President and Elizabeth as a delegate attended. In addition, Helen Wilke and Pat Jetton flew the chase plane for the Air Race Classic, and Helen gave a rollicking account of their adventures.

The Airport Flying School at Addison Airport hosted a "Birthday Party for Amelia Earhart" July 28, complete with cake. Channels 4 and 5 interviewed members Helen Wilke and Elaine McReynolds, so we had two TV stars on the evening news. Other chapter members attending the party were Jessie Bilbo, Margaret Conlin, Fran Shelton and Tina Steen. Several names of prospective 99s were gathered, and we look forward to some new members the coming year.

*by Elizabeth Jordan*

### El Paso Chapter

One of our "funnest" years ever was concluded June 9 with a barbecue for 99s, 49½ers and 66s at the home of newly-instrument rated Louise Austin, outgoing chairman. It was also the beginning of our new year with the installation of an impressive slate of officers, led by Chairman Marsha Mascorro. Accompanied by 49½er Robert, Marsha was our delegate to the Baltimore Convention.



Newly installed El Paso officers are Treasurer Louise Austin, Vice-Chairman Betty Sue Yearwood, Chairman Marsha Mascorro, MC Evelyn Underwood and Secretary Lois Hailey.



A loan program was organized by the chapter with funds donated to an account and made available to 66 students at low interest for the purpose of obtaining private licenses. The interest goes to the loan institution for processing and servicing the loan. Lupe Hernandez, our first 66 to take advantage of the program, is well on her way to becoming a licensed pilot!

Dick Green, Fara's 49½er, performed aerobatics at a mini-air show June 30 at West Texas Airport. Also performing was a member of the US Aerobatic Team, Dr. Julie Phile of Albuquerque, New Mexico. Our 99s cooked and served breakfast at the fly-in, with all profits donated to the US Team.

Breakfast was again served by 99s at West Texas Airport. An August 4 seminar on desert survival was presented by the 479th Tactical Training Wing Life Support Section from Holloman AFB in New Mexico. They also set up the life support survival display.

Vicky Wingett became a captain for Southwest Airlines in June. She was in charge of the rip-roaring Amigo Airsho Hangar Party last year for performers and workers, and she is our 99 representative for the Airsho again this year.

*by Lynn Newton Stover*

#### Houston Chapter

Our May meeting featured Dr. Robert Ryan, a flight surgeon who spoke on the physical aspects of flying. Bob Cresup with the Confederate Air Force also spoke to us about the upcoming air show at Ellington AFB in Houston.

Our May 31 trip to South Padre Island was a success with 18 members, 49½ers and guests flying down for a weekend that included a visit to Charter 99 Ila Loetscher. Rio Grande Valley Chapter members Sandra Lapsley and Evelyn Sizemore helped Ila show us around her turtle facilities and served a very delightful supper.

Marcia Sullivan spoke at our June meeting about pilot judgment and whether or not it can be taught according to research studies being developed in the US and Canada. We were all given a profile test that pinpointed five different traits that isolate poor judgment — anti-authority, impulsive, invulnerable, macho and resignation tendencies.

Cathy Wappler, our newly-elected chairman, held a joint meeting of both outgoing and incoming board members June 27 at her home. After a wonderful salad supper and dessert, we settled down to review the previous year and plot a course of action for the next. We don't change officers until September, but the new chapter leaders are all fired up, setting new membership and

flying activity Goals. Faye Willis will be vice-chairman; Sue Frantz, secretary; Ann Ragsdale, treasurer, and Chris Cobb, auditor.

Carol Phillips, outgoing chairman, showed home movies of the past six months of activities and meetings July 16 at West Houston Airport. Carol received a video camera for Christmas, and now she makes movies of everything. She has edited the tape and added subtitles to make a film archive for our chapter. (We're all movie stars!)

*by Carol Phillips*

#### Kansas Chapter

Our June meeting was held in the hangar of Phyllis and Earl McCollum at High Point Airpark. Following a covered dish picnic, new officers, including Chairman Janet Yoder, Vice-Chairman Kay Alley, Secretary Janice Walton and Treasurer Kay Dunlap, were installed. Plans for our upcoming Sunflower Rally, which will be run as a "British Observation" race, were discussed.

Our July meeting was held at Jabara Airport in Wichita. It included a presentation of the Life Watch King Air and Life Watch Helicopter programs and a tour of the facilities. Kay Alley, a Life Watch pilot, arranged our tour.

Janet Yoder participated in the Air Race Classic. She won prizes for two different legs of her trip and is looking forward to participating in August's Grand Prix Air Race.

*by Debbie Klein*

#### Lubbock Chapter

It was exciting to be in the Baileys' home April 9 as they had recently remodeled. Two 66s, Kathy Way and Christi Besack, were present. Christi has passed her private pilot written and is working on cross-countries. Pat Cantrell presented slides of their spring vacation to Show Low, Arizona, with an outstanding air-to-ground portrayal of the Grand Canyon and Meteor Crater.

A get-acquainted reception was held at Town and Country Airport April 14 for all women pilots and "would-be" pilots. Scrapbooks were investigated and recent snapshots examined. Two couples flew in from Biggin Hill Airport — Major Denny and Cathy Way in an antique yellow Fairchild and the Cantrells in their Debonair. Two Confederate Air Force planes performed for us.

May activities included Mary Trusler flying Jane Bartos and Janie Bailey to Topeka, Kansas for the section meeting. Janie accepted her AE medal for completing her scholarship qualifications.

Doug and Angela Boren flew to London and visited the original Biggin Hill Airport, which was famous prior to and during World

Wars I and II. They told personnel of the active flying school about 99s and their American counterpart, #2 Biggin Hill near Lubbock, Texas.

New officers for 1985-86 include Chairman Jane Bartos, Vice-Chairman Nancy Vialle, Secretary Suzanne Copeland and Treasurer Betty Hampton. Nancy also chairs the social committee, while other committee leaders include Mary Trusler, membership; Angela Boren, AE Scholarship; Rosemary Stidham air age education; and Leslie Thompson and Mary Trusler, air marking. Pat Cantrell has been named reporter to *The 99 NEWS*.

For an "end of school celebration," Jane Bartos flew solo to Beeville, Texas, while Pat Cantrell flew to the cool mountains of Riudoso, New Mexico. And Jane and Jim Bartos attended the Denton fly-in June 15.

*by Pat Cantrell*

#### Oklahoma Chapter

Jan Million, former chapter chairman, installed new officers following a champagne brunch in June. Assuming new duties are Chairman Charlene Davis, Vice-Chairman Phyl Howard, Secretary Colleen King and Treasurer Susie Mitchell. Norma Vandergriff presented Lu Hollander, outgoing chairman, with an Amelia Earhart medallion on behalf of the chapter.

The June business meeting held at Wiley Post Airport had the upcoming Okie Derby as the primary topic. Kay Roam, former Montana Chapter chairman, recently transferred to Oklahoma just in time to help with the seventh annual race, which was held July 12-13 at Sundance Airpark near Oklahoma City (see "Air Racing News").

Past International President Susie Sewell was sponsored by the chapter in the Forest of Friendship at Atchison, Kansas, and members returned from the Baltimore Convention with glowing reports. Watching proudly as Mary Kelly was awarded an AE Scholarship, which will be used to complete college work toward a degree in aviation management, were Charlene Davis, Helen Holbird, Shirley Brown, Norma Vandergriff, Susie Mitchell and 49½er Phil, and Diana Burton and 49½er John.

Charlene Davis, Nawasa Staton and Broneta Evans assisted the Top of Texas Chapter at the Air Race Classic stop in Childress, Texas.

The Oklahoma Wings of the Future Scholarship was presented to CAP member Tessy Nelson, Austin, Texas, following a summer encampment in Norman, Oklahoma. This new chapter scholarship was presented in honor of deceased member Margaret Brown.

While helping with an aerobatic competition in Stillwater, Lu Hollander, Shirley Brown, Charlene Davis and Norma Vandergriff became acquainted with Gina Taylor. Gina is now one of our newest members and the only aerobatic competitor in the chapter. She flies her own Pitts.

Captain Asima Syed, one of our AWACS pilots, has been busy upgrading to aircraft commander, and after all the USPFT activities have been completed, we hope to see more of our Arkansas contingent. Jody McCarrell has spent a lot of time in Florida lately, while Linda Hooker pursues her nursing career studies.

*by Nancy Smith*

Houston 49½ers line up to pay their hotel bills after the section meeting.







At the June Installation, (above) Jan Million presents a single rose to incoming Chairman Charlene Davis, and (below) Norma Vandergriff presents outgoing Chairman Lu Hollander an Amelia Earhart medallion.



CAP member Tessy Nelson is the recipient of Oklahoma Chapter's first scholarship award.



JoAnn Bates visits with Airport Manager Lynn McGlothlin after the June poker rally.

#### Purple Sage Chapter

June 8 brought with it ideal weather for our first poker rally. Fifteen planes carried 30 participants through stops in Andrews, Hobbs, a lunch stop in Pecos with the Chamber of Commerce providing the food, Monahans and a final stop for a get-together

at Odessa. We took along reporters from two local TV stations and received some excellent coverage.

Ector County has a new airport manager. In an effort to work with her to make the airport better for all pilots, we welcomed her to the area with a July 17 luncheon.

Mary Alice Tidwell represented the early aviatrix on the Altrusa Float in Midland's Fourth of July Centennial Parade. She was dressed as the earliest pilots might have dressed, complete with long silk scarf, and she stood by a wooden propeller.

## CHAPTER NEWS, ETC.

JoAnn Price and 49 $\frac{1}{2}$ er Steve are attending the Oshkosh fly-in. We are all anxious to hear about their trip. And Vice-Chairman Pat Schnieder spent some time flying to Ohio this summer. Those hours will certainly help on her quest for an instrument rating.

*by Betty Jones*



Mary Ann Greer and Margaret Cosby work at the 99s booth during Armed Forces Day activities.

#### San Antonio Chapter

May 19, Armed Forces Day, we had our 99 booth at Randolph Field. This created quite a bit of interest because, during the year, we save everything pertaining to women in aviation, and give it away at this time. We were fortunate to have two prospective members join us for this activity.

Our annual poker run took off June 30. Austin Chapter's Carol Towerton piloted the first plane in at the last stop at Stinson Field, and she also won the money for the low hand. Ruth Nichols won the high hand prize.

*by Mary Ann Greer*



Carol Towerton, first returnee on the poker run, is greeted by Laura Richter and Ann Ash.

#### Shreveport Chapter

This seems to be the month for our members to travel. Joan Carroll and Helen Wray, with their respective 49 $\frac{1}{2}$ ers, embarked on the Queen Elizabeth II for a vacation in the

British Isles. The best part was the return trip on the Concorde. Jere Saur spent two weeks in New York checking on the refurbishing of the Statue of Liberty; Lisa Garrett and her 49 $\frac{1}{2}$ er chose the hills of Arkansas; Dottie and Bud Ports "motor-homed" to Akron, Ohio for Bud's 50th high school reunion; and Martha and Ray Christy flew to Athens Airport, from which they embarked on a Middle East cruise.

Thanks to the efforts of Eileen Anderson and Marjorie Hardcastle, our own Hangar 99 is enjoying central air conditioning. We took a well-deserved snack break while air marking

our local compass rose and were really surprised to find our trailer cool and comfortable.

Dottie Ports was stop chairman for the Texarkana stop of the Air Race Classic, and she really kept her eye on the proceedings. She parked her motor-home right beside the control tower! Along with Helen Hewitt and Evelyn Snow, Dottie also served as a timer. Amy Pilkenton, Marian Piper, Jean Mason and Lisa Garrett came up to lend a hand. Eileen Anderson and Marjorie Hardcastle flew in and gave us a breather. All in all, we enjoyed it thoroughly. Aren't races exciting?

*by Helen Hewitt*



Evelyn Snow, Dottie Ports and Helen Hewitt are timers for the Texarkana stop of the Air Race Classic.

#### South Louisiana Chapter

Through the efforts of Anne Wallis Self, the chapter has obtained the use of a display booth at the Lake Charles Municipal Airport terminal building. Displays will focus on 99s and their activities in the Lake Charles area.

The display for August and September includes costumes from the play, "Daughters of Heaven" by Shelley Fitze. The play was performed at McNeese State University in Lake Charles, with 99s working closely with the cast in an orientation on aviation. Pictures



South Louisiana 99s Sandra Leder and Anne Self complete a display at the Lake Charles Airport terminal building.



show Amelia Earhart at her fly-away breakfast prior to her last flight. Women astronauts are included with a picture of 99 Sally Ride.

In October, the display will be about the Louisiana National Airshow XVII, while other themes will include "Focus on a Lake Charles 99." Sandra Leder was featured in June and July, and next will be Anne Wallis Self, Ziggy Novak and Deb Ransdell.

by Sandra J. Leder

## CHAPTER NEWS, ETC.



Ann McMahon, chapter chairman, is also vice-president of Interstate Communications, a company she and her 49½er founded.

### Texas Dogwood Chapter

The sky was gray and cloudy in Glade-water, Texas during the morning hours of May 11. The 99s who were at the airport getting ready for the day's spot landing and flour bombing events were concerned that the contests might have to be cancelled. But the rain held off and, as luck would have it, the day turned out to be quite a success for the chapter.

The spot landing contest began late in the morning with 16 pilots registered. There were two categories in the event, with first, second and third place ribbons for each category. Winners in Category I (150 hours or less) were student pilot Randy Smyth, both first and third places, and John Hartley, second place; winners in Category II (more than 150 hours) were Chuck Marble in first place, Jim Collum, second, and Jeff Ridgeway, third.

A portable barbecue was donated for our use by 49½ers Pat Curran and Don Maxwell, who also doubled as hamburger chefs. Plate lunches were sold to participants and spectators. Sally Coker headed food concessions, and 99s assisting her fed a lot of hungry appetites.

The flour bombing contest took place after lunch with 11 entries. The chapter had never sponsored a flour bombing before, but now that we know how much fun it is for both "bombers" and spectators, we'll be doing this more often. The first place winner, Doug Burrows, hit the target dead center. Second place winner John Hartley hit the edge of the bull's eye, and third place winner Eddie Gregston dropped his bomb just inches from the target's edge.

Jan Maxwell worked hard getting the terminal clean and neat for the event, and Flora Higgins and her husband, J.E., cleaned up afterward. Stephenie Roberts made 100 flour bombs; Lynda Kay Aber and Jan Maxwell handled publicity; Cathy Massey donated a percentage of the day's av gas sales to our chapter; and Kathy Collum, Frances Coker, Bonny Feather, Jerry Jur-enka and 49½ers helped Kris Curran judge the events.

We had a great turnout of 99s, 49½ers and other area pilots. What started out as a grey day turned out to be a fun-filled time for everyone!

Weather again failed to curtail activities when members and families met June 21-23 at the Flying "L" Ranch in Bandera. Mooney officials in Kerrville kindly opened their factory doors for a weekend tour. Then the friendly folks at the ranch helped us conclude our stay with a delightful hayride.

International President Hazel Jones did not allow jet lag to interfere with her commitment to help celebrate our Founders Day. She returned from Hawaii to speak at our 11th anniversary and to honor the original five who had begun the chapter — Peg Ong, Duane Perry, Sheri Robson, Elaine White and now deceased Vi Mason. Hazel's chapter sponsored and guided us in all our beginning activities, and they have watched our membership increase to 21.

Members and guests also attended the luncheon in Athens. During the meeting, Chairman Kathy Collum installed new officers and turned over her reins to Jan Maxwell, new chairman.

by Elaine White



New Top of Texas officers include Treasurer Kathy Landreth, Secretary Ima Jean Huff, Vice-Chairman Marnell Presley and Chairman Joann Hodges.



Dimmitt air markers include Ann Crouch, Kathy Landreth, Jannis O'Briant, Peggy Brandon, Marnell Presley, Virginia Pownell and Judy West.

### Top of Texas Chapter

Chairman Joanne Hodges represented our chapter at the Baltimore Convention. She returned with glowing remarks for the many fine friends she met.

Ima Jean Huff and Virginia Pownell met with Pauline Glasson, Tip of Texas 99, in Childress to discuss plans for the Air Race Classic stop there. Virginia, Ima Jean and 49½er Gene, Chris McClain and 49½er Mac, Jannis O'Briant, Kathy Landreth and Ann Crouch manned the Childress stop. They had a marvelous time meeting the crews of the 18 plants that stopped. Most impressive to all was watching 16 planes take off in 19 minutes.

Ima Jean then represented the chapter and the Women's Division of the Chamber of Commerce at the Texas Panhandle Distinguished Service Awards Luncheon. Our pride in her is evident as we realize how much she works for us.

The air marking at Dimmitt Airport is complete. At the June meeting, Judy West presented "personal painting sticks" to Judy West, Jannis O'Briant, Kathy Landreth, Marnell Presley, Ann Crouch, Virginia Pownell and Peggy Brandon for participating in the project.

Ann Crouch installed our new officers in a lovely ceremony, presenting gifts to the outgoing and incoming officers. New members include Lisa Grider and Frances Scroggs, as well as new 66 Carolyn Thomas.

by Mary M. Vermeulen

### Tulsa Chapter

Earline Biles hosted the June potluck planning session. Fran Rankin was appointed to chair the committee on flying activities, and the first fly-out of the year was a luncheon to Western Hills Lodge in Sequoyah Park.

Installation of new officers was held during the June meeting at Alpha Aviation. Presents were given to outgoing officers, and guest Mary Jacobs, a young mother, discussed flying with airsick children.

Temperatures in the 100-degree range greeted the picknickers at Lee Duncan's annual swim party. Karen Greenawalt arrived in style in a 1920 roadster.

The big fly-out for July was a dinner in Krebs at Pete's Pace, an Italian restaurant. Ten planes transported 28 people to the McAlester Airport, where the accommodating FBO provided members with discount coupons for dinner.

Fran Rankin missed the dinner because she and son Chris were at Oshkosh, camping under the wings and enjoying the performance of the Concorde.

Clean-up day at Harvey Young Airport found Charlene McCullough and Ozelle Landrum painting the tetrahedron.

New flight instructors Tiana Pickle and Carol Thompson are teaching flying at Tulsa International Airport.

by Janet Minnerath



WACO-CENTEX CHAPTER 99s (above) Shirley Ann Roberts, Helen Jessup, Sue Frantz, Faye Willis and Imogene Chamberlain recently helped 82-year-old Al Dobbins celebrate his birthday.





Helen Jessup spoke to Trinity Lutheran School classes about aerospace education and emergency services. On another day, she returned and flew tissue paper hot air balloons.



Professional pilot Celia Reid (center) talks with Paul Gundermann and Dale Prothro.

#### Wichita Falls Chapter

Dale Prothro and husband Joe hosted our June 3 meeting in their home. A patio buffet dinner was served to 13 members and 18 guests. Speaker Celia Reid, a pilot on maternity leave from Muse Airlines, discussed preparation and training for her job. New officers include Chairman Carolyn Baker, Vice-Chairman Lou Ellen Foster, Secretary Hellen Hutchison and Treasurer Sandra Gundermann.

We held a garage sale June 22 at Lou Ellen's home. Leanne Bush was in charge of organizing and advertising, while the rest of us pitched in with "treasures" gleaned from spring housecleaning. Lou Ellen also attended the Baltimore Convention.

Our July 1 meeting was held in the home of Virginia Holmes. We devoted most of our time to discussing budgets and plans for the fall section meeting.

*by Betty Kidd*



Among those helping with the air marking of Sherman Municipal Airport are Wildflower Chapter 99s Jo Nichols, Ava Ray and Kristina Campbell.

#### Wildflower Chapter

Plans were made August 1 to attend the fall section meeting in Wichita Falls. Attending

the sectional was one of several upcoming events discussed at the regular meeting of the chapter held at Cox Field in Paris.

The regular meeting day for the chapter was then moved to the first Saturday of each month for the fall and winter in order to accommodate members who work outside aviation.

Air marking of the Sherman Municipal Airport was accomplished June 1. Those helping included Jo Bush, Kristina Campbell, Margaret Chessher, Jo Nichols, Ava Ray and Pat Wright, as well as 49'ers Jimmy Ray and Bob Wright.

*by Pat Wright*

### SOUTHEAST SECTION

#### Carolinas Chapter

First things first. We would like to take our space to thank the Middle East Section, Sara Williams and her Convention committees for the great days in Baltimore. They seemed to take everything in stride and even acted as if they had no problems. Anybody who has handled an International Convention knows it's hard to count all the problems.

June's meeting was in Rock Hill, South Carolina, with hostess Ksena Stone. Our program included a preflight-bugged Cessna 195. Most of our newer members didn't even know what that airplane looked like when perfect!

July's meeting was scratched in honor of the Baltimore Convention, and our August meeting was at Louise Smith's Periwinkle Farm. We're running about 12 to 14 per meeting, and slowly getting back on our feet.

*by Page Shamburger*

#### Florida Gulf Stream Chapter

April 26-27 we completed another air marking with the help of many of our members. The next time you fly into or pass the Pompano Air Park in Pompano Beach, notice our beautiful compass rose just to the east of the Goodyear blimp!

May was a busy month, both on the ground and in the air. We had quite a few members participate in the first Great Southern Air Race. Mina Elschner, Helen Steele and Peggy Sanders helped in the Florida Keys at Marathon. Shirley Davis and Ann Rothke were official timers, who enjoyed the race as much as the members who flew, including Alexis Montague-Ewanchew and Barbara Cochran, Ellie Odorico and Pat Nolen, Sue and Terry Perrigo, and Brenda Cruz. Brenda replaced a copilot in St. Petersburg.



At the chapter installation are Kathy Bolt, Bevin Bolt, Barbara Cochran, Ruth Brown and Martha Conte.

Our new officers are Chairman Barbara Cochran, Vice-Chairman Ruth Brown, Treasurer Martha Conte, Recording Secretary Brenda Cruz and Corresponding Secretary Kathy Bolt.

*by Sue Perrigo*

#### Florida Suncoast Chapter

Thirteen members attended our meeting June 6 in Kissimmee, then went to the USPFT Judging School at Lake Aircraft. Diane Baynard, Dottie Birdsong, Nancy Cadorette, Alice Cutrona, Mary Fletcher, Marion Hotcaveg, Ruth Hubert, Barbara Maxey, Sophia Payton, Susan Rice, Barbara Sierchio, Mary Webb and Nancy Wright, with the help of 49'ers Fred Hartman, Jim Papas and Neil Payton, spent the weekend using their newly-acquired skills as judges.

Eloise Williams, 66, has earned her private pilot license; Ruth Hubert and Judy Lester completed work on their Phase II Wings; and Barbara Sierchio has been elected to the section's nominating committee.

*by Barbara Sierchio*



Helping with the National USPFT competition are (kneeling) Barbara Sierchio, Dottie Birdsong, Mary Fletcher, Marjorie Hotcaveg, Alice Cutrona, (standing) Susan Rice, Ruth Hubert, Diane Baynard, Sophie Payton, Mary Webb and Nancy Wright.

#### Kitty Hawk Chapter

Esther Fordham and her family were active in this year's Empty Stocking Airlift, a charity benefit to raise money for Wayne County needy children. Each passenger paid five cents a pound for a ride. Esther also attended a safety seminar at Seymour Johnson Air Base.

Lorrie and Diane Tunnell attended the National Congress on Aerospace Education in March. Lorrie was honored to be transportation escort for Paul Garber, historian emeritus of the Smithsonian Institution. She and Diane also have just completed a year as ground instructors at Nash Technical College. Lorrie lectured on women in aviation at the Air Force Aerospace Education Workshop for teachers in Montgomery County, Virginia, while Diane took part in an FAA Survival Seminar at RDU.

June Rodd participated in Airport Appreciation Day at Beaufort-Morehead Airport, as a 99 representative in air activities. The air marking a few years ago makes a beautiful display when seen from the air.

Sara Zug, our busiest pilot, flew to San Antonio, then to Mexico. She has been involved this spring and summer with air transportation for conference members from the Nags Head Conference Center at Kill Devil Hills, North Carolina.



Hazel Monroe has been reappointed to another four-year term on the Anson County Airport Commission. In April, she flew law enforcement officers in a search for a murder suspect and his car in Anson County.

*by Hazel S. Monroe*

### Memphis Chapter

It's quite a thrill to pick up the phone on a lazy summer morning, as Dora Dunavant recently did, and have the person on the other end say, "This is NASA in Washington calling." All sorts of ideas like trips to the moon and space orbits come to mind — especially if you are a pilot. Actually the message was that our chapter's own astronaut, Rhea Seddon, was coming to visit and present a film on her trip to outer space last April. She traveled 2.5 million miles in seven days aboard *Discovery*, orbiting the earth 108 times. Rhea was the one of the crew with the job of trying to activate the malfunctioning satellite that was launched on a previous trip. Maybe someday soon there will be orbits scheduled like airplane flights and we can all go!

Down to earth again, Mary Needham (our new leader), Linda George, Silvia Stratham and Rosemary Williams presented a program for the Tennessee Teachers Association at their annual summer seminar. We used the 99s slide show, "The First Fifty Years," and it was a big success.

On a recent fly-in to Jackson Airport, with the engine from a Cessna 172 hanging in front of us, Janice New McWilliams and her father helped us relearn a lot of our basic training. Flying up from Memphis were Jamie Louks, Marge Fields, Dora Dunavant and Rosemary Williams. Kay Dement, Mary Needham, Fern Mann, Dolly Gibbons and



Astronaut Rhea Seddon presents a plaque to Dora Dunavant.

Janice New McWilliams and her father, Joe, discuss engine operation at a recent chapter meeting.



Charlotte Gordon also attended.

*by Rosemary Williams*

### Mississippi Chapter

The chapter held its August meeting at the Corcoria Parish Airport in Vidalia, Louisiana. Special guest John Winters, Shreveport FSS, discussed the Automated Flight Service Stations being installed by the FAA. He also presented a film that demonstrated how pilots will be able to access the FSS through their home computers once the system is fully operational.

After a lengthy question and answer session, members adjourned to the Sandbar Restaurant for a seafood lunch, where Miriam Loe and Glorice Wills reported on the Baltimore Convention. It sounded like those of us who had to stay home missed a lot.

Janet Green and Miriam Loe left August 11 for Kissimmee, where they will be working on the USPFT competition.

*by Helen Drane*

### Tennessee Chapter

In January, we held an evening dinner meeting for the purpose of recruiting prospective members. Invitations were sent to all eastern Tennessee women pilots we could find. On a cold night, a total of 101 people came, including 55 prospectives. International President Hazel Jones spoke on "Why I'm Glad I Became a Pilot." We were also happy to have Southeast Section Governor Alexis Montague-Ewanchew and Vice-Governor Louise White with us that evening.

Later that same month, we heard that our own Evelyn Johnson had been chosen Accident Prevention Counselor of the Year for 1984. Evelyn owns and operates Moore-Murrell Field and was FAA Flight Instructor of the Year in 1978.

We held our USPFT Rallye March 9 at Moore-Murrell Field. Winners included Joe Zabo, first place; Ken Carpenter, second place, and our own Irene Flewellen, third place. Joe and Ken both fly with the East Tennessee Pilots Club. MayCay Beeler did a fine job as chairman, and all hands pitched in to help, including the local CAP cadettes who assisted with the spot landing contest.

May saw us air marking Sevier-Gatlinburg Airport — our third air marking of the year. Anita Sasser has been chairman for all three! Even though scattered rain fell all around the area, Sevier-Gatlinburg was spared and our compass rose was completed.

Tennessee Chapter Chairman Marilyn Ayres introduces guest speaker Hazel Jones.



We held our annual poker run June 15 with home base at Sevier-Gatlinburg. Once again, Joe Zabo was the winner. This time the prize was \$99 in cash, and he generously donated \$49 of it back to us, which helped us meet our expenses.

At this writing, Genie Rae O'Kelley is off across the country again for the Air Race Classic.

*by Ingrid K. Ramsey*

## SOUTHWEST SECTION



**ALOHA CHAPTER'S** Recognition Award for the members who have contributed most significantly during the past year goes to Sue Hillman and Beverly Haid (above). Newly installed chapter officers (below) are Vice-Chairman Cheryl Zarbaugh, Treasurer Barbara Pereira, Secretary Carol Malfer and Chairman Sue Hillmann.



### Arizona Sundance Chapter

The chapter co-hosted the Southwest Sectional, "Diversi-Fly," with the Phoenix Chapter. We all worked hard to make this meeting a success.

Lisa Mathews is now flying for Scenic Airlines. Bonnie Krentler has been accepted into the Air National Guard. And Lucy Enos is the new deputy commander of CAP Squadron 305.

A total of seven women were honored for their contributions to aviation at the Arizona Pioneer Women in Aviation's recent dinner, including Charter 99 Melba Beard, a member of our chapter.

*by Kay Kohler*

### Clear Lake Chapter

A recent meeting featured a preflight check. Our members, spouses and other local pilots were invited to try their luck at finding the 15 "bugs" that were on the plane. We checked for such things as loose oil stick, loose fuel caps, wrong owner's manual and changed "N" number on the panel. Pilots



were given as much time as they needed to do a "normal" preflight of the C-172, and several student pilots tried their luck, too. We had a tie with no one finding all the bugs, so more time was needed for the tie-breaker. Prizes were given to the top three finishers. Bernie Knoke, husband of one our 66s, finally clinched first prize.

Kathy Walton was a last-minute entrant, joining Joyce Wells of Bay Cities Chapter in the Air Race Classic. The team placed fifth in the competition. Lu Hollander, Oklahoma Chapter, graciously gave us a tour of International Headquarters on our way home. — a real treat, especially on a holiday weekend.

Mary Ann and Bob Penson, Kathy and Rich Walton, and La Daun Ingle recently met Cameron Park Chapter members for dinner when they flew into Lampson Field to spend the night at our nearby county school's observatory.

Summer meetings have consisted of barbecues with 49½ers and families, with safety programs presented at each session.

*by Kathy Walton*



Bernie Knoke and 66 Connie Knoke look for "bugs" during the preflight of a C-172.

### El Cajon Valley Chapter

Three FBOs, the Chamber of Commerce, FAA tower crew and chapter members provided a fun and informational time May 11-12 for the citizens of El Cajon Valley. Over 10 tons of rides were sold at four cents per pound, and 99s conducted tours for those interested in seeing an operating air traffic control tower. Dottie McAuley, Lynn Greer, Vi Chambers, Dottie Sanders, Dottie Campbell, Marian DeLano, Lorraine Kivi, Doris Ritchey, Frankie Clemens, Jean Keys, Joyce Smith, Joan McNeil, 66 Elaine Suter and Julia Bradford, a professional clown and prospective member, all worked hard to make it a very special event. Julia entertained those waiting to go on the tower tour or rides with her balloon sculptures.

Copilot Susan Maule and Captain Debbie Ross fly a Metro Liner for Wings West Airlines.



The chapter's picnic was May 19 at Frankie and Ray Clemens' land. We welcomed hungry pals from El Cajon, San Diego and Mission Bay. Two families even "motor-homed" Saturday and stayed over. Proceeds from the picnic, \$99, were sent to the AE Scholarship Fund.

Our July meeting ended with a racing clinic program. With the 20th Pacific Air Race co-sponsored by our chapter, it seemed a very appropriate time to let others know about the fun of racing. Several members who have competed gave tips and encouragement to those interested in racing for the first time.

## CHAPTER NEWS, ETC.

Marian DeLano, Frankie Clemens and Joyce Smith prefiled the Pacific Air Race route July 13 in Joyce's 182.

Dottie Campbell and 49½er Dick attended the week-long CAP Pacific Region Staff Course at Norton AFB, San Bernardino, and Dottie Sanders recently returned from the International Forest of Friendship ceremonies where she was one of 31 honorees. She reported that the ceremonies were beautiful and she saw lots of old friends, plus making some new ones.

New officers for 1985-86 are Chairman Frankie Clemens, Vice-Chairman Marian DeLano, Secretary Joyce Smith and Treasurer Polly Brown.

*by Frankie Clemens*



Jan Nielezsky and Avery Gray take a break during Eagle Flight II, flights for the area's handicapped.

### Fullerton Chapter

Several members participated in the Second Eagle Flight May 18 at Fullerton Airport. Approximately 300 handicapped children and adults were treated to a short flight around the local area. Barbara Abbey, Kim Ernst, Avery Gray, June Leach, Mary MacDonald, Jan Nielezsky and Sylvia Paoli either flew, donated aircraft to be used or helped on the ground.

The June fly-in to Santa Barbara and the Elephant Bar were attended by Kim Ernst and her brother, Evelyn Craik and fiancé Al, Melanie Savord and new husband George, and last but not just ahead of the fog, Jan and Butch Morris.

Our June 22 open house brought us two new members. Both Joyce lives and Catherine Ann Babis are now 66s. We set up in the terminal building at Fullerton Airport and attracted lots of attention with our exhibit.

Members and guests gathered July 17 at the Velvet Turtle Restaurant for installation of officers, including Chairman Kim Ernst, Vice-



At the Forest of Friendship are Sylvia Paoli, Evelyn Craik and Kim Ernst.

Chairman Jan Morris, Secretary Mary McDonald and Treasurer Jan Nielezsky.

Evelyn Craik and Kim Ernst were on hand at the Forest of Friendship to watch Sylvia Paoli have her plaque dedicated.

*by Jan Nielezsky*



Kim Ernst, Jan Nielezsky, Ruth Beede and Sylvia Paoli get ready for the chapter open house at Fullerton Airport.



For the second year in a row, Grass Valley 99s received the Proficiency Training Award. Receiving the award at the section meeting in Scottsdale are (front) Fran Weir, Kathy Frank, (center) Mary Stahlman, Nancy Miller, EstherSue Mozingo, (back) Jan Hagggar, Vicki Lewis and Helen Lake.

### Grass Valley Chapter

We have been getting used to our new name. Sierra Buttes is now the Grass Valley Chapter. New name badges have been designed and much discussion has taken place on which name should be printed on the APT trophy. Our gals were very excited to



receive the trophy for the second time and are hoping to win it again. We understand the competition is going to be tough, but we're ready. Several BFRs are scheduled and many have been completed. Mary Stahlman is working on her instrument rating with Fran Weir, and EstherSue Mazingo has been busy in her balloon.

Five members and a guest flew to Oakdale June 19 to tour the Hershey factory. Jan Hagggar, Fran Weir, Gladys Harper, Mary Stahlman and her daughter, Vickie Lewis managed to leave enough chocolate not to overgross the planes, and some even stopped at Cameron Park to lunch with several resident 99s there. Fran was good to bring Hershey bars to several of us chocolate lovers who had to stay home. (Obviously, we'll have to plan to do this again!)

for the Air Race Classic start and Air Show '85. By the 15th, our 80-foot rose (sized to fit space provided) was finished, consuming 20 gallons of white and 10 gallons of blue paint. It took about 71 hours "total tach time" in the 100-plus-degree heat.



Putting the finishing touches on our compass rose...

## CHAPTER NEWS, ETC.

We had a very successful airplane wash June 30 to raise funds for our scholarship fund and for our delegates to the 1986 International Convention in Hawaii. Several hundred dollars were earned by "washers" Kathy Frank, Vickie Lewis, Fran Weir, Jan Hagggar, Annette Ruppel and EstherSue Mazingo. The aircraft owners really appreciated the service, and the gals had a lot of fun. Another wash will be held soon so the rest of us can work on our tans, too.

We assisted the Golden Empire Flying Club in July with their annual fly-in and swapmeet.

*by Helen Lake*

### Mt. Shasta Chapter

June 2 began our busy mid-summer flying with the chapter's 10th anniversary fly-in potluck picnic at the home of Eleanore Scott in Trinity Center. Some 37 participated and enjoyed the food and conversation, as well as the Scotts' library and videotapes of flying.

It was announced at our regular June meeting that we had permission to do a compass rose at Redding Municipal in time



Nita Cole turns the chairwoman's job to Beverly Romero.



Mt. Shasta 99s, 66s, 49ers, 33s and kids...

Preparation for the ARC start began over a year ago, and racers began arriving June 23. Ginger Strange sent smoke signals and brought us much appreciated help from the Sacramento Valley and Cameron Park Chapters. Beverly Romero chaired the hospitality room, which ran smoothly even though we didn't always have answers. Jane LaMar headed the credentials committee, along with giving FAA flight exams and getting ready to race. The banquet was enjoyed by all, especially our guest speaker, Lieutenant Commander Watson of the Blue Angels. Impromptu questions were fielded by Lieutenant Commander Gershan. It saddened us all to hear of Mike Gershan's death three weeks later.

July brought our annual installation of officers, which was also our usual splash party and potluck at Donna Taylor's home. To our surprise and jubilation, our section governor came to the installation. Pat Forbes witnessed the exchange of gavel from Nita Cole to Beverly Romero.

*by Bev Tickner*

### Orange County Chapter

Many thanks go to Rick Remelin and his pals of CAP who taught us the basics in survival on a three-day weekend in June that none who attended will soon forget. We learned to hunt for food and to navigate in the dark and on the ground, as well as what special clothing and other necessities to carry when flying beyond the Los Angeles basin in order to be better-prepared pilots.

We made our way by car or boat to the South Shore Yacht Club July 11 for the annual Pilot of the Year dinner. Our thanks for the wonderful food go to Lois Dillman of Dillman's in Balboa and to Joan Hill for arranging the party. Joan received the POY trophy, so she gets to arrange next year's party. In addition, she is our new vice-chairman. Elaine Williamson, outgoing chairman, received a silver plate for chapter service, and Peggy Hart, who arranged the survival weekend, received a silver plate for most non-commercial hours flown. Other new officers include Chairman Marje Hanson, Secretary Adrienne O'Brien and Treasurer Beverly Niquette.

Mary Humphreys and her 49er started preparing early for the trip to Oshkosh by

practicing IFR approaches to various airports. Joan Hill and 49er Hank also attended Oshkosh '85.

Attending the Baltimore Convention were Bev Allen, Thon Griffith, Mary Ann Jamison, Eleanor Todd, Barbara Ward and Marcie Mauthe, who flew on to a European tour. Eleanor, Bev and Barbara also attending the spring section meeting in Scottsdale, as did Peggy Hart and Marje Hanson.

*by Mary Lee Mershon*



At the survival training weekend are Elaine Williamson, Sally Cornell, Tony Mendez and Carlos.



Eleanor Todd, Barbara Ward, Peggy Hart, Bev Allen and Marje Hanson attend the spring section meeting.



At the Palm Springs fly-in are Ann O'Brien, John Jameson, Joan and Hank Hill and Pat O'Brien.

### Palomar Chapter

Syd Dolbec and 49er Pete gave a steady green light for a potluck barbecue! Honored at the festivity was Cindy Grams, recipient of the Palomar College Aviation Scholarship, which is sponsored by our chapter. Hats and goggles off to Ami Erickson, who received this year's Pilot of the Year Award. Ami also saw flying colors May 11 — red over white to be exact! She soloed her first student since getting her CFI certificate.

Officer installations were also on the flight plan for the evening. Syd is our new chairman, replacing Connie Francis, who will now be flying right seat as vice-chairman. Suzanne Skeeters will serve as treasurer, and Lou Ann Unger, secretary.

A few new birds have also landed in our group this past year. Marsha Brown, Michelle M. Hertfelder, Dolores McComas, Edel Simons and Marie Walton have decided to tie down with us. Welcome to the crew!

*by Michelle M. Hertfelder*



### Phoenix Chapter

The gavel passes to Carole Tobey in September, when Stacy Hamm retires from two years at the helm. Carole is well qualified for the post of chapter chairman by virtue of chairing the Kachina Doll Air Rally for two years running, as well as chairing at least two pennies-a-pound airlifts along the way. With her capable slate of officers, it portends to be another good year for the chapter. In two years as head pilot, Stacy led us to steady growth and constant, effective involvement in aviation service and educational projects. International President Hazel Jones chose well when she named Stacy International Membership Chairman.

Summer doldrums have no place in the lives of 99s. Two flying companion seminars, two air markings and timing for the Air Race Classic at Page, Arizona are a few of the events we've staged this summer. Ninety-Nines who have flown up through the ranks of 86s are among the most dedicated workers. Some of the names that will become more familiar as time rolls on are Barbara Teague, Toni Patino, Curt Tinsler, Kathleen Browne, Carol Brewer, Betty Pluckard and P.J. Darbyshire. "Mother Hen" Grace Jones is largely responsible for "bringing them up right."

"Pro of Pros" June Bonesteel is now a certified FAA designee for CFIs, single and multiengine and instrument. June also recently earned her Phase V Wings. Take into account, also, that she is a Whirly-Girl, an A&P mechanic with an IA (inspector authorization), and she maintains the helicopters operated by the City of Phoenix Police Department.

### FLASH!

#### LATE BULLETIN FROM BALTIMORE!

Stacy just called with news that the 1985 International Air Safety Education Trophy went to Phoenix Chapter. A lot of effort by a lot of dedicated women earned the award, but special kudos go to Carol Brewer, a rookie 99, for extra special "pushability" to keep the ball rolling.

The theme of the Spring Southwest Sectional was "99s Diversi-Fly," celebrating the diverse talents of 99s. Demonstrating some of those diverse talents, Sue Storm wrote the words and Bonnie Krentler, Sundance 99, the music for an original song, "99s Diversi-Fly." Bonnie, co-chairman of the section meeting, sang the tune at the Saturday evening banquet, and it was an instant hit.

Sue Harper piloted Australian 99 Adrienne Williams on a sightseeing flight over the Phoenix metropolitan area and surrounding mountains and lakes. Ruby Sheldon and Mary Lou Brown occupied the unfamiliar back seat positions. Adrienne, one of four women pilots, but the only 99 in a group of 30 pilots and spouses, is touring aviation museums throughout the US, en route to Oshkosh. After the flight, the group toured the Champlin Fighter Plane Museum at Falcon Field, honored by dignitaries from the City of Mesa and Falcon Field. Adrienne is president of the Australian Women Pilots Association, an active 99 and a delightful person.

by Mary Lou Brown

### Placer Gold Chapter

To start the year, we had a pizza party to celebrate our second year as a 99 chapter. We had 100 percent membership attendance, plus some possible new members. It was an excellent beginning on organizing this year's activities, including getting our newsletter started.

March saw our first public appearance of the year at Placer High School's AAUW (American Association of University Women) Career Day. Our own Mary Jane Bolton, AAUW president, was there, along with Marj Jensen, Mary Lou Klein and Kelli Jansen. Mary Lou and Marj presented information on careers and women in aviation. Well attended, the day was considered a real success.

Three of our members joined the fun in Arizona for the spring section meeting. Chairman Kelli Jansen flew down commercial, while Jane Leebeck and Marge Clinton flew in Marge's Piper.

Our chapter sponsored the flour bombing and spot landing contests May 4 at the local Auburn Airshow. There were 21 contestants and the competition was hot! We also ran a very successful soft drink and snack booth, which is our big money-maker of the year.

by Marge Clinton

### San Joaquin Valley Chapter

Thirty-two women attended our second annual flying companion seminar May 4. Although the speakers had to compete with noisy nesting birds in the hangar, the participants enjoyed being at the Modesto Airport for atmosphere.

The May meeting was a picnic at the Columbia Airport picnic grounds, hosted by Chairman Pat Titus. We had a great turnout, including four guests, and the weather conditions couldn't have been better.

Three aircraft with 99s Pat Titus, Annette Baker, Susan Tarabetz, George Ann Garms and Martha Byous departed Modesto for Santa Barbara June 11 for our semi-annual DRI flight. Fog delayed departure until 1130 hours, but we made up for it by "porking on the pounds" at the Elephant Bar.

With the help of Diana Peterson of the Monterey Bay Chapter, Pat, Martha and Susan gave rides around the Stockton area to teachers attending an aerospace education seminar sponsored June 24 by UOP. Those present subsequently toured a C-5A (the big one with the camouflage outfit) that had been on display at the Stockton Airshow the preceeding weekend.

The July meeting found 12 members in San Jose for lunch at Susan Tarabetz's home. From lunch on the deck, we got a good view of the Lexington Dam fire across the valley.

Martha Byous agreed to chair the Palms to Pines stop in Modesto August 9. Members Janice Gray and Susan Tarabetz will be participating as racers in an attempt to better their 1984 performance.

Jean Milton will be moving to Alabama before the summer is over to take care of her parents. We will miss her and hope she returns soon.

by Susan Tarabetz

### Santa Clara Valley Chapter

Vera Arnold started the summer by shepherding second and fifth graders on an extensive tour of Reid-Hillview Airport. The

students' school shares the airport boundary, and what better way to cement community relations?

Even though summer is vacation time and the air has been filled with the smoke of mountain fires, our 99s have been involved with many aviation activities.

Our semi-annual poker flight in June saw two-time winner John Murren (Barbara's 49½er) as champion once again. John has vowed to forego flying the next poker flight and work for us at an airport instead.

Debby Cunningham and Vera Arnold combined their penchants for chapter fundraising to organize a nickle-a-pound rides. Debby and Vera enticed 11 members to pilot eagerly awaiting passengers. The five-hour event ran smoothly due to the efficiency of the 99s ground crew.

And, finally, Lynn Meadows, with the assistance of 49½er Tom, presided over the 99s information booth during the Moffett Air Show. Teams of members manned the booth for the two-day show at which the Navy's Blue Angels performed.

by Lois Letzring



Santa Clara Valley poker flight "dealers" Nancy Rodgers, Vera Arnold and Jackie Petty assist Barbara Murren.

### Tucson Chapter

Installation of officers is always a major event for the chapter, and this year was better than ever. Lorraine and Ray Newhouse rolled the Bonanza out of their hangar, pushed the Fleet into a corner and spread the potluck buffet along one side.

The entertainment began with an impromptu air show by Bud Abrams and his son in their Stearmans — only one advantage of living right on your own airstrip.

Linda Duckworth, outgoing chairman, received a lovely crystal pitcher, while our mother-to-be, Lee Unger, was given an FAA-approved carseat for the expected arrival of a future 99. Husband Tom says he knows about such things and this child will be a girl.

The evening ended with a very nice announcement. The Phoenix and Sundance Chapters sent us a check for \$1,000 to help with the costs of our section meeting next May. The funds were leftover from their section meeting budget, so maybe we will be lucky enough to pass on the gesture.

Tammy Brinkley, our new member from Massachusetts, is writing the local newsletter and says she is learning about our hot, thin air in Tucson — particularly on short final. We are glad to have her flying with us and, by summer's end, she will be an older and wiser pilot. Here 108 degrees in the shade could well be 120 degrees over the runway.

by Maggie Schock



## 1986 Whirly-Girls Scholarships

by Jean Ross Howard

For 1986, the Whirly-Girls, Inc., International Women Helicopter Pilots, will award two scholarships of \$4,000 each next January to two deserving women pilots for use in obtaining an initial or an add-on helicopter rating.

Each year since 1968, the Whirly-Girls Scholarship Fund has awarded the Doris Mullen Scholarship in memory of Whirly-Girl #84. The 1986 Doris Mullen Scholarship will be awarded to a commercial woman airplane pilot to achieve her initial helicopter rating.

For 1986, the second annual scholarship will be awarded in memory of flight instructor Hal Jones, a member of the Whirly-Girls Men's Auxiliary, father of Cathy Jones-Jensen, Whirly-Girl #173, and husband of Claudia Jones, Whirly-Girl #161. A Whirly-Girl will receive the award to pursue additional helicopter ratings and further her degree of skill and marketability as a professional pilot in the helicopter industry.

Applicants for the 1986 Doris Mullen Scholarship must have proof of financial need (i.e., a copy of their 1984 income tax report) and currently hold a commercial airplane license. They must be representative of the high standards upheld by the Whirly-Girls and must have demonstrated a strong desire and sincere effort to pursue a career as a helicopter pilot.

Applicants for the Hal Jones Memorial Scholarship must also give proof of financial need and be active members of the Whirly-Girls. Representative of the Whirly-Girls' high standards, they must have demonstrated a sincere effort to pursue a career in the aviation industry, with a genuine desire to specialize in helicopters.

Scholarship applications are available from the Whirly-Girls, Inc., Suite 700, 1725 DeSales St., N.W., Washington, D.C. 20036, USA. Applicants are asked to indicate the scholarship for which they are applying. Deadline for receipt of completed applications, with a check for \$15 enclosed, payable to the Whirly-Girls Scholarship Fund to cover the cost of processing and mailing, is November 1.

Scholarships will be presented at the Whirly-Girls Scholarship Awards Dinner, Sunday, January 26, 1986, at the Inn at the Park, Anaheim, California.



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# 'The Girls' Fly

by Sandra Perryman

Oh, those magnificent women in their flying machines! It took them nine days to fly across the Atlantic in a light aircraft. They partied all night and drank champagne in a ritzy Paris nightclub, and they won a trophy for being the only all-female team to finish the first transatlantic air rally between New York and Paris.

But if these middle-age, upper-middle class mothers of grown

## Breitling Takes Off for Wild Blue Yonder

A fleet of 69 single and double-engined airplanes took off at 30-second intervals June 15 from the Morristown Municipal Airport on "leg one" of the nine-day "Breitling Challenge," the world's first transatlantic air rally.

The rally is named after its sponsor, Breitling, which is celebrating its 101st year of quality watch-making and has designed Swiss-made chronographs to meet aviation and pilot specifications since 1937. It was organized by the Paris-based VAP Organization, which has staged previous rallies in Europe, the Mid-East and Africa.

"Our Breitling division is honored to sponsor this historic event," said Brian Pennell, president of Halcyon Watch Company of Norwalk, Connecticut. "This confirms our commitment to aviation and gives us an opportunity to kick off an aggressive marketing campaign to the upscale market represented by private flying enthusiasts."

The pilots, who had come from all over the US, Canada and Europe to compete, were officially clocked in by Breitling as they flew over the Statue of Liberty in New York Harbor. The rally will end when the planes pass by the Eiffel Tower in Paris, France, June 23.

The entire 4,200-mile course will include a speed event, precision landing contests at Montreal, Canada and Reykjavik, Iceland, a radar accuracy test over the arctic wastes of northern Canada. The overall winner will be presented the Breitling Trophy.

"You are fliers in the tradition of Charles Lindbergh and Amelia Earhart," said Pennell as he unveiled the specially commissioned trophy in front of the 140 pilots and crew members attending a course and weather briefing held the night before takeoff at the Headquarters Plaza Hotel in Morristown.



Breitling President Brian Pennell unveils the Breitling Trophy at a pre-rally briefing.



# Air Racing News

## The Atlantic: the Breitling Challenge

Thanks go to the *Toronto Sunday Sun* for allowing *The 99 NEWS* to reprint this article.

children — Margo McCutcheon, Adele Fogle and Daphne Schiff — don't fit into your concept of intrepid lady adventurers, you'd just better change your way of thinking.

Although they could all belong to the passive country club set, these ladies are looking for the gusto and they don't let the simple matter of their age and sex get in the way.

"When we got to Paris, one of the guys in the rally said to us, 'Boy, you ladies really have guts.' But the thing is, people no longer really think women are inferior, so why shouldn't we be able to do it?" says Adele.

Out of 68 small planes from all over Canada, the US and Europe, 66 planes completed the over 4,500-mile flight with our very own Amelia Earharts coming in 11th out of 19 Canadian entries.

The rally is a competition to test pilots' flying and navigational skills. Winners receive trophies and about \$20,000 in prize money.

All three women are experienced pilots who started flying as a hobby and turned the adventure into a novel way to see the world. Each has flown light aircraft to the Yukon or Northwest Territories. And their next challenge is to fly to the North Pole — something they don't think any other Canadian woman has done.

The nine-day rally, which got off the ground in New York on June 14, had 25 hours of flying time with stopovers in Montreal, Frobisher, Greenland, Iceland and Scotland before landing in Paris on June 23.

The three made the trek in Margo's six-seater, twin-engine Beech Baron, with three seats removed for luggage.

Margo acted as chief pilot, while Adele, a flight instructor at King City Airport, was copilot, and Daphne, a York University meteorology professor, was the navigator. All took turns flying.

The trip cost about \$20,000 or "as much as the three of us flying to Europe on the Concorde and spending a week on the Riviera," says Margo.

"But we wouldn't have had as much fun," adds Daphne.

At each overnight stop, every team was presented with a brown manilla envelope with maps and instructions for the next landing.

They were graded on how well they completed tasks, such as judging fuel consumption and landing at precise times.

But more than the challenge and competitiveness of the tasks, the women found the rally brought them in contact with a world they might never otherwise have experienced.

In Frobisher, the mayor and townspeople all came out to greet them. They were put up in dormitories in an Inuit school. But there were no doors and the adjoining room was shared by a pilot and his buddy whose idea of a good time was to dress up in a gorilla suit for dinner.

Of course, "The Girls," as they became known to the male pilots, got right in on the act.

But all was not so light-hearted on the adventure. Many teams were strangers who hadn't flown together before and only met to go on the trip. As many of them found out, there's no place to go when you find yourself stuck in the cramped confines of a cockpit with somebody you can't stand. Lots of teams ended up either in huge arguments or not speaking to each other.

Some teams separated in Paris and, in one case, the anger was so severe that the copilot took a commercial flight back, leaving the pilot to fly a low-performance plane back to the US alone — a very treacherous feat.

And the competition was stiff. Many pilots hired professional navigators. One wealthy Southern society belle, who had recently



Adele Fogle, Margo McCutcheon and Daphne Schiff are ready to tackle the Breitling Challenge, the world's first Transatlantic Air Rally.

got her pilot's license but didn't have enough experience to fly across the ocean, hired a pilot to fly her plane.

The aviators ran the gamut from two elderly gentlemen, aged 78 and 82, to a paraplegic pilot who is the only one licensed to fly in the US, to husband and wife teams just having fun.

And there were some embarrassing moments, like when the women didn't realize they were leaning on the microphone switch and the other pilots got treated to their personal conversations.

In Gothab, Greenland, the Inuit women and children turned out with atlases for "The Girls" to autograph. All the men were booked into the only hotel but, for some reason, the three women were billeted in a residence for transient sailors. Undaunted, they shared joint showers with the sailors (not at the same time) without complaint.

But they were just a little miffed that the residence also didn't have so much as a restaurant or telephones, and they had to walk a half-mile to flag down a taxi.

"I guess they thought we were tough and could take it," says Daphne.

The women were supposed to stay in Greenland for two days but got fogged in and had to wait an extra day before flying on to Iceland. If they thought grocery stopping in Greenland was expensive, they were shocked to be billed \$800 for fuel that would last them only three and a half hours.

Although the trip went without a hitch, the most frightening aspect was flying over vast stretches of water with no ground contact. "The ocean is a long place and pretty cold when you're in a little plane," says Adele.

And the weather stations are so far apart you often don't know what you're going to run into until you fly into it, she says.

"A lot of time, we were flying by the seat of our pants, and the seats are pretty worn out," adds Daphne.

And the most breathtaking sights, the huge ice caps over and near Greenland, were also the most dangerous. "At one point, we thought we were looking down at clouds. But we were 4,000 feet in the air. It wasn't clouds at all. It was huge ice floes. Some must have been over a mile long," Adele reflected.

cont'd. on p. 48



## Air Racing

cont'd. from p. 47

Pilots have been known to fly into the ice caps, thinking they really are clouds.

All 68 planes left New Jersey in 45-second intervals and with special permission from the city, flew over the Statue of Liberty at a low altitude and through the skyscrapers of Manhattan. "It was a spectacular event," says Margo.

The women pilots reached Paris on Sunday, June 23, expecting a huge celebration with hundreds of people. But they were supposed to have arrived at 5 p.m., and it was around 9 p.m. when they touched down. Much to their disappointment, there were only three other planes. Making the best of the situation, they opened a bottle of champagne, toasted their own victory, and drank it on the spot.

Later at the Alcazar de Paris, a famous Paris hotel, they found the celebration party already in progress.

About 500 people, including the other pilots and family and friends, were being treated to a follies type floor show.

The management had attached a four-foot paper mache replica of a plane to the ceiling and Margo climbed in for a ride while Daphne and Adele threw paper rose petals on the stage. The champagne flowed and Adrienne Clarkson presented the three with a five-foot bouquet of flowers.

For each male pilot who was presented with a cup, a follies dancer would strip. "But no gentleman offered to do the same for us," says Daphne. "We should have demanded equality."

## 18th Annual Kachina Doll Air Rally

The 18th annual Kachina Doll Air Rally, sponsored by the Phoenix Chapter and Sawyer Aviation, will be flown from Phoenix Litchfield Airport October 5. The popular 300-mile proficiency event for male and female pilots will benefit Make-A-Wish Foundation.

Carole Tobey, chairman of the rally for the second time, announced a full schedule of events, beginning with impound and registration October 4, and ending with the Saturday night awards banquet at the world famous Wigwam Inn in Litchfield Park. Television personality Ed Phillips, meteorologist and pilot, will emcee the event. Steaks and super entertainment from Rawhide, Arizona will be featured at Friday night's western cookout.

Kits are available for \$4 from Elaine Ralls, 1461 E. Grandview, Mesa AZ 85203, (602) 835-5072.

by Mary Lou Brown

## Pacific Air Race

Sponsored by the El Cajon Valley and San Diego Chapters of the 99s, the 20th Pacific Air Race is scheduled for October 19. The race departs from Gillespie Field in El Cajon and terminates in Bullhead City, Arizona.

All former racers are urged to enter and help celebrate this special anniversary. Surprises galore! Prize money plus trophies will be a part of the program.

Entry fee is \$60 until September 19, when it will become \$65. For race kits, send \$5 to Dottie Campbell, 1751 El Pico Dr., El Cajon CA 92020, (619) 448-7820.

## Great Pumpkin Classic

October 26 is the date for the His 'n' Hers Great Pumpkin Classic Air Race, sponsored by the Monterey Bay Chapter 99s and the Salinas Owners & Pilots Association.

Stock aircraft of up to 450 hp may be flown, with teams being a male-female combination, pilot and copilot to be decided by each team. The copilot must be at least a student pilot, and only 40 entries will fly the race.

For \$3 race kits, contact Carol Hill, 338 Maher Rd., Watsonville CA 95076, (408) 722-7969.

## Oregon Petticoat Derby

Aimee Kuprash and Karen Bernheim, Cottage Grove, Oregon, flew their C-152 to take first place in this year's Petticoat Derby, July 12-14 in Albany, Oregon.

There were 15 planes from Oregon and Washington entered in the proficiency air race for women. The derby has been co-sponsored



Petticoat Derby winners are Gayl Ratigan and Dorathy Mercer, second place; Aimee Kuprash and Karen Bernheim (not pictured), first place; Molly Sliger and Geri Hauptfuhrer, third place.

From the Greater Seattle Chapter are Petticoat Derby fourth place winners Anita Kapka, Carolyn Carpp, Jan Liberty and Jean Kope.



## Great Southern Air Race

Winners of the first running of the Great Southern Air Race were Bernice Barris and Marion Jayne in Bernice's Tiger.



Winners in the Proficiency category are Barbara Brusseau and Mary Waters (above). Winners in the Speed category are Jerry Connors and Pat Keefer. Race Co-Chairman Mary Panczyszyn presented the trophies.





since 1980 by the Willamette Valley 99s and the Albany Chamber of Commerce.

The 192-nm course included five mystery checkpoints with scoring based on estimated fuel consumption, navigation, time en route accuracy and a spot landing at the end of the course. An additional power-off spot landing was added to the derby this year to qualify the first and second place winners for the Regional USPFT.

Kuprash and Bernheim took first with 3,218 points out of a possible 4,000. Dorathy Mercer and Gayl Ratigan came close, two points behind, for second place with 3,216 points. Mercer, Vancouver, Washington, and Ratigan, Oregon City, Oregon, flew a C-210. Molly Sliger, Eugene, Oregon, and Geri Hauptfuhrer (Molly's mother), Reno, Nevada, placed third with 3,137 points.

Post-race comments were encouraging. The Petticoat Derby was again a success, and the contestants all felt their skills had been well tested. So, to you 99s in the Northwest, sharpen your skills and come join us in Albany next year.

by Mary Ellen Hobin

OREGON PETTICOAT DERBY WINNERS				
PLACE	RACE/PILOTS	A/C	SCORE	
1st	11 Aimee Kuprash Karen Bernheim	C-152	3,218	
2nd	5 Dorothy Mercer Gayl Ratigan	C-210	3,216	
3rd	16 Molly Sliger Geri Hauptfuhrer	PA-180	3,137	
4th	9 Jean Kope/Anita Hapka Jan Liberty/Carolyn Carpp	C-172	3,094	
5th	10 Verda Giustina Janet Amundson	Hawk XP	3,020	

### Ill-Nines Air Derby

"SEVERE CLEAR" was the unbelievable weather for the 16th annual Illi-Nines Air Derby, co-chaired by Ruth Frantz and Mary Panczyszn of the Chicago Area Chapter. They were assisted by the Central Illinois and Aux Plaines Chapters.

Pilots and copilots for the 42 planes entered met at Rockford May 24. Impound and briefing were carried out, and the 253.5-sm triangular course with two pylons was divulged. A few minutes after 1000 hours, Field and Karen Morey in a Cessna 310, the first airplane in the race, were flagged off. Morey has become a tradition at the derby, giving a good show to the audience when he makes his turn on course.

All planes returned safely, and a delicious luncheon was served at the airport. After an afternoon of resting, socializing and hospitality, all were transported to the Clock Tower Inn Convention Center for the awards banquet.

The race is held annually on Memorial Day weekend. Contestants come from every corner of the country. Plan to join us next year!

by Charlene Falkenberg

ILLI-NINES AIR DERBY WINNERS			
PLACE	PILOTS	A/C	SCORE
<b>SPEED CATEGORY:</b>			
1st	Jerry Conners Pat Keeler	Cessna RG	+15.9986
2nd	Dottie Anderson Harold Carey	Piper Archer	+15.8768
3rd	Gerald Junker Stacy Porch	PA28R	+15.0092
4th	Field Morey Karen Morey	Cessna 310	+14.3283
<b>PROFICIENCY CATEGORY:</b>			
1st	Barbara Brusseau Mary Waters	Piper Cherokee	99.8736%
2nd	Sharron Mitchell Doreen Lange	Piper Cherokee	98.0805%
3rd	Vi Blowers Pat Fairbanks	Piper Cherokee	99.0422%
4th	Beverlee Greenhill Chuck Greenhill	Cessna RG	98.9977%



Garden State 300 Chairman Kitty Alessi presents first place winners Mary Helfrick and Betty Pifer with the Alice Hammond Award for the highest scoring 99s.

## Garden State 300

The successful 13th annual Garden State 300, chaired by the indefatigable Kitty Alessi and her enthusiastic committee, proved to be a memorable one for Governor Mary Helfrick and Betty Pifer, former chairman. This dynamic duo took first place with a score of 99.33449, along with five other awards including highest fuel score and the Alice Hammond Perpetual Award for the highest-scoring 99.

The June 15 event included other notable 99 place winners. Chairman Racquel McNeil and copilot Steve Waldman placed fifth, while Michael Foster and copilot Pat Valdata took sixth. Pat was also the recipient of the 1985 Garden State Alice Hammond Scholarship. At present, she is a rated glider pilot working on her power rating to eventually become a tow plane pilot. Her scholarship will be used toward a commercial glider rating.

by Alberta Bachman

### Fifth Annual Grand Prix Air Race



Grand Prix Race Chairman Marion Jayne briefs racers.



Planes were checked thoroughly at the start.

cont'd. on p. 50



## Air Racing

cont'd. from p. 49

### Fifth Annual Grand Prix Air Race



Grand Prix Air Race winners Charles Perry and Jan Million accept mementos from Marion Jayne and a Bahamian representative.

Walker's Cay is just about big enough for a runway — or is it?



Charles Perry and Jan Million from Oklahoma streaked across the timing line at Freeport in a Mooney M20F to complete the Bahamas Grand Prix Air Race with a winner score of +25.5. A close second place was earned by defending titlists Maybelle and Larry Fletcher from Houston with a score of +25.1 in their Grumman Tiger. The 2,200-mile cross-country handicapped speed race originated from Du Page Airport near Chicago, Illinois, August 4, proceeded through Detroit and Rochester, New York, and then down the East Coast to Miami before crossing the water to the Bahamas.

Race planes were decorated with special race emblem decals two feet in diameter, which were donated by the race sponsor, the Bahamas Ministry of Tourism. The festive takeoff was marked by the release of colorful balloons from each participating aircraft as a beautiful yellow Stearman biplane, the official race escort, started its engine.

While the Chicago area reportedly went IFR later in the morning after takeoff, this was one race generally free of weather problems, allowing racers plenty of time to complete the course, as well as to enjoy some of the opportunities for relaxation along the way. A favorite stop was the beach hotel at Jacksonville, Florida, where most racers took a plunge in the ocean before cramming themselves in multiple cabs and descending on a local seafood restaurant en masse.

Competitors who were able to complete the four legs into Fayetteville the first day were treated to an exceptionally beautiful sunrise flight into Atlanta the next morning. Skimming over the treetops, patches of ground fog still snuggled down in the low spots

## Seventh Annual Okie Derby

With an all-new format this year, the Okie Derby met with great support. Aircraft were impounded on Friday afternoon and the hospitality room was opened to provide contestants with food and beverages. Beautiful facilities at Sundance Airpark were made available for the weekend.

The derby route and fly-by procedures at other airports were prepared by the friendly FAA people at TRACON-Oklahoma City. Lane Jensen announced the secret course at the Friday night briefing. Security was so tight regarding the route that Derby Coordinator Jan Million learned about the course at the same time the 24 derby teams did. Lane, Art Gumtau and Ron Aikens had a perfect course all planned.

The triangular course included fly-bys and locating identifiers on the ground. Each contestant estimated time and fuel, striving to match those estimates.

July 13 was hot and clear as airplanes began departing promptly at 0900 — a real accomplishment!

Trophies were presented Saturday evening at a banquet with over 100 in attendance.

### OKIE DERBY WINNERS

PLACE	PILOTS	A/C	SCORE
1st	Phyllis and Bob Howard	Mooney	99.6624
2nd	Dana and Mark Gibson	Baron	98.8032
3rd	Bill and Billy Baysinger	Seneca	98.5590
4th	Dick Hall and H.K. Moore	PA28-181	98.3958
5th	Betty Hammer and Robin Smith	C-172	98.0840

Racers learn coordinates for the Okie Derby route at Friday night's briefing.



and the sun dancing on mirror-smooth ponds was a breathtaking sight.

All planes arrived at Tamiami before deadline on the third day, although it was touch-and-go for a while for Pat Gettle and Janet Yoder from the Kansas Chapter. They were detained in Jacksonville, waiting for an exhaust stack to be air freighted in and installed on their airplane. Fortunately for them, a thunderstorm that had been sitting over the airport at Tamiami for a good 20 minutes graciously went on its way just moments before their arrival.

Mary Ann Zdunczyk, representing the Miami FSS, gave competitors a briefing on international flight procedures and showed a film entitled "Flying Over Water" the evening before we set out for Freeport.

Thus armed with life vests and knowledge, we skimmed across the placid blue waters to the Bahamas as a group on the fourth morning. Momentary concern was expressed by race officials when Indiana 99 Margaret Ringenberg did not arrive in the expected order, but they were assured by other racers that she had dropped out of the takeoff line with a last-minute mag drop. Fortunately, the problem was soon rectified, and she joined us in Freeport before the first arrivals had even cleared customs.

With the pressure off, racers flocked to the pool while aircraft were inspected and scores were computed. With results still a secret, we joined forces for a lovely welcome cocktail party in the evening. Planes were released from impound the following day and used to island hop to beautiful Walker's Cay. A scant 45 air miles away, the island is a real get-away-from-it spot. Barely large enough to





ARC winner Gini Richardson repeated her 1983 victory.



Flying the Grubbs C-172RG, Carolyn Grubbs and Bonnie Gann placed second.



June Beers and Sammy McKay finished third in the McKay C-210J.



A welcome banner greets race participants.

Sharon Carter accepts racing information from Karen Hatch as Race Coordinator Jan Million greets the returning team.



Mother-daughter team Rita Buhl and Mary Jo Volk flew a C-172H to fourth place.



With fifth place ARC racers Kathy Walton and Joyce Wells (standing) are racers Dana Wooten and Genie Rae O'Kelley.



accommodate the runway and one hotel, it boasts of its seclusion from televisions and telephones. We enjoyed a delicious lunch at the hotel and then strolled the beach or grabbed the boat to the reef for some fantastic snorkeling.

While each participant had had an opportunity to check his or her own score, the race standings were still a secret as we arrived at the awards banquet the following evening. We were greeted by an array of genuine Bahamaim trophies — mounted lobsters for pilots and mounted conch shells for copilots.

Once again, Chairman Marion Jayne and the Race Board put together an outstanding, smooth-running event. We're looking forward to next year!

GRAND PRIX AIR RACE WINNERS			
PLACE	PILOTS	A/C	SCORE
1st	Charles Perry, Oklahoma .....	Mooney M20F	+25.538
	Jan Million, Oklahoma		
2nd	Maybelle Fletcher, Texas .....	Tiger AA5-B	+25.126
	Larry Fletcher, Texas		
3rd	Raymond Van Grubbs, South Carolina .....	Cessna 172RG	+24.586
4th	George Athans, Illinois .....	Cougar	+22.508
	Ike Athans, Illinois		
5th	Kenneth Keeler, Texas .....	Twin Comanche	+22.193

## Air Race Classic IX

Air Race Classic IX was flown June 29-July 2 from Redding, California to Spruce Creek, Daytona Beach, Florida, in eight legs. The 2559.78-sm race attracted 36 planes and 68 pilots, representing 16 states.

Winners were named at the July 4 awards banquet at the Inn at Indigo Lakes.

by Glenn Buffington  
99 Resource Center Member

AIR RACE CLASSIC WINNERS					
PLACE	PILOTS	ARC #	A/C	HCP	SCORE
1st	Gini Richardson .....	17	C-172N	120	+30.963
2nd	Caroline Grubbs .....	25	C-172RG	143	+27.899
	Bonnie Gann				
3rd	Sammy McKay .....	21	C-210J	182	+26.928
	June Beers				
4th	Rita Buhl .....	1	C-172H	112	+25.973
	Mary Jo Volk				
5th	Joyce Wells .....	13	C-182Q	148	+25.928
	Kathy Walton				

## Buckeye Air Rally

Marysville, Ohio was the site for the 10th annual Buckeye Air Rally June 14-15. Although the weather was marginal VFR, it was good enough to hold the race by modifying the course. This eliminated one of the new ideas for this year's race — a lunch and refueling stop — but it went well in its shortened version.

Organizer Joan Feibel hosted 22 entries this year. A new race format, that of having each team determine its own handicap by stating the ground speed at which they would fly and then trying to match it, was utilized.

June Beers and Ted Berz from Michigan, flying a C-152, were the winners.



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