

the 99news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 12

OCTOBER 1985

NUMBER 8



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The 99 NEWS

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ON THE COVER: Congratulations to the US Precision Flying Team.
For additional coverage of the World event, see page 14.

Out of the Blue!

New to *The 99 NEWS* is this column of comments from your editor...

Just for the fun of it, take a little time to think about your magazine — *The 99 NEWS*. How would you change it? What sort of additional coverage would you like to see in future issues?

Remember that you are reading a full-fledged magazine, not a newsletter, when you consider content.

If you are a photographer, amateur or otherwise, keep in mind a photograph for the front cover. We'd love to have quality flying pictures submitted for consideration. Just remember, we would like to have vertical format photos rather than horizontal.

And the subject matter needs to be suitable for use on the cover... after all, the cover of this publication is just as important as any other first impression.

All of the magazine staff would like to thank "Chapter News" reporters, both past and present. You are doing a super job, and we appreciate the information you're sending in. Please *do* read your reports after they appear in print, and be aware of the items that have been edited.

Our basic guideline is, "If it is something that should be in a chapter newsletter rather than a magazine, we eliminate it."

And if you write about something that is *going* to occur rather than what has *already* happened, chances are "good to excellent" that we'll eliminate mention of most future events (mainly because we know from past experience that we are going to hear about it *again* after the event.)

It's really neat to be a 99. We are a very unique organization — a collection of highly individual women who just happen to fly!

by Lu Hollander

New Ratings

MIDDLE EAST SECTION

Dawn Kinard, Hampton Roads
— IFR

NORTH CENTRAL SECTION

Carol Stephens, Indiana Dunes
— CFII, ASEL

Van Hamilton, Kentucky Blue Grass
— COMM

Debbie Johnson, Kentucky Blue Grass
— CFI

NORTHWEST SECTION

Anne English, Mid-Columbia
— COMM

SOUTH CENTRAL SECTION

Jan Terrell, Abilene Area
— IFR

Barbara Lee, Houston
— COMM, AMEL

Carol Thompson, Tulsa
— CFII

SOUTHWEST SECTION

LaVonne Boyle, Marin County
— IFR

NOTAM

Please correct the mailing address of Oklahoma Chapter member Kay Roam to read: 6375 N.W. 63rd, #293, Oklahoma City OK 73132.

Please correct the phone number of Lu Hollander, editor of *The 99 NEWS*, on page 90 of the Membership Directory. It should be (405) 949-1187.



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Gift Idea

Calendar

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: Amlgo Airsho, El Paso, Texas. Call (915) 545-2864.

October 10-13: Charter Member Reunion at Confederate Air Force Airsho '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 Phyllis 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: Intent to Seek Election forms deadline (see September issue of *The 99 NEWS* for details).

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

DECEMBER

December 15: AE Scholarship Application forms due to chapter AE chairmen (see September issue of *The 99 NEWS* for details).

December 31: The 99 NEWS deadline for January-February issue.

HILTONPLAN Overwhelming Success!

It is no longer necessary to fill out an application to become a member of the HILTONPLAN. You are automatically a member by being a 99. It will be necessary only to identify yourself as a 99 and a member of the HILTONPLAN when making a reservation at any participating hotel at any time.

Hilton Hotels Corporation was so inundated with our applications that we had to devise a better way of handling them. We will periodically send them a membership listing for verification. Our Headquarters will send rate cards to chapter chairmen whenever they are changed; all chapter chairmen have recently received the current ones. These are guaranteed commercial rates regardless of time of arrival. As with all plans of this nature, be sure to check to see if there is a "special" rate for the time you will be there that might be even better.

Hilton Hotels Corporation is delighted with the wonderful acceptance of this plan by our members, and I am just "popping my buttons" with pride about our participation. Other corporations will certainly realize that our members "mean business."

by Marie Christensen

THE PRESIDENT'S MESSAGE



by International President Hazel Jones

The 6th World Precision Flying Championship event is now history. For the record, the US team came in fourth overall. One team member placed 11th individually, and another placed 12th. Those are cold statistics that do not reflect what an unbelievable two weeks we had in Kissimmee, Florida.

For those of us who lived it, worked it, and who have dreamed about this for two years, it seems impossible that it is now history. I do not foresee the World event ever being in this country again in my lifetime, so we truly enjoyed the "opportunity of a lifetime" in sponsoring such a prestigious event. It was quite a trip!

I cannot begin to tell you how proud of the 99s I am. We had some 100 people who worked long hours in the Florida summer heat. Some of the jobs were not the greatest, while others were pretty neat. Everyone seemed to have a good time, though, and pitched in wherever they were needed. They were rained on, or were out in the hinterland at navigation turning points where conditions were primitive, to say the least. Yet they kept saying it was fun!

When the final awards banquet was underway, the 99s received a standing ovation. I thought I would pop, I was so proud.

We must be quite a puzzle to the folks from overseas. Several times, men participants from other countries (the US is the only team with a woman member) would mention how amazing the 99s were for having undertaken such a major flying event.

FAA Administrator Admiral Engen observed Friday's activities, and spent quite a bit of time watching the precision landing competition. He was impressed with the activities, but was very impressed with the 99s. At Saturday night's banquet, he com-

mented that the type of precision flying events which are USPFT fit right into the FAA's safety program, and he is most anxious to help get this story out to the world.

For the USPFT to survive in this country, it must have nationwide publicity and more participation by pilots all over the country. The Board of Directors is seriously considering whether we wish to continue sponsoring USPFT. At this time, it is the only flying activity the 99s sponsor, which is certainly a consideration. Many of you feel it is too much work. Many feel we have enough programs and don't need any more. Many have questioned our sponsoring an event that is enjoyed primarily by men pilots.

All these items are valid considerations. However, many of you have tried a local USPFT rallye, liked it and want to continue. All your opinions are appreciated, and they will help the Board to make the final decision.

Whichever way the decision goes, the 99s have received a great deal of admiration and respect from pilots all over the world.

Just a quick note about NIFA — the National Intercollegiate Flying Association begins its regional events immediately. There are colleges all over the US who have teams and would appreciate any support you can give them. One of the premier aviation activities celebrating the Texas Sesquicentennial, NIFA National competition will be in April 1986 in Waco, Texas. Find a school close to you. Work with the young men and women, and help them make it to the Nationals. You will have a very rewarding experience and a great deal of fun.

Blue skies to you all.



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Amelia Earhart Birthplace Update

A dedication ceremony was held July 20 at the AE home in conjunction with Forest of Friendship ceremonies. Limited tours of the home were also conducted at that time. Many of the townspeople of Atchison and several 99s were present. It was a very exciting day for all of us, and many gifts were presented to us for the home.

The house reminds me of the old adage, "Never judge a book by its cover." It appears to be in relatively good shape, but there are several basic problems which must be overcome before we can really get on to the fun part of the restoration. We need a new roof, the foundation is crumbling

on the north side of the house, and we have termites, rats, mice and several other varmints inhabiting our home. These are not the kind of projects that people like to contribute money for, but they must be taken care of, first, or the rest will be meaningless.

We have already completed a new, modern caretaker's kitchen, updated the electrical and plumbing facilities on the first floor, made some roof repairs and ordered a termite extermination, plus employing a monthly pest control service. It is our desire to get the house in habitable shape as quickly as possible so that we may have a caretaker live on the premises. We did install a burglar alarm system, but feel more comfortable with a caretaker in residence. It seems that everyone in Atchison is keeping an eye on the house for us in the meantime. Nothing has gone unnoticed. We are really grateful for their support.

We are still actively seeking funds from grants set up by organized foundations. For a time, the house was considered by Sears for their Great American Homes program. Unfortunately, they chose three other homes this year. We may be considered again at a later date. In the meantime, if any of you have any leads to funding of any kind, please let Headquarters know and we will certainly follow up.

We truly desire to have the home completely restored by July 2, 1987, the 50th anniversary of Amelia's disappearance. It just seems imperative that we get it finished by then. I know all of you will want to see it and to share in the fun of the Grand Opening at that time.

Membership Corner

by Stacy Hamm

An effective roundtable was held in Baltimore in which many excellent ideas for solving membership puzzles were revealed. I wish to thank those who participated for their comments and ideas.

A problem that plagues every chapter, large or small, is that of inactive members. Inactive members bother us simply because we know they are missing out on so many enriching experiences. The first step toward a solution is investigation to determine the problem.

Personal contact should be made whenever possible with each member you have not seen lately. Once you have determined the reason for inactivity, it may be possible to find a cure. This way, too, you can identify "permanent" inactives, members whose interests, work, school, health or place of residence are a major obstacle to attending meetings and functions. For these members, we can only tell them they are missed and hope that, when conditions change, they will seek us out.

Transportation difficulties, a feeling of not fitting in anymore because they no longer fly

and boredom with business meetings are all hurdles which can be cleared. Use your imagination and the help of other active members to provide rides, interesting committee work for non-pilots and dynamic programs at your meetings. You might try settling most business decisions at a separate business or board meeting to keep the general meeting more lively. Give awards for participation and anniversary dates of your members. Take a survey of interests to be sure your programs are attractive. Give everyone a job they can be proud of, and be sure new and returning members are assigned a buddy to make them feel comfortable with their new group.

One sure way of firing up a member is to take her to a section meeting. The new friends and broader horizons she discovers will stimulate her enthusiasm for becoming a productive 99.

New Horizons

Nellie Alger

Nellie Alger, a former member of the Indiana Chapter, died July 28 at her home in Benton, Kentucky. She was treasurer, parliamentarian and a member of several committees at the chapter level. Her home was open to us for meetings, and her genuine hospitality was often accepted. She flew twice in the Powder Puff Derby and, with husband Evan as copilot in their C-150, came in first in the 1961 FAIR. In 1958, she received the Indianapolis Aero Club's Woman Pilot of the Year award.

Tragedy came on Halloween night 1963 when she and Evan were injured in an explosion while attending an ice show at the Indianapolis Coliseum. More than 60 people were killed instantly. Nellie, who was buried under the debris, was not found for several days. She never fully recovered.

All who knew her will remember Nellie for her devotion to the 99s and her love of aviation.

by Rae Cawdell

Mary Friday

A cloud darkened VFR skies in Shreveport when Mary Friday flew on to New Horizons early this month after losing her two-year battle with cancer.

Mary astounded us by taking the plumber's written exam and becoming the first licensed woman plumber in Louisiana. She was also a licensed realtor, an avid community worker and a tireless church worker. On completion of Bud Ports' acrobatic course, she performed a televised solo air show and went on to get her multi-engine rating in the family Twin Comanche. Shreveport Chapter extends deepest

sympathy to Mary's 49½er, Don, and her four fine children.

Ray Richard

Ray Richard, 49½er of Carol Richard, was a staunch supporter of the Long Island Chapter and a tremendous help when the chapter, with Carol as chairman, hosted the fall section meeting in 1982.

It's the support of men like Ray, working quietly behind that scenes, that allows us the freedom and ability to do all the work necessary as members and officers of our respective chapters. He will be missed.

by Patricia Rockwell

James Sheffer

Husband of 99 Helen, a member of the Central Pennsylvania Chapter.

Happiness is Hawaii!

The Southwest Section, spearheaded by the Aloha Chapter, will host the 1986 International Convention in Honolulu, Hawaii, August 12-17. Readers are invited to enjoy a bit of history in preparation for their visit....

by Joyce Wells



Polynesians in huge outrigger canoes with all their worldly goods, including animals and plants, arrived in the Hawaiian Islands between 500 and 900 A.D. They came with a religion that worshipped nature, consisting of a belief in one supreme being and many lesser gods. Of the lesser gods, four were prominent in Hawaii — Lono, god of harvest, sports and peace; Kaneloa, ruler of departed spirits; Ku, god of war, and Kane, father of living creatures. The goddess of fire, Pele, was feared and respected for controlling the fiery eruptions that caused death and destruction to her people. The islands have many ruins of temples, or heiaus, built to pacify these gods.

These early Hawaiians lived a simple life, making canoes, tapa cloth and grass houses while nourishing their bodies with fish, fruits, vegetables and taro. A social and political structure gradually evolved so that each island was ruled by a hereditary chief

(alii nui), who surrounded himself with a privileged class, priests of the old way (kahunas) and other experts, to whom he gave land. Next were the common folk, farmers and fishermen, who paid for the chief's protection with some of their crop or daily catch.

A taboo (kapu) system ruled, and penalties were very severe, including death. Until 1778, outside influences left the islands undisturbed for over 1,000 years. Captain James Cook, sponsored by the Earl of Sandwich, landed on Kauai. Welcomed by the natives, he explored both Kauai and Niihau.

A year or so later, Cook returned to the big island of Hawaii. When he arrived, the festival for Lono, the harvest god, was being celebrated. His timing and gifts he offered appeared wondrous to the natives, and the kahunas were convinced that he was Lono.

Of all the fascinating things introduced by the sailors, iron nails were the most popular items. They were used to make strong hooks for catching fish. Large amounts of food were willingly traded for one nail. However, the interest in nails led to the downfall of the sailors.

Well-fed and rested, Cook departed, but a storm damaged one of the ships. After he returned to the island for repairs, the Hawaiians took some iron tools and a ship's boat. The boat was burned so the nails could be obtained. Needless to say, Cook was irate. He marched a crew ashore and took the chief and his family hostage until the ship's property was returned. Angry islanders came to the shore and a fight began. Cook was killed. The sailors returned home with news of the discovery, but no more British ships made the voyage for nearly seven years.

In the late 1750s, the birth of King Kamehameha I was the beginning of a great and powerful monarchy, ruling the islands for nearly a century. The use of English weapons, sailing ships and European war methods no doubt contributed to his success in capturing all the islands except Kauai. He brought peace and prosperity to his people until his death in 1819.

Foreigners (haoles), consisting of traders, missionaries and whalers, arrived and changed Hawaii's culture forever. The newcomers introduced Christianity, agricul-

ture, commerce and constitutional government. Sugar cane and pineapple were introduced in the last half of the 19th century. Within 100 years after Captain Cook arrived, 80 percent of the natives had died because of their lack of resistance to Western diseases.

During the 1800s, many nations vied for control of the islands. King Kamehameha III turned to his trusted missionary friends for advice and, in 1839, a Declaration of Rights was passed. Soon after the first constitution was established. In 1842, Hawaii was recognized by the United States as an independent nation. Hawaii became a territory of the United States June 14, 1900, and became the 50th state August 21, 1959.

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
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Pilot's career takes off!

by Lynn Newton Stover

"Luck. Mostly, being in the right place at the right time. But being prepared when the opportunity comes along is the main thing." This was Vicky's response when asked what advice she could give to aspiring young female pilots.

Victoria "Vicky" Katherine Wingett, 33-year-old 99 from El Paso, was upgraded to captain for Southwest Airlines June 17. Vicky has been a pilot with Southwest since 1982 when she separated from the Air Force to become first officer on a Boeing 737.

A flying career for this confident, outgoing lady began in 1976 when the Air Force opened the pilot training program to women. Since Vicky had served two years as a commissioned second lieutenant in missile maintenance in Grand Forks, North Dakota, she jumped at the chance to be in the first class accepting women in the undergraduate pilot training program at Williams AFB, Phoenix, Arizona, flying a T-37 side-by-side Cessna jet. She laughed and said, "Wouldn't you?"

Did Vicky have a problem being one of the first women pilots in the Air Force program? "The biggest problem in pilot training in that first class was no one knew what to do with us," she said. Vicky continued, "Orders came down to remove all the girlie pictures; they were afraid of offending us."

She recalled one experience in training. "I felt some of the others were getting a little ahead," she said. So the next day, when Vicky was flying with her instructor and he



El Paso 99 Vicky checks out her Boeing 737 aircraft before flight.

Photo by Aksel Stover

said about a maneuver, "Here, let me show you how to do that," and took the stick, Vicky clocked the time on her watch. She got the controls back 20 minutes later. Then she noticed when the wife of her instructor picked him up that day that he got into the driver's seat and she moved to the passenger side. "I realized that we had fallen into the typical male-female roles," she remarked. The next day, Vicky called her observation to the attention of her instructor. "Then I couldn't give him the airplane!" she said.

Referring to her position of captain for Southwest, she said, "You don't dwell on the responsibility, you are just well-trained." She continued, "We all like to think we're the best pilots in the world." She said the pilot wants to take care of the passengers. "Every once in a while, a customer expresses surprise that the pilot is female and wants to know who's landing the plane," Vicky chuckled, and then added that most remarks are good-natured.

Southwest Airlines began service to Dallas, Houston and San Antonio, Texas in June 1971 with three Boeing 737-200s. Now, 14 years later, Southwest has four 737-300s and forty-six 737-200s and serves 26 airports in 25 cities from the West Coast to the Great Lakes and south to the Gulf of Mexico.

Vicky graduated from the University of San Francisco with a degree in political science. Other assignments in the Air Force were navigator trainer at Mather AFB, Sacramento, California, where she was copilot of a T-43 (Boeing 737), and later

upgraded to aircraft commander and then instructor pilot. Finally, Vicky was command post controller at Myrtle Beach AFB, South Carolina.

Vicky and husband Jerry own a Cessna 180. Vicky and Jerry met in the Air Force while both were stationed at Myrtle Beach AFB, and this airplane-loving couple has been married two and a half years. Jerry has 18 years with the Air Force and is presently Air Force liaison officer at Biggs AFB, El Paso. He has flown mostly fighter aircraft and looks forward to going back to a flying assignment soon. When asked how he feels about Vicky's career in aviation, he said, "It's nice to have two pilots in the family, so we don't have to worry about shop talk when we're home."

The oldest of seven children and the only pilot, Vicky grew up on Air Force bases. Her father is a retired Air Force air traffic controller. As a youngster, she was able to watch air shows from the control tower.

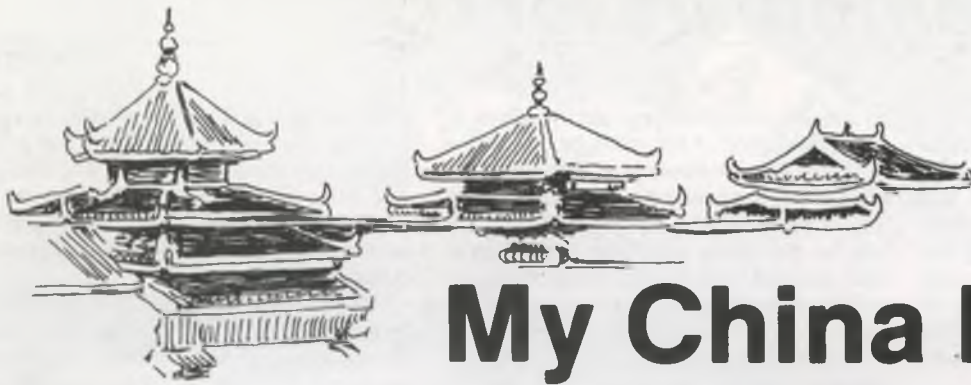
Vicky joined the 99s in 1983 after moving to El Paso. She was invited to a "99 Wine and Cheese Party" and enjoyed the association with other women interested in aviation. These days, Vicky enjoys flying gliders. "I enjoy gliders because they are so quiet and peaceful," she said.

Recently, Vicky received publicity in the *El Paso Times* for her achievements. Guadalupe Silva, staff reporter, asked Vicky to tell about the most dangerous part of flying. Vicky gave her our most typical pilot reply, "The most dangerous part of flying is getting to the airport!"



Southwest Airlines Captain Vicky Wingett looks comfortable in the pilot's seat.

Photo by Aksel Stover



My China Express

by Emily Bost

We left Tulsa early Sunday morning and spent 34 hours on and off airplanes in Dallas, Los Angeles and Tokyo — finally landing in Beijing, China about 2300 hours their time (the next day, Monday). It was dark on the trip from the airport to the hotel, so we couldn't do much looking around — no street lights at every corner. To bed, exhausted from the trip, exhilarated with what's to come.

Up early Tuesday morning, to breakfast and then for a walk on the streets of Beijing. Bicycles were everywhere — masses of people riding bicycles to work, street vendors setting up their food and clothing to sell, many more people walking on the sidewalks with us. The number of people was overwhelming, and we were an oddity to them. We drew stares and watchful eyes everywhere we went during our time in China — an interested, curious look, not a bothersome one.

While in Beijing, we visited the Summer Palace, a lovely collection of pavilions and pagodas around Kunming Lake, where the emperors would go in the summer. Temple of Heaven — a ceremonial temple where the rulers came once a year to pray for their crops. Beijing Zoo to see the Giant Pandas. The Great Wall — such an impressive piece of architecture — at present, it is 3,750 miles long, 21.5 feet high, 20 feet across. Since it runs along the mountaintops, it goes up and down with the mountains. What a thrill to climb on this structure! Our last day in this city, we went to Tian'anman Square (100 acres large). The Forbidden City covers 250 acres and is surrounded by a moat and protected by a 35-foot high wall. It is a simple and elegant structure that contains six palaces and numerous small buildings.

On to Xian, where we saw the Terra Cotta Warriors — lifesize figures standing guard by the tomb of Emperor Qin Shi Huangdi for over 2,000 years. There are 6,000 figures, all with different faces — even the horses have different looks. We felt as if we had stumbled onto an army frozen in time. Very eerie.

We flew to Shanghai on a Russian-made plane (IL18) — very little leg room, no air conditioning (we were given fans on boarding), broken seatbelts. The takeoff roll began while people were still standing in the

aisles. Safety regulations definitely are not the same as ours. A real experience.

In Shanghai, we visited a carpet factory, silk printing factory, ivory carving and jade carving plants. We went to the Jade Buddha Temple, which has the rare statues of Buddha, each carved from a single piece of white jade. We also saw the Shanghai acrobats. The feats they accomplish are just mind-boggling and impossible to describe.

A trainride through the countryside took us to Hangzhou, the resort area of China. A beautiful lake with three islands called Ruan Gong Don, MidLake Pavilion and Three Pools Mirroring the Moon, which has many small pavilions, terraces, rock and flower gardens (very beautiful). Lingyin Temple, containing many Buddhist figures, has been destroyed and rebuilt 12 times; the present structures are 300 years old. We were taken to a private home in a tea commune — our first opportunity to see how the people live. We also watched tea being harvested and dried. We found the longjing tea very tasty.

Next stop was Gukin, where we took a cruise on the Li River and saw the unique (to China and the world) stone towers that were thrust up from limestone seabeds over 300 million years ago and have been formed by the area's wind and water conditions. A peaceful relaxing day on the river amidst such beautiful sights. What more could you

ask for? Water buffaloes swimming, fishermen harvesting seaweed to feed their animals, fishing birds called cormorants, small children at home in the water or poling rafts down the river (we call them sampans). The sights on and around the river. A short pause in Yangzhou, an artist's city — only time to visit a few shops and look at their goods.

Our last stop in mainland China was at Guangzhou (better known as Canton). We went to Chen Temple, an institute of arts and crafts that contains objects both ornate and functional, centuries old to the present, very ornate buildings with carved wooden beams, stone wall carvings and huge carved doors. The Sun Yatsen Memorial Hall — an octagonal building that seats 4,729 people — it has no pillars and very little echo. The Temple of Six Banyan — the headquarters of the Guangzhou Buddhist Association.

A very, very sad departure — who would want to leave this wonderful country? Certainly not I!

But it was on to Hong Kong for two days of sightseeing and shopping in a city so unlike the China we had just left. A very Westernized, commercial town.

And 17 days from when we began, we returned to Tulsa. An experience I shall never forget, would like to repeat, and shall always describe as one of the best events in my life.

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What are volunteers for?

by Pat Osmon

On a Friday night, I'm washing dishes and watching a WW II spy film simultaneously. Robert Donat has gotten himself cross-threaded with both the Nazis and the Czechoslovakian underground, also simultaneously. All this suspense is interrupted by a phone call from Civil Air Patrol Captain John Knudsen. There is an ELT going off somewhere in the San Diego area. Will I go look for it? Of course. What are volunteers for?

I call Captain Mac Fader, another team member, and arrange to meet him at his house and work from there. There are a few bits of information to work with. The satellite reporting system (SARSAT) has reported two "hits" — one a couple of miles south of the border and the other at the Baret intersection of the Julian and Mission Bay VORTACs. There is also a PIREP of an ELT signal about eight miles east of the Mission Bay VORTAC. In any case, we will not work south of the border; that's not allowed.

Soon the search team consists of Mac, me and two others — Captain Mike McDonald and LTC Will Gordon. Will will attempt to localize the signal from the air in his Varga. We will communicate with Mike and John, the mission coordinator, on a CAP frequency and with Will on the aviation band.

Mac and I hang out in his driveway, where he installs the magnetic DF antennas on the roof of his car; additionally, we each have a hand-carried unit. Rex, his adopted German Shepherd, bounces excitedly at the end of his chain, delighted with this unaccustomed nocturnal activity. While Mac talks with the others about the progress of the mission, I fill out our log and other mission paperwork.

Will reports the results of his airborne searching — a weak signal over Brown Field, just this side of the border, and a strong signal about six miles WNW of Tecate, further inland. The signal fades. Shortly, he announces he will land at Brown

to check and will then proceed to Fallbrook, his home airport. Aloft again, he tells us the ELT is at Brown, possibly in a hangar at the west end of the field, near the CAP building. This is as close as he can get; without a DF unit in the plane, he's been using signal strength and wing shadowing to make his observations. Now it's up to the ground team.

Mac and I rendezvous with Mike at the terminal building at Brown. The security patrol is out patrolling and doesn't answer our radio call, so we leave a note and head for the west end of the field. Finding the ELT is now fairly simple, using roof-mounted and hand-held units. It's in a Tri-Pacer on the ramp, right next to the street. We take the tail number and information about the ELT, plainly visible through the window, and go back to the terminal building.

Through a chain of phone calls (to John, to the Air Force Rescue and Coordination Center, to "the computer," to us and, finally, to the owner at his place of work at, yes, 0130 hours, and we obtain permission and instructions as to how to access the airplane. Mike follows the suggestion and shuts off the ELT, securing it in the "off" position with a paperclip. Our DF units, which have been whooping vigorously ever since we arrived at the airport, are abruptly silent.

A last call to John with the information he needs for his report to the AFRCC and we can start for home. But wait — that red car. Can it be? The security patrol! We check out with him and are on our way.

I arrive back home at 0230, having spent something like five hours on a fairly routine mission, only one of hundreds CAP members perform yearly. In 1984, CAP was called out on 11,410 missions to find ELTs or the nautical counterpart, EPIRBs. Of these, over 90 percent were non-distress related, a figure that has remained virtually constant over a period of several years. Since there is no way of knowing in advance which signals

are "real" and which are not, each one must be responded to. The location of these non-distress signals is essential so that they will not obscure a genuine distress transmission. Hours could be spent pursuing the wrong one while crash victims await rescue miles away.

Although the ELT has proved to be a valuable tool in locating crash sites, it has also become a problem of sorts, accounting for over 3,000 hours of CAP's search flying in 1984 — just for inadvertent activations. To prevent becoming the object of an unnecessary search such as the one I have described, you can tune your radio to 121.5 and make a quick check after flying, especially following a less-than-perfect landing. And when the ELT is removed from the plane for maintenance or storage, please be gentle!

Finding an ELT requires direction-finding units, communications equipment, vehicles, aircraft, trained people and sometimes a good deal of persistence. LTC Sandy Sandaker and I, flying his Comanche 250, left Gillespie Field around midnight on one occasion and tracked the signal all the way to a ranch strip east of Yuma, verifying the location shortly after dawn. The dedication award surely goes to northern California CAP members who tracked a signal to a garbage truck with a jammed ram arm on the compactor. When it was finally unstuck, they sorted through the contents to locate the transmitter, still functioning despite the crunching it had taken.

ELTs have been found in junked aircraft, in garages, workshops and hangars, on Navy ships and a Coast Guard helicopter, and on countless ramps. Darkness and dismal weather seem to invite activations. Sometimes finding the source is a dirty job, and nearly always a time-consuming one. Spouses and dishes often have to wait. No one really has to do it — but what are volunteers for?

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.

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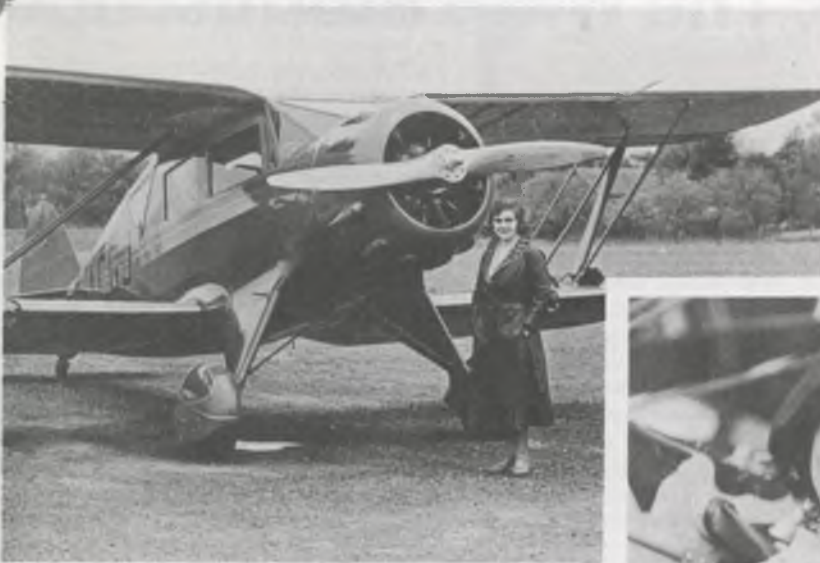
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Miniature Marvel: The WX-8 Stormscope

by Lil LeBlanc

Much has been written about Stormscope, radar and the advantages or disadvantages of each. Unfortunately, there is very little written specifically about the WX-8 Stormscope. This is the low-cost, colorful model which used an LCD display, versus the conventional CRT which is envisioned when the word "Stormscope" is mentioned. All Stormscopes map *electrical discharges*, rather than areas of precipitation. While it is true that thunderstorms are generally accompanied by heavy rain, not all areas of heavy rain are thunderstorms. Furthermore, some experts theorize that, unlike radar, Stormscope technology may be effective in detecting destructive wind-shear conditions.

Weather avoidance equipment, such as radar or Stormscope, is more than "nice to have" for any serious IFR pilot. Truer words were never spoke than those said to me by a highly experienced pilot acquaintance: "If you plan to fly long-distance IFR with any degree of frequency, you *will* encounter a thunderstorm during your flying career. It's not a question of *if*, just a question of *when*. Your only insurance against this eventuality is to install weather avoidance equipment in your aircraft."

I've had such experiences as a passenger and made a vow to myself on the hot, humid summer day when I became an IFR pilot, that I would do all I could to avoid a left-seat encounter with these beasts. That meant, of course, honing my understanding of weather, exercising my very best judgment, and saving my pennies for weather avoidance equipment.

The radar versus Stormscope decision was easy in that, on a typical young family budget, cost is a major consideration (chalk up one for Stormscope), and for single-engine aircraft, like my Lance, choice of radar is exceptionally limited. The last and final strike is that a radar installation is more complex — thus more costly than Stormscope. Now, the decision was, which of the Stormscope models to choose?

The WX-8 is generally available in the \$3,500 range. Add installation cost, and the total bill is usually under \$4,000. The next available model, the WX-10, has more features, including a substantially higher price tag. I embarked on a mission to learn all I could about the WX-8. Despite literature searches through all of the popular aviation publications, I could turn up little more than routine factual information about the WX-8. My basic question, "Does it really work?" remained unanswered.

I combed local airports looking for someone who had installed the WX-8 in his or her aircraft, and who could relate real-life experiences. None were to be found.

Then, through a stroke of luck, I had occasion to meet Skip Degan, with 3M Stormscope, who spoke at an Avionics Information Open House held in conjunction with the New England Sectional. I questioned him at length about the WX-8, including my all-important question, "Does it *really* work?" Skip's knowledge and candor were impressive. He provided first-hand user experiences with a WX-8, and assured me that the machine would do everything I wanted. The limitation of the WX-8, in his opinion, was that it is most effective in aircraft with a true airspeed below 200 knots. Since the Lance is comfortably within this category, the decision was made. Shortly thereafter, a 3M Stormscope, Model WX-8, was installed in the Lance's panel.

One of the beauties of Stormscopes is that they work on the ground as well as in the air.

Stormscope User Lesson #1 took place on the ramp of my home airport on a hot summer night. A line of thunderstorms was moving west to east across the area. Now would be a good and safe time to see from the ground what the Stormscope showed, versus what I could detect with my own eyes. The WX-8 has only a forward view of 135 degrees, unlike the more expensive models which sport a 360-degree picture. So far, the only limitation I've found to this is on the ground. One has to be willing to move the aircraft, pointing it in the approximate direction of approaching weather, in order to see any activity. This was done, and slowly, but surely the Stormscope screen came alive. As the sky blackened to the west, the Stormscope became increasingly active. Distance of storms from the aircraft is displayed via color — the segments in the far range (60-100 nm) are always green, medium range (30-60 nm) are yellow, and the too-close-for-comfort (5-30 nm) are red. Intensity is indicated by frequency and rate of electrical discharge. Infrequent discharges result in a steady light; as frequency increases, the colored segment will flash slowly, then flash fast. It doesn't take much thought to realize that a fast-flashing red segment directly in front of the nose is the worst you would want to see on this model, except perhaps for the entire 135-degree screen quickly flashing all colors in all segments.



The WX-8 should be located within reach of the pilot as frequent use of the "clear" button is essential.



The IFR panel is rounded out with weather avoidance equipment, such as a WX-8 Stormscope (located to the right of the altimeter in this photo).



The Stormscope uses a flat pack antenna, which installs easily on the underside of the aircraft.

The key to the WX-8 is its button marked "CLR." The clear button will immediately cause the screen to go blank, and allow it to fill up with new data. Since the Stormscope doesn't "paint" a constantly changing picture it does update every five minutes or so, use of the clear button is essential. The screen should be routinely cleared whenever changing heading, and the operator needs to be especially attentive to this function when operating in heavy weather. An integral part of interpreting the WX-8's information is considering the rapidity with which the colored segments appear after clearing the screen.

My personal experience with this Stormscope is highly positive. It has already proven itself as an effective means of weather avoidance. Interpreting the WX-8's display is relatively simple. Isolated, infrequent steady segments are generally no cause for concern. As more segments light, the pilot needs to begin to obtain more information about current weather conditions through ATC or Flight Watch. Areas of slow and, most especially, fast flashes are to be circumnavigated.

An example of a common display has been steady lights in the green and red areas, with a fast or slow flash in the yellow area. This generally indicates a mature storm, with the flashing area corresponding to the heaviest part of the storm, and the steady areas indicating its fringes.

On a recent trip, the WX-8 was showing a clear path in a forward area 45 degrees wide, with heavy weather on either side. ATC warned that we were about to enter what they showed as a heavy cell. Indeed, we did encounter heavy rain, but the ride was perfectly smooth. ATC inquired as to our flight conditions with understandable concern, and we assured them that we were quite comfortable.

This scenario has since been repeated several times. Radar may show areas to avoid; the Stormscope may not concur. In fact, following the Stormscope has provided a very tolerable ride. The converse is true as well, when the Stormscope says "stay away," radar may be showing minimal returns. I have no intention of experimenting with the area in question here. Suffice to say, I believe in the Stormscope.

I have had the good fortune of riding in a friend's WX-10-equipped Mooney. The more detailed information provided by the CRT display of the WX-10 is nice, as is the ability to vary the range of the display. If, however, cost is of any concern, and your aircraft is one which generally cruises at less than 200 knots, you should give serious consideration to the WX-8.

3M Stormscope's WX-8 has given me an immeasurable measure of confidence when flying IFR. Needless to say, I still also keep a constant, careful watch on the weather and employ the highest degree of caution in every phase of flight. The miniature marvel is now tried and true, and my basic question, "Does it really work?" has been answered with a resounding "YES!"

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NOTAM

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Lil LeBlanc is a member of the Eastern New England Chapter. She is an instrument-rated private pilot with over 500 hours, and she has made several flights from her home base in Massachusetts to Florida and the Bahamas. Lil welcomes further inquiries from any member concerning her experiences with the WX-8 Stormscope.



Hazel Jones and George Hoagland ride in the opening parade (above), and the US Team marches behind its flag.

World Precision Flying Championships

The World Event

by Jody McCarrell
USPFT and WPFC Chief Navigation Judge

How does one put into words something that will likely be a highlight for the rest of one's life? The event — being involved in the USPFT and the just-held World Precision Flying Championships.

It really all started when I was privileged to attend the 5th World Championships with the US delegation in Norway, where I tried to learn the "ins and outs" of organizing a championship event. Two years seemed so far away back then...

We had to prove to the world that the lady 99s could handle it — and, believe me, we did have a great many skeptics. Some suggested we use a computer programmer from Norway, as well as hire the Norwegian Aero Club's secretary to help us run the 1985 event.

Needless to say, handle it we did, and as the lyrics of the song go, "we did it our way."

The US Championship was a great dry run for the World, helping us solve some of the problems we expected to encounter. It also provided us a chance to train some of our own people for the grounding timing Gates used during the World Competition. The chief of the World Jury, Peter Nissen, was on hand to observe. Like a fly takes to honey, we impressed him greatly. He returned saying he had never seen so many women involved in such an event and doing such a great job.

Ninety-Nines came from everywhere. I believe each section was represented, and they all came to work and learn. They attended Judge's School, they painted numbers, they made timing Gates with sticks and strings... they worked!

Cowboy hats were presented to all participants — pilots from 17 nations. Believe me, we couldn't have given them anything better. Everywhere you looked there were cowboy hats... in the tops of Cessna 152s, in the swimming pools, in the restaurants... everywhere. Some of the hats fit quite well — on the early arrivals, that is. After that, it was "take what you can get." Some hats sat on the ears, others fit like beanies on top of the head — but wear them they did... EVERYWHERE!



The Finnish and Norwegian teams participate in the opening parade.



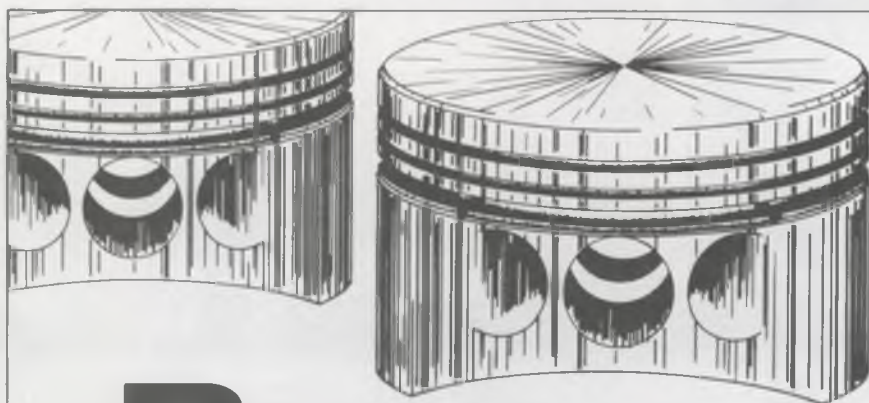


Epcot Center was just one of many tours arranged for the International competitors to enjoy.

Getting ready for the opening parade are US Team members (*front row*) Joe Poerschke, Carolyn Pilaar, Team Manager Lois Feigenbaum, (*back row*) Ray Heyde, Brooks Cone, Sanjay Kalani, Marvin Ellis and Coach Jerry Shreve.



Ninety-Nines set up shelters for both sun and rain protection.



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The World Event...

Carol Sue Wheeler arrived in person to help solve problems in the registration room, fight snakes and dogs on chains at a timing gate, drive (or should I say herd) a Lincoln down the most rutted sand road you ever came across after one of those toad-strangling Florida thunderstorms... She really got a taste of USPFT.

There was Pat Ward from Louisiana, who showed up at Nationals, wanting to know what this USPFT was all — and could she get involved? Pat manned a timing gate in a cemetery back in Tumbuktu, timing aircraft as they flew over about six minutes apart. And then she was in charge of all the equipment used in the field.

One cannot imagine what had to be organized and dispersed correctly to each Gate crew or turning point crew. (There were 14 of these Gates during the World event.) Equipment included canvas markers to be identified by aircraft, hammers, stakes, snakebite kits, ice chests, food, water, pads or cots, compasses, binoculars, radios, timing watches, papers on each contestant and, of course, lots of mosquito spray. Pat also briefed participants on heat exposure, heat strokes and ways to handle the hot weather — and HOT it was!

Kathy Long deserves the “go-for” trophy. She was just about everywhere and doing just about anything, including painting four sets of numbers for each competition aircraft large enough to be seen with the naked eye from 1,000 feet. She drove tie-down stakes,

worked the Flight Planning Room, sold things and even handled police activities during the landing event.

One had only to see the tears in the eyes of the pilot from Sweden, who was the recipient of the Masonhall Sportsmanship Award. Symbolic of the US, it was topped with a magnificent eagle, and presented for the first time at this year's competition, truly one of the most prized trophies.

Nema and Mase Masonhall donated funds for four hand-held transceivers, also prized possessions of the event. We could not have done without them; in fact, they saved the whole event.

According to International rules, I was flying the World Jury (one member each from Norway, Switzerland and South Africa) around the Navigation course just minutes ahead of the first competitor. I could hardly believe it — everything looked exactly in place.

As I rocked my wings to Hazel Jones at the start line, buzzed past the canvas letter “C” and Pat Roberts at the cemetery Turn #1, the letter “N” at the lookout tower manned by Doris Abbate, the “K” at Carol Sue Wheeler's secret checkpoint and Louise White's secret checkpoint, my head was swelling with pride. We had really done it!

Then, arriving at the 200-meter-long finish line, there was nothing there! You can imagine what went through my head... have to get back to the airport and get a car out here... but wait, I had given the hand-held radio I'd been using to the Gate captain that morning... surely he had not changed the frequency... I picked up the mike in the plane and began calling... sure enough, through the air cracked a voice, saying, “Jody, I can't find the place!” I asked if they saw me. “Yes,” they said. Then I spotted two cars on a dirt road just below me. There they were! Thanks to the radios, we directed them to the finish line just in time to set up for the first competitor!

Then I looked at my fuel gauge... bumping the big “E” ...time to head back to the airport!



Waiting for the landing competition to resume are International Jury members Charles Wotherpoon, South Africa; Peter Nissen, Norway, and Hans Peter, Switzerland.



Polish team members reassemble the Wilgas after their arrival at Kiasimnee.

International Jury members assemble the barriers prior to the landing competition.



I can't say enough about my roommate, handler of my charts. (And when I say charts, I mean a roomfull of them — over 100 topographical charts, aviation sectionals, military charts and other charts of every size and description. If you had been a mouse in the airplane, you would have seen us become IFR with charts. Charts everywhere!)

Pat Roberts lived, worked and put up with me for over a month during July and August, as well as for several trips we had to make to get ready for this event. As I stewed and worried over whether or not we had a World Competition Nav route good enough, she would patiently put up with my getting up in the middle of the night with a flashlight, looking at a chart when something would pop in my head that I might use. She kept saying, "Jody, this is your best route." I will never, in a million years, pay back all the markers I owe this fellow 99.

The whole shebang was headed by International President Hazel Jones. She also happened to turn 60 the night of the Awards Banquet at the World Competition... I'm sure it will be a birthday party she will never forget.

The whole event was sponsored by the 99s, financed by the 99s, run by the 99s, crewed and staffed by the 99s and friends. As we marched down the streets of Kissimmee in the parade, it gave me a thrill I lack the words to describe. We did it... we did it... we did it!



With the exception of the Polish Wilgas, almost all the aircraft used in the World event are Cessna 150s or 152s.

Special tail numbers must be large enough for ground spotters to verify aircraft as they pass over secret gates on the navigation route.



Lois Feigenbaum and Carolyn Pilaar.



Carol Sue Wheeler and Linda Dickerson set up the sale table.



A Polish Wilga performs a barrier landing.



The World...



US Team members refuel their aircraft.



A competitor from Denmark performs a barrier landing.



Both Bente Linnerud and Jadwiga Lenartowicz are interested in becoming 99s. Bente is president of her flying club in Norway, and Jadwiga is an alternate for the Polish Team.



Videotaping the World event is International Historian Judy Logue. Florida Goldcoast 99 Mary Zdunczyk serves as FAA weather briefer for the event.





FAA Administrator Admiral Engen watches one of the landing competitions.



Jody McCarrell and Doris Abbate discuss the World event at Kissimmee.



Max Gray, Pat Roberts and Sanjay Kalani wait for the rain to stop.

Pam Collings, New Zealand 99.



A striking cloud-accented sunset signals the end of the World Competitions.



Pat Roberts models her hat equipped with a solar-powered fan.





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Alvin E. Paulson
Communications
Gulfstream American Corporation
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Boris Musher, Secretary
George U. Cornett, General Counsel

August 28, 1985

Ms. Hazel Jones
8536 Mediterranean Drive
Dallas, TX 75238

Dear Hazel:

The Kissimmee affair was great! Congratulations for an outstanding effort.

As always,

VW

Clifton F. von Kann
President

C. C. Wotherspoon

1985-09-10

Mrs Hazel Jones
8536 Mediterranean
DALLAS, Texas 75238
United States of America

Dear Hazel

As you know I did not return to this country directly after the Precision Flying Championships - but concluded some business in the United States; and have now been back a week or so.

Firstly thank you for the honour of serving at your invitation panel for the event. Let me assure you the event was a great one, the irritations, tantrums and other things which annoy during after such an event are of no significance. Take a bow!

Best personal regards.

Yours sincerely

CHARLES C WOTHERSPOON



PRECISION
FLYING
IRELAND

Reply to: 106 Pembroke Road, Ballsbridge, Dublin 4.

30th August 1985

Dear Hazel,

On behalf of the Irish team and supporters we would like to say a sincere thank you for the welcome you gave us and for the efficient and fair way in which you ran the W.P.F.C. It goes without saying that we enjoyed ourselves despite the fact that we didn't do as well as we might.

I would like to pass our thanks and good wishes to all who helped particularly Pat Roberts, Jody McCarrell and Linda Dickerson.

Having run the European Championships here last year with great assistance from the Irish Air Force, I know the problems you faced both physical and financial and how you overcame them magnificently and also the generosity and greatness that is the Irish spirit.

Finally, I wish you in the future the best of luck in the Atlantic.



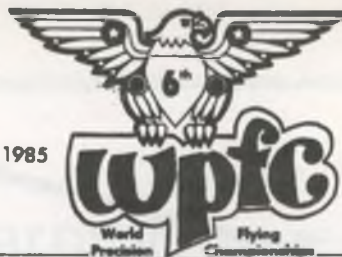
internationale



Awarded for the first time this year is the Masonhall Sportsmanship Trophy. An emotional Swedish pilot was the recipient.

DEAR HAZEL,
I HATE TO LEAVE - IT WAS A GREAT TIME.
YOU, HAZEL, AND THE 99'S DID AN
EXCELLENT JOB, AND I AM SURE ALL THE
OTHER PILOTS AGREE.
SO - ON BEHALF OF MYSELF AND THE
AERO CLUB OF GERMANY THANKS AGAIN
TO YOU AND YOUR CREW AND ALL THE
TEAMS AND -
AUF WIEDERSEHEN!
THE GERMAN TEAM

August 11-18, 1985



Kissimmee, Florida - U.S.A.

Photos by
Verna West



1440 Duke Street
Alexandria, Va. 22314

Ms. Hazel Jones
8536 Mediterranean
Dallas, Texas 75238

Dear Hazel:

I think everybody will agree that, excepting only a few minor glitches, the VIth World Championships of Precision Flight was a roaring success.

Certainly all of you wonderful 99s weathered the event with great elan and earned lots of very well deserved applause. Personally, I'm very grateful to you and to all involved with this project for making me (as the C.I.A.G. Delegate) look so good.

There is no way anyone, on either side of the Iron Curtain, will ever forget your irresistible mixture of charm and hard nosed management. It was a virtuoso performance every time you stepped up to the microphone, and I loved watching you! And working with you and working for you!

I look forward to hearing from you before your next trip to Washington (so hopefully I will not be out of town) and certainly to seeing you in Switzerland next winter.

All best wishes and congratulations.

Your friend,

Bill

William H. Ottley
Local Chief Judge

WHO/dp



Bill Ottley presents the first-place Polish team to banquet guests.

Pilots from 17 nations, represented by these miniature flags, participated in the World Precision Flying Competitions in Kissimmee, Florida.

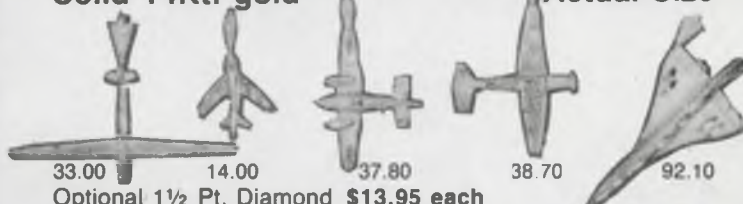


Swedish team members accept the second-place trophy.



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The President of
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Mr. Sven Hugosson
Royal Swedish Aero Club
Box 12125 - 11182
Stockholm
Sweden

Conclusion.

The 6th World Precision Flying Championships were run in accordance with the F.A.I. Sporting Code and the relevant Rules. The navigation test was demanding, and must be considered as a good test on the pilots ability to carry out accurate navigation and observations. The fact that weather conditions did influence the results for some pilots, supports the proposed change of the rules in the direction of having two shorter navigation test rather than one long.

It is the impression that the Championship was enjoyed by the participating pilots. It was a pleasant mix of social events, interesting flying and keen competition. The arrangement was well planned and executed, and much effort was put into making this a good competition. Minor discrepancies will always occur, and did occur. None of them are considered to have had any effect on the final result, and it is the general impression that the 6th World Precision Flying Championship was a fair competition, given a most competent winner. Compliments should be given to the competition Director and to the Ninety-Nines for their motivation and devotion to duty. The effort that was put into making this a pleasant stay and a good competition was truly inspirational.

Best regards

Peter L. Nissen
Peter L. Nissen
Chairman of the Jury



World Competition Team Standings

Poland	1
Sweden	2
Finland	3
United States	4
Switzerland	5
Denmark	6
New Zealand	7
Norway	8
Argentina	9
United Kingdom	10
South Africa	11
Austria	12
Ireland	13
France	14

(The Netherlands and West Germany were not contenders in team competition, since they each had only one pilot entry.)

A striking cloud-accented sunset signals the end of the World Competitions.



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Chapter News, Activities and Projects

JAPAN SECTION

Members of the 99s in Japan and Japanese Women in Aeronautics gathered August 2 at Yokota Air Base for a flight operations tour and meetings.

The tour started at the NCO Club with the Yokota Aero Club Board of Governors luncheon meeting. We then attended the monthly safety meeting with a film on density altitude. Our next stop was Base Operations, where flight planning was explained, then to an outstanding briefing on weather. We viewed a UH-1 helicopter and the C-21 Learjet before boarding our vans for the trip to the flight line to see a C-141. After that, we crossed the runway to the Base Tower and RAPCON. Our last stop was the Aero Club for refreshments. We enjoyed the tour and hope to make the planned Cessna flights at another date. (They were canceled because of the extra time spent at the Weather Station and viewing the C-21.)

Project officer was Mr. Carpenter, a 49½er and Aero Club safety officer. The tour was conducted by Lt. Colonel Cushing, Base Operations officer and vice-president of the Aero Club. Cushing acted as interpreter for 99 Rikako Carpenter, member of the Board of Directors of Japanese Women in Aeronautics and operations clerk at the Aero Club.



Colonel Cushing discusses flight planning with Yae Nozoki (a 99 and executive director of VWAA), Reiko Kawai and Rikako Carpenter.

EAST CANADA SECTION

First Canadian Chapter

July ushered in a champagne reception for Adele Fogle, Margo McCutcheon and Daphne Schiff when they landed on their return from the New York to Paris Air Rally. What a glorious evening hearing about this fabulous trip over the North Atlantic, the Greenland icecap and finally their arrival in Paris! We hope that this trip will provide us with exciting stories of their thrills and apprehensions for months to come.

It was interesting to get feedback from actual experience on the merits of Loran C, which we heard about at our June meeting. The Loran C ARNAV R-21 with extended range mode worked fantastically well for our trans-Atlantic aviators when in VFR conditions over land, but left much to be desired in IFR conditions over the North Atlantic.

Chairman Shirley MacDougall and 49½er Neil had a most enjoyable and interesting flight across Canada in a Cessna 172 visiting aviation interest points along the way.

Our soaring day planned for July was weathered out by low ceilings and thunderstorms, but Shirley Allen, Donna Deaken, Betty Innes, Shirley MacDougall, Carol Papas and Beryl Scudellari flew to the Baltimore Convention in August. We were delighted by the city's waterfront and thoroughly enjoyed a very well-organized meeting. Beryl and 49½er Norman detoured to Oshkosh on their return flight to Toronto.

by Donna Deaken

EAST CANADA SECTION

The section recognized Betty Jane Schermerhorn's outstanding contributions to the Ninety-Nines and general aviation in Canada by sponsoring her as an honoree in the International Forest of Friendship. SPAR Aerospace also sponsored honorees Captain Marc Garneau, the first Canadian in space, and Dr. Roberta Bondar, a payload specialist on the Canadian Astronaut Team and an East Canada 99.

Four section 99s, Donna Deaken, Margo McCutcheon, Carol Papas and Mary Warner-Smith, along with SPAR representative Karen Girling, flew to the Amelia Earhart Airport in Atchison to participate in the colourful and festive celebrations. We were all impressed by the Forest, honoured to see the Ontario Provincial flag flying, and overwhelmed by the friendliness and generosity of the citizens of Atchison, the Zonta members and the 99s. The welcome extended to both Eastern and Western Canadians was truly warm.

An added pleasure was being present for the dedication of the Amelia Earhart house and being able to look through this lovely building on the shores of the Missouri River.

This was a delightful weekend and particularly blessed by the weather gods who limited their violent activities to nighttime.

by Donna Deaken

East Canada 99s Donna Deaken, Carol Papas, Margo McCutcheon and Mary Warner-Smith view B.J. Schermerhorn's plaque in the Forest of Friendship.



Members of the First Canadian Chapter welcome Margo McCutcheon, Adele Fogle and Daphne Schiff home after their participation in the New York to Paris Air Rally. (back row) Betty Innes, Mary Warner-Smith, Heather Sifton, Edith Luther, Jackie Giles, Rita Rogers, Lorraine Ugolini, Donna Deaken, Helen Hems, Carol Papas, (front row) Margo McCutcheon, Beryl Scudellari, Gwen Hems, Adele Fogle and Daphne Schiff.



WESTERN CANADIAN SECTION

Alberta Chapter

Another successful poker run was held June 1 with 60 participants and a total of 310 hands played for fun and prizes. More than half of our 40 members helped in some way, canvassing for prizes and working at the eight participating airports. Just a few days before the event, a crew of 99s and friends air marked a taxiway at Red Deer Airport, terminus airport for the poker run.

Joe Harris, Helen Lavender, Mary Weber, Lorraine Herrington and Mary Oswald served on committees helping to organize the annual Edmonton Air Rally at Villeneuve Airport in June. Villeneuve is an Edmonton area airport used mainly as a training facility. Here again, a group of 99s and friends air marked Villeneuve just a few days before the rally, publicizing the community service work of our chapter.

Wendy Baskin organized the air marking of Warner in southern Alberta, with Margaret Warren, Linda Whiteside and Anola and Carmen Laing helping. In this group were two mother-daughter flying teams, Margaret Warren with daughter Wendy and Anola Laing with daughter Carmen.

The chapter was again asked to assist with pilot registration and information at the Red Deer Air Show July 27-28, with Susan DeBeurs, Helen Lavender and Mary Oswald working hard both days. A Ninety-Nines display booth generated much interest and inquiries. Eleanor Bailey, who is also a member of the Western Canadian Warbirds, flew her Chipmunk in formation with other vintage aircraft to open the air show.

Governor Jo Harris, an instructor at the Edmonton Flying Club, continues to encourage women to complete their private pilot training. At a recent "Wings" graduation, she

had four local women among her graduates. All immediately joined the Ninety-Nines. We are also pleased that one of them, Mary Weber, received an award from the Edmonton Flying Club.

by Mary Oswald



Flying instructor Jo Harris (second from right) congratulates three of her students, Linda Bradley, Susan DeBeurs and Mary Weber, at their "Wings" graduation. The fourth member of the group, Sharon Heron, was unable to attend the ceremony.

Saskatchewan Chapter

Five members made the tour of northern Saskatchewan to honour pioneer bush pilots, and five more participants were involved with some portions of the tour. The prize for traveling the farthest was shared by David Gashell and Fred Weber from Edmonton. All participants received a beautiful Certificate of Participation, each with name inscribed. Bush pilots received honor rolls of bush pilots past and present (70 names). The Proudloves received a prize as the only family taking part in the event, and Chairman Mary presented June and Nadine with gifts for their work in organizing the Safari.

The group that dared to land at historic Stanley Mission airstrip were treated to a rare and moving ceremony by Reverend Cook, a full-blooded Cree Indian. He was presented a copy of the "99 Prayer" which had been translated into a syllabic Cree by an ac-



At the Forest of Friendship are (standing) Susan Weidenhammer, Mary Pyne, Nadine Cooper, June, Deanna Deaken, (kneeling) Melody Jackson, Mildred Beamish, Margo McCutcheon, Carol Pappas and Mary Warner-Smith.

Stanley Mission Airstrip.



quaintance of member Angela Spitz. Many pictures were taken, and Alex Balych, curator for the Western Development Museum in North Battleford, recorded the ceremony on videotape. Some who were unable to attend the ceremony were able to then view it on videotape that same evening while visiting in our hotel room.

Four planes piloted by chapter members arrived in Atchison, Kansas, July 19-20, to take part in ceremonies at the Forest of Friendship. Canadians played a rather impressive role in the overall program. Four were honored in the Forest (Roberta Bodnar, Marc Garneau, Nadine Cooper and B.J. Schermerhorn), and Karen Girling of the Canada Space Arm Research Program was guest speaker following the Saturday evening buffet.

by Nadine Cooper

MIDDLE EAST SECTION

Hampton Roads Chapter

Even though no meeting was held in August, this chapter has stayed busy. One of our 66s, Linda Bangert, successfully obtained her private license. Plans have been made for a fly-in to the Bealeton Flying Circus in Warrenton, Virginia.

A picnic of appreciation is being planned for both members and individuals who have contributed to the success of our air marking and pennies-a-pound activities. Clear weather has provided good flying and we're all hoping for it to continue as we embark on autumn activities.

by Barbara L. Ramsey

Maryland Chapter

Our June meeting was held at Jet Hobbs' home. Each of us brought a covered dish to have plenty of food to fortify us for a day of work, preparing for the Convention. In an organized fashion, we stuffed about 250 goody bags and wrapped door prizes. We were fortunate in that Jet's mother allowed us storage space for these projects.

Many of us attended the June 22 open house at Patuxent Naval Air Station. We enjoyed the luncheon, the tour of the base and, of course, the opportunity to examine the planes.

Our July meeting was held at Fallston Airport, featuring a film provided by Chairman Joan Kosek about Blanche Noyes. We also had the opportunity to meet relatives of Blanche who were present for part of our meeting. Joan Kosek and Jet Hobbs were selected as our Convention delegates, and we stuffed another 200 goody bags and wrapped more door prizes.

For many members, this Convention was a first; however, all of us thoroughly enjoyed it. The leadership, organization and planning provided by Joan Bates was superb.

Our August meeting was held at Susie Jones' farm near Laurel. Susie's farm has a lovely swimming pool and, after Convention, we were ready for some rest and relaxation. We took the opportunity to view "Women in Aviation," produced by the International Ninety-Nines, and decided that this presentation would be an excellent addition to our aerospace education program.

by Catherine A. Hanson



Painting the 99s logo on the Villeneuve Airport air marking are Treva Woodman, Jo Harris, Marion Wheaton, Emily Kaldestad, Lorraine Herrington, Helen Lavender and Linda Bradley. Also pictured are Emily's parents, Mr. and Mrs. Kaldestad, who are veterans of many air markings.



Mary Weber, Edmonton Air Rally prize chairman, congratulates rally participant Treva Woodman, also a 99.



At the June 22 open house at Patuxent Naval Air Station are (standing) Ed and Joan Kosek, Jim Hanson, Lew and Madeline Burris, Richard and Kris Little, (sitting) Kay Hanson and Betty McSorley.

Washington, D.C. Chapter

The International Convention was a great success for us!

Our special responsibility was the July 25 Amelia Earhart Luncheon. Co-Chairmen Katie Lou Webb and Mary Ellis were well-prepared and organized, decorating the tables with cheerful centerpieces of flourishing red begonias tenderly homegrown for months in Katie Lou's garden. The green pots were nicely complemented by the beautiful green and white programs at every place. Barbara Rohde, former chapter chairman, was mistress of ceremonies.

A fashion show of Eastern Airlines' flight attendant uniforms from the 1930s to the present provided a striking and informative backdrop to the luncheon. Former AE Scholarship winner Anitra Doss Ruth was such a popular and entertaining speaker that she may well have set a precedent for future AE Luncheon speakers. Assisting Katie Lou and Mary were Polly Carico, Lin Clayberg, Bev Sharp, Marty Poteat, Betty Fisher, Fay Gillis Wells and Adelaide Tinker.

The "Olefin" jackets were hugely popular in the Lexington Market, where we sold 104. Our superb sales force include Marilyn Greenleaf, jacket chairman, Patty Hetu, Peggy Doyle, Ede Brandon, Joan Stalk, Barbara Kyle, Polly Carico, Bev Sharp, Marty Poteat, Lin Clayberg and Adelaide Tinker.

Betty Fisher assisted the Shenandoah Chapter with registration for four days. Our



The Grand Prix Air Race stopover at Dulles International Airport was manned by the welcoming ground crew — (seated) Bev Sharp and Joan Stalk, (standing) Marilyn Greenleaf, Barbara Rhode and Stop Coordinator Lin Clayberg.

voting delegates were Joan Stalk and Marilyn Greenleaf. Other members attending the Business Meeting and/or Grand Finale Banquet were Gerda Ruhnke, 66 Jo Fagan and Jean Ross Howard.

The chapter was also the local host for the 11 aircraft and racers participating in the fifth annual Grand Prix Air Race. Dulles International Airport was the second mandatory stop. Chief Timer Gerda Ruhnke was assisted in the tower by Betty Fisher and 66 Amy Leete. Assisting Stop Coordinator Lin Clayberg at Page Avjet were Bev Sharp, Barbara Rohde, Joan Stalk and Marilyn Greenleaf.

by Lin Clayberg

NEW ENGLAND SECTION

Eastern New England Chapter

Air marking is easier with lots of willing workers. One way to ensure a good turnout is to join forces with a neighboring chapter and air mark a field within reach of both groups. This is just what we did July 14 at Jaffrey, New Hampshire with the Northern New England Chapter.



The Jaffrey air marking is very visible!

The airport manager at Jaffrey rolled out the red carpet for us, providing an outstanding barbecue. Many members couldn't resist topping it off with a stroll to the local ice cream bar!

Chairman Sherry Edwards stole the show, however, with her announcement that she is expecting a baby in February. This child will be outfitted with a paintbrush rather than a rattle, though, as we can always use an extra air marker!

by Lil LeBlanc

Northern New England Chapter

One hundred gallons of paint were used on Northern New England's most recent air marking effort at Jaffrey Municipal Airport. Assisted by members of the Eastern New England Chapter, members were able to create the largest sign in the Monadnock Region of New Hampshire. Extending nearly 200 feet end-to-end and 25 feet high, the name "JAFFREY" now glistens on one of the airport's taxiways for all to see.

In addition to our air marking, members recently said goodbye and best wishes to two of our more popular members. Jean Batchelder, one of the most devoted members of our chapter, has moved to Florida, and Bea von Tobel, current section governor, has moved to Craig, Alaska. We will miss both of these ladies, but wish them all the best in their new endeavors.

by Leslie O'Shaughnessy

NY-NJ SECTION

Central New York Chapter

When Oswego County started planning an air show for the county-owned airport at Fulton, one of the groups asked to participate was the Central New York 99s.

August 3-4 found the chapter's display set up on the field, 1000-1600 hours each day. Materials on how to become a pilot, careers in aviation and information on the 99s were displayed and handed out. The chapter scrapbook was also on display.

Members on duty included Shirley Ludington, Nancy Morgan, Virginia Breed and 49½er Claude Breed, Harriette Hilliard and 49½er Bob Hilliard. Sunday found Shirley Ludington and 49½er Ramsey, Sherri Valone and Marilyn Kamp and 49½er Bernie greeting the curious. Marilyn's 1946 Aeronca Champ was also on display on the static flight line.

The featured attraction was "The French Connection," plus demonstrations by the Air National Guard, the Miller Balloon, skydivers, local performers and a contingent of Warbirds from Canada and Genesee.

Oswego County appreciates the help of the many New York-New Jersey Section 99s who distributed posters to various airports in these states.

by Mildred R. Murray



Central New York set up a 99s booth at the Oswego County Air Show.

Finger Lakes Chapter

Our elections were in May, with Rosemary Gibson elected chairman; Barbara Flick, vice-chairman; Caroline Grimes, secretary, and Jutta Dudley, treasurer. Marcia Gitelman and 49½er Dave flew in the Garms' Cessna 182 through the canyons of Yosemite National Park.

Jan Moffett's hubby, Wes, has been involved in a very interesting project in Washington, D.C. He is the manufacturer of Living Wall Gardens. Some very beautiful and unusual floral displays have been placed in the National Arboretum in Washington. Janet has been busy flying to Washington with plane loads of employees from Wes' company so they can see what they have helped build.

Connie Nelson and 49½er Bob completed a four-day marathon in their Cherokee. They left Rochester proceeding to Hagerstown, Maryland, White Sulphur Springs, West Virginia and Greensboro, North Carolina, as well as Atlanta, Savannah and Sea Island, Georgia, Charlottesville, Virginia, Annapolis, Maryland, and then on home. This demonstrates the utility and flexibility of a small aircraft being used for business purposes.

Sally Hersberg and 49½er Dick returned from a three-month job stint in Austin, Texas.

Sally was recruiting new 99s even there.

At an estate sale, Julie Googins located the seat that Amelia Earhart sat in when she was the first woman passenger to cross the ocean aboard the *Friendship*. Unfortunately, we could not afford to buy it.

August 4 was a busy day at the Rochester-Monroe County Airport, as Rochester was a mandatory fly-by and voluntary stop for the Bahamas Grand Prix Air Race. Betty Roman, Charlotte Wahl, Caroline Grimes and several gals from the Western New York Chapter were at the airport helping with timing and refreshments as nine planes stopped.

The chapter has decided to try a new meeting plan. Rather than convening on the same day of the week each month, we have decided to try meeting on the same date — the 15th of each month.

by Marcia K. Gitelman

Greater New York Chapter

August 17 was our first summer fly-in to Great Barrington, Massachusetts, one of our most successful fly-ins ever. Nearly 20 members and guests flew in to bask in the sun and enjoy barbecued hamburgers and steaks and other assorted delicacies prepared by everyone.

A few weeks later, several of us flew to Nantucket and spent a weekend at a lovely summer cottage, which was "loaned" to Secretary Eleanor Friede. The cottage was located right on the beach, but it was a little too chilly to go swimming.

Our first planning meeting for the year was held September 18 at Eileen Davis' penthouse office in Manhattan.

by Marian A. Campbell

Long Island Chapter

Doris Abbate and 49½er Ron attended the WPFC Internationals at Kissimmee, Florida in August. Both were trained as judges, but during this contest were considered stewards. Being the host country, their judging had to be overseen by other countries. While in Florida, Doris attended the meeting of the Florida Spaceport Chapter.

Six teams from the chapter participated in the Nutmeg Air Rally hosted by the Connecticut Chapter. Ron Abbate was a judge, and Doris, with copilot Mae Smith, finished fourth out of 20 teams. Other members and partners included Pat Bizzoso and Ronnie Minnig, Terry Stengel and Lenny Ohlsson (spin king of MacArthur Airport), Roberta Pistorius and Joan Scarpinato, Sue Mirabel and Jim Bean, and Joyce Malkmes and Steve Kalinyak. The men belong to the Aerocats Flying Club, a staunch supporter of the 99s. Jill Hopfenmuller, though not able to compete, was posted at Brookhaven Airport as spotter.

Some 16 members attended the Baltimore Convention and had a wonderful time. The rain didn't seem to dampen anyone's spirits.

There is a battle on Long Island with the FAA to keep the new ARSA out of the MacArthur area. Meetings have been held and promises made. The gals are supporting the fight against the ARSA as private individuals. It will restrict flying even more than it is already with the TRSA, airlines and nearby TCA. Not only will it affect MacArthur, but also surrounding fields uncontrolled at this time.

by Patricia Rockwell

Western New York Chapter

Money was raised for our local scholarship fund by giving away coffee and taking donations for donuts at the Niagara Falls Air Show.

Eight chapter members attended International Convention and, in partnership with the Finger Lakes Chapter, we were timers and coordinators for the Bahamas Grand Prix Air Race at Monroe County Airport in Rochester. We also served snacks and beverages to the pilots that landed.

Our summer picnic at Darla Richter's pool was preceded by a golf tournament arranged by Flying Activities Chairman Harriet Smith. Those golf balls sure did fly around.

Ethel Fedders, our chapter founder, has taken a fall, been hospitalized and moved from her home in Florida to a nursing home in Maryland to be near her son.

by Virginia Lee Hake



Kay Von Tobel is ready to head west, while Lib Dunseth reports on trips to her Arkansas farm airstrip.

when not doing her thing as our chapter head.

If the need arises, ask Jayne and Ben Schiek how to fly into O'Hare. They've done it

CHAPTER NEWS, ETC.

NORTH CENTRAL SECTION

Aux Plaines Chapter

One of the highlights of the past month was the chapter's appearance on TV. Channel 11, Chicago's public television station, had a fund drive, and members volunteered to participate by manning the phones and taking pledges. Sue Johnston, Joanna Noll, Tony Reinhard, Virginia Rabung, Mary Wedel and her 49½er spent the night assisting. The 99s received publicity as a group on camera.

The chapter's regular meeting was at the home of Mary Wedel the next day. Afterward, members enjoyed a picnic luncheon and slides of activities at the recent Illi-Nines race at Rockford, Illinois.

The EAA Air Show in Oshkosh was attended by many members. Sue Johnston, Mary Wedel and Dee Greisheimer manned the hospitality tent, and Anna Osborn worked at the museum. Sue Johnston assisted other 99s at the Dayton International Air Show, and Mary Wedel and Sue attended the Glenview Naval Air open house in July. Sue and Fran Hicks also worked at the museum library in Oshkosh in early June. Virginia Rabung attended the 12/140 organization banquet in conjunction with EAA Oshkosh.

by Virginia Rabung

Central Illinois Chapter

Marilyn Blake is practicing for her IFR test, while husband Ron is sweating out the student pilot bit.

Our members are mellowing. Though Theo Sommer has a great-grandson, it hasn't affected her flying the Cardinal.

Jean West soloed three students before taking off cross-country in her Skyhawk for a Vermont vacation. Her daughter bore the family's first future lady pilot, Nikki Jean. The occasion called for Jean to help in Chicago while husband Bob, in the 170, and Deed and Max Holcomb, in their 210, camped at the Blakesburg Antique Airplane Convention.

Kay Von Tobel is celebrating 10 years of flying. 99s membership and marriage with a trip to Palm Springs with Paul.

Lynne Trupin is flying to the East and West Coasts in her Seneca to see her children,

and say it's not impossible.

Linda Hamer and Jerry had a fly-in corn boil. Fun!

The patroness of women pilots is Saint Loretto, the gals tell me.

by Deed Holcomb

Chicago Area Chapter

A clear, windless evening sent 21 hungry fliers into Timmerman Field in Milwaukee for a big German feast at the Bavarian Wurst House in July. The Grand Prix Air Race started off with the help of the chapter's pancake breakfast at DuPage County Airport. Takeoff judges and timers were Nancy Haraldson (chief judge) and assistants Arta Henson and Mary Panczyszyn and spotters at Lansing Airport, Connie Miller-Grubermann and Madeleine Monaco. Ginny Sayles and Pat Keefer flew the race.

EAA Oshkosh '85 was another success with the fourth year of hosting the 99s exhibit in the Friendship Tent. Joan Kerwin designed four beautiful posters hanging in the exhibit. Volunteers Rita Adams, June Bartelt, Polly Gilkison, Bev Greenhill, Diane Kapanowski, Julia Konger, Karen Mansfield, Loretta Sincora and Sharon Schorsch helped with the exhibit.

Marion Jayne gave a presentation on "How to Win Races," and Sharon Schorsch participated in a fly-by event in an Aeronca Amphibian.

Karen Mansfield and Betty Strother shared the ultimate experience, flying in the supersonic jet, the British Airways Concorde. While maneuvering to make its passes, the Concorde banked at angles of 45 to 50 degrees and pulled 2-3 G's.

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.

Susan Murray, Marlene Winter, Johanna Grieco, Gail LaPook, Marge and Arthur Anderson represented the chapter at the Forest of Friendship dedication. Our inductee this year was Ethel Dierssen Scott.

Karen Acker, Rita Adams, Lucy Browne, Diane Cozzi, Nita Fineman, Bev Greenhill, Connie Miller-Grubermann, Johanna Grieco, Nancy Haraldson, Joan Kerwin, Gail LaPook, Madeleine Monaco and Ruth Rockcastle have everlasting memories of our fun-filled days at the Baltimore Convention.

Several members participated in Aviation Expo '85 at Navy Glenview — Norma Freier and Mary Panczysyn in a C-182, Sharon Schorsch and Ruth Rockcastle in a C-206 on floats, Bev Greenhill and Madeleine Monaco in a C-172, and Stacey Greenhill as copilot in a T-34.

by Debbie Karas

Greater St. Louis Chapter

July ended with a special meeting at McDonnell Douglas Corporation World Headquarters. And very special it was, because the evening speaker was Charles D. Walker, NASA astronaut and McDonnell Douglas Corporation engineer. Charlie presented slides describing Electrophoresis Operations in Space (EOS). In addition, he showed "home movies" of life onboard the space shuttle. Sleeping, eating oranges and playing with a droplet of cherry drink, all illustrated the unusual way things are done in space.



Greater St. Louis Chapter members Kathi McDonald and Vivian Waters visit with Charles Walker, NASA astronaut.

Charlie was given a hot air balloon ride from the Vivian Waters and other 99s. Chapter members, potential members and 49½ers attending were Carolyn Fisher, Delia Greer, Mary and Jack Kinnaw, Nelda Lee, Lucy and Larry McAneny, Kathi McDonald, Debbie Phelps, Jan and John Pocock, Elizabeth Reel, Phyllis Repine, JoAnne and Steve Sabo, Adela Scharr, Mary Margaret Walsh, Vivian and Bernie Waters, and Barbara Wilper.

The regular meeting August 20 was at Barbara Wilper's home. Adela Scharr co-hosted and reported on the International Convention. Twelve members attended when new member Beth Catalano was pinned.

The American Cancer Society - Missouri Division presented special awards August 25 to various organizations who have shown "leadership in the quest for cancer control." The chapter received a plaque for involvement in Daffodil Days. Martha Norman and Mary Kinnaw attended the ceremony in Jefferson City.

by Nelda Lee

Indiana Chapter

August 18 was a just right day for our meeting at the new country home of Dorothy and Bud Smith near Cloverdale. During the business session, Dorothy Niekamp gave us an account of the Baltimore Convention, and all who did not go wished they had been able to attend. A welcome-back was extended to June Norman who, because of illness, had been absent for over a year. We all forgot about our so-called diets; who could think of them with such a delicious spread? After lunch, several went for a boatride on Cataract Lake.

Lois Hawley and Barbara Simmons have been getting in some flying time by taking friends to dinner at a new restaurant in Muncie.

Mary Rutherford recently flew one of the softball players to their championship game in Elkhart. She also air-delivered flyers for the Kentucky Air Derby to eight local FBOs.

Betty and Curt DeBaun flew to Ontario, Canada to visit Anita and Frank Nunns. And they took their Aeronca Champ to the Antique Fly-In at Blakesburg, Iowa. On the return trip, they had to set down on a private grass strip just 17 miles from Hulman Regional Airport, their home base at Terre Haute, where weather had moved in ahead of them.

by Rae Cawdell

Indiana Dunes Chapter

A hot, hazy afternoon in Gary, Indiana found us at Gary Airport with the opportunity for some hands-on instruction in helicopters, thanks to hosts Joy Black, Pat Magon and 66 Eileen Torkelson. We had a short introduction in basic helicopter ground school, and those who cared to were given the opportunity for 10 to 15 minutes worth of instruction in helicopters at a very nominal fee.

Installation of officers placed members in positions of leadership for the coming year, including Chairman Diane Austin, Vice-Chairman Ellen Herring, Secretary Audrey Karp and Treasurer Joy Black.

Charlene Falkenberg brought Certificates of Recognition from the FAA, South Bend GADO and GAMA that had been presented to

her for her continuing contributions of time and effort to the aviation community.

We were pleased to hear from Joy Black, outgoing safety education chairman, that we had placed fourth internationally in Safety Education. We were also awarded first place in the section. Joy conducts a mini-safety seminar at each chapter meeting, keeping all of us on our toes.

by Carol Zander

Lake Erie Chapter

Members will meet at Portage County Airport for their September meeting, to be preceded by re-air marking the airport. The 55th anniversary of the first test flight of the Piper Cub will be observed, the pilot having been none other than George Kuykendall, father of Chairman Meigs Adams.

Members met a Cuyahoga County Airport for their August meeting, with some planning taking place for the 1986 North Central Fall Sectional, which we will host at the Akron Quaker Hilton Hotel. Bernice Barris will plan a proficiency race for those flying to the section meeting, which we feel will be a unique undertaking.

The second pinchhitter flying companion course this year will be October 12-13 at Cuyahoga County Airport. Nearby chapters who do not hold such an event are encouraged to send prospects to our chapter.

Pat Stark is the winner of the chapter's scholarship.

by Marg Juhasz



Lake Erie officers include Treasurer Helen Sammon, Chairman Meigs Adams, Vice-Chairman Helen Keidel and Secretary Ruth Ensley.

Lake Michigan Chapter

Our February meeting was held at the home of Ruth Gardner in Grand Rapids. Ruth served sloppy joes and everyone provided a salad. Clare and Joan McCombs presented a slide program about the Mission Aviation Program of the Grand Rapids School of Bible and Music, which they direct.

We met March 9 at the home of Mary and Bill Creason in Grand Haven. Bill prepared a delicious salad, and Mary presented a super fish chowder plus a second yummy soup. We saw Lois Stevenson's updated slide presentation of the memorable trip she and nephew Steve took to Alaska for the 1984 International Convention. Twelve were able to make it, including Bob Goodwin, 49½er of Barb, and Phyllis Webb from the Indiana Dunes Chapter.

Five of us managed to get to Kalamazoo in April, when we met at the Kowloon Restaurant.



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The May meeting was to be held during the spring sectional in Fort Wayne, but only Chairman Maisie was able to attend. Wendy Holforty and Barb Goodwin attended the Michigan Aerospace Education Council meeting in Lansing in May.

The June meeting was held at the Capital City Airport terminal in Lansing. The Michigan State Police presented slides and instructed us on how to spot marijuana growing when we see it from the air.

The July meeting was held at Northside Airport in Muskegon. The plan was to show members the present condition of the airport and discuss ways the chapter could help to get it into full operation. Summers are extremely busy for Michiganders trying to fill every beautiful moment with great experiences to be recalled during the long winter months. Mary Creason and Betty Bytwerk drove in and we enjoyed lunch and good talk of flying and the 99s.

Several members attended the first weekend at Oshkosh and Chairman Maisie enjoyed it so much she stayed a week.

Three 66s who made the grade this year were Barb Goodwin, Joan Phillips and Janet Morrison. Janet spread her newly earned wings to join her twin sister, Joan McCombs, in the Air Race Classic. They didn't win, but completed the race and had a great time. Condolences go to Mary Creason and Maisie Stears, who had to cancel due to a medical problem.

by Lois M. Stevenson

Minnesota Chapter

Duluth will be the site of the North Central Spring Sectional in 1987. Members in that far corner are hard at PR work and informing our "twin city" members of Duluth and Superior.

Members recently asked the question we all dread: "Can you get the 99s display box in a Cessna 172?" Pat Emberg and Dawn Peaslee represented the chapter at the Bong Memorial Air Show and fly-in at Duluth/Superior. The Bong Memorial Bridge links Superior, Wisconsin and Duluth, Minnesota, named for the World War II flying ace, Major Richard Ira Bong. Although Pat and Dawn picked up the display in St. Paul by car, Clara and Arnie Johansen then proved that you can get the display box in a 172; they flew up for the air show and transported the display back to Minneapolis/St. Paul. Maxine and 49½er Walt Pfeiffer not only visited but helped set up the display. Walt was the air show announcer, and a surprise visit was paid by Paul Poberezny, EAA president and founder.

Joan Sommerfeld was honored by the Aviation Advisory Council for her outstanding service on the Minnesota Council. Chairman Terry Herron presented the award from Dick Hines at the August 21 meeting.

Gayle Vail, 1984 AE Research Scholarship winner, encapsulated her research paper, "The Social Psychological Aspects of Pilot Error — Male versus Female," at the August meeting. Part 1 on fatalities was presented at Ohio State University to the Aviation Psychologists of the World April 23. Part 2 on all accidents was presented to the International Society of Air Safety Investigators in Scottsdale, Arizona September 5. The paper will be published in an aviation journal from Ohio State University.

At the International Convention, Debbie Kaeder received an AE Scholarship to be

used toward earning her flight engineer rating.

Meeting the commitment to the Lifeguard flights of the Red Cross, 28 Ninety-Nines flew 45 flights in July. Only five flights were weathered out, with nine platelet shuttle flights to Fergus Falls being made. In July, flights were scheduled every day except July 4 and 30.

Janet Curry has moved eastward to Milwaukee, where she flies night charter, otherwise known as the "Night Train." Jimmy Olsen has finished Phase III of the Pilot Proficiency Wings Program, and Cathy Balazs has finished Phase I. Tom and Bonnie Lewis both passed their instrument written exams. Shirley Larsen is now instructing at Flying Cloud Airport, Minneapolis, and Jackie Chambers is now instructing in Little Falls, Minnesota. Dianna Alsing is flying for Air Care, an air ambulance and health care fly C-402s and 210s.

by Catherine M. Balazs



Pat Emberg and Dawn Peaslee visit with Paul Poberezny.

Participating in the July mystery run are (standing) Jill Newman, Larry Johnson, Janet Fredrickson, Tom Lewis, Gene Sommerfield, Arnie Johansen, Debbie Sorensen, Cathy Balazs, (kneeling) Garth Newman, Joan Sommerfield, Bonnie Lewis and Clara Johansen.



NORTHWEST SECTION

Columbia Cascade Chapter

Ten members had a beautiful flight over the Cascade Range to Sun River to meet with Pat Roberts at her home. Pat clarified the rules and regulations for USPFT and prepared a luscious luncheon which we devoured — along with her warm and friendly hospitality.

Our telecruiting team scheduled a total of 302 blood donors in four morning sessions, responding to an urgent need by the local Red Cross.

Two airplanes plus five members participated in the 1985 Petticoat Derby July 12-14

in Albany. Dorothy Mercer, copilot Gayl Ratigan and observer Ketty Musson took second place. Madelyn Heesacker and Pegge Blinco didn't do nearly as well, but did win coffee mugs for the cleanest plane.

Our 66, Barbara Sandell, has flown up to 99 status, and we still have six 66s turning final.

by Pegge Blinco and Mary Wohlgemuth



Volunteam members include Mary Wohlgemuth, Gayl Ratigan, Madelyn Heesacker, Hannah Oja, Pegge Blinco and Dorothy Mercer.

Petticoat Derby entrants include Dorothy Mercer, Gayl Ratigan, Betty Musson, Madelyn Heesacker and Pegge Blinco.



Eastern Idaho Chapter

We've sold T-shirts, hats and other stuff at three air shows, one July 20-21 in Twin Falls, one August 3-4 in Idaho Falls and another August 24 in Pocatello.

Saturday afternoon, after selling all day August 24, we met at Rainbow Ranch, the home of Onita Hoff-Stol, a retired-from-flying 99. Her place is on the Salt Lake sectional, but unless you've been there or can get a red truck to drive up and down the runway as you fly over, you'll never find it! The meeting included a potluck, business and flying stories.

by Sandi Bills

Mid-Columbia Chapter

The July meeting was a fly-in to Pendleton, Oregon. Members Linda Keller and Anne English were at the Oregon Petticoat Derby.

August was the month of fun. The first weekend was a fly-in to the Seattle area. While there, the chapter attended the Street of Dreams. Hydroplane boat races were on, and the Blue Angels performed. Dee Collins' house is on Lake Washington, providing an excellent view of the events and overnight accommodations for the group.

August 10-11 was the Richland Air Race and Show. The chapter provided officials and timers for the competition, which included the same planes flying in the Air Race Circuit. This was the first race and show for Richland. Members not officiating were manning the

booth, passing out information and renting chairs. Once again, the booth Ellin Larimer and her husband designed and built was used.

Welcome to Anna Rademacher, our newest member. She is the airport manager for Richland, Washington. In addition, Sharon Acree, who spends winters in Adak, Alaska, has joined us for the summer meetings and activities.

by Anne English

Southern Cascade Chapter

The chapter launched another busy summer with a May 18 spot landing clinic. Dana Hardie took first place, flying her Cessna 206

Willamette Valley Chapter

August was the month our chapter air marked at Corvallis, Oregon. This project has been on hold for several months, but the finished product made the wait worthwhile. Eleven members were joined by three OPA members, who were a big help in layout out and outlining letters.

Marjorie Watson was hostess for the August meeting at Village Green. A lovely luncheon was followed by a program by Walt and Rosemarie Dunden, who presented slides of air museums they had visited throughout Europe.

by Mary Ellen Hobin

Colorado Chapter

Our August meeting was combined with the race committee meeting. It was reported that there are a good number of entrants, and it promises to be an exciting cross-country race.

Another way to cross some country, though much slower, was presented by Nel deKoevend, who is a balloonist. She spoke about ballooning, relating a few interesting stories. According to Nel, anyone can get hooked on ballooning very quickly — most people just by the sight of a balloon close up!

More cross-country news was made by Jan Clemen, Alice Paine and Barb Hobson when they took Jan's Mooney to Mankato, Minnesota, July 9. The three enjoyed a round of golf Saturday despite the cold weather.

Nancy Waylett represented our chapter at the Baltimore Convention, and plans for the 11th Flight Without Fear Clinic are well underway. Scheduled for October 1, the clinic is conducted in conjunction with United Airlines.

by Susie Sillerud

CHAPTER NEWS, ETC.

amphib. Then members lunched June 4 with Barbara Grace, who was on her way to Alaska. She has since reported that planes are everywhere in Alaska, and most have pontoons.

The chapter's first poker run, scheduled for June 1, was weathered out and flown June 8. All participating had a great time, thanks to the organizational efforts of Linda Mayfield. It looks like a poker run will be an annual chapter event.

Members met June 17 with Jeanette Fowler and Jean Turner of the Sacramento Valley Chapter to hear about Airlifelines, a volunteer flight organization.

In August, members once again assisted with fly-in traffic for the Southern Oregon Regional Airshow. And they participated in a "Balloon Brunch," taking hot air balloon rides over the Rogue Valley on a beautiful late summer morning August 23.

by Laura Smith

SOUTH CENTRAL SECTION

Abilene Area Chapter

Our group acted as hostesses for the B1-B arrival at Dyess AFB in June. We also hosted the opening night at the Abilene Fine Arts Museum's exhibit of "High Flight" in July.

August was our election of new officers, with Micki Wright agreeing to serve another term. Our chapter has formed a special closeness, so each meeting is with valued friends. We share our common love of aviation and have become fast friends.

Penny Montgomery worked tirelessly for the Albany Airport board, and we all helped at the July dedication of this new airport.

After earning her instrument rating, Jan Terrell immediately started to work on her commercial. Jackie Jennings has us all envious with her new job flying right seat in a King Air. Of course, Micki Wright has spent much of her summer in the New Mexico mountains.

by Wanette Bergman

Dallas Chapter

We met in August at Anita Gebhardt's home. She invited us to see a big-screen showing of Duane Cole's "Flight Around the Axes." As a special bonus, Anita threw in her own inimitable, first-hand report of the International Convention.

Cole's aerobatic instruction took on life-like dimensions as we watched him demonstrate a series of maneuvers. Each move was filmed from the cockpit (looking forward, then to the side) and from the ground. He divided each stunt into its component parts, using explanations revolving around each axis of the plane. Watching horizons "move" and using ground points as references made us feel almost like actual participants.

The chapter extended a warm welcome to new member Damarys Mercado. She comes to Dallas from Puerto Rico, where she learned to fly and obtained her license.

by Margie Carter

Dallas Redbird Chapter

The Sixth World Precision Flying Championships held in Kissimmee, Florida in August were the talk of the 99s. Kathy Long attended and related numerous incidents revolving around the diversity of having 16 countries and 67 pilots participate in the flying competition. Hazel Jones also attended, managing the job of competition director for the event. Pat Ward of the South Louisiana Chapter, South Central Section Governor Carole Sue Wheeler, Jody McCarrell of the Oklahoma



Willamette Valley 99s diligently work to get the job done.

The finished project at Corvallis, Oregon.



Abilene Area 99s act as hostesses at two events — the arrival of the B1-B bomber (above) and the showing of the film, "High Flight" (below).



Hazel Jones celebrates an international birthday party during the Sixth World Precision Flying Championships.

Chapter and Mary Wheelock of the Golden Triangle Chapter also represented the section at the Precision Flying Championships.

Hazel Jones had a memorable international birthday party the night of the Championships Banquet. She was honored with a flower arrangement that included 16 flags, a birthday cake and international gifts from each country's representative.

Hazel Jones and Elizabeth Jordan attended the International Convention, where highlights included the Welcome Party at the National Aquarium, the AE Luncheon and the excellent AOPA seminars.

Mike Conlin hosted the August meeting, where we welcomed guest Windy Singleton. She and her husband fly antique airplanes, and they have several, including a Ryan PT-22.

by Margie Taylor

El Paso Chapter

Congratulations go to Lois Hailey, who was elected a new member of the El Paso Aviation Hall of Fame at International Airport. We understand Lois will be inducted into the Hall of Fame in November. She was the first chapter chairman.

We have two new members — Marilee Wilson and Debbie Reavis. Marilee flies helicopters.

Members met at the home of Vicky Wingett August 11 to make and stencil 200 sets of wheel chocks. The chocks are a money-making project for the Amigo Airshow. Vicky's husband, Jerry, was the industrious 49½er who used the saw to cut the chocks. We are losing this couple to the state of California in September.

One of the most successful fund-raisers for the chapter has been to cook breakfast for a fly-in the first Sunday of each month during the warm months with the assistance of Phil Barrett at West Texas Airport. Other chapters interested in this activity may contact our chairman, Marsha Mascorro, for details.



Lois Brooks Hailey is to be inducted into the El Paso Aviation Hall of Fame.

Jill McCormick attends the recent survival seminar at a fly-in breakfast at West Texas Airport.



Louise Austin is visiting all her home folks in France for a couple of months, and we hear Estelle Kirkpatrick is roaming around China for a couple of weeks. She has been flying for Herman Air in Alaska for the past year and has just been awarded one of our AE Scholarships.

by Lynn N. Stover



Chapter members Beverly Stephens and Helen Hill man the booth at North Hills Mall during Aviation Day activities.

Golden Triangle Chapter

Dottie and Bob Hughes flew a Cessna 182 to the EAA Convention in Oshkosh, then on to Washington, D.C. for a visit with family and a trip to the Smithsonian Air and Space Museum. Beverly Sims also attended the annual air show.

Mary Wheelock served as a steward at the World Precision Flying Championships in Kissimmee, Florida. She shared the experience with us at our August meeting.

The chapter participated in an Aviation Day held August 14-17 in Fort Worth's North Hills Shopping Mall. Members assembled posters and scrapbooks showing who the 99s are and what they do. Complimentary copies of *The 99 NEWS* were handed out along with information brochures about the Ninety-Nines organization. Chances were sold for a sight-seeing flight or flight lesson with proceeds going to support the USPFT program. Dedicated members Betty Thomas and Beverly Stephens manned the display every day, talking to interested passers-by and telling the Ninety-Nines' story. Also working at the display were Winky Fortune, Ellen Hamlett, Barbara Bethea and Helen Hill. Several student pilots stopped at the display and were excited to find an organization for women pilots in the area. They were quickly placed in our chapter's 66 program.

by Suzanne Counts

Houston Chapter

New officers were installed at our annual installation picnic August 10 at the waterfront home of Sue and Gil Thweatt. Members and guests enjoyed boating and a picnic supper.

Outgoing Chairman Carol Phillips was presented a 99s cardigan. Bill Lepore and Mike Wappler, 49½ers, were honored for their support this past year, and Rose Lepore received the chapter's Outstanding 99 award.

As a fund-raising and service project, Houston members sold tickets at the CAF Airshow August 24-25 at Ellington Field. More than 20 members and friends spent two days in the heat moving thousands of cars through the admission gate.

That same weekend, the families of Peggy Campbell, Margaret Nelson, Helen Simonette and Cathy Wappler journeyed to Titusville, Florida to view a launch of the space shuttle.

The launch was postponed twice, but the Nelsons and Wapplers were able to remain long enough to finally see it go.

by Cathy Wappler

Lubbock Chapter

A Saturday fly-out was held July 13, when two Cherokee 140s and a Stinson left Lubbock's Town and Country Airport and landed at Post, Texas, where Mary Trusler got a verbal commitment on air marking their newly surfaced runway. The pilots were Nancy Vialle, Leslie Howard and Jane Bartos; copilots were Janie Bailey, Christie Besack and Mary. Nancy received her BFR between Post and Tahoka with her copilot instructor. A quick fly-by was in order at Tahoka since the temperature was soaring. The event ended with a brown bag lunch in the pilot lounge.

The August 6 meeting in Georgeanna's home was highlighted by welcoming Terri Long of Plainview as a new 99. Georgeanna gave a most timely safety report on wind-shear. A full 12-month calendar agenda was presented, and plans to set up booths at Reese AFB and Sweetwater Air Shows were finalized. The Vialles and Howards must have enjoyed their Green Bay and Oshkosh trips since Nancy and Leslie shared a fistful of color prints with us.

The Cantrells flew N6101V to Baltimore August 9. They enjoyed the inner harbor activity as well as business of the International Convention, while an August 11 family cookout and swim party was hosted by Rosemary and Nobel Stidham at their lovely Spanish-style home.

by Pat Cantrell



Oklahoma 99s enjoy the cool water of Norma Vandergriff's pool during the August meeting.

Oklahoma Chapter

The "Big Splash" August meeting was held at the home of Norma Vandergriff, and it was a "99/66 only" occasion. Chairman Charlene Davis conducted the business portion of the meeting in the air conditioning. Afterward, it was time to strip down to bathing suits and go poolside for a leisurely Saturday afternoon. A lot of plans were made in the pool while the group was attempting to stay cool.

Jan Million and Charles Perry were welcomed at Sundance Airpark following their day-long trip from Freeport, Grand Bahamas, following the Grand Prix Air Race. Needless to say, the chapter is very proud of the first-place winners. The hours of washing, waxing and pouring over charts paid off for this winning team.

by Nancy Smith



Jan and Charles are welcomed home with balloons and champagne.

Shreveport Chapter

The long, hot days of August have curtailed our flying activities, but they certainly haven't lessened our enthusiasm for future activities. Our new 99 year began August 19 with our regular monthly meeting, held in Ray Hardey's beautiful home. Chairman Eileen Anderson completed her reign and turned the gavel over to Dot Lindsey.

Our vacationing members are slowly returning to the fold, and all report fantastic vacations. Our thoughts are now turning toward upgrading our aviation status and, with that in mind, we are now planning a 99 Instrument Ground School using our own members as instructors, mentors and safety pilots. We will have a weekly ground session in Hangar 99. Hopefully, at the completion of the course, a sizeable number of our members will take that old bugaboo, the instrument written, given by our own Mary Jo Voss, a designated written examiner. We'll keep you posted on our progress in this new venture.

by Helen Hewitt

Tulsa Chapter

New member Sally Able is a flight instructor by day and a radiologic technician by night, and Marianne Parker, installed as a new member at the August meeting, recently enjoyed the fifth-scale model fly-in at Ida Grove, Iowa.

Our monthly fly-out to eat had a low attendance due to many vacations, but the Rankins, Palmers and Minneraths enjoyed dinner at Fountainhead Lodge.

Kathy Knott attended the first Driller's Advisory Committee meeting for the Oklahoma Water Resource Board. She flew her local county commissioner to search for a stolen dump truck.

Carol Thompson accompanied her bell



Twelve school children enjoy a tour of Harvey Young Airport.

choir to Virginia where they performed in Williamsburg and Richmond. She managed to squeeze in several days at the Air and Space Museum in Washington, D.C.

Charlene McCullough and Cheryl Sloan conducted tours of Harvey Young Airport for two groups of children — 12 school-age children and seven pre-schoolers. They sat in a Mooney, inspected a Stearman and looked at a J-3 Cub. The older children received styrofoam gliders, while the younger set took airplane cookies back to share with the rest of the nursery.

The August meeting was held at Potter's Flying Service at Harvey Young Airport. Chairman Melissa Whitehead guaranteed a good turnout by cooking spaghetti for the group. Guests included new pilot Robin Christy and student pilots Cheryl Potter and Ruby Mayrath. Cheryl has just returned to college as a sophomore. She and her brother both soloed July 4.

by Janet Minnerath



Debra and Earnest Castillo demonstrate a computer flight simulator to chapter members.

Wichita Falls Chapter

Most of our activities this month have centered around preparing for the fall section meeting here in September. All of our committees have been extremely busy fulfilling their various responsibilities. We're really appreciating, even more than ever, all the time and effort put into the section meetings we've been privileged to attend!

Leanne Bush was hostess for our annual potluck dinner and swimming party at her home August 12. Ten members and 14 guests attended. Earnest and Debra Castillo, owners of a local computer shop, presented a program on computer flight simulators. They demonstrated software that simulates actual flight, showing instruments, runways, etc., enabling the operator to "fly" an instrument approach.

by Betty Kidd

SOUTHEAST SECTION

Blue Ridge Chapter

Many chapter members have been working fast and furiously this summer.

Six 99s attended the International Convention and enjoyed every minute from arrival at BWI to return at our native airport.

We are very proud of our 99s who went to Kissimmee, Florida for the UPSFT and WPFC competitions. Our chapter was well represented by Tence Rhea, Dot Penney, Louise White and Lee Orr. These gals worked very hard and returned from the Sunshine State



Members attending Convention are Tence Rhea, Dot Penney, Madeline Kennedy, Janice Berry, Lee Orr and Louise White.

with the blisters to prove it. Louise was chosen to judge the WPFC.

Many of our members are busy selling raffle tickets for a VCR to be given away at the Autumn Gold Air Rallye in October. Make your plans now to attend the Autumn Gold in those beautiful Blue Ridge Mountains of North Carolina — and buy your tickets for a chance at the VCR!

by Madeline B. Kennedy

Carolinas Chapter

Chapter members wish to congratulate the Middle East Section, Sara Williams and her hard-working crew for honoring all of us with a very well-managed Convention.

Our first meeting of the new 99 year was held at new Chairman Louise Smith's cabin-by-the-lake, Periwinkle. We came from far and near, in rather rotten weather caused by the forward edge of "Hurricane Danny." 'Twas a good turnout, though, with several guests and members we hadn't seen for a long time, including Caroline Hembel, whose return was warmly welcomed. Caroline's husband, Les, was the patient 'copter instructor for members Louise Smith and Page Shamburger.

The new leadership stressed applications for the AE and Whirly-Girls' Scholarships, for updating our chapter bylaws and for attendance at the upcoming section meeting in Gatlinburg, Tennessee. Both Terri Farber and Reva Carpenter had their names drawn for section meeting registration sponsorships. Most of the fun of the 99s is getting to know other 99s, and what better way than attending a sectional or International meeting? Terri and Reva are rather new members of the Carolinas Chapter, and you'll see them both at the fall section meeting.

by Page Shamburger

Florida Panhandle Chapter

Beautiful Destin was the setting for our August meeting. We convened at the home of Fran Biele, but Florida's hot, muggy climate kept us indoors. After the meeting, Fran served a delicious buffet lunch.

Stuart Brown reported on her trip to Oshkosh. She was impressed with the Ninety-Nines' tent, enjoyed meeting Edna Gardner Whyte, and she found the vortex demonstration a real eye-opener. She explained that one plane demonstrated vortices by sending out smoke, which made the vortices visible. Another plane flew through them to demonstrate what happens when one gets caught.

Coast Guard Ensign Colleen Anderson was a guest. She is a member of the Santa Clara Valley Chapter, but she has been attending our meetings while stationed in our area. She is being assigned to Corpus Christi for advanced, fixed wing training in the King Air. The assignment is for four to six months, after which she expects to be flying the Falcon 20. Betty McNabb was flying a search mission for CAP, looking for a missing aircraft from Wisconsin.

by Peggy Mayo



Attending Convention are Eleanor Graham, Barbara Sierchio, Nancy Wright, Mary Fletcher and Alice Cutrona.

Florida Suncoast Chapter

July and August were busy months for Eleanor Graham, Connie Farrell, Alice Cutrona, Barbara Sierchio, Nancy Wright and Chairman Mary Fletcher, as well as 49½ers Jim Pappas, Fred Hartman and Bill Farrell, who attended the Baltimore Convention.

Then it was on to the World, August 11-18, in Kissimmee, Florida. Barbara Sierchio, Nancy Wright, Alice Cutrona and Diane Baynard spent the week and attended two days of Judging School. Dottie Birdsong, Roni Johnson, Grace Whitecar, Skip Fernandez, Sophia Payton and Mary Fletcher helped on various days, and Mary was awarded a plaque at the banquet for her WPFC logo designs and artwork.

by Barbara Sierchio

Kentucky Blue Grass Chapter

In June, we traveled to Hazard for an FAA Safety Meeting and picnic. Jim Perkins, Louisville FSDO, led the meeting. Kathy Osborne won the spot landing contest; she got her license the next week and joined the 99s that day.

In July, we met at the Frankfort Wildlife/Game Farm. Skip Gumbert was presented her certificate for the Governor's Service Award last spring by Chairman Terri Donner. Dot Arnett received recognition for participation in the Air Race Classic, earning seventh place with Margaret Ringenberg. Several 66s received their certificates.

In August, we met at the home of Skip Gumbert for a planning meeting for the 1986 spring section meeting in Lexington. Lunch followed at the Hyatt, the meeting site. Terri Donner, Kaye Moore, Skip Gumbert and Diane Stafford attended the International Convention. (Note: Terri's little boy is recovering from his accident at the Convention and will have a second operation September 10 to graft nerves from his foot to his fingers. Thank you for all the cards and letters expressing your concern.)

by Terri Donner

Memphis Chapter

The Memphis Girl Scout/99s Aerospace Program is shaping up as one of the most popular programs for older Scouts. Coordinating last year's program were Jean Zielke and Mary Needham.

A trip to the Space Center at Huntsville, Alabama was the climax of the year. Scouts had a chance to play astronaut, land a space ship by computer, experience zero gravity and tour the mock-up of shuttle *Columbia*. Career Day provides time for information from air traffic controllers (such as Kay Needham) and others with interesting aviation jobs. Taking over this program for the



Ruth Beede, Jan Morris and Gerry Adamson wait for the roast pig.

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Jeannie Zielke and Girl Scout Karen Hardaway visit at Career Day.

new 99 year are new members Charlotte Gordon and Julie Perugini.

Planes were scheduled to fly in to Reelfoot in August, but bad weather took over. Marge Fields was in the air, with Mary Stanley and Gladys Estes right behind her. Mary Needham got to Reelfoot but took off for home to beat the front.

Officers for 1985-86 are Mary Needham, Jean Zielke, Sylvia Stratham and Fern Mann, with Jamie Louks serving as membership chairman.

by Rosemary Williams

SOUTHWEST SECTION

Arizona Sundance Chapter

Chapter Chairman Marge Thayer and husband Ron attended the International Convention, while Lucy and Dave Enos and Rosemary and Ron Vance flew in to Oshkosh.

Connie Arnold is now flying full-time for American West Airlines. Bonnie Krentler has been accepted by the Air National Guard and will go to Lackland Air Force Base for basic training. And Stephanie Wells is leaving active duty Air Force to fly a C-5 in the Reserves.

Several of our members worked to help make the Air Race Classic Page stopover a success. Those helping were Diana Radford and Wayne, Pat and Smokey Stover, Bonnie Krentler, Marge and Ron Thayer and Marge Brabandt.

In addition, about 20 of our members attended a "Killer Chili Weekend" held at Joyce and Jim Keinitz's vacation home in Payson.

by Kay Kohler

Fullerton Chapter

The program for our August meeting was sharing our experiences of Baltimore and updating our members who could not attend on the results of the Business Meeting.

Jan Morris and Evelyn Craik participated in the Palms to Pines Air Race and the Rialto Summer Air Rallye. Jan Nievesky, Margaret Crowe and Esther Grupenhagen also participated in the Summer Air Rallye. (Notice I do not mention trophies.)

To get everyone ready for next summer, we had a "Preview to Hawaii" luau August 24 at the home of Annette and Bob Smith, complete with roast pig and all the trimmings.

by Jan Nievesky



Fran Weir, an instructor, and EstherSue Mazingo prepare for their free-fall adventure.

Grass Valley Chapter

Discussing tandem jumping, complete with videos, Jane Ferrell was our guest speaker at the August meeting. Enough enthusiasm was generated to convince Fran Weir, Vicki Lewis and EstherSue Mazingo to try it. The three gals, accompanied by loved ones and cameras, took a step into thin air August 24 and free-fell from 10,000 AGL — for the fun of it! They say it was wonderful. Imagine getting out of a plane when you didn't have to!

Four members and four planes flew to the Nut Tree August 19 for lunch. Weather, flying and food were great, according to Kathy Frank, Fran Weir, Mary Stahlman and Vickie Lewis.

by Helen Lake

Marin County Chapter

The weather was MVR, but our spirits were CAVU, as the chapter hosted prospective members at a potluck dinner and swim party July 20. LaVonne Boyle and Peggy Williams delighted us with pictures and stories from the Air Race Classic.

Our August fly-in to Rio Vista was well-attended with four planes and 15 Ninety-Nines, 49½ers, prospective members and guests. While waiting for all to arrive, we browsed through the FBO's shop with 800 different aviation books. Will McGuinness' three kids then loaded us into cars for a tour

haps. Jane and Bev handled timing without a hitch, while Barbara did a great organizing job. And Alma, Lois, Dana and Crista drove their little hearts out in cars and vans donated by 49½ers Howard and Rod.

Is air racing curable?

by Bev Tickner

San Gabriel Valley Chapter

Chairman Claire B. Kopp has received two awards this year. Our chapter presented her with the Pilot of the Year award, and she received the Amelia Earhart Research Scholarship to study spatial abilities of general

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of the rich Delta farmland, a ride across the levee on a ferry and lunch — but the restaurant was closed even though we had reservations! Plan B was put into effect and we lunched at an interesting place with hundreds of stuffed wild animals on exhibit and a large motorcycle gang at the next table! Those participating included Chairman Anne

aviation female and male pilots.

Claire has entered several local air races, and is now working on her commercial rating. She recently flew the Fullerton Shirts 'n' Skirts Race with Iris Critchell, placing fifth and receiving the award for the top women's team.

Claire is a development psychologist who lectures at UCLA and does research on the development of young children.

A frequent guest lecturer for meetings and seminars, Claire said she felt a very special thrill when she spoke briefly about her planned research at the AE Luncheon in Baltimore. While there, she also had the opportunity to meet a number of senior 99s who were warm, friendly and gracious. In all, she had a great time at Convention, and now she is ready to start her research!

by Eve Hunt

Tucson Chapter

Mary Mercker spoke at the last meeting on safety procedures, windshear and proposed changes at Tucson International Airport and Ryan Field. Letters to the airport manager at TIA, asking that the lighted "TUCSON" sign be retained, would be appreciated. At least at night you know it isn't Davis Monthan AFB.

Two flight teams and a ground team from Tucson were in Waco, Texas for the CAP Search and Rescue competition recently. Barbara Harper's team won second and third places, and our other team won first place — swept the board! Barbara is also the only woman in the local Sheriff's Aero Squadron, and she was recently elected commander. She is a flight instructor with the flying club at DMAFB.

Lorraine and Ray Newhouse flew their Bonanza to Chicago this month, where Ray picked up a Bird. Then they flew on to the Antique Fly-In at Blakesburg, Iowa. Ray's son took the Bird back to Chicago, while Ray and Lorraine went on to Amelia Earhart Airport in the Bonanza. They were given a special tour of Amelia's house and museum and visited the Forest of Friendship. On the return trip, they stayed in Minden, Nebraska, and toured the Pioneer Village full of vintage aircraft. A car at the airport can be used for transportation to the motel and village at no charge — a wonderful accommodation for visiting pilots. They missed all the bad weather and, after two nights in Santa Fe, arrived in Tucson, having logged 26 hours.

Twelve members of the chapter appeared on KUAT-TV as volunteers for the Public Broadcasting System's August 25 fundraiser. It was a fine opportunity to publicize the 99s, and our hosts spoke frequently during the three hours about our organization and its activities. One of the "on-camera talents," Joann McBride, is the daughter of Helen McBride, a former 99 from Mattoon, Illinois. Joann started learning to fly some time ago and owned a Cessna 172, but she never completed her training. We handed her off to instructor Barbara Harper, and you could see the old fire starting to burn.

by Maggie Schock



Marin County 99s and guests — (standing) Anne Silverman, Andy Hayden with Amber, Dixie Polakoff, Peggy Williams, (kneeling) Nancy Fay, Will McGuinness and LaVonne Boyle — smile for the camera after lunch at Rio Vista.

Silverman and 49½er David, Vice-Chairman LaVonne Boyle and daughter Kim, Treasurer Peggy Williams, Secretary Will McGuinness and guest Ann Hanson, Dixie Polakoff and 49½er Mark, prospective member Nancy Fay with two guests, and Andrea Hayden with 49½er Chris and "33" Amber, who charmed us all as only a two-year-old can.

At our August meeting, Susan Fraser reviewed the draft EIR report on our county airport with us. A member of the Airport Commission and a pilot, Susan was given membership forms before leaving!

by Anne Silverman

Mt. Shasta Chapter

We put three planes in the air and they all got there! Our six gals gave it their all again in the Palms to Pines Air Race. Donna Taylor and Ginger Strange brought home two leg prizes, while Bev Romero and Eleanor Scott brought home another. Although Bev Lewis and Shirley Leatherwood came home empty-handed, they gave it their best shot.

Those who remained handled the Red Bluff RON. As usual, the Red Bluff Flight Service crew gave us a lot of help, and Mary and Bob Jones, with the Jones boys, handled refueling. Red Bluff Rotary provided a roast beef dinner, and Philairco handled mechanical problems. It all went smoothly with no mis-



New Santa Clara Valley Chapter officers are Sue Schiff, Mayetta Behringer (outgoing chairman), Barbara Murren, Pat Johnson, Peggy Ewert, Debby Cunningham and Anne Tapay.



Santa Clara Valley 99 Nancy Rodgers poses with her two daughters during the takeoff banquet prior to the Palms to Pines Air Race in which the trio participated.

Santa Clara Valley Chapter

Maurine Houck hosted our installation meeting for new officers at her lovely Menlo Park home. Swimming and a barbecue dinner preceded the "ceremony" at which Sue Schiff, incoming chairman, was warmly

Air Racing News



Coralee Tucker and Misti Flashpohler, flying a C-182, flash winning smiles.

Joan Steinberger and Jenny Wright captured second place in a PA 28-236.



Shirley Thom and daughter Linda Johnston took third place honors in a PA-28-181.

Palms to Pines Air Race

The 16th annual Palms to Pines Air Race was flown August 9-10 by 86 pilots and five passengers in 43 planes, from Santa Monica, California to Bend, Oregon, 751 statute miles.

The race roster included eight mother-daughter teams, four of whom finished in the top 10 places, as well as three sister teams, including race founder Claire Walters and twin Betty Loufek. Californians dominated the lineup, which also included three pilots from Washington and two from Arizona.

Race results were announced at the Bend Riverhouse Sunday Awards Breakfast.



Merryan Sybilrud and Jean Schiffmann took fourth place in a C-177.

PALMS TO PINES AIR RACE RESULTS

PLACE	RACE #	PILOTS	AIRPLANE	HCP	SCORE
1st	#30	Misti Flashpohler Coralee Tucker	C-182 ('74)	144	+15.8723
2nd	#37	Jenny Wright Joan Steinberger	PA-28-236 ('79)	152	+15.6339
3rd	#27	Shirley Thom Linda Johnston	PA-28-181 ('79)	133	+15.0289
4th	#31	Jean Schiffmann Merryan Sybilrud	C-177 ('78)	133	+14.6167
5th	#38	Sharon Crawford Carolyn Crawford	C-177B ('70)	130	+14.5775

Summer Flight Air Rallye

The weather was CAVU August 25, the hottest day of the summer, for the Inland California Chapter's Summer Flight Air Rallye. It was the chapter's second rallye and even more fun and more successful than their first. Especially gratifying was the response from the City of Rialto at whose municipal airport the event was held. Mayor Elvin Meek was there to present a gift to the first-place finishers. Airport Commissioners also gave an engraved paperweight to each participant in the rallye. Guest starter was Barbara Cram Riordan, Third District supervisor for the County of San Bernardino. California State Senator Reuben Ayala sent greetings and an award of recognition to the chapter for their event.

First place went to Pat Moreland and Wayne Bryant from Mesa, Arizona; they really know how to fly in the desert heat. Last year's winners, Don Benart and Glen James, came in second, with perennial favorites Joanne Linder and Bob Stromquist in third. Bob Evans and new navigator Janet Miller were fourth, with Al Grant and non-pilot Bobbie Seebach placing fifth. Among the special prize winners, Don Hensley and Bill Paddock were the Best Local Team (from the cities represented by the Inland California Chapter). Mardell Haskins and Melody Rich were the Best 99 Team, and Mary Rawlings with son Pat were the Best Parent-Child Team.

Our Scenic Route Award (a photograph album for all their pictures) went to the team of Jack Gronewald and Doc Strahan, two former World War II pilots teamed up in a C-150 for their first air race.

Twenty-five teams entered this year's rallye, with a large crowd of well-wishers to cheer them on. Janet Landfried and Tookie Hensley, coordinators of the rallye, credit chapter members for the success of the event, and they promise an even more challenging course and more fun next year.

More on Bahamas Grand Prix Air Race

The Bahamas Grand Prix Air Race story that appeared in the September issue of *The 99 NEWS* was written by one of the contestants. Following is some additional information about the race.

The top six winners received \$15,000 in prize money, and every contestant received an award of \$200 or more.

American Airlines saluted Grand Prix contestants by providing two tickets, which were placed in a drawing at the Awards Banquet. Other prizes included complimentary weekends in the Bahamas, aviation computer software, airplane tires, a clock timer, a headset, a case of Shell oil and numerous awards from Jeppesen/Sanderson.

Race trophies, provided by the Bahama Promotion Board, were extremely unusual and will be proudly displayed by the winning contestants. The pilots received large lobsters, and the copilots/crew received large conch shells mounted on plaques to hang on the wall.

Mark your calendar for May 11-14, 1986. Come join a wonderful, fun time with pilots who enjoy flying. For further information, contact Marion Jayne, (312) 358-5100.

*Charles Wysocki Takes Us Back to the Days when the
Right Stuff Was a Silk Scarf and Goggles*

BIRDS OF A FEATHER



BIRDS OF A FEATHER by Charles Wysocki Image Size: 21 $\frac{3}{4}$ " w x 17 $\frac{1}{8}$ " h
1250 Signed and Numbered \$145 Print Size: 24 $\frac{3}{4}$ " w x 20 $\frac{3}{8}$ " h

Charles Wysocki finds the inspiration for his paintings in events that sometime seem unrelated to the happy-go-lucky days of the past he portrays in his paintings. "Birds of a Feather" is the case in point.

The idea for the picture came from a recent movie dramatizing the history of the U.S. space program. Since Wysocki paints an era before anyone heard of such new-fangled devices as "rockets," the artist decided to drop in on an interesting rendezvous of early pilots. As he says, "Always captivated by New England's charm, what better state to depict from this area than Maine and its bush pilots?"

The plumage of these Wysocki "birds" consists of the leather jacket, jodhpurs, boots, goggles ... and the ever-romantic white silk scarf. So buckle up, throw your cares to the wind and join "Birds of a Feather" for a nostalgic rendezvous in Maine.

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