

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

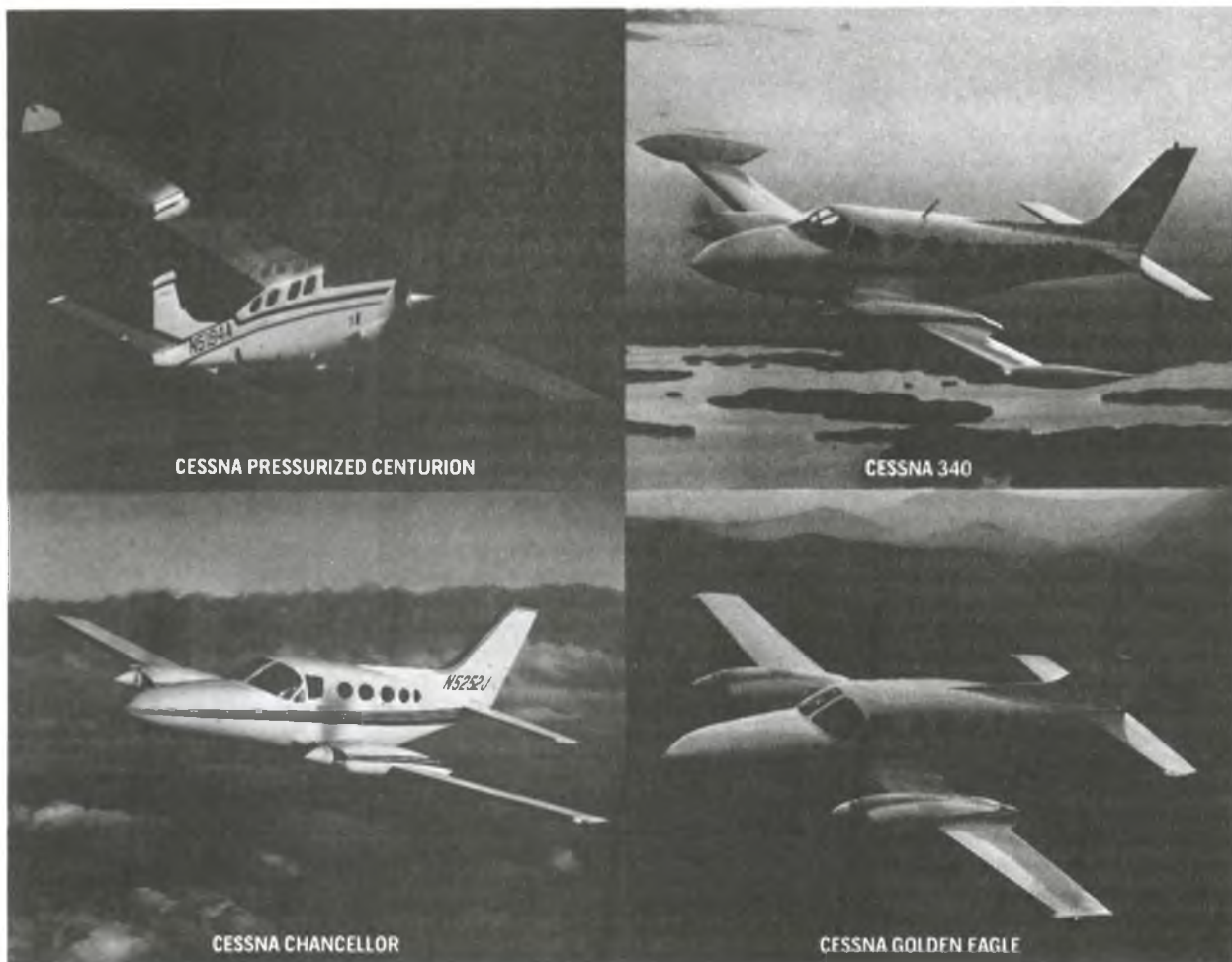
VOLUME 12

NOVEMBER 1985

NUMBER 9



Reflecting on our past...



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The 99 NEWS

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Out of the Blue!

We'd like to recognize Bay Cities 99 Ruth Rueckert this month. Over the years, Ruth has sent many photographs, articles and bits of information to Headquarters for inclusion in the Archives. Her material has also appeared in *The 99 NEWS*, including October's "A Backward Glance" column.

Coming in December's issue is a challenge that has been issued to the Ninety-Nines. In addition, learn how to buy a house by the square foot.

Just a reminder to "Chapter News" reporters — the deadline for material for the January-February *combined* issue is December 31. There is not another deadline for the magazine until January 31 for the March issue, so be sure to send your holiday reports by December 31. (Reading about Christmas parties in the March issue is really "old news.")

Happy holiday flying!

by Lu Hollander



ON THE COVER:
"A Backward
Glance" focuses
on 99 Cornelia
Fort. See page 13
for this look at a
part of our past.

Calendar

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 1: Wright Day Dinner. sponsored by Greater Kansas City Chapter. Base club, Richards-Gebaur Airport. Social hour, 1830; dinner, 1930. Guest speaker, Lt. Colonel James D. Latham. Tickets, \$15, Micky Pinkston, (816) 441-2830; November 25 is reservations deadline.

December 6: 20th anniversary party for Florida Spaceport Chapter, Rockledge Country Club, 1900 hours. Contact Martha Loss, (305) 631-7010, or Rosemary Jones, (305) 459-0411.

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.

JANUARY

January 15: AE Scholarship Application forms deadline to be forwarded from chapter to section AE Scholarship chairmen.

January 31: The 99 NEWS deadline for March issue; includes International Convention registration forms.

FEBRUARY

February 15: AE Scholarship Application forms deadline to be forwarded from section AE Scholarship chairmen to AE Scholarship Committee vice-chairman.

February 22-26: 1986 World Aviation, Education & Safety Congress, New Delhi, India, sponsored by India 99s.

February 28: The 99 NEWS deadline for April issue.

MARCH

March 16-22: Sun 'n' Fun Fly-In, Lakeland, Florida. Contact Sun 'n' Fun office, (813) 644-2431, 0900-1600 hours, Monday-Thursday, or write P.O. Box 6750, Lakeland FL 33807.

March 31: The 99 NEWS deadline for May issue.

APRIL

April 12: Shirts 'n' Skirts Air Race. Race kit, \$4, June Leach, 1005 Tularosa Ave., Orange CA 92666.

April 16-19: National Collegiate Flying Association SAFECON, Waco, Texas.

April 30: The 99 NEWS deadline for June issue.

New Ratings

CARIBBEAN SECTION

Mary Higgs — ASES

EAST CANADA SECTION

Cathy Frasier, Eastern Ontario
— Class II Instructor, CFII

Felicity McKendry, Eastern Ontario
— CFII, Class I Instructor,
Designated Flight Text Examiner

NEW YORK-NEW JERSEY SECTION

Leslie Highleyman, North Jersey
— AMEL

Virginia Hoke, Western New York
— Glider

NORTH CENTRAL SECTION

Carol Detsch, All-Ohio
— CFII

Darlene Eldridge, All-Ohio
— ASEL

Sharon Haucke, All-Ohio
— AMEL

Cindy Woodward, All-Ohio
— ASEL

Melissa Kristoff, Cape Girardeau
— COMM, IFR, CFI

Nancy Lebetzki, Cape Girardeau
— AMEL

June L. Beers, Greater Detroit Area
— ATP

Mickey Pinkston, Greater Kansas City
— ASES

SOUTH CENTRAL SECTION

Deborah Durden, Kansas
— COMM

Lonnie Steele, Northeast Kansas
— FAA Flight Test Examiner Designee,
ATP-ME

Marcie Dilley, Purple Sage
— IFR

Carol Thompson, Tulsa
— BGI (Instrument)

Nancy Birdwell, Waco Cen-Tex
— Helicopter

SOUTHWEST SECTION

Terry Morrison, Arizona Sundance
— IFR

Shirley Leatherwood, Mt. Shasta
— IFR

Linda Barker, Orange County
— IFR

NOTAM

International Historian Judy Logue is trying to determine how many women have flown the Alcan Highway.

If you have information on this, contact her at 1450 N. Sunlight Rd., P.O. Box 9669, Casper WY 82609, (307) 265-8887.

PRESERVE IT!
IN INTERNATIONAL
Scrapbook

SEND ~~DUPLICATES~~ TO JAN KELLEHER

REMEMBER: DATE IT; IDENTIFY IT
WITH CHAPTER/SECTION; SHOW NAME
OF PUBLICATION; INCLUDE CAPTIONS
WITH ALL PHOTOGRAPHS!



THE PRESIDENT'S MESSAGE



by International President Hazel Jones

It is with a deep sense of regret that the Board has accepted the resignation of International Secretary Jean Davis, for personal reasons. Gene Nora Jessen has agreed to accept this post for the remainder of Jean's term.

I've just returned from Washington, where the 99s participated in the AOPA Plantation Party, hosting a booth and several seminars. We always enjoy these activities because we not only meet new people but greet old friends as well.

While in Washington, I also met with FAA representatives concerning their new safety program, "Back to Basics." Because many aviation accidents are the result of ignoring or violating simple, basic operational procedures which we as pilots learned early in our training, the new safety program is geared to address those basic principles.

Because we feel our precision flying concept fits hand-in-glove with the Back to Basics concept, the meeting with 99 Carol Rayburn and FAA Deputy Administrator Tony Broderick dealt with how the 99s and the FAA could work together implementing the new safety program.

We discussed four ideas: sponsoring or co-sponsoring safety meetings, full endorsement of the Back to Basics program, hosting safety meetings in conjunction with precision air rallies, and committing our efforts to a number of programs over the next three years.

Twelve general areas will be covered in the new program. The first, landings, was introduced during the kickoff meeting sponsored by GAMA (General Aviation Manufacturers Association). Presenting material in an effective new manner, the slide program will be available shortly through your local GADO/FSDO.

Other subjects to be covered during the three-year program include mid-air near-collisions, runway transgressions, continuing VFR into IFR conditions, stall-spin, emergency procedures, pre-flight, fueling, judgment, drug/alcohol abuse and wind shear.

Aviation in general has received a great deal of adverse publicity this year, due for the most part to the number of spectacular airline accidents which have occurred. As all of you know, if we don't "ding" anything, we do not receive any publicity!

In the past, the 99s have been responsible for 78 percent of the total safety programs, and we have been directly involved since the beginning of the Back to Basics program. I have asked the FAA to appoint at least one accident prevention counselor in each chapter, that person to act as coordinator between the chapter and the local GADO/FSDO office in implementing this safety program.

Here are some things for each of you to consider:

1. Be sure at least one accident prevention counselor is appointed to your chapter.
2. If you don't hear from your GADO/FSDO office, call them.
3. Add these safety programs to your chapter calendar, and include them in your long-range plans.
4. Think of ways to increase pilot participation in these safety meetings.
5. Think of ways to obtain local press coverage of aviation safety events. General aviation needs some good publicity.
6. Help coordinate a super seminar in your area, volunteering your time and talent.
7. Host a Back to Basics seminar as part of a precision flying activity.
8. Host a Back to Basics flying event in conjunction with a regular International, section or chapter meeting.
9. Send copies of your flyers and other material to International Headquarters so we will know how many 99s are participating.

10. Visit your local flight instructor for an hour of dual, just in case you might be a "little rusty."

Although this is a national problem for the United States, it is also international in scope. No doubt a Back to Basics program would be well received all over the world. Let's go for it, and see if a concerted effort on the part of 99s worldwide can make a difference to the aviation industry we all love so much.

NOTAM

On July 26 at the Ninety-Nines Convention in Baltimore, the son of member Terri Donner was seriously injured when his fingers became caught in the up-escalator at the Hyatt Regency Hotel. Any person who may have observed the accident or anything unusual about that escalator is encouraged to contact Terri's attorney, Clarence M. Thomas, Esq., Ten Church Lane, Baltimore MD 21208, (301) 484-0300.



Thanks to the 99s who provided additional identification for the people in this photo. Ninety-Nines include Rita Eaves, Mary Panczyszyn, Marilyn Copeland, Chanda Budhabhatti, Charlene Falkenberg and Norma Freier. Mary and Norma are co-chairmen of the Friendship Tent at Oshkosh.



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Membership Corner

by Stacy Hamm

Chapters that cover large geographical areas have a unique challenge in recruiting and retaining their members. Here are some good ideas for overcoming these minor roadblocks that came out at our roundtable discussion during International Convention.

Choose a central location that provides easy access by car or airplane for your meetings. Be sure everyone who is a member or potential member is aware of the time and location by posting notices in the airport FBO, restaurant, ladies' restroom, etc., as well as publishing the information in your chapter newsletter.

Choose a meeting time convenient to the majority of pilots in your area. Some chapters hold meetings on Saturdays or Sundays to accommodate the working women who can fly in. Others alternate week nights with weekend meetings.

Be sure to have "foul weather friends" available in the event the weather turns sour and prevents members from returning home after the meeting. These friends should provide accommodations for overnight or an auto to loan so the member can drive home and return a day or so later when weather conditions improve.

If your members prefer to rotate the location to give everyone the opportunity to have a meeting nearby, be sure the date, time and location of each meeting is posted well in advance, along with a phone number for prospective members to contact. A good example is found at Fox Field in Lancaster, California, where alongside a Ninety-Nines display is listed the time and location of Hi Desert Chapter meetings for several months in advance, with three different names and telephone numbers for interested pilots to call.

JOB OPPORTUNITY

The University of South Dakota invites applications for an outstanding academic leader. Nominations for the position of vice-president for Academic Affairs are currently being accepted.

A major, comprehensive, liberal arts based state institution in South Dakota, the university offers undergraduate and graduate programs in six colleges and schools. It has an enrollment of approximately 5,600 students and is set in a rural environment of close proximity to three of the region's larger urban communities.

The vice-president for Academic Affairs serves as the chief academic officer of the university, providing leadership and direction for all instructional programs.

An individual being considered for this position should have:

- a proven successful record as a teacher and academic administrator in a four-year college or university;
- an earned doctorate or equivalent;
- experience in the initiation and evaluation of academic programs;
- experience and interest in long-range planning and budgeting;
- a record of leadership and ability to work with faculty and other administrators in accomplishment of complex tasks;
- experience with and understanding of the science of contemporary management techniques appropriate to academic institutions;
- a record of scholarly research and related activities;
- a proven commitment to Affirmative Action;
- appreciation of the roles of faculty, students and staff in university governance; and
- experience with graduate education.

Applications must include a comprehensive resume and the names, addresses and telephone numbers of five references. Nominations and applications, which must be received by January 1, should be sent to President Joseph M. McFadden, University of South Dakota, 414 E. Clark, Vermillion SD 57069. Desirable starting date would be July 1, 1986.

The University of South Dakota is an Equal Opportunity/Affirmative Action employer.



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4-6 WEEKS

NOTAM

September's end-of-the-month mailing to chapter chairmen included the regular membership list, air controller applications and information, "Joy of Flying" calendar information, a Hilton rate book, Zonta scholarship information and USPFT information.

To inquire about any of these items, contact your chapter chairman.

A UNIQUE GIFT! FOR SOMEONE SPECIAL — OR YOURSELF!

FROM SEA TO SEA IN 1903

In a Curved Dash Oldsmobile

by 49½er John S. Hammond II

First-hand account of the pioneer trip of his father, Eugene I. Hammond, and Lester L. Whitman in a one-cylinder, 4½-hp light runabout across the USA.

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Alice H. Hammond, 15 Oakdale Dr., Millville NJ 08332



NOTAM

Gene Nora Jessen has been appointed to the position of International Secretary, completing the term of office for Jean Davis, who has resigned for reasons of health.

Letters to the Editor

Dear Editor,

It was great to see the article regarding the Margery Brown memorabilia in the June issue of *The 99 NEWS*.

It brought to mind my high school hobby of writing to aviation people, inquiring of their likes and dislikes. One correspondent was Margery Brown. Enclosed are copies of her July 15, 1935 letter from Tokyo and a newsclip from the *New York Queens Evening Journal*, August 6, 1931, now yellow with age.

A follow-on letter from Tokyo, August 10, 1936, advised, "I never finished my trip around the world but am living in the Orient. I enclose a news photo of me and Japanese children, taken last Sunday at a Sunshine Party for the poor."

Perhaps this would be of interest to those historically inclined.

All best wishes to all those at Headquarters.

— H. Glenn Buffington
99 Resource Center Member

Dear Editor,

While we do get requests from all over the world for information on the Fear of Flying Clinic, we were puzzled as to why, suddenly, we received a large number of requests from Texas. Just recently, and unknown to us, an article appeared about fear of flying, apparently mentioning our name and address in the Texas Aeronautic Commission newsletter.

In our efforts to help these people who write, we send out reading lists, referrals to a psychologist about whom we know and information on other fearful flier operations in various parts of the country. One of the requests for help, however, just recently asked for help for a friend's wife who won't get in her husband's Cessna 150. In sending information, we included the name of the 99 chapter chairman nearest their location in the hopes that the chapter does a flying companion program.

We here at the Clinic would appreciate hearing from the various chapters throughout the country and the rest of the world who do the flying companion programs. We publish a referral list of other fear operations worldwide, and we would love to add the flying companion programs to the list.

Will any interested chapters please send the information on dates and locations to my attention? Thank you all.

— Joan Bartlett-Miholits
Assistant Administrator
Fear of Flying Clinic, Inc.
1777 Borel Pl., #300
San Mateo CA 94402

Imperial Hotel

July the Fifteenth 1935

Dear Glenn Buffington,

It took a long time for your letter to reach me, for, you see, I am living in Japan at present. I left the States ten months ago on a three-year trip around the world.

I enclose a news clipping or two that will answer most of your questions. I have had almost 300 hours solo. Have owned a Pitcairn open job and a Curtiss Robin cabin plane; really, I like a cabin plane best. Have no plane now, but hire one and fly wherever I go (if a plane is available). Found it funny flying in Japan, as you push the throttle back instead of forward to "give it the gun," just the opposite of what it is in the States.

Never have done any racing. Started flying in 1927, when I first soloed a Jenny at old Curtiss Field in November of that year. Bill Winston soloed me. He was Lindbergh's instructor at Brooks Field in 1924, and I am the only woman he ever soloed.

Now, Glenn, that is enough about aviation. Here I am in Japan, and let me tell you a little bit about the Japanese. Flying gives you a taste for travel, makes you want to see the world; and I am getting a big thrill out of Tokyo. Have been here about seven weeks and do not know when I will leave.

The Japanese are the most cordial, friendly, intelligent and interesting people, and I love Japan. There is more beauty here than in the States, in my opinion; the women wear the loveliest kimonos, and many of them have exquisite complexions and lovely faces. The children are too cunning for words. Tokyo is a very modern city, with buildings not unlike those in N.Y. or Pittsburg or Iowa, but the people nearly all wear wooden shoes and kimonos. When you go into a Japanese home, you have to take off your shoes, and sit on the floor (they have no chairs) and sleep on the floor, if you go native. Of course, this Imperial Hotel is just like an American hotel; but if you go to a Japanese Inn, you live like a Japanese.

I have become quite an expert with chopsticks, and positively like the Japanese food as well as American food, all except the raw fish.

There are about ten women flying in Tokyo, six of whom have a flying license.

I have always held a private license, but changed to amateur just before I left the States because the Department of Commerce inspector advised it; he says it will be easiest to renew from a foreign country, and I do not expect to return to the US for another two years. However, expect to continue flying and to renew my US license.

If there is anything more you want to know, I will be glad to answer your questions.

Cordially,
Margery Brown

Dear Hazel,

Perhaps you might not remember me because you must have had an extremely busy year behind you! The place I met you was Anchorage, Alaska, at the Convention last year. Hopefully I will meet you again sometime because I cannot express how much I do appreciate the time and devotion you are giving to our organisation.

I would want to contribute a little of my time and experiences here in Switzerland with the membership in our magazine. The small grass strip (800 meters) here in Bex has become very famous for its bi-annual air shows and its "Campetre" (countryside) atmosphere. Approximately 70,000 people experienced this event beginning Thursday, August 29, for all the schoolchildren from Geneva all the way past Brig in the Rhone Valley. The Super Show is August 31-September 1. I will write a story about it and mail it to you with some pictures.

Since the language here is French, I was very happy to hear that Kinnie Gibson (our rocket man) will be here, as well as the F-15 and F-16.

— Sigrid Tramelli
Switzerland



Bex, Switzerland is a lovely setting for an air show.



by Mary Hill

At this time, I would like to update my last air marking report. My last report was presented at International Convention in Baltimore. At that time, we had 46 reported air markings. Since then, I have received the South Central Section report and several chapter reports.

SOUTH CENTRAL SECTION:

Dallas	Dallas North	10/30/84
El Paso	Carrizozo, New Mexico	09/22/84
Fort Worth	Ennis, Texas	11/03/84
Golden Triangle	SAC, Keene, Texas	11/21/84
	Aero Valley, Texas ..	03/12/85, 04/06/85
Houston and		
Houston North	Houston West	03/10/85
Oklahoma	Walters, Oklahoma	09/19/84
	Woodward, Oklahoma	09/26/84
	Downtown Airpark	10/01/84
	Guymon, Oklahoma	10/08/84
	Waynoka, Oklahoma	10/18/84
Omaha Area	Seward, Nebraska	09/15/84
Tip of Texas	Orange Grove, Texas	10/04/84
	Freer, Texas	
	Floresville, Texas	10/05/84
	Pawnee, Texas	
	Nixon, Texas	11/15/84
	Luling, Texas	
Top of Texas	Dimmitt, Texas	04/28/85

WESTERN CANADA SECTION:

Alberta	Warner, Alberta	06/15/85
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NORTHWEST SECTION:

Columbia Cascade	Evergreen, Washington	08/07/85
North Dakota	Ashley, North Dakota	06/19/85
Alaska	Gulkana, Alaska	07/14/85
	Valdez, Alaska	08/17/85
Willamette Valley	Corvallis, Oregon	08/03/85
Greater Seattle	Bremerton, Washington	06/12/85
Wyoming	Dubois, Wyoming	08/03/85
	Lander, Wyoming	08/17/85

OTHERS:

Utah	Springville, Utah	08/23/85
NNE & ENE	Jaffrey, New Hampshire	07/13/85
Delaware	Dover, Delaware	06/01/85
	Middletown, Delaware	09/14/85

If I have missed anyone, please let me know. If you have already sent me the information, I have either used it in my earlier reports or I have not received it. I'd rather get it twice than not at all. Also, let me know if you need any reporting forms.

We now have a total of 79 reported air markings for 1985. South Central also reported four additional beautification projects.

Keep those reports coming, and thanks for all the great pictures. I'll make a final report in the March 1986 issue of the grand total for the year of 1985 — the 50th anniversary of air marking.

GIFTS TO HEADQUARTERS

AE Birthplace

Pat Ward, *South Louisiana Chapter*

Archives

High Sky Chapter

San Diego Chapter - Margo Smith Memorial

Ruth Fleisher, *Florida Goldcoast Chapter*

Helen Mennito, *Florida Goldcoast Chapter*

Sandy McKenzie

Viola Gentry - Photos

Barbara Engel - Photo of Teddy Kenyon

Betty Gillies, *Charter Member* - Film

Colonel Pat Pateman

Nema Masonhall, *Oklahoma Chapter*

Building Fund

Three Rivers Chapter

Northwest Section

San Fernando Valley Chapter

Sandra Sweeney, *Reno Area Chapter*

Ruth Barclay, *Washington, D.C. Chapter*

Eleanor M. Cansdale, *Greater Seattle Chapter*

Pat Forbes, *Golden West Chapter*

Lillian Le Blanc, *Eastern New England Chapter*

Yvonne Le Blanc

Beulah Norris Kee, *Los Angeles Chapter*

Sondra Ridgeway, *Northeast Kansas Chapter*

Anna Spivey, *Eastern Pennsylvania Chapter*

Jean Davis, *Mid-Columbia Chapter*

Marjorie Johnson, *San Gabriel Valley Chapter*

Marilyn Copeland, *Immediate Past President, Kansas Chapter*

Ruby St. Onge, *Minnesota Chapter*

Irene Fleweller, *Tennessee Chapter*

Sylvia Paoli, *Fullerton Chapter*

Thrifty Rent-a-Car, *Truckee Tahoe Airport*

Bonnie Seymour, *Lake Tahoe Chapter*

Ena Ayers Brown, *Bay Cities Chapter*

Dodie Gann, *Greater Seattle Chapter*

Fullerton Chapter

Texas Dogwood Chapter

Central Oregon Chapter

Marion Andrews, *Greater New York Chapter*

Audrey Casper, *Greater St. Louis Chapter*

Miriam S. Davis, *Florida Goldcoast Chapter*

Irene P. Smith, *Reno Area Chapter*

A.J. Starr, *North Jersey Chapter*

Mutz Trenz, *German Section*

Library

Taylor Jensen

Dr. Collins, *FAA*

Colonel Pat Pateman

Resource Center

Aileen Hall, *Washington, D.C. Chapter* - archival photographs

Roni Johnson, *Florida Suncoast Chapter* - archival photographs

Ruth Rueckert, *Bay Cities Chapter* - rare correspondence

Pat Ward, *South Louisiana Chapter*

Gerry Mickelsen, *Past International President, Sacramento Valley Chapter*, oral history project

In The News

Moving?

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

SEND TO: The 99s
P.O. Box 59965
Oklahoma City OK 73159

AFFIX OLD LABEL HERE

NAME

STREET

CITY/STATE/ZIP

NEW ADDRESS:

STREET

CITY/STATE/ZIP

Feldman becomes deputy director of Tech Center

Arlene Butler Feldman has resigned from her position as director of aeronautics to assume the post of deputy director of the Federal Aviation Administration Technical Center at the Atlantic City Airport.

She had been with the department for three years, during which time she was instrumental in promoting airport safety legislation, public support to public and private airports, and aviation education. Feldman is a licensed pilot, a 99 and an attorney.

Grant recipient releases preliminary research info

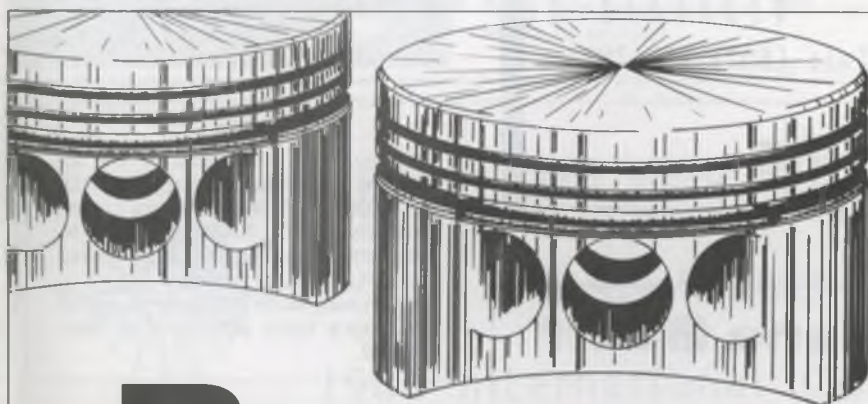
Researching the topic, "The Social/Psychological Aspects of Pilot Error Accidents: Male vs. Female," AE Research Grant recipient Gayle Vail reports that, regardless of a pilot's sex, aviation requires, attracts and/or selects the personality or type of person who is courageous and adventure-

some — one who is oriented toward demonstrating competency, skill and achievement; one who finds pleasure in mastering complex tasks; one whose manifest sexual orientation is decidedly heterosexual.

Studies looking at performance suggest an equivocal quality from overevaluation of the female, to the female's success being attributed to a temporary cause, such as unusual effort, thereby having lower expectations about her future promise.

In this study, data from the files of the NTSB has been analyzed to observe the amount of pilot error accidents incurred for the years of 1972 through 1981. If neither females nor males have any difference in performance based on the equivocal nature of the research, then the data would tend to indicate similarities of accident rate and type.

The data indicates a greater proportion of female pilots are having pilot error related accidents compared to male pilots. In comparing the two genders, there also is a difference in age, certification and accident cause.



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Travel to India

Loretta Helman

Loretta Helman died September 12 in her home in Mt. Vernon, Texas. She was 47 years old and a founder of the Wildflower Chapter. Interment was in Ebenezer Cemetery in Cullman, Alabama.

She was born June 12, 1938 in Cullman, Alabama, the daughter of Robert E. Tankersley and Salathiel Mahaffey. She married Terry Helman. A daughter, Teresa, and a son, Randy, preceded her in death. Survivors include her husband, son Ray and three brothers.

Loretta traveled to Shreveport, Louisiana in 1977 with two other licensed pilots, Pat Wright and Greta Greb, to obtain information about the Ninety-Nines and to begin organizing a chapter. The Wildflower Chapter was chartered May 27, 1977 at Fountainhead Lodge, Lake Eufaula, Oklahoma, with seven members from northeast Texas, southern Oklahoma and Arkansas.

by Pat Wright

Dr. Frank G. Rieger, jr.

A Class I FAA examiner and accident investigator, 49½-year Frank Rieger learned to fly during World War II and flew as an Army Air Corps spotter.

His enthusiasm for and love of flying could be attested to be his many examinees who returned year after year.

by Lou K. Rieger

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.

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New Horizons

Peggy Lennox Drown

Peggy Lennox Drown, License #9803, early-day pilot in the Cleveland, Ohio area, died June 6 at Ft. Lauderdale, Florida.

She had instructed CPT for E.W. Wiggins at Providence, Rhode Island, and then joined the Air Transport Auxiliary in England during World War II. She had the distinction of winning the first International Air Race, Montreal-Miami, in 1949.

Interment was at the ATA Museum, Millville, Pennsylvania.

by H. Glenn Buffington



Birgit Thuring

Birgit Fahlman Thuring was born January 12, 1912 at Idkerberget, Sweden, and studied high school and university courses in Stockholm.

A librarian, Birgit began flying in 1938, and received her private license in 1939. Husband Nils, a photographer, was also crazy about flying. They bought their first plane, a Puss Moth 1939, and flew around Europe that summer, just before the outbreak of World War II.

During the war, Birgit performed target towing operations and flew rescue missions during the severe winters of 1941-42 to the islands in the Baltic Sea.

In 1941, by special permission (since there were no flying schools in operation during the war), she received a commercial license. In 1951, she became the first Swedish woman to hold a senior commercial license.

During this time, a son, Christian was born; Birgit flew up until the last month of pregnancy!

In 1969, she was awarded a gold medal for outstanding achievements in Swedish aviation during the war and after by the newspaper *Aftonbladet*.

One of her greatest ambitions was to promote the advancement of women in aviation, both military and civilian. Her total flying time as of October 1983 was 8,098 hours, 55 minutes.

by Nils Thuring



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Surprising Confidence Builder

by Sharon Carter

I can't remember when I didn't love to fly, want to learn to fly.

I also can't remember when I wasn't an outstanding example of what every male instructor I've ever interviewed has said about women students: "Women are good pilots and they usually learn faster than men." (I soloed in nine hours.) "But they are also more timid and less sure of themselves in an airplane, less comfortable with it."

The thing that turned my view of my own ability around was learning to do some basic aerobatics — a loop, a roll, a hammerhead, an Immelman. Suddenly I not only realized I could really fly, but that I could handle something that might be unexpected, that the airplane wasn't likely to fall out of the sky if something went wrong, that I could do something beyond what is asked of the average pilot.

It was wonderful!

According to Tom Jones, Oklahoma City, one of the country's best-known air show and competition aerobatics pilots, who flies under the sponsorship of AAR-Oklahoma and Callen Insurance, "Women tend to be a little less comfortable around

airplanes. Maybe it's because you haven't grown up playing with toy airplanes, or been encouraged to want to learn to fly.

"But I've found that when a pilot — any pilot — gets out and learns to do some basic maneuvers — loops spins, rolls — their confidence level really goes up. Suddenly it's a whole different thing for them.

"And aerobatic training is more than a confidence builder. It makes you a better pilot. You learn to think ahead of the airplane, to visualize what it is doing if you get into an unusual attitude. So many pilots fly for years and never fly anything but straight and level. If they get in something like wake turbulence, too often they simply panic and/or have no idea what to do next. With aerobatic training, you overcome the negative responses."

My own confidence level, until and for some time after I got my private license, could best be measured with a posthole digger. No doubt there were a lot of reasons. For example, growing up around a male chauvinist piglet of a cousin who greeted me, bending my neck back to look at airplanes, with a jeering, "What are you

doing that for? Everyone knows girls can't fly!" (As I recall, he shut up on the subject, permanently, the day I learned to hit back verbally, telling him that, if handsome was as handsome did, he hadn't been whipped with an ugly stick — the whole tree fell on him. End of discussion.)

Then there was the man who helped teach me to fly and was so sure I'd never fly anywhere ever without him that he sloughed off a lot of my basic training, like experience talking to the tower, navigation, etc.

So I was a shaky, wimpy blob inside about the whole thing until I learned to fly through a loop, until I learned that the airplane would do exactly and easily what I told it to do, even upside down... or to sight off a wingtip to see if a hammerhead was going up straight... or the day instructor Dan Stroud said, "Hey, that's good!" and added in a recognizably kidding tone, "If you weren't a girl, I'd say you were a pretty good pilot!" as I rolled out level from an Immelman.

When I soloed, I felt, as most of us do, I suppose, like God on the seventh day. But this was even better, knowing I could put what I had learned through a complex chain of actions and make it all work and come out right.

And more than that — aerobatics have to be the most fun the human race ever invented.

Jones and Stroud both acted a bit pained to admit it, but both did: "Women learn faster than men. They have a lighter touch with an airplane. And they tend to become better pilots."



A Backward Glance

At the Twilight's Last Gleaming

Here is one of the most remarkable articles ever published — a personal story by the first woman pilot to die on war duty in American history. Shortly after she sent it to us, Cornelia Fort, 24, of Nashville, Tennessee, was killed when the bomber she was piloting crashed in Texas. But her words here will live — as a moving account of why one woman joined the WAFS and as a testament to all American women...

Excerpted from the July 1943 *Woman's Home Companion* magazine.

I knew I was going to join the Women's Auxiliary Ferrying Squadron before the organization was a reality, before it had a name, before it was anything but a radical idea in the minds of a few men who believed that women could fly airplanes. But I never knew it so surely as I did in Honolulu on December 7, 1941.

At dawn that morning, I drove from Waikiki to the John Rodgers civilian airport right next to Pearl Harbor, where I was a civilian pilot instructor. Shortly after 0600, I began landing and takeoff practice with my regular student. Coming in just before the last landing, I looked casually around and saw a military plane coming directly toward me. I jerked the controls away from my student and jammed the throttle wide open to pull above the oncoming plane. He passed so close under us that our celluloid windows rattled violently, and I looked down to see what kind of plane it was.

The painted red balls on the tops of the wings shone brightly in the sun. I looked again with complete and utter disbelief. Honolulu was familiar with the emblem of the Rising Sun on passenger ships, but not on airplanes.

I looked quickly at Pearl Harbor and my spine tingled when I saw billowing black smoke. Still I thought hollowly it might be some kind of coincidence or maneuvers... it might be, it must be. For surely, dear God...

Then I looked way up and saw the formations of silver bombers riding in. Something detached itself from an airplane and came glistening down. My eyes followed it down, down and, even with knowledge pounding in my mind, my heart turned convulsively when the bomb exploded in the middle of the harbor.

Suddenly that little wedge of sky above Hickam Field and Pearl Harbor was the busiest, fullest piece of sky I ever saw.

We counted anxiously as our little civilian planes came flying home to roost. Two never came back. They were washed ashore weeks later on the windward side of

the island, bullet-riddled. Not a pretty way for the brave little yellow Cubs and their pilots to go down to death.

The rest of December 7 has been described by too many in too much detail for me to reiterate. I remained on the island until three months later, when I returned by convoy to the United States. None of the pilots wanted to leave, but there was no civilian flying in the islands after the attack. And each of us had some individual score to settle with the Japanese who had brought murder and destruction to our islands.

When I returned, the only way I could fly at all was to instruct Civilian Pilot Training programs. Weeks passed. Then, out of the blue, came a telegram from the War Department, announcing the organization of the WAFS (Women's Auxiliary Ferrying Squadron), and the order to report within 24 hours if interested. I left at once.

Nancy Love was appointed senior squadron leader of the WAFS by the Secretary of War. No better choice could have been made. First and most importantly, she is a good pilot, has tremendous enthusiasm and belief in women pilots, and she did a wonderful job in helping us to be accepted on an equal status with men.

Because there were and are so many disbelievers in women pilots, especially in their place in the military, officials wanted the best possible qualifications to go with the first experimental group. All of us realized what a spot we were on. We had to deliver the goods — or else... or else there wouldn't ever be another chance for women pilots in any part of the service.

We have no hopes of replacing men pilots. But we can each release a man to combat, to faster ships, to overseas work. Delivering a trainer to Texas may be as important as delivering a bomber to Africa, if you take the long view. We are beginning to prove that women can be trusted to deliver airplanes safely and, in the doing, serve the country which is our country, too.

I have yet to have a feeling which



approaches in satisfaction that of having signed, sealed and delivered an airplane for the United States Army. The attitude that most nonfliers have about pilots is distressing and often acutely embarrassing. They chatter about the glamour of flying. Well, any pilot can tell you how glamorous it is. We get up in the cold dark in order to get to the airport by daylight. We wear heavy, cumbersome flying clothes and a 30-pound parachute. We are either cold or hot. Lipstick wears off, and hair gets straighter and straighter. We look forward all afternoon to a bath and steak; we get the bath, but seldom the steak. Sometimes we are too tired to eat and fall wearily into bed.

None of us can put into words why we fly. It is something different for each of us. I can't say exactly why I fly, but I know why as I've never known anything in my life.

I knew it when I saw my plane silhouetted against the clouds framed by a circular rainbow. I knew it when I flew up into the extinct volcano, Haleakala, on the island of Maui and saw the gray-green pineapple fields slope down to the cloud-dappled blueness of the Pacific. But I know it otherwise than in beauty. I know it in dignity and self-sufficiency and in the pride of skill. I know it in the satisfaction of usefulness.

For all the gals in the WAFS, I think the most concrete moment of happiness came at our first review. Suddenly and for the first time, we felt a part of something larger. Because of our uniforms, which we had earned, we were marching with the men, marching with all the freedom-loving people in the world.

I, for one, am profoundly grateful that my one talent, my only knowledge, flying, happens to be of use to my country when it is needed. That's all the luck I ever hope to have.

Flight Across Australia

by E.G. Woodworth

After months of preparation, three sisters-in-law, Lois, Anne and Maureen Bredhauer, excitedly left Charleville at dawn one day, mid-March, and headed for Perth in Lois' Cessna 182, DVM.

Four hours of flying took them to Julia Creek, where they stayed overnight with Maureen's family.

Early the next day, they headed for Boorooloola for fuel and food to see them through to Katherine and on to Darwin. This is the buffalo and crocodile country of the wild north. A group of excited women pilots and friends entertained them royally for two nights there.

Day 4 took them to Kunnurra on the Ord River, scene of an enormous irrigation project. The locals believe they grow any crop better than anywhere else in Australia.

Three hours on Day 5 saw them to Broome, home of the pearling industry of Australia. It was a very old-world atmosphere, where they unexpectedly met

another woman pilot who showed them around.

Port Hedland loomed ahead after three and a half hours of flying on Day 6. Everything there has been built by the mining company, and everyone works for the company. They export iron ore out of this port.

Byro, a sheep property of 700,000 acres, was their next stop, over 100 miles in any direction from the nearest civilization.

And so Day 8 brought them to their destination — Perth, where they spent five days renewing friendships and attending meetings and functions of the AGM of the Australian Women Pilots.

On leaving Perth, they visited a sheep

stud at Gnowangerup, one and a half hours out of Perth. Strong winds and low clouds made it easy to accept the invitation to stay the night.

They had flown barely an hour the next day when walls of heavy showers impeded their progress. They enjoyed an unexpectedly fun-filled afternoon with the locals of a tiny, "one-horse" town — Jerramungup, which didn't even boast a taxi or a policeman.

Clear skies egged them on Day 3 out of Perth to Esperance to refuel. Two hours of saltbush scenery later brought them to Cariguna, beginning of the long trek across the Nullabor Plain on the Great Australian Bight. They continued on until last light, past the cliffs of the Bight, and then the sandy beaches to Nullabor Homestead.

Up early Day 4 and on to Whyalla to refuel, then to Broken Hill, the "Silver City" of Australia's history and beginnings of BHP, Australia's biggest mining company. After refueling, they saw the day out by arriving at Cunnamulla.

The final leg from Cunnamulla to Charleville the next day saw a weary but happy trio end another trip, full to the brim with friendship, fun and flying experiences.



The Bredhauer sisters-in-law are ready for departure on their flying odyssey.



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Summer Odyssey '85

by June Simpson

Field Research became a goal of mine some years ago. It was realized this July when I joined an Earthwatch expedition team to Kathmandu, Nepal. The research project, headed by Dr. Rodney Johnson of the University of Colorado, involved the Rhesus monkeys (*Macaca mulatta*) living in and around Swayambhunath, the great 3,000-year-old stupa (temple complex) of Kathmandu.

The research objectives were to evaluate previous studies of allo-grooming conducted on captive groups of primates in comparison to the primates of Kathmandu in free-roaming state.

Commercial jets took me from New York to stops in Frankfurt, Germany; Derheran, Saudi Arabia; Delhi, India; and then to Kathmandu, Nepal. Returning at the end of the month proved just as interesting, from Kathmandu, to Delhi (where we had a delay of two and a half days), then to Germany, London, England and New York.

Nestled in the cradle of the highest mountains on earth, Nepal has become known as the kingdom where deities mingle with mortals. Nepal is squeezed between the vastness of China (Tibet) to the north and India to the south. Mt. Everest is the focal point of Nepal's frozen heights. There is the emerald valley of Kathmandu, where it never snows, and the great plains of tropical jungle, where we did have the opportunity to ride elephants through Chitwan to see one-horned rhino, deer, leopards and the elusive tiger. Stupendous mountains, deep river gorges, steep slopes, Terai plains where temperatures exceed 100°F, valleys and hills make up the Nepalese geography.

The research project began the day after arrival with a week of field training and reliability testing. Trekking to find the monkey groups, making observations of the grooming patterns, gathering the necessary data and summarizing findings was all in a day's work.

"Admired and worshipped by some, cursed by others, Rhesus monkeys fill a complicated ecological and cultural niche in India and Nepal. Orthodox Hindus consider monkeys sacred animals, to be revered and protected... In villages, the monkeys are a threat to survival (because of their consumption of crops). But in towns, most people are not farmers. They buy food at the market, and Rhesus monkeys in the town's parks or shrines are not an immediate threat to them. Townspeople enjoy the monkeys. — parents and grandparents often bring their children to feed them... [The monkeys] scrounge and beg, and people supply food. They chase, quarrel, play and occasionally cause a minor furor when one of them bites somebody. Rhesus generally inspire that ambivalent mix of affection and distaste one

feels for an endearing but mischievous pest." (from *The Rhesus Monkey's Fall from Grace*, Southwick and Siddiqi, 1985)

In between daily work schedules, there was opportunity to become initiated into the religions, customs, traditions and rituals of the Nepalese people. White water rafting, dugout canoes, trekking, shopping, visiting temples and coping with a very diverse culture created adventures unexpected. I had the opportunity to visit Tribhuvan University, various hospitals (Cholera, T.B. Kanti, Children's, Bir General) and a leprosy colony, as well as the Civil Aeronautics Administration (the equivalent to our FAA) for some "hangar talk" about flying in Nepal. There is one airport — Tribhuvan International — and about 40 air strips in the Himalayas, one VOR and no flight schools. Flying is the fastest way to get around Nepal, and getting in and out of the Kathmandu Valley by plane over the Himalayan mountain ranges is a breathtaking experience.

Kathmandu is about 4,500 feet above MSL, and the asymmetrical mountain relief culminates with Mt. Everest at 29,028 feet. Altitude sickness has become a serious problem because each year there are more trekkers in Nepal. Because symptoms of altitude illnesses are often disregarded, severe illness and death are increasing yearly. Acute mountain sickness, high altitude pulmonary edema and cerebral edema are second to common diseases, such as hepatitis, cholera, G.I. ills and rabies. The American Embassy puts out many notices, and a Himalayan Rescue Association has been established.

The kingdom of Nepal spells unexpected vistas with the sight of the Himalayan peaks at dawn, the vivid green of young rice growing on step-like terraced hillsides and the picturesque temples and shrines of Kathmandu. The Nepalese people are

friendly, but not forward. Their superstitions and religious beliefs merge and diverge until they become indistinguishable. They are a fascinating people, and being among them provided me with a perspective of a unique culture.

All this, while studying the mischievous Rhesus monkeys in their natural habitat, made for an enjoyable, productive experience in the land known as "The Abode of the Gods."

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The Garden Isle of Kauai

by Joyce Wells

Because of its abundant greenery and beautiful gardens, Kauai is called the Garden Island. It is also the island with the most legends about the Menehunes.

The Menehunes are commonly called the little people, pixies or dwarfs of legendary Hawaii. They are described as small people no higher than a man's knee who performed miraculous feats of construction in the dark of night. The Menehune Fishpond and Menehune Ditch are examples of their expertise.

Legend has it that the Islands were first inhabited by the Menehunes, normal-sized Polynesian settlers. They became dwarfed *in the legend because they seemed small in comparison to later Polynesians, who were tall, warrior-type individuals.*

The nobility of Kauai traced their roots directly to the nobility of Tahiti, the homeland of the Polynesians who came after the Menehunes. The nobility maintained pure bloodlines, and the culture of Kauai can be traced to its Tahitian beginnings more easily than that of the other Hawaiian Islands.

Kauai was the last independent kingdom if the Islands. Because it took longer and was more difficult to sail to this windward isle, there were fewer invasions. Kauai remained independent until 1810 when then King Kaumaulii acknowledged allegiance to Kamehameha I; an invasion was never undertaken.

Kauai is the northernmost and fourth largest of the Hawaiian Islands. It is the most circular in shape with 90 miles of shoreline. Geologically speaking, it was built by a great extinct volcano, probably about eight million years ago, covering 5,533 square

miles. The large volcanic caldera is now a largely inaccessible swampy area — Alakai. Mt. Waialeale is one of the wettest spots on earth. Northeasterly winds bring moisture-laden clouds most of the year, and a funneling effect up the slopes causes a deluge of 400 to 600 inches of rain a year on the mountain, where a mere 20 miles away may receive only 20 inches. Years upon years of these torrents have eroded gorges up to 3,000 feet deep.

Waimea Canyon, often called "The Little Grand Canyon of the Pacific," is most spectacular. Its eroded walls are multi-colored and change with the appearance of mist or sunshine. *The canyon can be reached by paved road, and there are numerous lookout points on the way to the top. The canyon is about 10 miles long and a mile wide at the widest point. Wild goats can often be spotted on the canyon's cliffs.*

Kokee Park is adjacent to Waimea Canyon, with picnic grounds, cabins and outdoor activities, including hiking, fishing and hunting. The park contains exhibits of plants, geologic phenomena and examples of petroglyphs found on Hawaii.

Kalalau Lookout, four miles beyond the park at the end of the road, looks out over the Kalalau Valley and the sparkling blue ocean 4,000 feet below. Another Hawaiian legend has the two stone figures on one of the ridges in the valley belonging to two demi-god children who were turned to stone by the sun's rays. It was believed that the demi-gods who inhabited the valley were immortal as long as they remained in the shade. According to the legend, the children played in the moonlight with a group of mortal children. They had such a good time that they forgot the time and turned to stone at sunrise.

Kauai's northwest Na Pali Coast State Park is accessible by boat, helicopter or 11-mile trail. There are small beaches at the base of lava cliffs where campers may pitch their tents in peaceful splendor.

The county seat of Kauai, as well as the privately owned neighboring island of Ni'ihau, is Lihue. Major industries on the island include agriculture (mostly sugar cane) and tourism. Nearby is the chief port, Nawiliwili Harbor, where large freighters can take on raw sugar for transportation to the Mainland. Cruiseships also tie up at this facility. Lihue has a modern airport with many commercial flights daily. Helicopter and small plane tours of the island are also available. The Menehune Fishpond, with a monument to the little people, is near Lihue.

Wailua is at the mouth of the Wailua River at the edge of a growing resort center. Wailua means "twin waters," and probably





refers to the twin cascade of Wailua Falls. This river is the only navigable fresh-water river in Hawaii, winding its way about four miles, ending at a fern grotto a short walk through lush greenery from the river landing. Beautiful ferns hang from the sides and the top of the cave, with water dripping all around. It is a favorite site for weddings.

The Holo-Holo-Ku Heiau is near Wailua. There, in the corner, is the stone where human sacrifices were offered. Outside the Heiau are the Royal Birth Stones, which women of royal blood were required to reach before giving birth in order to ensure the child's royal status.

At the northern end of the island lies the beautiful valley and bay of Hanalei. Farmers grow taro, used to make poi, in this lush green valley. The Lumahai Beach along the bay is one of the most photographed spots in the Islands; it was, in fact, included in scenes from "South Pacific."

The South Shore area is drier than the North Shore, and there the cane fields are irrigated. The Poipu Beach section is most popular for the great bathing beach and resorts. Nearby is Spouting Horn, a lava tube through which the surf is forced to burst into impressive fountains of salt spray and foam.

This beautiful tropical isle also has four botanical gardens, which are open to the public. All offer a great variety of flowers, shrubs, cacti and other species of plant life.

There are numerous other things to do and see, including the Kauai Museum, an old Russian fort, Captain Cook's Landing, the wet and dry caves of Haina, Waioli Mission House, Kilauea Lighthouse, the sugar mills, Opaekaa Falls and the Tropical Paradise.

Visit Kauai and see for yourself why it is the favorite of so many.

Visitors to the island of Kauai arrive at this lovely Fern Grotto after a short boat trip up the Wailua River.

Photo courtesy Hawaii Visitors Bureau

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Chapter News, Activities and Projects

AUSTRALIAN SECTION

Mary O'Brien and Glenda Philpott escaped the Australian winter to join other 99s from around the world at Baltimore, and to hostess the "Under 30 Breakfast." This breakfast enables younger 99s to meet each other. The door prize, a native Aussie necklace, was won by Teresa Manriquez from California, and everyone present was given a kangaroo pin courtesy of Qantas.

Nancy-Bird Walton, OBE, is usually our "Under 30 Breakfast" hostess, but she was unable to attend this year. She has been representing us around the country at various events, such as Governor General Sir Ninian Stephen's laying of the foundation stone for the Stockman's Hall of Fame at Longreach. Our early aviators will be represented there

for their contribution to developing the outback. Nancy was also the guest of Forbes Soaring and Flying Club for their annual dinner.

Mary O'Brien and Margaret Ann Thomas recently met Jane Matthews, Jenny Sheaffe and Barbara Sanders at a fly-in lunch at Booligal to celebrate Barbara's engagement to Norman Crossley. It is almost a necessity to have a plane out there.

by Mary O'Brien

EAST CANADA SECTION

First Canadian Chapter

Toronto saw the opening of the Masters' Games August 7. During the opening ceremonies at City Hall, 10 aircraft piloted by



First Canadian Chapter 99s and 49½ers dab, brush, roll and pour yellow paint at Guelph Air Park.

members did a fly-past as a salute to the Games.

The sun shone, the breezes were gentle and our air marking highly successful at Guelph Air Park August 11. Eight 99s and 49½ers dabbled, brushed, rolled and poured paint for six hours. Our rewards were a yummy lunch, an easily identifiable airport, then a delicious barbecue at Joan and Murray Clegg's home.

Operation Skywatch, a joint program of the 99s and the Ontario Ministry of the Environment to track pollution problems from the air, has been very active this summer. FFC members Marybeth Deakin, Jackie Giles, Mary Norman, Wendy Traviss and Alysia Pascaris flew a total of 32 hours with MOE photographers and personnel.

Our chapter newsletter has been outstanding this year. It acquired a name — Flight Lines — and has reflected the activities of members as well as incorporating articles of interest on safety, contests, local aviation history and an overview of Amelia Earhart's flying.

by Donna Deakan

NEW ZEALAND SECTION

New Zealand Ninety-Nines gathered for the 1985 Annual General Meeting over breakfast on Queen's Birthday weekend (June) in the picturesque Marlborough town of Blenheim (South Island).

Business discussed included the final preparations of the first New Zealand team to compete in the World Precision Flying Championships, coached by Pam Collings.

Along with the NZ Airwomen's Association, extensive flying competitions were successfully fun while friends and supporters visited the local vineyards for wine-tasting, and others took scenic flights over the Marlborough Sounds.

A launch ride through the Sounds the following day gave all participants a chance to relax and mingle more. Being mid-winter in June, conditions were chilly but clear.

The 99s' Silver Tray competition is held annually. Sue Campbell, the 1985 winner, was honored at a dinner as the 99 with the



Ninety-Nines at the "Under 30 Breakfast" pose with the "Sally Ride Doll" and AWP "space" scarf.

Mary O'Brien, Charter Member Nancy Hopkins Tier and Glenda Philpott visit during Convention.



Mary O'Brien, Jane Matthews, Barbara Sanders, Jenny Sheaffe and Margaret Anne Thomas enjoy a fly-in lunch at Booligal.

highest aggregate points in the weekend's competitions.

The weather remained kind and provided all those flying home, north and south, with extensive sea and mountain views.

MIDDLE EAST SECTION

Hampton Roads Chapter

September ushered in a variety of activities for the chapter.

Our monthly meeting was held on the 3rd with a "Preflight Contest." Each member was to preflight a "booby-trapped" plane and try to find all the problems that would need correcting before commencing a flight. This was an excellent reminder for everyone as to how important a conscientious preflight is.

The 15th featured an appreciation picnic for EAA Chapter 339 (and ourselves). They have consistently supported the 99s and worked hard to make our pennies-a-pound and air marking activities successful.

by Barbara L. Ramsey

happened by and gave us a hand marking the unicom frequency.

We had a booth at the annual College Park Open House in September. Edna Dragoo served as chauffeur to TV's "Sky King," who was a guest at the event.

Linda Dennett and Vera Rollo gave presentations about the 99s at a meeting of the American Aviation Historical Society held at the Air and Space Museum's Garber Facility.

The September meeting at Jheri Tulane's home featured Tim Holthe, ATC supervisor at BWI, who outlined the services that the 60 controllers provide. Of special interest were Tim's comments on the new ARSA program. We welcomed new members Polly Hill and Marilyn Ramsey when Jheri, a recent new member herself, treated us to a Maryland blue crab feast after the meeting.

by Marilyn DonCarlos

Shenandoah Valley Chapter

Our chapter has been extremely busy throughout the summer.

"plane-pooled," and attendance was one of the best ever. Refreshments were served, and among the events was on-sight radio broadcasting by a local station.

Member Pat Blum spent part of August climbing Colorado's highest peak with her daughter. Meanwhile, the Corporate Angel Network (CAN) had a banner summer with record numbers of passengers and flights.

Nina Claremont recently bought a new Bonanza A-36. It has everything, says Nina — club seating, Loran, stormscope and air conditioning. Nina spent a few days at Philadelphia International checking out N1836, which is pale cream with red and blue stripes.

New member Neita Blondeau flew a 1965 Musketeer from California to New York. She would like to hear from anyone who has ever flown one.

by Marian A. Campbell

Long Island Chapter

Among the 16 members who attended the International Convention was Mae Smith. She won the first door prize offered — an aerobatics lesson in a Decathlon. She has pictures to prove her various attitudes during loops, wing-overs, figure-eights and four-point rolls. In fact, the first time Mae realized she was upside down was when she noticed her camera above her clinging to the "ceiling/floor." The pilot (being gracious) slid the plane backward, sideways and forward before they even started her lesson, until Mae rescued her camera and could take some fabulous pictures.

Mae and Dorris Abbate attended the North Jersey Chapter meeting held at Blairstown Airport. IFR weather forced them to drive. When they arrived, the weather was clearing for a wonderful time swimming, watching and riding in gliders and picnicking during the business session.

Jill Hopfenmuller answered an ad for a safety pilot that appeared in a local paper. As a result, she has been watching for other aircraft while her hopeful friend tracks VOR radials under the hood.

Nine members flew the Nutmeg Air Rally in Connecticut, all finishing. Great race — great time.

Phase I Wings have been earned by Debora Bonnard, and Mira Rosen has been promoted in the FAA to accident prevention specialist.

by Patricia Rockwell

New York Capital District Chapter

The chapter kicked off its fall schedule with a combination barbecue-business meeting at the new home of Paul and Peg Weiss. Set in a rustic wooded area in Averill Park, Hidden Acres II provided the "great escape" for 99s and guests. Back by popular demand, 49½-er Bob Green manned the grill, with dinner served on the spacious deck, where the aromas of delicious food and woody pines mingled with a CAVU day to create an outstanding Saturday. Florence Dooley, current chapter chairman, presented special 99 pins to Barbara Stover, past chairman, and Harriet Bregman, who has served in that position twice. Trish Bianchi presented a slide show of her summer trip to Alaska.

Ann Elliott presented a slide program depicting aviation career opportunities at the

CHAPTER NEWS, ETC.

Maryland Chapter

Our September meeting was held at Joan Bates' new home. Jack Ernst of the National Weather Service presented a videotape about microburst activity, followed by a lively question and answer session. We enjoyed a covered-dish lunch and a lovely day for a pool party.

Aerospace education committee members have been working with Sharon Wiederle of the Maryland Girl Scouts for the purpose of constructing several programs of aviation interest for Girl Scouts, including study to earn their aerospace badges.

The chapter now has three FAA safety counselors — Jet Hobbs, Sabrina Kipp and Lane Toskes. Jet was on the selection committee of the National Air Transportation Committee, which recently selected the flight instructor of the year.

Our first annual scavenger hunt organized by Jet Hobbs had us flying off September 21 on hunt for cawling screws, radar summary reports and 48 other items. The winner with 19 items was James P. Michelson, who flew with Kay Hanson.

Becky Wheeler, 66, became a licensed pilot in August.

by Catherine A. Hanson

Potomac Chapter

We celebrated our sixth anniversary in June with a banquet at the International Hotel in Baltimore-Washington International Airport. Marty Goepfert, Ellen Hahn, Alice Krick and Linda Dennett were welcomed as officers for the next two years.

July was taken up with Convention and its activities. Chapter members staffed the hospitality room at BWI to welcome arriving and departing 99s.

The air marking at St. Mary's County Airport was a great success with a good turnout of members and several guests. Lieutenant Colleen Nevius, a pilot from nearby Patuxent River Naval Air Station, just

At our meeting in July, we completed work for registration for the International Convention and also elected officers. Four members — Ethel Garber, Mary Ann MacConochie, Virginia Thompson and Sara Williams — attended Convention. Sara served as Registration chairman, while the others worked hard to help make registration as quick and painless as possible.

We participated in our first air marking September 21 at the Waynesboro Airport. The initial turnout was small, but more joined in the fun as the morning wore on. Barbara Rudischhauser flew from Charlottesville just so she wouldn't miss out. With encouragement from 66 Janie Tarrant and new Chairman Virginia Thompson, even the most reluctant climbed the ladder to the roof. As we all got our "sea legs," the painting went much more quickly than expected, which was really a good thing because, about mid-day, with bright sunshine, the tin roof was quite hot. The next great challenge was getting off the roof. Several of us considered calling for a helicopter lift; fortunately, this drastic measure was not necessary. Red paint completely covered most of us, to match sunburned skin. Even Tennessee Williams would have been proud of these "Cats on a Hot Tin Roof."

Finally, several members flew by to take pictures of our work of art. According to all reports, the bright red letters — "WAYNESBORO" — could be seen quite clearly to help guide pilots to this small airport.

After the air marking, we conducted a short business meeting while enjoying our sack lunches under the shade of a Cessna.

by Theresa H. Brents

NY-NJ SECTION

Greater New York Chapter

We were invited to the October 12 Fall Foliage Festival at the Burlington, Vermont airport. The festival was sponsored by Montair, an FBO on the field. Many of us

Lansingburg High School Career Day. Mary Lou Falco, current treasurer, has joined CAP, and Patricia Harman attended the Spartan School of Aeronautics in Tulsa, Oklahoma to study for her instrument rating.

by Trish Bianchi

North Jersey Chapter

As individuals and as a group, the chapter had a summer filled with flying.

Barbara Mead and her husband, Richard Lawrence, flew their C-172, "Buttercup," from Teterboro to Las Vegas. Flying over the deserts and skirting thunderstorms gave the Easterners a challenge!

Our August meeting was held just before the Sussex Airshow, where we were enthralled by, among other feats, Leo Loudenslager's incredible performance.

Blairstown proved to be a terrific airport for our September fly-in, to which the Long Island Chapter was invited. Not only did we have a picnic lunch and a swim, but glider rides as well. Barbara Mead and Carol Emmens took their first glider lessons; Doris Abbate (Long Island) also took a glider lesson; and Jackie Patel, a new member and engineering student, braved her first ride in an ultralight and loved it.

Both Janice Anderson and Rita Harrold attended Oshkosh, while Selma Cronan and Pam Sheeler took in the Convention.

Barbara Mead, Carol Cross, Carol Emmens and Rita Harrold are attending instrument ground school and are looking forward to flying as safety pilots for one another.

by Carol Emmens



Barbara Mead and "Buttercup" are in front of the first 747 to come off the assembly line.

NORTH CENTRAL SECTION

All-Ohio Chapter

August held a special treat and repeat of last year with the gathering at Velesky International. Marty and John's grass strip in Jamestown. Potluck for lunch and then member Erica Scurr gave a marvelous description of her flying activities while living in Europe. Especially interesting were the slides she took of her flying club's five-airplane, 20-pilot caravan to Africa.

It was a beautiful day for flying when Jayne Herman and 49½er Dick hosted our September meeting at Wood County (Bowling Green) Airport. Two section officers — Secretary Dodie Jewett and our own Vi Stamm, treasurer, joined us. We also had three visitors from the Lake Erie Chapter to

hear speaker Ray Heyde, captain of the US Precision Flight Team, who discussed the recent World competition. Of special interest were the personal glimpses of competitors from different countries, their sense of competition contrasted with camaraderie as pilots, and their sportsmanship throughout. The levels and backgrounds of the pilots varied so much, yet they maintained the ability to be pilots first and respect one another for it. His descriptions of the events, how they are set up, and what is required of the pilots left us with a great deal of respect for all the competitors — and very proud of our country's fourth-place team finish.

Elinor and Steve Kline flew to Boyne Mountain, Michigan in mid-August for a Bonanza fly-in weekend, flying home south along the shores of Lake Michigan. They also took a 30-hour flying trip to San Diego and back in July, which included winging over the Grand Canyon, up the Pacific Coast to Napa County, and return through Salt Lake, over Bryce and Glen Canyons, and by Monument Valley.

Two 66s — Cindy Woodward and Darlene Eldridge — are now 99s!

by Roberta Jones

Cape Girardeau Area Chapter

Frances Walker, past program chairman/secretary, organized programs ranging from a panel discussion on liability and insurance for the pilot, to presentations given by the Civil Air Patrol and a designated medical examiner, as well as a presentation on ballooning.

During a Missouri fly-in this summer, new officers were chosen. They include Chairman Frances Walker, Vice-Chairman Mona Marcec, Treasurer Lois Feigenbaum and Secretary Norma Fairchild.

Our September meeting was a pool party held at the home of Chris and John Kurianowicz. Chris was the first alternate on the 1985 US Precision Flight Team, while Lois Feigenbaum was team manager. Several female students from SIU attended the pool party and were introduced to the 99s.

Melissa Kristoff and Nancy Lebetski are both flight instructors working at Southern Illinois University-Air Institute and Service.

by Nancy Lebetski

Chicago Area Chapter

Our Rockford air marking was a great success, and we were able to paint a beautiful compass rose. Flower Whipple and Lucy Browne layed out the pattern Saturday with the assistance of a professional surveyor; a crew including Ruth Rockcastle, Yvonne Warren and Lucy Browne then spent six hours Sunday brushing and rolling to achieve the beautiful finished product.

Bee Siemon was the first passenger in a glider with her son, Ed, at Elmira, New York. They gained 5,500 feet in the thermals.

Marty Buckely competed in her first aerobatic contests in July and August, winning two seconds and a fourth in the basic category. And Sue Nealey earned her basic aerobatic patch in July.

Diane Cozzi and Polly Gilkison attended an International Wild Life Convention in Edmonton, Canada. An additional highlight was spending a delightful evening with Jo Harris, governor of the Western Canada Section.

Marge and Herb Sundmacher placed third in the WOW Derby in Keokuk, Iowa. Also flying the race were Ruth and Bob Frantz, Norma Freier and daughter Cassy, Bev and Chuck Greenhill, Nancy Haraldson and Mary Krautkramer, Madeleine Monaco and friend with Rita Adams as passenger, Mary Panczynsyn and Sharon Mitchell, 99 from Wisconsin, and Marion Servos and friend.

by Debbie Karas



Completing the compass rose at Greater Rockford Airport, Illinois are Chicago Area 99s.

Greater Detroit Area Chapter

Our August meeting at the Yankee Air Force Museum included Barb Sutton, a YAF representative, who presented a program outlining restoration work at the facility. Our "Women in Aviation" room, located in the museum, was toured by members and guests, along with all the other interesting rooms and displays. In other museum news, Marie Littler has acquired a uniform from a military policewoman in Washington, D.C. for display. Donations are sought continually in an effort to preserve our aviation past and keep our displays interesting. The room is beautifully done and a most interesting place to spend some time.

Several members participated in the Oakland Pontiac Airport Tower open house in August. Mardi Drebing, Gini Sutherland and Phyllis Wood worked in the 99s display booth and were pleased at the response of visitors. They have a line on several prospective new members. Dorothy Gillis taxied her vintage Cessna 182 to the static display area, where she exhibited a map that showed flights with the plane, including recent trips to Alaska, Ft. Wayne, Baltimore, California and Oshkosh. Neal Sutherland was present with his classic Stampe bi-wing; he and Gini hosted a potluck party in their hangar for members and tower personnel.

The September meeting was held at the home of Elaine Evans in Union Lake, where plans were outlined for our annual treasure hunt October 19.

by June L. Beers

Greater Kansas City Chapter

We had a very good turnout for Forest of Friendship activities. One of the honorees in Memory Lane was member Micky Pinkston. We did mix business with pleasure by having our July meeting at the Atchison Restaurant.

The September meeting began with a covered dish dinner at the home of Ruth Stafford at Lake Lottawana. Plans were

completed for the 45th reunion of this chapter October 3 at the Hilton Plaza Inn. Fred Schieszer will present the program on "Amelia." We searched through old rosters, telephone books, city directories and other sources of information to find addresses of former members.

by Ginny Pacey

Greater St. Louis Chapter

Downtown St. Louis Parks Airport has a new 60-foot compass rose. "Atta-girls" are due Shirley Deitz and air marking crew members Delia Greer, Helen Hall, Dorothy Haupt, Mary Kinnaw, Amy Laws, Nelda Lee, Mary Lowe, Martha Norman, Jan Pocock, Vivian Waters, Lorna Whitney and Rosemary Zander for a job well done. A special "atta-girl" goes to Jan Eveans for making arrangements with Sherwin-Williams to donate the paint. The temperature was 95 degrees and, oh, it was hot September 7-8 on taxiway Echo, but the paint dried quickly. A few gals went across the runway afterward to enjoy the airport open house.

Vivian Waters and 49½er Bernie participated in the 13th annual Great Forest Park Balloon Race, when 47 hot air balloons flew in the hare and hound event. Unfortunately, the wind direction toward the international



Greater St. Louis 99s (kneeling above) Dorothy Haupt, Delia Greer, Lorna Whitney, (standing above) Shirley Deitz, Martha Norman, Vivian Waters, Jan Pocock, Mary Kinnaw, Mary Lowe and Rosemary Zander warn, Caution — 99s" before their air marking. But the nished compass rose (below) looks great!



airport prohibited a successful race this year, but it was still a successful fun time.

The regular meeting was September 17 at Downtown St. Louis Parks Airport terminal. Helen Hall presented a film on aerospace education, and two members — Nancy Dierker and Anna Galakatos — were pinned. Visitors included Bonnie Quenzler Gann and daughter Susie Quenzler from the Florida Spaceport Chapter.

by Nelda Lee

Indiana Dunes Chapter

"What is black and white and red all over?" No, not the newspaper or an embarrassed zebra, but a Snoopy doghouse! Our chapter had a couple of "goosey" sessions sticking popcorn to a cardboard doghouse for the Valparaiso Popcorn Festival. Along with the Red Baron's plane and Shirley Russo dressed as Snoopy, we had our theme: "Curse you, Red Baron." What a way to get to know fellow pilots!

CHAPTER NEWS, ETC.

The chapter's September 21 air rally at Porter County Airport was planned by 1984 winners Char and Walt Falkenberg. Ten planes zoomed along the route, identifying landmarks, towns and swimming pools. Placing first in the proficiency race were Diana and Ben Austin; Chris and Rolston Murdock, second; and Ellen Herring and guests, third.

Achievement Awards were presented at a luncheon chaired by Barb Jennings and 66 Winnie Baker. Linda Mattingly was named 99 of the Year, with other awards going to Tina Davis, most flying time; Ellen Herring, most races; Carol Zander, attendance; Phyllis Petcoff, public speaking; Diana Austin, flying lay people; Audrey Karp, parade coordinator; Joy Black, ground support, and Char Falkenberg, special appreciation.

To top off our busy month, several members and 66s were interviewed and photographed by the *Vidette Messenger*, a local Porter County paper. We are to be featured in the magazine section in October.

by Diana Austin

Dunes chapter members head for the parade line-up.



Lake Erie Chapter

Meigs Adams, Dodie Jewett and Marg Juhasz took advantage of fair skies to fly to All-Ohio Chapter's meeting at Bowling Green, where they enjoyed a program by Ray Heyde on USPFT and the World competition.

Dodie's daughter, Jennifer, soloed their Piper 140 September 22; Jennifer is a 66 and a senior in the School of Nursing at Kent State University. And Marg attended the Wright-Patterson Air Force Museum fly-in September 21, when 300 planes flew in for the event. She was happy to see Linda Pulver, niece of our member, Rose Ray, two other Three Rivers members and Illinois' Lynn Trupin.

Bea and Harold Rieske were the backbone of the crew that re-air marked Portage County Airport for the September meeting. We even had enough paint left over after "PORTAGE" to re-mark the "9" on Runway 9.

Pam Buckley has bought an Archer II, which she bases at Freedom Field.

by Marg Juhasz



Lake Erie's Bernice Barris holds her trophy from the Great Southern Air Race while daughter Susan Chiari, 66, looks on.

Michigan Chapter

Leah Higgins hosted our September meeting in the comfort of her air conditioned "gathering room" within the Tower Court Condominiums. It was a pleasant relief from accumulating thunderstorms, high temperatures and matching humidity. Nancy Walker, co-host, waited at the Troy Airport for any arriving members. Everyone's mode of transportation was four tires and a plastic wheel. Visitors included Thora Langrill, Debbie Hueter, Florida Spaceport 99 Dot Trott and guest speaker Monica Messer.

Renate McLaughlin conducted her first meeting as our newly-elected chairman. She added an interesting dimension by introducing a question involving flying, and directed a discussion to solve the problem. Other newly-installed officers are Vice-Chairman Bev Mitchell, Treasurer Lynn DeForest and Recording Secretary Linda Druskins.

CAP Captain Monica Messer discussed her experiences at the Civil Air Patrol Illinois Wing Summer Flight Encampment. Thrills in-

cluded practicing go-arounds with an instructor, the flaps refusing to return to normal position during one such touch-and-go, the Cessna 150 being urged to pattern altitude and finally landing successfully, and... putting the plane away for the day only to have the flaps release immediately. Poor weather prevented any of the cadets from solo performance.

Toni Babcock was presented with a gold-plated gavel in recognition of her outstanding term in office, and Lynn DeForest received one of our "Keep 'Em Flying" grants.

by Grace Lienemann

Minnesota Chapter

Sky Harbor Airport, Duluth, welcomed the "southern" members to an enchanting September 8 fly-in meeting. A trolley picked up 99s and 49½ers for a scenic tour of Duluth, the site of the North Central Sectional in spring 1987. A lunch and tour of the hotel accommodations followed. Weather cut short the time with our "northern" members as pilots hustled to escape thunderboomers.

Chapter Chairman Terry Herron and Hope Isaacson flew to South Bend, Indiana in September, when Hope was a speaker at the Great Lakes Region Civil Air Patrol Aerospace Education Conference at Notre Dame. Hope is president of the University Aviation Association, and she represented UAA at the conference. She also attended meetings of NIFA and UAA held during the National Business Aircraft Association Convention in New Orleans in September.

Ginny Reed is among the few chapter members who are "flying grandmothers." She earned her private license ASEL in December 1984, and has over 100 hours TT. We welcome her, Marilyn Waldbuesser and Sue Beck to the 99s.

Debby Kaeder was awarded an AE Scholarship at the International Convention, and she will apply the money to her flight engineer rating.

Our commitment to the American Red Cross Lifeguard Flights in August was hindered by Minnesota's "afternoon delight" — thunderstorms! Forty-eight flights were scheduled, with 17 cancelled due to weather. Only one Fergus Falls platelet flight was scrubbed. Good weather briefings and cool heads help in our unpredictable weather.

Jimmie Olsen has completed Phase III of the Wings Program, while Nancy Braun and Joan Judeen Smith have earned their Phase I Wings.

by Catherine M. Balazs

Marilynn and Bob Miller placed second at the Kentucky Air Derby.



Scioto Valley Chapter

Marilynn Miller and 49½er Bob captured second place at the Kentucky Air Derby at Owensboro, and Marilyn also received the trophy for the best score by a 99.

Recent programs have included Melody

Kornecker, with slides that she took while cycling through China with the American Youth Hostels, and Pete O'Neil sharing information on aviation insurance and trends the industry is taking.

by Robin Rogers



Boatman Norm Guth (above) and 99s prepare for a day of white water rafting, while Gene Nora Jessen (right) enjoys a waterfall along the Middle Fork of the Salmon River.



NORTHWEST SECTIONAL

It was called the "Northwest Section Time of Your Life," September 16-22 in Boise, Idaho. Since it just happened, all the Idaho Chapter can say right now is, "Whew!"

The week started with a once-in-a-lifetime Idaho experience, a three-day float trip on Idaho's "river of no return," the Middle Fork of the Salmon River.

Most of the Northwest Section members flew into Idaho's clear fall skies later in the week. Business came first with Governor Liz Lundin conducting the session, Judy Logue educating us on oral histories, and then the enthralled group being mesmerized by psychologist Dr. Wally Pond.

A luau climaxed the business portion of the activities. Eastern Oregon 99s set the festive mood with their closepin "close flight plan" airplane table decorations as solar pilot Janice Brown shared her flight experiences with fascinated 99s and guests. Our diminutive test pilot friend again proved special things often come in small packages.

The evening was capped by the auctioning of Idaho's aviation quilt, which had been displayed in Baltimore and at the Air Race Classic. Carolyn Martel, our guiding light who labored so hard on the project, barely survived the separation from her "baby." The objective of the project was to raise funds for various 99 philanthropies, so when Pat Roberts, who purchased the quilt, announced that she would donate it to Headquarters to be displayed in the new building, we were thrilled.

We then moved into the intense educational portion of the week with the world-famous Idaho Chapter Mountain Flying Seminar. Instructors included Dr. Bart Whitehouse on survival, good friend Sparky Imeson (now of Colorado) and our own 99 back country pilot, Lyn Clark, with her videos of approaches to specific Idaho back country strips. Many of Idaho's mountain landing strips are approximately 1,000 feet in length, one-way with a grade, and have blind approaches. It is a different kind of flying, and smart pilots take our course and then dual prior to trying them out.

Some of our guests opted for the alternative fun activity of a day in the mountains, experiencing a jail break and shoot 'em up in Idaho City, as well as horseback riding and panning for gold at a mountain ranch. We didn't even apologize to our International President when she was kidnapped by desperados along the trail, for those kinds of things just seem to happen in the wilds of Idaho.

In all modesty, we must report that Idaho provided perfect flying weather. Contrary to malicious rumor, it was Montana — not Idaho — that got a little testy and dropped some white flakes on our eastward-departing guests. The week was productive learning, new and renewed friendships, advanced 99 objectives and great fun!

by Gene Nora Jessen



Idaho City desperados kidnap Hazel Jones (from the bus at left) and Bev LaBrie (right).

SOUTH CENTRAL SECTION

Abilene Area Chapter

America's first operational B-1B flew to its new home at Dyess AFB in Abilene, Texas, June 29. We had the honor (after six months of briefings, practices, orientation meetings and clearances) of meeting the dignitaries as they arrived, and escorting them down the red carpet to the reviewing stand. In addition to Mayor David Stubbeman, dignitaries included Texas Senators Phil Gramm and

Lloyd Bentsen; Texas Representative Charles W. Stenholm; General John W. Vessey, chairman of the Joint Chiefs of Staff; Colonel Alan V. Rogers, commander of the 96th Bombardment Wing, and General Bennie L. Davis, commander-in-chief of the Strategic Air Command. A crowd of 50,000-plus (with extensive statewide media coverage and some national coverage) evoked many positive comments about our new uniforms. The "99" on our scarves especially stood out when viewed from the rear.



Nema Masonhall (above center) is honored with a champagne and cake reception after Saturday night's banquet. With her are Dana Gibson and Mase Masonhall. Recipient of the Jimmie Kolp Award is Mary Ann Greer (at right).



SOUTH CENTRAL SECTIONAL

All suited up, 25 lucky 99s were privileged to enjoy high-speed taxi rides in T-38s at Sheppard AFB during the September 20-22 South Central Sectional in Wichita Falls, Texas. The rest of the participants toured RAPCON, the Physiological Training Center, and, most exciting of all, spent some time at the Runway Supervision Unit between the parallel runways at Sheppard. The T-37s and T-38s packed the pattern, flying in formation. The uninformed majority learned the real meaning of Euro-Nato Joint Jet Pilot Training from a visiting German general.

A hangar barbecue, business meeting and air show kept 99s moving at a good pace. Highlight of the business session was Jody McCarrell's report on the World Precision Flying Competitions.

The awards banquet, with presentations and speaker Tom Mott, was topped by door prizes for every member and guest present. Honorees at this section meeting included Charter Member Edwyna McConnell Thro; Lou Ellen Foster, founder of the Wichita Falls Chapter; and Oklahoma 99 Nema Masonhall, who was attending her 60th consecutive section meeting. After the banquet, the Oklahoma Chapter hosted a champagne and cake reception for everyone, in honor of Nema, a surprised and grateful lady.

It was quite apparent that the Wichita Falls Chapter had spent many long hours in preparations that paid off in a well-organized, enjoyable meeting.

by Norma Vandergriff



Jody McCarrell's presentation on the World Precision Flying Competitions highlights the business session.



Kim Williams, Lana Perry, Wanette Bergman, Penny Montgomery, Jackie Jennings, Jan Terrell, Micki Wright and Jolene Toman greet dignitaries at Dyess AFB.

We "did our thing" July 16 — again in uniform, but with shorts instead of skirts — by serving over 500 cold drinks provided by the Albany Chamber of Commerce to celebrate the grand opening of the new Albany Airport.

Jolene Toman, our 10,000-hour air traffic control specialist (also a 1,300-hour commercial, multi-engine, instrument-rated CFII) was featured in a four-column write-up in the September 14 *Abilene Reporter News* "Ups & Downs" column. It seems that someone on the staff felt the need of an article to portray the positive side of flying, and who better could be chosen than one of our very own — written by another of our own — aviation columnist Nancy Robinson?

Hers is a name to remember. Not only does she write her weekly column in addition to her regular full-time job, but she also averages giving two aviation programs per week in an effort to improve communications between the flying and non-flying public. She also has her own 30-minute aviation talk show each Thursday afternoon on a local radio station.

These are just some of the activities instrumental in Nancy being the recipient of the Distinguished Civilian Award from the 22nd Air Force.

The fall section meeting was attended by six of our nine members. The rest of us really missed something! We were awarded the first-place Governor's Award and the second-place Membership Award for our size category. We also received the second-place Certificate of Appreciation from International for our safety efforts.

by Penny Montgomery

Dallas Chapter

A "progressive" September meeting had members landing at three spots in one evening.

The first stop was for Chinese food, with all conversations on "go."

Next we navigated from the restaurant to checkpoint two — the tower at Addison Airport. Tower personnel welcomed us warmly, answered questions and presented detailed explanations of their work. We got a first-hand demonstration as a controller talked a lost pilot past two major airports, through everybody's airspace. She provided vectors and turned up approach lights while sixteen 99s tracked "our" blip on the radar screen. We all cheered when she touched down!

Seat-of-the-pants pilotage got us to destination Madeira, Dorothy Warren's new custom shoe shop. She served coffee and dessert while the crew conducted post-flight checks of purses, jewelry and shoes. All items passed inspection, and several went home with new owners.

by Margie Carter

Dallas Redbird Chapter

To roar or to soar — Redbird 99s love both! Fran Shelton, pilot of an L-19, had her first soaring experience in a sailplane with a 39-foot wingspan, and she found it very exciting. And Sharon Smith, a member of the Texas Soaring Association, is the proud new owner of a Mooney, which she says is a dream to fly.

The fall section meeting was entertaining and informative. Fran Shelton, Jessie Bilbo, Helen Wilke and Elizabeth Jordan attended, complete with husbands. They all flew their own planes to the meeting.

Bilbo flew their AT-6 in the Confederate Air Force show on Saturday. After the show, she gave Helen Wilke her very first ride in an AT-6.

Elizabeth Jordan chaired her first meeting in September, and she has a busy year planned for us.

Hazel Jones attended the Northwest Sectional in Boise, Idaho. She always attends, she says, because they are a tremendously fun and exciting group. This year, before the meeting, they took a three-day rafting trip down the Salmon River. Hazel said the scenery was beautiful and the trip was a terrific adventure.

by Margie Taylor

Golden Triangle Chapter

The chapter approached North Hills Mall in North Richland Hills to set up a 99 display. The Confederate Air Force and Tarrant Aero Association participated with us in four days of informative displays and video presentations. We sold chances on a flight tour or a first flying lesson, with profits going to USPFT. We didn't make much money, but we had a lot of fun and met many area pilots. Three student pilots indicated an interest in the 99s, and two of them — Julie Boffa and Mary Ann Bridges — have already attended meetings and activities.

Betty and Jerry Thomas flew their Cherokee to the South Central Sectional. Mary Wheelock, Winkie Fortune and Barbara Bethea, Helen Hill and John Robertson, and Beverly and J.C. Stephens drove. Winkie and

Barbara transferred from Florida Panhandle, and this was their first meeting in the South Central Section.

We planned a fly-in breakfast to Lake Texoma Lodge, but the weather would not agree. Every activity we plan brings rain! It even rained at Wichita Falls.

by Suzanne Frias-Counts

CHAPTER NEWS, ETC.

Houston Chapter

Our September meeting featured a salad supper and "For the Fun of It." Both members and prospectives enjoyed the slide show.

Nine members and four 49½ers traveled to Wichita Falls for the South Central Sectional. We were proud to win first place in Membership, first place in Air Age Education and third place in 66s, as well as winning the Travel Trophy. Our scrapbook, compiled by Dawn and Steve Anderson, was also a winner.

Ten members enjoyed a hilarious lunch with Jo Eddleman, who was visiting her mother in Houston. Jo, the author of *Cows on the Runway*, kept us entertained with her amusing anecdotes.

by Cathy Wappler



A crew from the Kansas 99s air mark Lamed.

Kansas Chapter

The August meeting featured a "Fun in the Sun" activity day. The meeting was held at the home of John and Carol Lanning, where we all enjoyed a delicious hamburger fry.

In lieu of our September meeting, we sponsored an eight-team Sunflower Rally "British Observation" race, September 27-28 in Hutchinson.

Sid Tucker, Don Yoder and Bill Rokiski conducted the Friday evening briefing, introducing the secret course in longitude and latitude. Once the course was figured, several observation points were also presented.

After receiving a thorough weather briefing

Saturday morning, each team figured estimated time and fuel to be used in the rally, and took to the air. Only one aircraft was unable to finish the course due to weather.

A banquet followed that evening at the Lakeside Country Club in Hutchinson, where trophies were presented.

by Debbie Klein

Lubbock Chapter

Members Suzanne Copeland, Jane Bartos and Mary Trusler attended the August 30 Sweetwater, Texas fly-in and open house. Along with Leslie Thompson, Nancy and Larry Vialle manned the 99 booth on Sunday.

The September 9 meeting was held at our newly-established Monday night time of 1900 hours. Angela, who represented us, reported on the International Convention. New 66 Rhonda Smith attended her first meeting, and Georgeanna discussed "Fueling Precautions and Safety."

Mary, Suzanne, Jane and Nancy also attended the Wichita Falls section meeting.

Angela and Pat were recently honored by the Women's Chamber of Commerce as Pathfinders in Aviation for the Lubbock area.

by Pat Cantrell



Oklahoma members listen attentively during the business meeting.



An intense Trivial Pursuit game absorbs Oklahoma 99s.

Oklahoma Chapter

Mark and Dana Gibson hosted our September meeting at their home in El Reno. Clinton Strong, MD and airmen medical examiner, spoke about drugs and flying. He also explained in depth the form a pilot fills out to obtain a US medical. Later, ice cream, cake and lemonade were served as the 99s met poolside and 49½ers opened football season on TV.



EL PASO CHAPTER Chairman Marsha Mascorro, Louise Austin and Didi Shaffer enjoyed an exciting trip to the South Central Sectional, traveling in Didi's Piper. During section activities, Didi rests on the wing of an AT-6.

Shirley Brown was appointed by the board to fill the remaining term of Phyl Howard, resigning vice-chairman.

The chapter hosted a champagne reception for Nema Masonhall, who attended her 30th consecutive section meeting in Wichita Falls. The cake was decorated in her colors of brown and turquoise. Nema recognized those at the party who also attended her first section meeting, including 99s Susie Sewell, Randy Hapgood, Broneta Evans and Rita Eaves. Also attending this year's section meeting were Mary Kelly, Asima Syed, Pam Jones, Kay Roam, Jodie McCarrell, Linda Hooker, Charlene Davis, Helen Moulder, Terry Neese, Lu Hollander, Norma Vandergriff, Shirley Brown, Poochie Rotzinger, Colleen King, Sue Halpain, Dana Gibson, Helen Holbird and Susie Mitchell, plus a great turnout of 49½ers.

Members receiving a ride in the T-38 from Sheppard AFB included Nema Masonhall, Poochie Rotzinger, Pam Jones, Rita Eaves, Colleen King and Shirley Brown.

by Nancy Smith

The advent of cooler fall weather with cloudless blue skies has triggered a return to the airport for many of our members. Instructor Eileen Anderson has kept busy giving BFRs, and also has launched another enthusiastic student on her way to becoming a 99.

by Helen Hewitt

Space City Chapter

Debby Rihn won first place in the women's competition at the Aerobatic Nationals, September 21 in Sherman, Texas. This won her a place on the US Aerobatic Team for the second consecutive time. She also will be going to Africa as a member of last year's team for an invitation contest October 2-20.

Several chapter members went to a party for Houston 99 Alice Bull on her 80th birthday. Alice just beamed all night and had a lovely time along with everyone else.

Maybelle Fletcher, Della Lynch, Judy Covin and Dottie Woods flew to Florida to attend an August 23 reception for Mike



Childress Air Race Classic stop timers include Kathy, Ima Jean, Chris, Virginia and Jannis.

Plains Aviation Safety Seminar at Amarillo College. Marsha Meredith's 49½er, Bob, was chairman. CAP cadets hosted refreshments and ushered seating for over 140 registered guests.

Joann Hodges, Kathy Landreth, Frances Scroggs and Delphine Bohn attended the section meeting, brought back several awards and are now working on a 99s display for placement in a prominent Amarillo facility.

Two members flew a life-flight mission from Texhoma to Dallas. The child has now had a kidney transplant and is doing great.

Ann Crpuch and Peggy piloted an aerial photography session over our unique Palo Duro Canyon State Park, and Chairman Joann knitted a beautiful 99 sweater, won by Mary Eda Laing at the section meeting.

by Mary M. Vermeulen

CHAPTER NEWS, ETC.

Purple Sage Chapter

A surprise party celebrated Chairman Priscilla Barbee's newest rating — grandma! Her first granddaughter, Dianna Michelle, was born in August.

We honored 99-year-old Virginia Hoffman with an Appreciation Certificate for her many years of interest and involvement in aviation.

Combining efforts with the local aerobatic club, we co-sponsored a static display in September, featuring the incredible C-5, F-4 and F-15. Despite rain, approximately 6,000 people came to tour the monstrous C-5 they have seen in our skies lately.

Wichita Falls Chapter provided an unforgettable weekend for five of our members at the section meeting. A high-speed taxi in the T-38 aircraft used at Sheppard AFB, a wild bus ride and so much friendliness, combined with the unexpected awards we received, were among the highlights of the two days. It was our first chance to wear our new chapter T-shirts.

by Betty Jones

Shreveport Chapter

Our chapter is very happy to announce that Renee Sharp passed her ATP captain's ride earlier this month, and is now flying left seat in the Gulfstream for Royale Airlines!

Our air marking chairman, Betty Moss, can be very proud of her first air marking project. Several of our members journeyed to Couchhatta to mark the finished product, also enjoying lunch courtesy of the local Police Jury.

Our instrument ground school has reached the halfway point, and we highly recommend this as a worthwhile chapter activity. Learning in an atmosphere of conviviality is a fine way to upgrade.

Mary Jo Voss had to travel all the way to Des Moines, Iowa to revalidate her instructor's rating. She has generously taken time off from her duties as ground instructor for Royale Airlines to teach the meteorology section of our instrument ground school.

Lounge, hosted by his wife, Kitty Havens. Mike was a crew member on the flight launched Tuesday, August 27. We wanted to see the flight, but the elements and computers just didn't seem to cooperate.

by Della Lynch

Texas Dogwood Chapter

During the August fly-in meeting at Longview, Chairman Jan Maxwell related all the fun and games and serious business from the International Convention. Her enthusiastic spirit was contagious as plans were made for the months to follow.

Members sponsored a fly-in pancake breakfast September 14 at Gladewater. The occasion met with a fine response, and we added more money to fill our coffers. Most of all, it was fun.

We welcome Mary L. "Rita" Weese to our chapter. A 99 formerly from the South Louisiana Chapter, she also was an FBO in Fairhope, Alabama for several years. She helped with the National Precision Flight Competition this year and is presently teaching second grade in Cannon Elementary School in Quinlan.

by Elaine White

Top of Texas Chapter

Everyone was work-involved with the Amarillo Air Show. Ima Jean Huff and her 99 staff were busy greeting the performers, as well as manning the information booth and the VIP reception and dinner at the Civic Center. Mary Vermeulen and her staff were responsible for our air show sales booth. Sid Thompson of Morgan Buildings donated the use of a building to display and store our sales items, including pins, inflatable airplanes, hats and T-shirts. Dick Gwyn designed and produced the official 1985 air show pin for us to sell, and K-Mart supplied us with sacks. We worked hard, had fun and recruited for the 99s.

Our chapter co-sponsored the FAA/High



Top of Texas 99s work at the Amarillo Air Show.



Tulsa Chapter

Members had a big decision to make the weekend of September 21 — to attend the South Central Sectional in Wichita Falls or the annual fly-in at Tahlequah.

Chapter Chairman Melissa Whitehead chose the section meeting, and her ticket was drawn for a high-speed taxi ride in a T-38. The controllers we watched called the rides "zero petticoat." Tiana Pickle, Cheryl Sloan and Charlene McCullough joined Melissa for a game of after-banquet hop-scotch in the hotel lobby. Carol Thompson enjoyed the private air show, especially the beautiful Corsair doing aerobatics. Ron McCullough and Bill Landrum accompanied their wives on the trip, and we all breathed a sigh of relief when the Cessna 172 that landed on the T-38 runway of Sheppard Air Force Base was flown by a non-99.

The annual AAA fly-in at Tahlequah is our major fund-raiser for the year. All members not in Wichita Falls were supposed to report for very active duty to serve lunch. Mary Alice Baldwin chaired the committee that provided plate lunches for over 300 people. Lee Duncan provided an experienced hand, while 66 Cheryl Potter arrived in her father's C-172 with gallons of cole slaw. Kathy Knott cooked some of the pinto beans, a change of menu from the usual baked beans.



Charlene McCullough, Ozelle Landrum, Tiana Pickle, Cheryl Sloan and Carol Thompson (above) enjoy the air show at the section meeting, while Mary Jordison (below) sells hot dogs at the Tahlequah fly-in.



New student pilots attending their first meeting in September were Perre Montgomery and Ingrid Kelley. The program was presented by Bob Richardson, an FAA designated airworthiness representative, who discussed the pilot's role in maintenance of aircraft.

by Janet Minnerath



WACO CEN-TEX CHAPTER Chairman Helen Jessup recently made a blood flight from Waco to Kerrville, and received a lifesaving certificate from CAP. She also received the Female Member of the Year award at the Texas Wing Conference.

Wichita Falls Chapter

Our chapter is still experiencing the exhilaration of seeing months of planning and work come to a close with a successful section meeting. When the first 99s and 49½ers from other chapters started arriving by car and plane, it was very gratifying to the hostesses. We renewed old friendships, made new friends and continued our efforts to make the meeting enjoyable for our guests. Section meetings are a wonderful way to learn more about our organization and to get new ideas from other members.

We began with a trip to Sheppard AFB, including a tour of RAPCON (Radar Approach Control), the RSU (Runway Supervisory Unit) and high-speed T-38 taxi rides for 25 of our guests. We had a hangar party and barbecue that evening with a Corsair on display and entertainment by the local Ballet Folklorico.

Saturday morning was reserved for business meetings and the sale of items by various chapters. We attended an air show in the afternoon (the weather finally cooperated!), which included formation flying, an ag plane demonstration, fly-overs by the Corsair that was on display at the barbecue and aerobatic flying.

Our section meeting ended with the Saturday night awards banquet, and a reception for Nema Masonhall (this was her 60th consecutive sectional!), with breakfast and a weather briefing Sunday morning.

by Betty Kidd

Mary Eda Laing "poses" for the photographer while she, Eugene and Leanne Bush, Dorothea James, Linda Colwell and Bob Hayes serve barbecue at the South Central Sectional.



Wildflower Chapter

Five of 13 members of the chapter attended the fall section meeting in Wichita Falls. Chairman Margaret Chessher, Greta Greb, Kristina Campbell, Pat Wright and Jane Smith were accompanied by 49½ers Ben Chessher, Charles Greb, Bob Wright and Truman Smith.

The chapter participated in the 99 marketplace with handmade "Air Bears." Of the five attending, four made high-speed taxi rides in Air Force T-38s.



Greta Greb and Pat Wright visit with Linda Colwell at Sheppard Air Force Base.

SOUTHEAST SECTION

Blue Ridge Chapter

Gatlinburg, Tennessee was the setting for the fall section meeting, and six chapter members attended. A rousing, but informative, business meeting before lunch was followed by a delightful banquet on Saturday.

We have had a very busy summer as most of us attended the NPFC in June, International Convention in July and WPFC in August. Six members were active as judges and stewards, and Caroline Grubbs and Bonnie Gann came in second in the ARC.

by Tence Rhea



Blue Ridge Chapter members Dot Penney, Madeline Smith, Tence Rhea, Louise White, A. Lee Orr and Janice Barry enjoy the section meeting.

Carolinas Chapter

Our new chapter chairman, Louise Smith, has scheduled meetings every other month including conflicting times with section meetings and International Conventions. The dates of meetings after the first of the year show locations in South Carolina with likely hot landing contests and meetings with an airlight builder, and then North Carolina in March at our always popular zoo.

by Page Shamburger

Florida Spaceport Chapter

August and September have been hectic and satisfying months for our chapter. The close proximity of the WPFC meant the opportunity for many of us to participate above and beyond the call of duty as reception room staffers, checkpoint gatekeepers (in the rain) and even landing judges when the need arose. All who participated deserve a large amount of applause, but special thanks go to our own Bonnie Gann for rounding up the volunteers and arranging for the rental of competition aircraft, and to Rosie Jones for signing and making those beautiful banners carried by all the Girl Scouts she

I and Thelma Johnson, Phase IV.

Betty Skelton Frankman's "Little Stinker" — the original Pitts Special experimental biplane — has been donated to the National Air and Space Museum of the Smithsonian. Betty won numerous competitions with this plane.

Mary Webb, coordinator for the Central Florida American Medical Support Flight Team, held a meeting in Lake Wales, attended by members Mary Fletcher and Barbara Sierchio.

by Barbara Sierchio

Middle Tennessee Chapter

Linda Dickerson, a former member of the Chicago and Lake Erie Chapters, is chairman of the Middle Tennessee Chapter (Nashville). The chapter, which has been inactive for some time, held its first meeting September 22 at Music City Aviation, Nashville Metro Airport. Dickerson presented an overview of the 99s. Many who attended are student pilots interested in joining.

Admiral Donald Engen, FAA administrator, was quoted September 19 on his arrival in Nashville for the NASAO Convention. Engen, who presented the keynote address at the

Arizona Sundance Chapter

Guest speaker at our September meeting was Tim Daley of the Desert Sportsmen and Pilots Association. He outlined the DSPA Air Show objectives and the job the 99s will do at the show, which will be October 26-27 at Deer Valley Airport. Some proceeds of the show will go to Make-A-Wish Foundation, an organization that helps fulfill wishes of seriously ill children.

Pat Moreland took first place in the Mid-Summer Air Rally at Rialto, California.

by Kay Kohler

High Desert Chapter

"Imagine a 99 blue sky; air as smooth as a newly-waxed airplane; a comfortable temperature with no wind; a fresh, clean park situated beside the approach end of a runway in use; a pond with ducks quacking a friendly welcome; large covered picnic tables; the aroma of freshly cooking potatoes and bacon over a campfire in the open air; and most congenial hosts, 99 Shirley Williams and 49½er George." Now you have an inkling of what greeted us for our September 14 fly-in breakfast at Apollo Park, Lancaster, California. That was how our meeting started, as described by Chairman Margaret Bolton. "In addition, we were provided a gourmet meal with homemade jelly, muffins and other items too numerous to mention."

A pennies-a-pound fund-raiser is being planned for October in conjunction with the Apple Valley Airport.

by Linda C. Enyart

Los Angeles Chapter

Former chapter member Jean Pyatt has been with the National Transportation Safety Board in Los Angeles for a number of years. She has been appointed as investigator in charge in the Bureau of Accident Investigation in Washington. She will direct the work of the Safety Board's renowned aviation accident "go-teams" that are dispatched to crashes throughout the United States.

Mary and Jim Firth vacationed in Morro Bay early in July. They visited Dorothy Limbach's photograph in the State Park Museum (wonder if Dorothy knows it's there?), and came home through smoke from fires at San Luis Obispo and Ojai. Mary has been active in amateur astronomy groups for many years. She is very experienced and especially busy during the viewing of Halley's Comet. She has been mentioned in a number of newspaper articles as a source for information on sighting the comet.

Sandra Morgan spent two weeks, full-time including weekends, in mid-June re-covering a 1934 Boeing Stearman as a volunteer at Aircraft Fabric Company. She reports her reward was an invitation to help with the restoration of an N-3N this fall.

And Marilyn Twitchell recently flew Papa Tango with Jean Pyatt to the East Coast.

by Sally LaForge

Marin County Chapter

Our members have been seen in some pretty interesting places lately. Anne Silverman was aboard the *USS Enterprise* for Dependents' Day Cruise '85. CVN-65, affectionately known as the "Big E," is the world's first nuclear-powered aircraft carrier. Anne and 49½er David boarded the ship at

CHAPTER NEWS, ETC.

traveled for the parade in Kissimmee.

The leadership of our chapter changed on September 14 as the newly-elected officers were installed. Rosie Jones is the new chairman; Gail Delp, vice-chairman; Pam Palmer, secretary, and Barbara Selwitz, treasurer. Each received a handmade sewn badge denoting her special duties, courtesy of Carol Gosling, outgoing chairman. Entertainment was provided by 49½er Gail Delp's lively review of *Yeager*.

by Martha Loss

Florida Suncoast Chapter

We sponsored FAA Safety Meetings in Clearwater and St. Petersburg, as well as a long companion seminar at the University of South Florida, St. Petersburg Campus, in September. To open the seminar, Chairman Mary Fletcher gave a brief history of the 99s. I introduced instructor Ann Werly, designated FAA flight examiner. The four-hour course was enthusiastically received, covering basic instruments and controls of the plane, reading sectional charts, radio communications, navigational aids and emergency procedures. Certificates were sent to 27 participants.

Ann was recently presented an award as 4 FAA Accident Prevention Counselor of the Year for the Southeast Region. Only three of these awards were given in the region. Members continue to work on the FAA Wings program, with Eloise Williams earning Phase

Werly instructs at a recent Suncoast Flying Companion Seminar.



opening lunch, was given a "Nashville Niceities Basket" (a wicker basket full of Nashville products) as a welcome gesture from the chapter. Elizabeth Matarese, Potomac Chapter, attended the convention as a representative from Maryland, and she assisted Linda at the 99/USPFT exhibit booth.

At the Southeast Sectional, September 27-29 in Gatlinburg, Linda Dickerson presented an overview of the 1985 WPFC, along with a graphic presentation of the 16 teams at the World meet.

by Linda Dickerson

Mississippi Chapter

The September 14 meeting was held in Clinton. Hostess Caroline Cheek treated the members to lunch at her home. Present were Anne Fillmore, Martha Bowling, Bernice Kelly, Mary See, Glorice Wills, Jerry Sumrall, Caroline Cheek and Helen Drane, as well as soon-to-be-66 Jeanette McCaffrey, Brookhaven, and 49½ers Jay Cheek and Steve See.

The meeting was a planning session for the USPFT Rallye to be held in Brookhaven in October. Members were given posters and information sheets to be placed in various airports. They were also asked to distribute news releases to their local newspapers, radio and television stations.

Special guest was Suzannah Patterson, speech and communications instructor with USM. Suzannah advised us how to deal more effectively with the various media in order to achieve the best results from our publicity efforts.

Also on the agenda was a budget report by Jerry Sumrall, treasurer, and a brief discussion of the Amelia Earhart bust to be dedicated in Meridian in November.

by Helen Drane

SOUTHWEST SECTION

0445 for a full day at sea, witnessing full-scale operations from the flight deck to the mess hall. Of course, the most exciting events centered around the aircraft launchings via steam catapults. Landings were a real thrill to watch, also! And coming in under the Golden Gate Bridge was spectacular.

Speaking of landings, LaVonne Boyle greased a CAP T-34 into Smith Ranch Airport for static display during the Smith Ranch barbecue in September. Versatile LaVonne had also squeezed all the lemon juice for the "Old-Fashioned Lemonade Stand" the chapter set up. Will McGuinness, Lyn Thompson, Anne Silverman and Peggy Williams were on hand with the educational display focusing on women in aviation.

The next weekend, Peggy Williams, Will McGuinness and LaVonne Boyle judged the spot landing contest at an FAA safety seminar at Gnos Field. Anne Silverman was at the Reno Air Races (as a spectator, and Lavonne hasn't forgiven her yet (it was the first time in seven years she had missed them).

We heartily welcome three new members — IFR student Jeanne Ringwalt, Susan Fraser, a member of the County Airport Commission, and Elaine Bull, who transferred from Santa Rosa Chapter.

by Anne Silverman



Marin County Chapter Chairman Anne Silverman (on the flight deck above) tours the USS Enterprise, the first nuclear-powered aircraft carrier in the world. It can carry 100 aircraft and steam faster than 30 knots. From keel to mast top (below), the "Big E" is 25 stories tall.



Marin County Chapter Vice-Chairman LaVonne Boyle provides a CAP T-34 for static display.

Mission Bay Chapter

Chairman Anne Bledsoe is pressed to schedule activities when the majority are in town!

Secretary Isabelle Hale's extended cruise included Norway, Sweden and Finland. A past president of the WASPs, she helped the Confederate Air Force pay tribute to veterans, flying in a B-25.

Becky McSheehy, also active with the southern California WASPs, recently journeyed to New England, the Pacific Northwest and the Greek Islands.

The chapter donates toys to the Child Abuse Prevention Foundation, and Isabelle and Marjory Brown are active in the auxiliary. Marj commutes from Montana and Honolulu!

Virginia Renn, Alicia Quivey and Boo Bergman dodged the raindrops to Scottsdale for the section meeting, luncheon hops, Bullhead City and Page, Arizona — all have been visited by 25G.

Aileen Mellott recently enjoyed the Kennedy Space Center, and Jan Gammell helps at the clinic in Guaymas when she flies medical teams. Some of her other flights include Florida, Arizona and Colorado.

Newest member Jennifer Lefler is an operations inspector at the Flight Standards District Office, and she has now earned a type rating in a Swearingen Metro Liner.

by Anna "Boo" Bergman

Mt. Shasta Chapter

Another compass rose blooms in Redding! Benton Airpark has a new "rose," 80 feet in diameter, that is the reverse of the one we did at Muni. Because the asphalt was older, this one took less paint.

Many a comment was made that we need a roof to paint next!

by Bev Tickner

Orange County Chapter

Our August meeting was held at McCormick's Landing at Orange County Airport, featuring Ted Bernez, Coast TRACON, who enlightened us on the proposed El Toro ARSA regulation.

The chapter had a very busy summer with some attending the Baltimore Convention, others traveling in Europe, Mexico, Washington and other western states.

Now we are back into our fall routines with a business meeting September 5 at Bev



Dr. Victoria Duca, aerospace education consultant from Colorado and prospective 99; Dr. Hope B. Isaacson, Minnesota Chapter vice-chairman and president of the University Aviation Association; Dr. Mervin K. Strickler, Jr., World Aerospace Education Organization; Terry Herron, Minnesota Chapter chairman, and Diane Cozzi, Chicago Chapter, at the Great Lakes Region Civil Air Patrol Aerospace Education Conference, University of Notre Dame.

the 99 news

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Beginning... and ending a good paint job — the compass rose at Redding.



men's house and the regular meeting at Carmine Creek Clubhouse in Newport Beach. The September 11 meeting began with a social, followed by dinner. New Chairman Marje introduced committee chairmen, who outlined next year's activities. Linda Barker has passed her instrument checkride.

by Mary Lee Mershon

San Gabriel Valley Chapter

Marge Harper and Mayumi Kato became members when a potluck dinner was held at the home of Margaret and Dave Lawson in September. Joan Winter was awarded the chapter scholarship, and Amanda Whisenand won the drawing for a radio. Chairman Claire Kopp outlined plans for the year.

by Eve Hunt

Siskiyou Chapter

Our monthly meeting was September 7 at Weed Airport. Plans were made to air park some of the airports within our county, starting with Weed. Chairman Mary Ann Wetherby said Dene Abot-Fence and Mary Fence dropped into Weed Airport on their trip home to Fresno for the Palms to Pines Air Race. Dene is chairman of the Fresno Chapter. The Weed Elementary School had a field trip to the airport as part of their study of aviation. Mary Ann and Dee Thurmond showed them around the airport and discussed flying. The field trip is now an annual event for the children. Dorothy Reed has reactivated the Siskiyouer, our chapter newsletter.

by Virginia Raffaelli

Utah Chapter

Our 10th annual Density Altitude Clinic, July 20 in Wendover, Nevada, demonstrated the effects of temperature and altitude on aircraft performance.

A handful of 99s spent a long, hot day as we air marked Springville-Spanish Fork. The 30-foot letters were our first attempt at using a sprayer rather than the traditional rolling on of paint. After some frustrations, we finally found it to be much more efficient.

Labor Day weekend found most of the same 99s back in the sun, working at the Confederate Airshow. We had a photography booth where kids (young and old) could dress in vintage uniforms for a photo with their favorite aircraft in the background.

by Carol Clarke

Sylvia Allred assists APS Sam Aaron as he measures takeoff distances at the Utah 99s Density Altitude Clinic.



NOTAM

An author writing a book on women in aviation, 1900-1940, for the Smithsonian Press would like to talk to or interview anyone who knows, knew or has any information on the following individuals:

- Ruth Bridewell
- Laura Bromwell
- Bessie Coleman
- Amelia Earhart
- Ruth Elder
- Viola Gentry
- Annette Gipson Way
- Mary Haizlip
- Laura Ingalls
- Opal Kunz
- Ruth Nichols
- Blanche Noyes
- Ruth Law Oliver
- Phoebe Fairgrave Omlie
- Neva Paris
- Harriet Quimby
- Elinor Smith
- Marjorie Stinson, et al
- Louise Thaden
- Bobbie Trout
- Vera Dawn Walker
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Purple Sage 66 Paula Gauthier came to her first section meeting well-prepared. A recently-soloed student pilot, she brought her ground school books along and spent free time studying.

The Pilot's Ten Commandments

I Beware of the intersection takeoff for, verily, the runway behind thee and altitude above thee are no more than another hole in the head.

II Tarry not on active runways, for mad confusion may result, causing thee to make like a chopping block.

III Ignore not thy checklist, for many are the switches, valves and handles waiting to take vengeance upon thee.

IV Look to thy left and to thy right as thou journey through the sky, or thy fellow pilots will surely buy beers for the widow and console in other ways.

V Buzz not, for this incurreth the wrath of thy wrath of thy neighbor and bringeth the fury of the FAA on thy head and shoulders.

VI Takest the measure of thy fuel for, verily, a tank full of air is an embarrassment at 10,000 feet. Yea, and even more so on departure time.

VII Push not through the scud lest the Angel Gabriel be waiting on the other side.

VIII Trifle not with the thunderstorms, for thy wings and tail feathers are like to be shorn from thy sky chariot, and thyself be cast about the firmament.

IX Be wary of weather prophets, for the truth is not always in them.

X Check frequently thy airspeed on final, lest firmament riseth up and smite thee.

NEW ITEM — WINGS RING

100% solid sterling silver, handcrafted in a beautiful, distinctive, petite style. Wings with official 99 emblem in 18K gold raised over the contrasting antiqued sterling silver sings. Ring and bracelet, \$55 each. Send ring size. Intermountain Chapter, Dorothy Fowler, Rt. 1, Box 358, Spokane WA 99204.



Air Racing News

Mile High Air Derby

Twenty-four entries promised to make the second annual Mile High Air Derby an exciting experience. Although weather made the derby a touch-and-go proposition, contestants were ready for the inspection and impound September 20 at Front Range Airport, Watkins, Colorado. The race committee, inspection crew and racing teams completed inspection, and aircraft were impounded and secured by a local CAP cadet/senior squadron. Inspection and impounding were coordinated by Anelladee Spencer and Mary McKillip. Race entries and registration were handled by Linda Horn.

The race briefing, opened by Race Chairman Nancy Aldrich, included a weather picture (which did not look good) and a safety talk by Cathy Jones, FAA, a Dallas Redbird 99. Race rules and fly-by procedures were reviewed and questions answered. After the scoring procedure was explained by Jan Clemen, race co-chairman, derby teams were free to rest and enjoy facilities at the Holiday Holidome. Both hotel and banquet arrangements were coordinated by Anita Hessin.



First-place Back to Basics winners are Lee Gruenfeld and Andy Mazzarelli.

Back to Basics Air Race

The Los Angeles Chapter held the third annual Back to Basics Air Race September 7. This 300-statute-mile round robin was designed to test the piloting skills of both pilot and navigator, as well as the speed of the airplane. Crews are given the course and must take off within a half-hour. All but minimum FAA required flight instruments (altimeter, airspeed and wet compass) are prohibited. We have finally devised an easy method of covering instruments and radio navigation equipment.

Many thanks go to Bushnell for again donating the binoculars and sunglasses as trophies. They are greatly appreciated.

by Sally LaForge

BACK TO BASICS AIR RACE WINNERS

1	Lee Gruenfeld/Andy Mazzarelli	PA 38-112	+7.1830
2	Jacque Sprague/Terri Manriquez	C-172	+6.8140
3	Mardell Haskins/Melody Rich	PA 38-112	+6.4879
4	Jean Schiffman/Margo Alden	C-150	+5.0769
5	Marty Jacobson/Jan Morgan	Siai Marchette	+0.1720

The 0700 departure time September 21 was delayed due to poor weather conditions. By eliminating one race leg and obtaining pertinent LaVeta Pass pilot reports, the race started at 1145 with takeoffs every two minutes. No problems were encountered by Pat McFarland, who coordinated the race course and fly-bys. Timers and officials were ready at the Las Animas City and County Airport, the Alamosa (Bergman Field) Airport and at Taos, New Mexico (the modified course), and found the fly-bys outstanding. Pikes Peak Chapter members assisted with the fly-bys. Only two aircraft were unable to complete the full course.

After arrival at the Taos Airport, racers were greeted by race officials and the welcoming smell of sizzling hamburgers prepared by airport personnel. It was exciting! The learning experience itself was especially great for first-time racers — whether or not a winner as far as the records would show, you had completed the course!

While the scorers were preparing the race results, there was time to get ready for the awards banquet. Hosted by Adolph Coors Company, Golden, Colorado, at the Kachina Lodge in Taos, the banquet was enjoyed by all the racers and officials. The winners were announced, the prizes distributed and, while some were not high-scoring winners, they were still all winners. The first-prize winner received \$1,000, with \$500 for second and \$300 for third. Other winners received leg prizes. Cash prizes were presented by the Colorado Chapter; the leg prizes were donations made by many supporters of aviation and the 99s.

by Phyllis J. Kramer

Women's European Gliding Championship

The fourth Women's European Gliding Championship was held June 30-July 14 in Yugoslavia. Competition was in Standard and 15m-FAI class. Aero Club member Ivan Saric from Subotica organised the event for women representing nine European countries.

Subotica is a town in the northeast part of Yugoslavia, just six miles south of the Hungarian border. This area is flat and well-known as a good terrain, especially for thermal updrafts. During the three-week competition and training, they had only one non-flyable day because of weather.

The longest task was a triangle of 518 kilometers (324 miles), and only one of the tasks was shorter than 300 kilometers (187 miles).

The youngest competitor was 20 years old, and the oldest, 50. Variation in flight experience was similar.

Women that were in competition for the first time were accepted in a "Witch Association," in a very symbolic way. It is a pity that no women from other continents were present.

The best in Standard class were Christine Moroki and Marie Gavaret from France, flying Pegasus gliders. Hungarians Maria Bolla and Eva Daroczy were just behind them in Jantars. The best in the 15m class was Gisella Weinreich from Germany, flying a new LS-6 glider.

The competition was completed with the marriage of Maja Schwarcmembach.

by Mirjana Ivanovic

WOMEN'S EUROPEAN GLIDING CHAMPIONS

PLACE	PILOT	STATE	SAILPLANE	CONT	NO	SCORE
1	Gisella Weinreich	D	LS-6	WX		7671
2	Georgette Litt	B	VENTUS	IT		7424
3	Kyzivatova Marie	CS	VENTUS	7F		7300
4	Gudrun Emde	D	ASW 20	MD		7266
5	Monika Richter	D	ASW 20	UM		6995
6	Petra Zimmermann	D	ASW 20-L	ZP		6890
7	Toivonen-Renner Teresa	S	ASW 20	71		6877
8	Iiona Benke	H	JANTAR ST3	33		4901
9	Judit Pollerman Zambone	H	JANTAR ST3	24		4830
10	Ingrid Blecher	D	VENTUS	JB		4077
11	Ludmila Sweifel-Thury	CH	VENTUS	LM		2869

MILE HIGH AIR DERBY WINNERS

1	Pauline Mallary, Georgia	'71 Beech Sundowner	23.161
2	Lucile Bledsoe, Colorado	'81 Cessna 172	16.521
3	George Athans, Illinois	'78 Grumman Cougar	16.427
	Margaret Ringenberg, Indiana		

Reno Air Show and Race

Twenty-three airplanes and 55 Ninety-Nines and friends from the Orange County Chapter flew to Reno for the air races September 13 to witness one of the greatest air shows in aviation history.

A record-breaking crowd of 125,000 people from all over the United States watched Art Scholl, Bob Hoover, the Christen Eagles and many others perform. Most of us had the opportunity to go into the pit and have our pictures taken with our aviation heroes.

It was tragic news for all of us to learn that Art Scholl was killed the day after the races while shooting a film off the coast of San Diego. Everyone related to the world of aviation will miss him.

by Mary Lee Mershon



Bonnie Whitman, Hildegard Moeller and Joan Hill visit with Charlie Hilliard, captain of the Christen Eagle team.



A group of 99s enjoy the air show.

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