

# ***the 99 news***

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 12

DECEMBER 1985

NUMBER 10



# Letters

## to the EDITOR

Dear Editor:

As the 99s lead in the aviation field with a vested interest in the future of students and graduates, I would like to advise you of the opportunities available in Naval aviation. Immediate openings in the best aviation training program in the world are available now.

Aviation goals have tripled in as many years, and the Navy is looking for those qualified young men and women who have the right stuff. I would appreciate your assistance in making this immediate opportunity known to your members. A prompt call to a local Navy recruiter, or toll-free, 800-327-NAVY, can open the door for qualified graduates. More than 600 positions are available now.

— Commodore M.C. Colley  
US Navy Recruiting Commander

Dear Ninety-Nines:

As captain of the 1985 United States Precision Flight Team, I would like to extend my greetings and congratulations for a job well done in Kissimmee. All of you made the World Precision Flight Competition a great success. As a previous team member and competitor in former World Competitions, I can say without a doubt that this event has rivaled all the previous contests. All of the foreign competitors that I talked with also expressed this same feeling.

I would also like to take this opportunity, on behalf of the United States Precision Flight Team, to thank you for the honor and privilege that you gave us to represent the United States in World Competition. Without your support that enabled us to compete, I know that we would have been unable to do as well as we did.

To "General" Jones and her staff, all of you 99s, we hope that your continued support for a most worthwhile endeavor will only help to support and strengthen general aviation.

— Joe R. Poerschke

Dear Editor:

We are accepting applications from qualified aviation personnel in the areas of aviation administration, aircraft maintenance, aerospace psychology (human factors), jet aircraft and turbine helicopter pilots. Our immediate openings are for the following positions:

- CHIEF PILOT
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Qualified women and minorities are encouraged to apply. All inquiries and resumes should be directed to my office. Applications may be requested at any time. US citizenship is required of all applicants.

— Pamela Menges, RAIL  
2196 N. Bend Rd., Cincinnati OH 45239

Dear Editor:

I enjoyed your "Out of the Blue!" in the October issue. One method I use to make sure our "Chapter News" is timely is to announce my deadline during the chapter's business meeting. I include only happenings from the most recent month. I will not include anything from the previous months unless there is an overlap, such as the CFI Clinic March 31-April 1. For a while I was going out of town at the end of every month, so I gave the chapter an earlier deadline than you give the reporters.

— Janet Minnerath  
Tulsa Chapter

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# the 99 news

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VOLUME 12

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## Out of the Blue!

It's the time of year for rushing around Christmas shopping, catching up on all the details of the holiday season. Take time to be extra careful when flying, though. That's the one time *not* to be in a big rush — when you are preparing for a flight.

Exciting news this issue... the 99s have been issued a challenge by International Board Member Pat Roberts and 49½er Sheldon. See page 15 for full details on this tremendous financial boost to the Headquarters Building Fund. Now that the challenge has been issued, it's up to the membership to jump on the bandwagon and get the job done — something 99s are noted for.

And there's a new fund-raising twist detailed on page 13. Learn how you may purchase a novelty deed to a piece of the Amelia Earhart Birthplace.

In the next issue of *The 99 NEWS*, look for a complete update of the Resource Center and Archives at International Headquarters.

Remember that the January-February issue of the magazine will be in the mail February 1. Deadline for the issue is December 31. Notam to "Chapter News" reporters: include your holiday activities in the report for the January-February issue.

One last word — have a fulfilling holiday season... and fly carefully!

by Lu Hollander

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# Calendar

## 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; reservations deadline, November 25.

**December 8: 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** form 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 International AE Scholarship Committee Vice-Chairman Carolyn Schmalz.

**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 11-13: 21st annual Southeastern Airport Management Seminar**, Auburn University, Alabama. Contact James R. Wilbanks, Engineering Section Service, Auburn University, Auburn AL 36849, (205) 826-4370.

**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**, Kits, \$4, June Leach, 1005 Tularosa Ave., Orange CA 92666.

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

**April 25-26: New York-New Jersey Sectional**, Marriott Hotel, Sandia River.

**April 30: The 99 NEWS deadline** for June issue.

## MAY

**May 2-4: South Central Sectional**, Omaha, Nebraska.

**May 9-11: North Central Sectional**, Hyatt Regency Hotel, Lexington, Kentucky. Contact Skip Gumbert, 3337 Lansdowne Dr., Lexington KY 40502, (606) 277-7118 or 277-0510.

**May 30: The 99 NEWS deadline** for July-August issue.

# New Ratings

## MIDDLE EAST SECTION

**Mary Poteat**, Washington, D.C. — IFR

## NEW YORK-NEW JERSEY SECTION

**Cheryl Pappa**, Garden State — IFR

## NORTH CENTRAL SECTION

**Karen Acker**, Chicago Area — IFR

**Jo-Ellyn M. Ryall**, Greater St. Louis — IFR

## NORTHWEST SECTION

**Kristi Alken**, North Dakota — COMM, IFR

## SOUTH CENTRAL SECTION

**Carole Burke**, Arkansas — IFR

**April Shurgar**, Arkansas — IFR

**Barbara Lee**, Houston — AMEL, CFII

**Clara Pace**, Texas Dogwood — AMEL, CFII

**Stephenie Roberts**, Texas Dogwood — COMM, IFR, CFII

## SOUTHEAST SECTION

**Ruby Dickerson**, Alabama — CFII

**Betty Dodds**, Florida Gulf Stream — ATP

**Dottie Westby**, Florida Gulf Stream — ATP

## SOUTHWEST SECTION

**Terri Manriquez**, Long Beach — IFR, ASES

**Jean Schiffmann**, Long Beach — AMEL

**Tracey Tanouye**, Long Beach — COMM

**LaVonne Boyle**, Marin County — COMM

**Pat Pearson**, San Joaquin Valley — AMEL

# GIFTS TO HEADQUARTERS

## World Precision Flight Team Memorabilia

Hazel Jones

## Convention Fund

Oregon Pines Chapter

## Building Fund

AOPA Air Safety Foundation

Mardo Crane, *Santa Clara Valley Chapter*

Barbara Engel, *International Headquarters Secretary*

Harriet Fuller, *Eastern New England Chapter and International Board of Directors*

Lu Hollander, *Oklahoma Chapter*

Gene Nora Jessen, *Idaho Chapter*

Delores "Dodie" Jewett, *Lake Erie Chapter*

Kyung O. Kim Lee, *Member at Large*

Virginia Oualline, *International Headquarters Archivist*

Velma Schram, *Southeast Section*

Susan Tarabetz, *San Joaquin Valley Chapter*

Kathleen Walton, *Clear Lake Chapter*

Greater Seattle Chapter

Michigan Chapter



# THE PRESIDENT'S MESSAGE



by International President Hazel Jones

Elsewhere in our magazine, you will find an announcement about the RACE FOR SPACE. It is quite an exciting race, one in which I hope all of you will participate.

Sheldon and Pat Roberts have challenged the 99s to a contest. They have agreed to match up to \$50,000 in funds, all that we raise from now until Convention in Hawaii next August for the Headquarters building. This simply means that, for every \$100 donated to the fund, it will be like giving \$200.

We were in the middle of our fall Board meeting when Pat and Sheldon had the conversation on the phone that electrified the Board. Many suggestions were forthcoming on how best to reach this \$50,000 goal between now and next August. It was decided that we would adopt the RACE FOR SPACE slogan. We would ask Mary Fletcher to design a rainbow with a pot at the end, and we would "race up and over the rainbow" to the ultimate and happy conclusion.

All of the Board will be calling on all of you to participate in this activity. It is hoped we can have chapters vying with each other to see who can do the most. A VIP auction in Hawaii is planned with

proceeds going to the fund. We are even trying to find Mr. Shuttle to see if he can come to Hawaii and be there with his shuttle as it comes in for a successful landing into the pot of gold.

Your entire Board has made a pledge to the fund, and that is called leadership giving. Only the dream of being *THE* Resource Center for women in aviation makes all this discussion about money worthwhile. We will be calling on you who have not given, but really intend to. We will be calling on you who have already given to see if perhaps you can help some more. (I'm beginning to sound like the preachers on TV who always have a plea for money somewhere in every sermon.)

We can all one day look back at our growing pains and see they were worthwhile, but now it seems like a high mountain to climb.

The entire organization owes a great debt of gratitude to Pat and Sheldon for making the offer to help us get started on our building expansion sooner. It is a great challenge, but it is one that I am sure the 99s will accept and meet — or beat!

I am confident we will all get into the spirit of the RACE FOR SPACE, all participating so that, when we reach our goal, we can sit back and smile, pat ourselves on the back and say, "Attagirl — a job well done."

This is another one of our activities for which we will welcome help from our husbands, boyfriends, business associates, buddies and friends. It's out there — let's go for it!

## PRESERVE IT! IN INTERNATIONAL *Scrapbook*

Send **DUPLICATES**  
to Jan Kelleher

Remember —

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### NOTAM

"Women Challenging the Stars" luncheon, Kellogg Center, Michigan State University. Sponsored by Zonta Club of Lansing, Michigan, 99s and the state wing of CAP. Tickets, \$17.50. Reservations by January 21 to AE Committee, 14645 Airport Rd., Lansing MI 48906.



# THE 99'S

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# New Horizons

## MARGUERITE E. BOWMAN

Marguerite E. "Martie" Bowman, 84, died October 4. She was born March 22, 1901 in Salt Springs Island, British Columbia, Canada. At the age of 4, she left British Columbia and moved to northern California, where she grew up. She was married to Leslie H. Bowman October 7, 1919 in Eureka, California. They lived in many cities in the United States throughout their married life, moving to the Yelm, Washington area in 1984.

Martie was World International Air Race Champion of 1932.

## KATHLEEN HARPER

Kathleen Harper, 41, died June 23. She was an observer in a Civil Air Patrol plane that crashed near Yakima, Washington.

A pilot for four years, Kathy was instrument rated and working on her commercial rating. She was vice-chairman of the Far West Chapter and reporter to *The 99 NEWS*. She was also a second lieutenant in CAP.

Her non-flying activities included volunteer work for her church, the local school district and Little League.

We shall miss her smile and boundless enthusiasm for the world around her.

by Hildegard Crawford

A writer, John began his professional writing career at an early age, and wrote for many automotive and aviation publications over the past 60 years. A graduate of Riverside Polytechnic High School in California, he was an alumnus of the University of Michigan.

A pilot since 1927, in his colorful career he was a barnstormer, air show announcer, airport manager, as well as founder and operator of a real estate and insurance business. He was also an Airwork Corporation executive in Millville, New Jersey.

John was active in several automobile associations, as well as the American Aviation Historical Society, Aviation/Space Writers Association and the Millville Historical Society.

## ROBERT LAWRENCE CULVER

Robert L. Culver, 49½er of Elsie E. Johnson Culver, died August 20 of emphysema. A pilot, he flew charter and for the Bureau of Land Management in Alaska. He later became manager of Flight Standards District Office No. 62.

Culver retired in 1983 due to ill health, and moved to the Big Arm area of Montana.

## JOHN D. JACKSON, SR.

John Jackson, 49½er of Alice, died of cancer September 27 at home. He was a dear friend and supporter of the Greater St. Louis Chapter and International. He will be missed by all.

by Nelda Lee

## BELMONT JOHNSON

Belmont "Dinger" Johnson, 49½er of the late Valera, was killed in an airplane crash near Sullivan, Missouri, October 15. He was a dear friend and supporter of the Greater St. Louis Chapter and the Ninety-Nines as a whole.

Valera was killed in an airplane crash April 15.

by Nelda Lee

## HOWARD RIDDLE

A memorial service was held November 2 for Howard Riddle, 49½er of Oklahoma 99 Betty Riddle. A Navy veteran, he was a retired corporate pilot for Sunstrand.

Howard supported the 99s, the WASPs, the Oklahoma Air and Space Museum and all related aviation organizations. He will be missed by those who knew him.

by Nema Masonhall

## HAROLD WOLFSTONE

Western Washington Chapter lost one of its most supportive 49½ers when Harold Wolfstone, husband of Doris, passed away in October after a long illness.

Our hearts and best wishes are with Doris.

by Carolyn C. Carpp



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**JOHN S. HAMMOND, II**

John S. Hammond, II, 49½er of Alice Hammond, died recently after a long illness.

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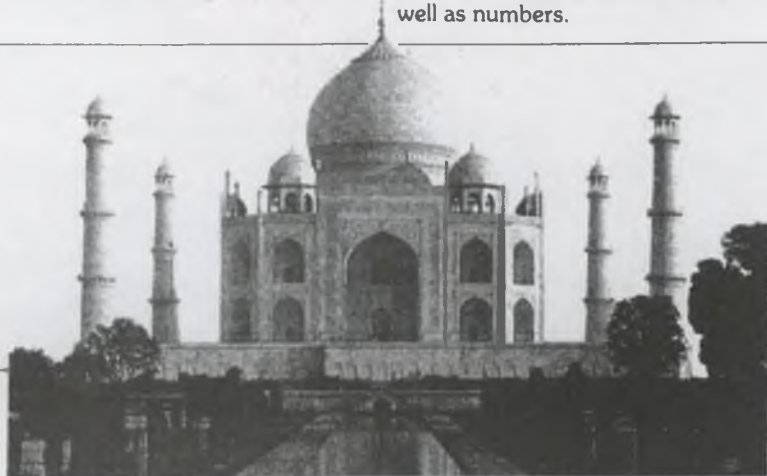
# Membership Corner

by Stacy Hamm

The holidays are a wonderful time for family and friends, for giving and receiving, for caring about those who are close to us. Although we are all very busy with other commitments, take time to remember someone in your Ninety-Nines family this holiday season. Call a friend you have not seen lately to let her know she is missed. Send a note of appreciation to a member

you worked with on a project or shared a special moment with this year, and let her know the pleasure of that memory. Send a letter or a tin of cookies to the FBO, airport manager or tower operator who was especially helpful to you or your chapter during the year.

By remembering each other in this way, we help the organization to grow in value as well as numbers.



The India Section 99s cordially invite you to participate in the World Aviation, Education and Safety Congress, to be held February 22-26, 1986 in the Taj Palace Hotel, New Delhi. India is awaiting your arrival!

We have planned super deals for USA members, including round-trip air fare from New York, Congress registration, hotel accommodations and most meals, as well as a tour of your choice with costs varying from \$1,800 to \$2,200. All tours are excellent and specially selected for 99s. USA members should contact Barbara Harper, 602/885-5590, or Susan Hunter, 602/795-7827; 99s from other countries should contact Mohini Shroff, 53-5318, in Bombay, India.

Our traditional hospitality will be showered on our honored guests. In the evenings, after the Congress sessions by world-renowned speakers, we will have dressy social gatherings and meet with dignitaries of India and other countries. We will be exchanging friendship, culture and views, as well as promoting international understanding.

Please pack lightly, as you will find many shopping treasures in India. There are surprises galore! English is spoken freely, and you will not be a stranger in our country if you wear your 99 badge. Choices of cuisine include Indian, Oriental, Continental and American.

The members of our India Section will do our best to make your visit a memorable one. It is a once-in-a-lifetime opportunity. Come and enjoy our red carpet treatment and the beauty of India. Remember, December 31, 1985 is the closing date for registrations.

We are looking forward to welcoming you in New Delhi in February.

by Chanda Budhabhatti

## NOTAM

EOM October mailings to governors and chapter chairmen included membership lists and information, AE Scholarship update, USPFT information, Aviation & Space Records book advertisement and "AM Weather" brochure.

For further information on any of these items, contact your chairman, governor or International Headquarters.

## NOTAM

Information is being sought on the following Charter Members:

Barbara Bancroft  
Ruth T. Bridewell  
Myrtle R. Caldwell  
Marion Clark  
Helen Cox Cohecy  
Jean Davidson  
Marjorie Doig Greenburg  
Sasha Peggy Hall Martin  
Ruth E. Halliburton  
Ethel Lovelace  
Olivia "Keet" Matthews Maugham  
Agnes A. Mills  
Margaret Fzandee O'Mara  
Peggie J. Paxson  
Elizabeth F. Place  
Lillian Porter  
Mathilda J. Ray  
Hazel Mark Spanagle  
Dorothy L. Stocker  
Wilma L. Walsh  
E. Ruth Webb  
Alberta W. Worley

## NOTAM

### ARCHIVES REQUEST

Hilda Jarmuth of the Los Angeles Chapter was very active in the West Coast area for many years. She became a member in the early '30s. We have her memorabilia, but there is no notice of her demise.

If you know anything of Hilda, please contact Archives at Headquarters.

by Virginia Qualline

## NOTAM

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

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

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

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*Moving?*



# Aviation insurance is in a tough spot!

by Gene Nora Jessen

Unless you've been hibernating in a cave in the back country, you're aware of the wild things going on in insurance these days. The media are full of stories of municipalities unable to obtain liability insurance and huge premium increases for those lucky enough to find coverages. Do the fringe winds of this hurricane impact aviation insurance? You bet they do.

The basic purpose of insurance is to share the risk so that many pay a small amount into the pot and then the one who suffers the loss can draw from the pot to compensate for the loss. Laws of probability come into play. And, of course, there are some folks we'd just as soon not have in the pot. There is a higher likelihood that they are going to suffer a loss than the fellow standing right next to them. So the higher risk has to pay more for a share in the pot.

In aviation, we suffer from small numbers to share the risk and pay into the pot. There are only 213,000 non-military airplanes in the United States and not an awful lot more than that in the whole world. When there's a loss in our pot, we all feel it pretty quickly because there aren't all that many of us to share. Recent aviation losses have caused our pot to boil, and that's part of the aviation insurance problem.

Another part of the problem has to do with our litigious society and the generous awards coming out of the courts. Who can say what a life is worth, but I'm compelled to wonder about a man who has valued his own life at \$50,000 with the purchase of a life insurance policy being awarded \$1 million because his life was lost in an airplane. Why do airplane accidents bring such huge awards?

A recent insurance publication discussed reserves on several recent airline accidents. When an accident occurs, the insurance company involved sets aside, or reserves, an amount of money which their experience tells them will have to be paid out of the pot.

Insurance companies are holding in reserve, in anticipation of settlement, \$75,000 per person killed on the Air India airplane, which exploded off the Irish coast. For the Japan Air Lines accident, \$300,000 per person is held in reserve. The Delta crash in Dallas generated \$770,000 per person in reserve. Can we conclude that each American is worth 10 Indians? Hardly. It is obvious which society encompasses the most generous jurors. Incidentally, the Japanese do not generally sue. Japanese custom dictates coming to the airline to discuss the matter and settling. We probably don't export too many lawyers to Japan.

But before we blame all this on the legal profession, keep in mind that there can be no award without there first being a loss. We've been busily breaking up our airplanes to arrive at the spot where we are right now.

What all this philosophizing boils down to is that aviation insurance is tough right now. All rates are up. Underwriting is tight, FBO rates are up as much as 300 per cent or higher. (You'll see some uninsured mechanics.) Ag operators in Idaho are next to uninsurable.

Transitioning pilots into light twins — ha! Non-instrument rated pilots in retracts will pay lots. Agents no longer have the luxury of shopping many markets for an insured to find the best policy at the most competitive price. Today the agent is relieved to offer any choice at all for anyone beyond the plain vanilla airplane.

And let's shed a little tear here for the hard-working agent, too. Your insurance agent carries errors and omissions insurance in case he or she makes a mistake on your policy — like a doctor's malpractice insurance. This agent is searching right now for a replacement policy for a non-renewed E&O. Being loss-free is irrelevant, as the companies apparently just don't want to write E&O aviation insurance anymore. The only indication unearthed so far is a 1,000 percent increase over last year's premium.

I do not see any short-term solution to the escalating rates and tight underwriting. And it's not a matter of kicking aviation while it's down.

Aviation insurance problems are industry-wide.

The old-timer insurance agents who have lived through years of ups and downs will tell you that liability rates have been grossly underpriced in recent years and that the industry is just doing some catching up. On the other hand, I believe that, until the public gets mad enough about the wild liability awards coming from juries, the legislatures will not place limits on the courts.

We've all read that some 25 percent or more of the cost of a new airplane comes from product liability costs. We've heard that Piper can't sell off the Cub because of product liability. New models are "hedged" to death due to product liability.

We all know of people who have cheated an insurance company and, frankly, I've seen some of my companies pay claims totally without merit because it was cheaper to pay than fight. We have finally come to the point where we understand that the resources of the insurance companies are finite, and as more dollars come out of the

pot, the contributors must put more dollars back in.

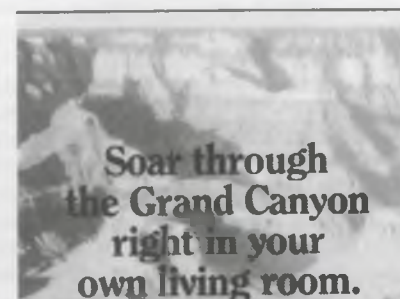
What can we pilots do as individuals? That old platitude "fly safe" certainly applies. As I sit in my window overlooking the ramp (watching airplanes instead of working)!, I don't see many pilots preflight their airplanes anymore. Rare is the Cessna pilot who climbs up to check the gas or cap. And the same old faces are seen at the pilot seminars, continuing the time-honored practice of preaching to the choir.

The bottom line is that, when the accidents dry up, so will the premium increases. After an accident, we've all said at some time, "He was an accident looking for a place to happen." If we know of a dangerous pilot, we should talk to the accident prevention specialist at the FAA. His or her job is to help that pilot clean up his act or get him out of our sky.

Upgrade your pilot skills. Keep current and sharp. Dredge the gold nuggets we have in this state, the old-timers who can give you a million dollars' worth of information for the price of a cup of coffee. Safe flying and the pocketbook are closely related in aviation insurance.

## 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.



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Gift Idea



# 'On the leading edge of her comfort zone...'



by Judy Logue

"Come on, Tubby! Get out there!" Pat Jenkins affectionately coaxes "Woodstock," the canary-yellow Hughes 300-C as she single-handedly rolls the helicopter out into the crisp morning sunlight. "Thirteen hundred pounds of sheer grace!" Pat laughs.

The team of "Woodstock" and Idaho 99 Pat Jenkins has been an integral part of the Barton Lake Ranch since the mid-'70s. Under Pat's touch, "Woodstock" is indeed sheer grace. She can skim along inches above the meadow grasses, pirouette and hover to admire the light on the sage, then scurry up and over the volcanic ridge like a lark in the wind. Pat's skill in flying the helicopter is demonstrated as she eases cows toward a gate. The cattle casually move to her directions, not at all perturbed by the new-wave cowboy. "I used to nudge reluctant animals with the skid, but they got used to that. So I've taken to carrying birdshot in my pistol," she says.

Dick Jenkins' emigrant grandparents homesteaded this range land in south-eastern Oregon in the 1890s. Dick's dark hair, gray eyes and handsome, ruddy face are dead giveaways, advertising his Welch ancestry. Just before receiving his second college degree, he proposed to Pat Hall. She laughs as she says she just couldn't resist this "cutsey cowboy," the romance of Dick's proposal to her in church, discovering the rings in her corsage and his black '60 T-bird.

They married, moved to the ranch and soon had two children — Richard and Zina. The first few years of living in the arid West were painful for Pat. "I grew up under an overcast in Olympia, Washington, where there were real trees," she says.

"Dick brought me here to the ranch over Easter vacation. It was beautiful.... The sun was shining.... I thought it was just wonderful."

Pat soon came to the realization that she was sitting in the middle of thousands of miles of wide-open rangeland, with no acquaintances who held the same interests she did. "I'd phone women with tears in my eyes and ask, 'What do you do to keep from going mad out here?'," she said. Pat felt that she was contributing little to the actual operation of the ranch. "There was no challenge in anything I did," she says. "I could do most of my work without even thinking. I could have been a robot. I tell people that I've been married for 21 years — 16 years of happy marriage because, during the first five years, I didn't fly," she explained.

"Dick announced that he was going to learn to fly, and big-mouth-me said, 'If you take flying lessons, then so will I.' And we did. Dick bought two books for ground school and scheduled lessons for two people. I don't think that Dick's mother was thrilled that I was flying, but she was always there, without a murmur of protest... whenever I needed her... to care for the kids... or whatever else. She has always been wonderful about it."

The Jenkinses purchased a Cessna 182 and built a 2,100-foot runway along one of the hay meadows near the ranch buildings. The runway had a surface of volcanic gravel (some rocks the size of baseballs), but run-ups could be performed on the friendly meadow grasses. During the first season of flying, a powerline went over the middle of the strip. Both Dick and Pat flew regularly to check livestock, chase parts and even shop for groceries in nearby (a 114-mile round-trip) Burns.

After Dick's father died, his mother decided that she could keep up with family conversations better if she understood all the flying talk, so she bought a Super Cub and began her flying lessons at age 67. Pat speaks with awe as she remarks, "Wasn't

that flexible of a woman of that vintage to do something like that? And in a Super Cub!" The Cub could land on a short, high-mountain strip on their range. So it was even more useful than the 182 in servicing the upper rangeland.

One day, Dick asked a neighbor who had a helicopter to fly him to a remote area to check on a ranch problem. That flight was all it took to demonstrate to Dick that a helicopter was what was really needed on the Barton Lake Ranch. Pat says, "We called up this real estate man in Arizona who wasn't flying his helicopter as much as he thought he would, bought the ship sight-unseen over the phone, and pulled a trailer down to pick it up. 'Her name is Woodstock and it goes with her!' the realtor said."

A helicopter mechanic and instructor were located, and the Jenkinses began to learn in earnest the ins and outs of their particular helicopter. Because of the press of other obligations on the ranch, Dick tested and received his helicopter rating first. Pat spent the entire summer flying "Woodstock" in the daily ranch operations on her student helicopter license. "I'd try all kinds of things, like flying perpendicular to winding little streams, no matter what the wind. I learned about helicopters in wind. I didn't break anything, but I scared myself a million times that I'll never tell about, just trying to learn all that I could about how the helicopter flew. I was just sure I'd be asked on my checkride to do something I didn't know."

When she finally conceded to take her flight test, Pat did her homework on the examiner. She found that the man with a strong military background had given a checkride to one other woman who lived in Colorado. So Pat phoned her. The information she received was that the examiner was fair, but excruciatingly thorough — thorough as in page-by-page in the book. Pat never got past the tail of her ship during the preflight check. It seems that a tiny, but crucial cotter pin was missing and, not only did she not notice it was gone, but Dick, the instructor and the mechanic on numerous previous checks, had also missed it. The examiner didn't. When Pat rescheduled the checkride, the examiner presented her with a poster that had tack holes in the corners and other clues to indicate it had been on display. It was a photo of a helicopter crumpled up in a ball and the caption read, "A Cotter Pin Is a Little Thing — Leaving One Out Isn't." The poster still hangs prominently in the Jenkins' hangar.

The helicopter is not a luxury item on this ranch. "Woodstock" and Pat replace two to three hired hands, plus the expense of providing vehicles, food and housing for those workers. When cattle are being worked, she locates and moves loners that are hiding out in the trees. "The cowboys still have a problem with me working the cattle. So I just push the cows down to the main bunch, then go back and work alone, away from the guys." Dick is much better at





USPFT official Jody McCarrell visits with the International Board of Directors at their fall meeting.

working with the cowboys." Patrolling hundreds of miles of fenceline and herding cows back onto their own pasture requires continuous flying. "I've reached fences on this ranch with 'Woodstock' that I'm sure hadn't been repaired in years," says Pat. "Mostly because they were so inaccessible."

In one day's flying, Pat might load and deliver 50-pound blocks of salt to remote mountain locations, repair a stretch of fence, check a locked gate to be sure that trespassers haven't "unlocked" it and generally check on the well-being of the ranch. Trucks and campers parked along the highway that runs through the Jenkins' range are checked with caution. "I never know if someone is having mechanical trouble way out here, or if they're potential rustlers," Pat says. She deliberately wears bulky coveralls and a helmet with a black visor to present an imposing figure whenever she approaches that kind of situation.

During the summer months, her favorite attire for flying in the plastic bubble is jeans, boots, a carpenter's apron (with the fence repairing tools) and a bikini top. Pat says, "Often, in the summer when we're real busy, I'll radio ahead to the ranchhouse and tell them to plug in my hair curler. I get a real bad case of 'helmet head' when I fly in the summer heat."

When asked about her childhood, this attractive, articulate woman, the gourmet cook and helicopter pilot with the body of a Rockette and the moves of a Ford Modeling School graduate, says, "I grew up being the ugly duckling and knowing it. Because I was the duckling, I became a 'people-pleaser.' I'd be anything you'd want me to be. When you're not pretty, you learn to be nicer."

What is it about flying that she likes best? "It's the head work," she says intently. "It's too easy doing other things. With flying, there's always something new to learn, new skill to develop. I love what it does for my head."

But, what about the precariousness of flying helicopters? Pat agrees that a pilot must never be inattentive to the ship's actions. "If you nod in that thing, it'll bite you." An equipment failure means that the helicopter immediately stops flying. There's no glide-to-a-landing as with a fixed-wing aircraft. "I learned to fly out of fear!" Pat grins. "If it's not happening now, it's about to. So watch it! Sometimes I find that my jaw aches at the end of the day from the tension of being tuned in to everything. But, you know that life is more exciting out on the edge of the comfort zone."

Is there something else she'd like to fly? Perhaps the NASA shuttle? "No," she says after a thoughtful pause. "I'd like the view, but I could do without that rigorous physical training." Then her eyes narrow and glint, "Oh, yeah! Those F-4s that go through the ranch's airspace every day." (Pat is referring to the military jets that fly training routes over the ranch at sagebrush-top levels at speeds of hundreds of miles per hour faster than the helicopter.) "I'd love to have a chance in one of those. You bet! Faster is more fun, isn't it? I'd love to fly everything faster."

How would she like to be remembered? "Commonly," she says emphatically. "What I do, any woman can do.... It's only the opportunities I've had that make the difference. I'm anxious for the day when a woman pilot won't be such a remarkable thing. That's when I think we'll have made it."

She slides into the seat with a confident, laid-back posture that says she belongs there. As she waits for the engine to warm, she tucks her long hair into the helmet that has the 99 logo on one side and a Whirly-Girl decal on the other. Settled in and with a warm engine, Pat Jenkins and "Woodstock" slip away toward the mountains for another day of ranch affairs... out on the leading edge of their comfort zone.

## Classified

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The Ninety-Nines Canadian Award in Aviation for 1985 was presented to Anna Bradford (second from right), curator of Canadian Warplane Heritage at Hamilton Airport. With her are Beryl Scudellari, Heather Sifton and Margo McCutcheon. The award has been presented annually since 1974.

Photo by Norm Scudellari Photography

## Canadian Award in Aviation

The Board of Trustees of the Ninety-Nines Canadian Award in Aviation has announced that the winner for the 1985 annual award is Canadian Warplane Heritage, Inc.

In the last year, Canadian Warplane Heritage has developed a mandate for research and development facilities.

These goals were recognized through the creation of the David Hunt Aviation Resource Centre. This library was developed by the Canadian Warplane Heritage staff and operates on a yearly basis. Housing a large collection of aviation material (3,000 printed books and 5,000 periodicals), it is open to members and the general public by

appointment only. This is not a lending library, but it has complete facilities for reproduction. It has been used by volunteer members, the general public and, recently, by the Canadian Aviation Artist Guild.

Equipment used in the area of research include books, reference material, photocopy machines, overhead projectors, microfilm readers and cameras, slide projectors and photography equipment.

It is estimated that one-eighth of their annual budget is directly applied to research. The \$1,500 award will be used for the purchase of library processing materials, including actual preparation and auxiliary equipment.

## Does your chapter have too much money?

Members are often worried about their chapter being *short* of funds, but have you ever considered if you have *too much* money on hand?

Government regulations as to the amount of money charitable organizations can accumulate are very ambiguous — they tend to leave us guessing. There is one very definite point, however, and that is the fact that, if a charitable organization accumulates money and doesn't use it for its charitable purposes, the organization may lose its charitable status. For example, it might be hard to explain how certain of our much-enjoyed activities are considered "fund-raisers" when the funds are simply deposited in a bank to draw interest. The purpose of raising money, of course, is to give it away. So if your chapter has a fairly large accumulation of cash (over \$2,500, for example), that is not earmarked for something like an existing scholarship fund, you might consider some larger-than-usual donations to 99 projects, such as the building expansion (to include archives and resource center), the 99s scholarship fund, the AE Birthplace, USPFT and other projects.

International has already been audited by the IRS — and passed with flying colors, and chapters in each US section are picked at random annually for audit. So far, all has gone smoothly, as the ones selected to date have been small chapters with small budgets. But it can be assumed that one day one of the large chapters with large funds on hand will be selected. You should plan accordingly so that the charitable status of the rest of the organization is not jeopardized.

by General Counsel Sylvia L. Paoli

## AE BIRTHPLACE SALE!

No, we aren't selling the Amelia Earhart Birthplace! But, for a \$100 contribution toward the restoration and maintenance of this home, you will receive a novelty parchment deed to one square foot of the property. There are a few restrictions, such as the fact that you cannot occupy, sell, build upon, transfer title, etc. Details are on the deeds. This is not for investment or speculation; it is just for fun!

A special book will be kept at the house containing the names and addresses of all our deed holders, who will be asked to place their signatures in this book during their next visit to the home.

Since only 5,000 of these novelty deeds will ever be available, we must limit them to one per customer. However, they are also available for gift-giving. Each deed should be in the name of a different person. Deed numbers will be assigned in order of receipt of contribution.

What a perfect gift for our aviation friends. What a treasure to own for ourselves. Help preserve the AE Birthplace and "own a piece of history!"

Any questions should be directed to Marie Christensen.



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These deeds will provide the owners with a warm feeling that they have made a contribution which will forever endow this historic home.

I would love to "Own a Piece of History." Enclosed is my check for \$ \_\_\_\_\_ . Please send the parchment deed to:

NAME: \_\_\_\_\_

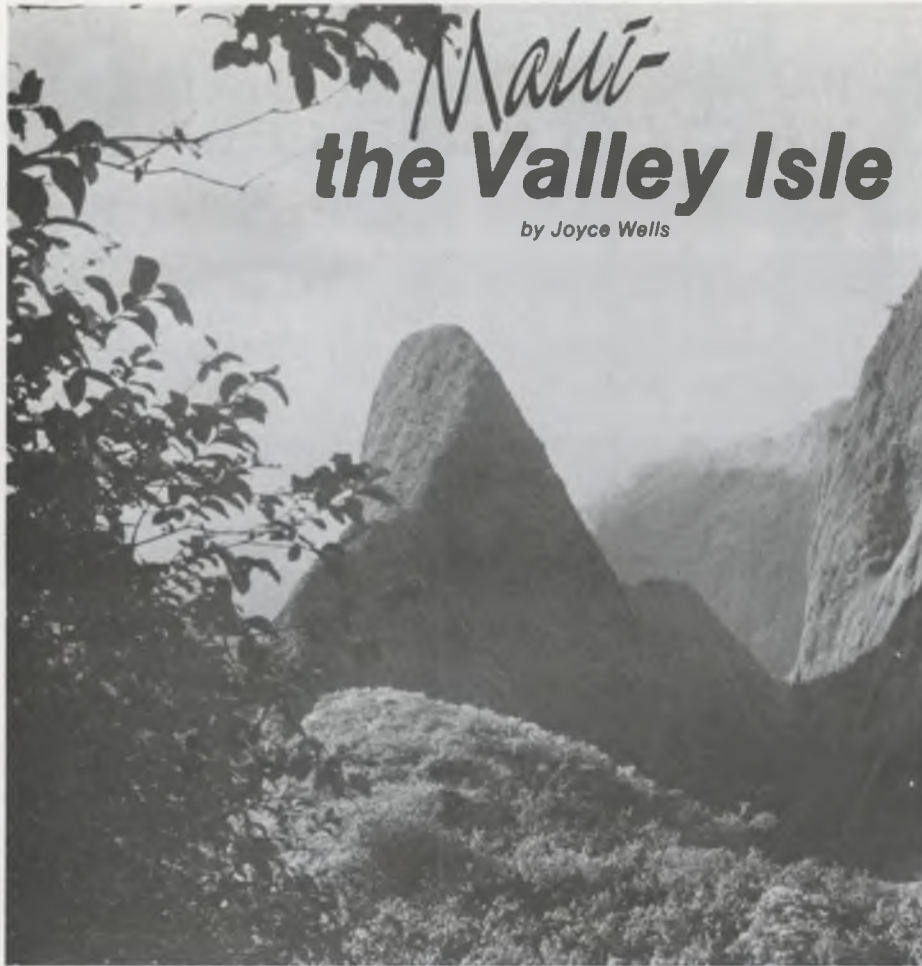
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# Maui- the Valley Isle

by Joyce Wells



One of the strange and erratic lava formations on the island of Maui is Iao Needle in beautiful Iao Valley, here reaching up to the clouds.

Hawaii Visitors Bureau Photo

The second largest of the Hawaiian Islands, Maui is a favorite of many tourists. The island was made by two large volcanoes, now dormant. Originally, the two volcanoes were separate mountain masses, which, as they continued to erupt, became joined by an isthmus to form the present island, 25 miles from north to south and 38 miles from east to west. It has 120 miles of coastline and reaches from the sea to 10,023-foot Mt. Haleakala (House of the Sun). The valley between the two mountain masses give Maui its "Valley Isle" nickname.

Midway between Oahu and the southernmost island of Hawaii, it is a scenic 25-minute flight from Honolulu over the sparkling blue Pacific.

Settled by the Polynesians, Maui was an autonomous kingdom for many years before coming under the rule of Kamehameha I, who united all the Hawaiian Islands and made Lahaina, Maui his capital in 1802. Shortly afterward, missionaries and whaling men arrived, and Maui was torn by these two opposing factions.

The western peninsula of Maui is an 18-mile-wide stretch of mountains, the Hono-lua volcanic series. Puu Kukui, at 5,788 feet, is the highest peak, and was formed by a great volcano whose caldera is now worn away into the breathtaking Iao Valley. The scenic forest-clad Pali (cliffs) and a rock pinnacle, the "Needle," are favorites of photographers.

Lahaina, with its whaling history, is on the leeward side of Maui. A town of great charm, it has established a Restoration Foundation to preserve and protect its



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history. Nearby are fine resorts on some of the finest beaches in the world. Lahaina has a huge Banyan tree, the largest in all the islands, planted in 1873.

The southeastern section of Maui is formed by the world's largest dormant volcano, Haleakala, covering an area of 33 miles. The crater is seven miles in length, two miles wide and 21 miles around. There are small crater cones, caverns, desert plain, forest, meadows and the unique silversword plant within this huge crater. There is a scenic road leading to the top and many hiking trails within the crater. Early morning is the best time to visit this area, as misty clouds often envelope and obscure the view later in the day.

The Wailua and Kehei areas share Maui's dry sunny beaches, with many fine hotels, condominiums, golf courses and tennis courts. There is also a view of the smaller islands of Molokini, Kahoolawe and Lanai.

The eastern flank of Haleakala is a fabulously beautiful spot with waterfalls, steep cliffs and sandy beaches. The small town of Hana is near the end of a long, winding road (55 miles) from the center of the island. It also has its own airport and small harbor. There is a cattle ranch, temple ruins, luxurious accommodations, rock carvings and the ever-beautiful Seven Pools. The Hasegawa General Store (made popular in a song) in the center of Hana, is one of the few stores of its type in the islands.

The principal cities of Maui are Wailuku, the county seat, and Kahului, three miles away, both on the north side of the isthmus. Kahului has the main seaport and also the one commercial airport of the island. The major island industries are tourism, sugar, pineapple, cattle and agriculture. Hawaii's only winery is located on the slopes of Mt. Haleakala.

Maui can be an outdoor enthusiast's paradise. Hiking and horseback trips are available year-round on the floor of the crater. The Hana and Makawao districts also have horseback trails. Wild goat and pig hunting is permitted 12 months of the year with permits required. No licenses are necessary for the popular sport of deep sea fishing. Sailing, surfing, snorkeling, skin-diving and whale-watching are popular activities. And golfers and tennis players are not forgotten on the Valley Isle.

As the sun sets on Maui, two smaller islands are visible in the southwest. Kahoolawe, the "Target Island," as it is known by the military, is 45 square miles in area and uninhabited, used for target practice. Eighth in size, Kahoolawe is about 10 miles long and six miles wide. Its highest point is Lua Makika, 1,477 feet high. There are no streams or springs on the island. Molokini is a small, barren, crescent-shaped island in the middle of the north end of Alalakeiki Channel, the channel between Maui and Kahoolawe. This rocky island has an area of 18½ acres and is 156 feet at its tallest point.

Hele mai ame ike — "Come and see!"  
August 12-17, 1986.

# PAT AND SHELDON ROBERTS ANNOUNCE CHALLENGE GRANT



*The Robertses have challenged the entire Ninety-Nines organization to a RACE FOR SPACE. Pat and Sheldon electrified our recent Board meeting with the announcement of a \$50,000 challenge grant. They have said that, if The Ninety-Nines, Inc. raises \$50,000 between now and our International Convention in Hawaii, they will match it with a gift of \$50,000.*

*This fantastic offer makes our expanded Headquarters and new Resource Center a reality instead of a dream. It is now an attainable goal with the pot of gold at the end of the rainbow.*

*Some exciting plans were immediately formulated to meet this goal. Watch for specific fund-raising ideas in upcoming issues.*

*This is a chance for every 99 to help make this dream come true.*

*Pat and Sheldon now live in Sunriver, Oregon, with their dogs, Trixie and Charlie. Sheldon is a metallurgist with an office in his home. They both enjoy flying, and Sheldon often can be found out performing aerobatics in their Decathlon for his own amusement and amazement. Pat confines her flying to her Mooney. All of their sons are pilots, with two having their own helicopter business in McMinnville, Oregon. The Mooney makes it easy to slip down to the Los Angeles area to visit their two grandsons.*

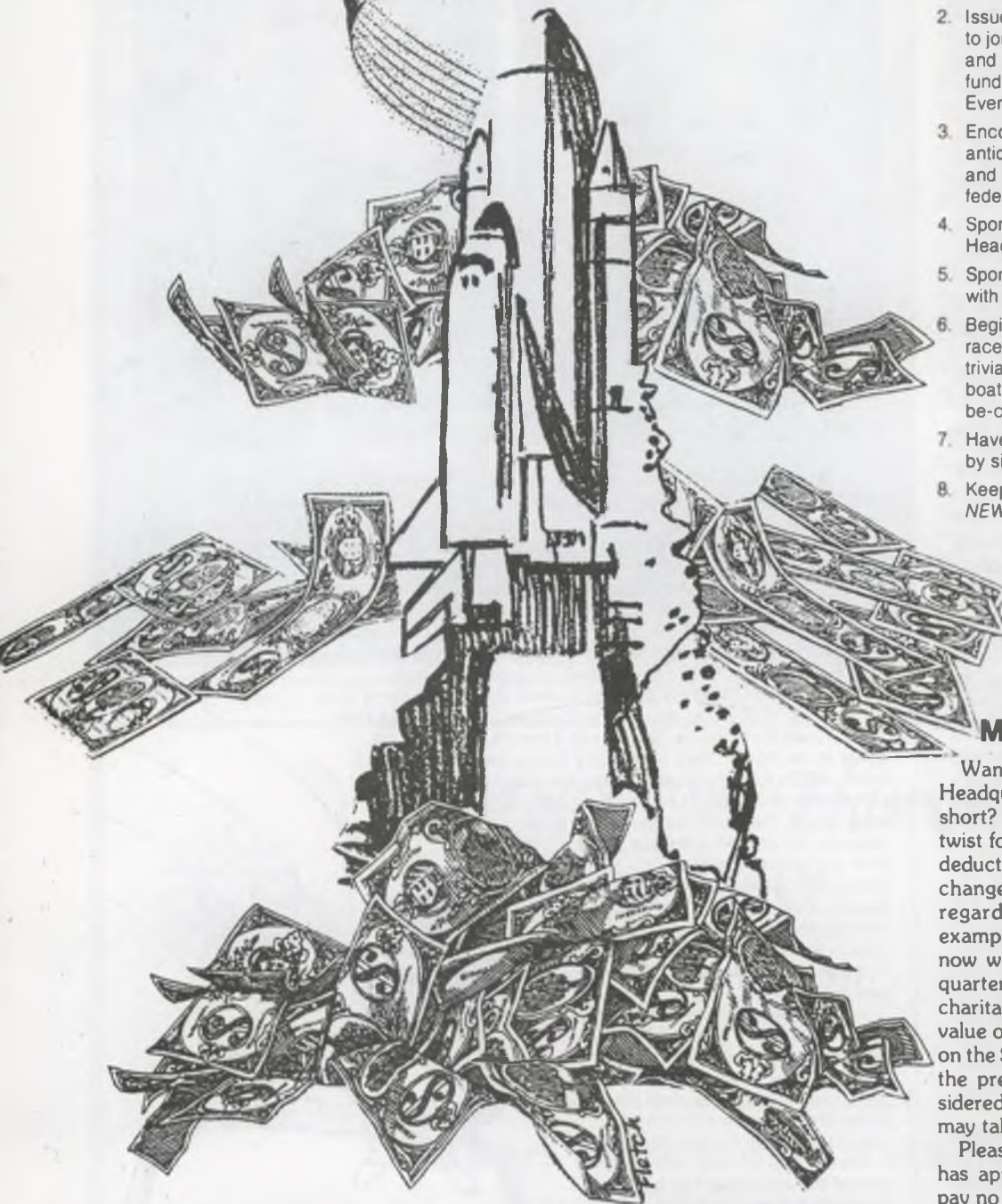
*Pat serves on the International Board of Directors of The Ninety-Nines, Inc., and also has been very involved with the United States Precision Flight Team and the recent World Precision Flying Competition in Kissimmee, Florida. Pat is one of the first three FAI judges appointed in the United States.*

*Both Pat and Sheldon are involved with many organizations, including Wings of Hope and the RPI Alumni Association.*





# RACE FOR SPACE



RACE FOR SPACE is the theme of our full thrust for the Ninety-Nines Headquarters Expansion. Over the next few months, there will be a number of suggestions for raising funds to meet the goal of \$500,000 by August 16, 1986.

Fund-raising ideas for December:

1. Have a Christmas money tree gift exchange for Headquarters.
2. Issue a challenge to others who might want to join the matching funds concept. Sheldon and Pat Roberts have offered to match funds up to \$50,000 for the expansion. Every dollar you contribute will be matched!
3. Encourage gifts of stock, bonds, aircraft, antiques, jewelry, etc., which can be sold, and the sale price is deductible from US federal income tax.
4. Sponsor a casino party benefit for Headquarters expansion.
5. Sponsor a New Year's champagne party with benefit for expansion.
6. Begin planning RACES FOR SPACE — air races, ski races, bike races, walk-a-thons, trivia tournaments, hot air balloon races, boat races, skate-a-thons, jogging races, be-creative races and weight-loss races.
7. Have someone donate a fine prize — sell by silent bid or chances.
8. Keep reading upcoming issues of *The 99 NEWS* for more money-raising ideas!

by Marilyn Copeland

## MONEY AND TAXES!

Want to contribute to the Ninety-Nines Headquarters Expansion Fund, but cash is short? Proposed US tax reform could add a twist for planning year-end gifts to the tax-deductible fund. It has been proposed to change the alternative minimum tax in regard to long-term appreciation. For example, stock bought for \$2,000 that is now worth \$5,000 can be given to Headquarters this year and taxpayers can claim a charitable deduction for the \$5,000 market value of the securities, avoiding paying tax on the \$3,000 gain. This tax reform is one of the preference items that are being considered. Thus, instead of paying tax, you may take a deduction — at least in 1985.

Please consider gifts such as stock which has appreciated, take the deduction, and pay no capital gains tax.

Of course, other gifts that can be sold, including bonds, jewelry, computers, simulators, cars, airplanes and real estate, are all accepted, and their sale price is your charitable tax deduction for the Ninety-Nines Headquarters Expansion Fund.

The 501(c)3 tax status of our organization assures that gifts or money contributions are deductible on US federal income tax. Have a happy April 15 — contribute before the end of 1985!

by Marilyn Copeland

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FAR 91.155 DUE				
FAR 91.171 DUE				
FAR 91.175 DUE				
FAR 91.155 DUE				



# NINETY-NINES HEADQUARTERS EXPANSION FUND

## SECTION AND CHAPTER CONTRIBUTIONS AND PLEDGES

SECTIONS	MEMBERSHIP COUNT	CONTRIBUTIONS	PLEDGES
AFRICA SOUTH	33	\$ -	\$ -
AUSTRALIAN	41	99.00	-
BRITISH	7	-	-
CARRIBEAN	19	-	-
EAST AFRICA	7	-	-
EAST CANADA	105	-	-
FINNISH	7	-	-
GERMAN	9	-	-
INDIA	13	99.00	99.00
MIDDLE EAST	416	-	-
NEW ENGLAND	205	-	-
NEW YORK-NEW JERSEY	288	500.00	500.00
NEW ZEALAND	12	-	-
NORTH CENTRAL	1,127	-	-
NORTHWEST	554	1,550.00	-
SOUTH CENTRAL	1,029	10,000.00	-
SOUTHEAST	577	166.67	333.00
SOUTHWEST	1,719	-	-
WESTERN CANADIAN	117	-	-

CHAPTERS	M	C	P
Abilene Area	8	-	-
Alabama	37	-	-
Alameda County	22	-	-
Alaska	75	-	-
Alberta	39	99	-
Albuquerque	11	-	-
All-Ohio	122	99	-
Aloha	63	-	-
Arizona Sundance	45	199	-
Arkansas	16	-	-
Aspen	16	-	-
Austin	17	99	-
Aux Plaines	15	-	-
Bakersfield	40	-	-
Bay Cities	38	500	-
Blue Ridge	25	33	66
Borrego Springs	10	-	-
British Columbia	28	99	-
Cameron Park	23	99	-
Canadian Rockies	12	-	-
Cape Girardeau	15	-	-
Carolinas	37	100	-
Central Illinois	45	-	-
Central Missouri	7	-	-
Central New York	21	99	-
Central Oregon	7	100	-
Central Pennsylvania	28	-	-
Chaparral	11	100	-
Chicago Area	163	250	-
Cimarron	10	20	-
Clear Lake	8	25	-
Coastal Bend	4	-	-
Colorado	100	200	-
Columbia Cascade	47	-	-
Columbia Gorge	12	-	-
Connecticut	59	200	-
Cook Inlet	10	-	-
Dallas	31	-	-
Dallas Redbird	21	-	-
Deep South	8	-	-
Delaware	23	-	-
Eastern Idaho	14	-	-
Eastern New England	91	250	250
Eastern Ontario	25	-	-
Eastern Oregon	9	-	-
Eastern Pennsylvania	105	99	-
El Cajon Valley	33	100	200
El Paso	44	100	-
Embry-Riddle	9	-	-
Far West	6	99	-
Finger Lakes	34	100	-
First Canadian	59	-	-
Flame Lily	15	-	-
Florida Crown	20	25	-
Florida Goldcoast	31	99	198
Florida Gulf Stream	56	200	-
Florida Panhandle	13	-	-

CHAPTERS	M	C	P
Mississippi	30	33	66
Montana	21	-	-
Monterey Bay	49	200	-
Montreal	7	-	-
Mount Diablo	38	-	-
Mount St. Helens	6	-	-
Mount Shasta	28	-	-
Mount Tahoma	19	25	-
Natal	6	-	-
Nebraska	32	124	-
New Orleans	22	-	-
New York Capital District	17	-	-
North Dakota	20	99	-
North Georgia	32	-	-
North Jersey	24	-	-
Northeast Kansas	19	-	-
Northern New England	31	-	-
Oklahoma	92	200	-
Omaha	13	-	-
Orange County	78	99	-
Oregon Pines	16	100	-
Palms	19	500	-
Palm Springs	9	99	-
Palomar	32	-	-
Phoenix	98	99	-
Pikes Peak	27	-	-
Placer Gold	10	-	-
Potomac	35	-	-
Puget Sound	8	-	-
Purple Sage	16	-	-
Quad-City	12	250	-
Rainier	19	99	-
Redwood Empire	14	-	-
Reno Area	42	200	-
Rio Grande Valley	10	50	-
Sacramento Valley	83	-	1,000
San Antonio	24	1,000	-
San Diego	43	333	666
San Fernando Valley	87	99	-
San Gabriel Valley	31	200	-
San Joaquin Valley	29	50	-
San Luis Obispo	32	-	-
Santa Barbara	30	99	-
Santa Clara Valley	130	200	-
Santa Fe	11	25	-
Santa Monica Bay	10	-	-
Santa Paula	20	200	-
Santa Rosa	36	99	-
Saskatchewan	17	25	-
Scioto Valley	20	200	-
Shenandoah Valley	9	-	-
Shreveport	36	99	-
Siskiyou	8	-	-
South Dakota	7	-	-
South Louisiana	34	-	-
Southern Cascade	8	-	-
Space City	15	10	-
Steel Valleys	15	-	-
Tennessee	62	99	-
Texas Dogwood	20	10	-
Three Rivers	24	200	-
Tip of Texas	10	-	-
Top of Texas	29	-	-
Transvaal	8	-	-
Tucson	37	-	-
Tulsa	45	99	-
Utah	36	-	-
Virginia	8	-	-
Waco Cen-Tex	10	-	-
Washington, D.C.	56	-	-
West Virginia Mountaineer	20	-	-
Western New England	10	-	-
Western New York	24	10	-
Western Washington	19	50	-
Wichita Falls	23	-	-
Wildflower	13	75	-
Willamette Valley	41	99	-
Wisconsin	65	-	-
Wyoming	20	-	-

C = CONTRIBUTIONS

P = PLEDGES



# Chapter News, Activities and Projects

## EAST CANADA SECTION

### Eastern Ontario Chapter

Perfect weather and blue cloudless skies brought out lots of local pilots September 15 for another successful poker run. About 25 airplanes took part and over 300 hands were sold, making the activity profitable and fun. The event was organized by Lorna de Blicquy and Betty Jane Schermerhorn. Almost all the members of the chapters participated either as stop chairmen or in the competition itself.

Michelle Samson graciously hosted the potluck supper that annually kicks off our season in September. It was great to see so many members again after a long summer and to hear all the news. There was one sad note in the evening. We had to bid farewell to Sue Ehrlander, chapter chairman, who is moving to Toronto with her husband.

Betty Jane and John Schermerhorn spent the summer traveling in Africa. They visited with Valerie Humphries in South Africa and then went on to Kenya and Egypt, returning home through London.

Montreal Chapter member Cathy Fox was guest speaker at the October meeting. She is an ATC controller by profession, but has been on leave of absence for the past three years in order to teach a course in "How To Be a Controller" at a community college in St. Jean, Quebec. But this is not Cathy's only current occupation. She and three other aviation enthusiasts have started a commercial air charter service at the airport at St. Jean. They have a maintenance operation and a charter service, and they are instructing for IFR and multi-engine ratings.

*by Isabel Peppler*

## WESTERN CANADIAN SECTION

### Alberta Chapter

New executives, including Chairman Helen Lavender, Vice-Chairman Nancy Rand, Secretary Susan deBeurs and Treasurer Treva Wood, were selected during the September 7 annual meeting in Lacombe. In addition, Jo Harris and Eleanor Bailey were asked to establish guidelines for a scholarship to be made available to a chapter member.

Mary Pyne, Ruby Hamilton, Susan deBeurs and Helen Lavender after completing the Lloydminster air marking.



Western Canadian Section members Ruby Hamilton, Susan deBeurs, Helen Lavender and Treva Woodman are delighted to again be named winners of the International Safety Award.

Ninety-Nines were special guests at the September 1 official opening of the Sundre Airport. Helen Lavender and Mary Oswald also used this opportunity to set up their information display boards.

Several Edmonton area members joined two Chicago Area members in August for dinner and a get-acquainted visit. Diane Cozzi and Polly Gilkison were in Edmonton attending a week-long international convention on wildlife management, and Polly's daughter presented a paper on the behavior of wolves. Diane had just returned from Baltimore and shared news from International with us.

Members have completed their fourth air marking for 1985. The September 28 marking of Lloydminster was a joint project with Saskatchewan Chapter members. (Lloydminster is a city bordering both provinces.) Mildred Beamish and Mary Pyne of Saskatchewan joined Ruby Hamilton, Susan deBeurs and Helen Lavender for a visit after the work was done.

The Alberta Aviation Council held its annual convention October 11-12 at Jasper Park Lodge, and 99s were asked to participate for the first time. Debbie McClain, Carol Tucker, Jo Harris, Mary Oswald and Helen Lavender made two presentations describing our organization and highlighting activities, such as flying companion seminars, aviation safety seminars, air marking and poker runs.

*by Mary Oswald*

## MIDDLE EAST SECTION

### Hampton Roads Chapter

The chapter celebrated its 10th anniversary at the October meeting. Members dressed in aviation-related outfits and enjoyed the camaraderie of fellow pilots.

Our September outing to Patuxent Naval Air Station to view the Canadian Snowbirds was abbreviated by "Gloria," the hurricane.

We did get to see the Snowbirds and get autographs, but only on the ground as the performance was canceled.

Weather has been kinder in October for a pennies-a-pound and an air marking. The former was held in conjunction with Franklin's Fall Festival, netting over \$900 for the chapter. Suffolk was the recipient of our painting talents October 19, receiving a fresh coat on their name, numbers and threshold markings. Now all members will have a new destination to fly to in order to view our work!

*by Barbara Ramsey*

### Maryland Chapter

Our October meeting was held at Carroll County Airport. Flying conditions were poor due to high winds and turbulence, causing our spot landing contest to be postponed.

Our newest member is Cindy Hipps, who works for AOPA and flies out of Frederick Airport.

Officers for 1985-86 include Chairman Joan Kosek, Vice-Chairman Jet Hobbs, Secretary Jane Toskes and Treasurer Kristine Little. In September, Jet attended the North Central Sectional and received many compliments on the Baltimore Convention.

Kay Hanson and Patricia Scarlet recently attended the AOPA annual convention in Washington, D.C., and thoroughly enjoyed the seminars and exhibits. Of special interest were the "How to Use Your Sectional" and "Cockpit Teamwork" seminars presented by Hazel Jones.

Although a September 26 performance by the Snowbirds at Patuxent Naval Air Station was canceled due to "Hurricane Gloria," those who made the trip were rewarded with a tour of the base and the opportunity to talk with the Snowbirds.

*by Catherine A. Hanson*

### Potomac Chapter

There's something about crisp autumn air that inspires people to get things done. We are no exception, and our activities in October proved it.

Aviation Safety Chairman Ellen Bowie was presented a plaque at the Air and Space Museum for being the area's Accident Prevention Counselor of the Year. She has scheduled a year's worth of safety programs for the chapter, including a discussion about radio communications in October with Jerry Katzen from Washington Center. The slide-tape he presented is part of a two-year "Back to Basics" program that the FAA has recently initiated. Twenty-six 99s and 49½ers enjoyed the presentation and the dinner that Harry-ette Deckelbaum prepared for us.

We welcomed new members Judy Bunch and Cheryl Crosswell at our October meeting. We also have three transfers to our chapter — Sue Corcoran from Tucson, Alice Foeh from San Antonio and Helene Scher from Western New England.







**CENTRAL NEW YORK CHAPTER** air marked the Kamp runway at Durhamville, New York on a very hot day this summer. Workers who discovered how long a runway really is after painting the center line included Marilyn Kamp, Marcia Buller, Nancy Morgan, Dorothy Mercier, Shirley Ludington and Millie Murray, along with 49½ers Bernie Kamp and Dale Buller, 33 Stephanie Buller and Rachel Golden.

Senator Barry Goldwater was the speaker at the October 17 National Aviation Club luncheon honoring 11 women in aviation. Mary Feik, who currently restores aircraft at the Smithsonian's Garber Facility, and Carol Roberts, now with NASA, were among those honored. Mary was recently featured in *Washingtonian* magazine as having encyclopedic knowledge of historic aircraft; that puts her in great demand as a tour guide for top aircraft designers who visit the facility. Carol was described by the *Washington Post* as the world's most knowledgeable person on flight data recorders.

Elizabeth Matarese was a speaker at the University of North Dakota's Alumni Awards Banquet during homecoming week. She received an award for promoting women in aviation and serving as a role model for these women. Elizabeth reports that there is a proposed 99 chapter comprised of students in the university's aerospace science curriculum, and she was impressed by the professionalism and enthusiasm of the members she met.

Vera Rollo is teaching a course on the history of aviation at Prince George's Community College.

Several of us worked at the 99 booth at the AOPA convention in Washington in October. We enjoyed meeting other 99s attending the convention, including President Hazel Jones.

Pat Garner, Alice Foeh, Marty Goeppert and Edna Dragoo flew Edna's Dakota to the fall section meeting in Pittsburgh.

*by Marilyn DonCarlos*

## NEW ENGLAND SECTION

### Eastern New England Chapter

NAS Weymouth was the site of our October 12 meeting, and we were pleased to see a turnout of 40 people. Old members, prospectives and friends were treated to a tour of the base, including a close-up view of the Navy's latest helicopters and sub-hunting aircraft. Our tour began with a Naval aviation film and concluded at Weymouth's award-winning Galley, where we enjoyed a delicious lunch.

The highlight of our visit to Weymouth had to be our fly-ins. By special arrangement, we were given permission to land at the base. Some of our members took the opportunity to complete a GCA approach as well. It was

apparent by the pleasant tones of voice and smiling faces of the base's personnel that they enjoyed our visit as much as we did!

*by Lil LeBlanc*

### Northern New England Chapter

At the most recent meeting of the chapter, we sponsored an Aviation Career Day for over 100 Girl Scouts. The day included tours of the Lebanon Airport FSS, tower building and assorted aircraft in New Hampshire. Guest speakers and films concerning women in aviation were the highlights of the day.

The Career Day was the second event of its kind that our chapter has conducted. Due to the enthusiasm shown by participants, the chapter has decided to make it an annual activity. Because it is a most rewarding experience, we strongly recommend other chapters follow suit.

We wish all 99s a very merry holiday season and a fulfilling 1986.

*by Leslie V. O'Shaughnessy*

## NY-NJ SECTION

### Garden State Chapter

Our chapter's 20th birthday was celebrated at the New York-New Jersey Sectional, which we hosted October 18-19 at the Townhouse Motel, Highstown, New Jersey. A festive atmosphere provided the setting for 51 section members to enjoy activities, including the buffet supper Friday night and Saturday's banquet. Guest speaker was our own Arlene Feldman, who was recently appointed deputy director of the FAA Technical Center in Atlantic City.

Weather conditions forced us to use the September 29 raindate for our annual pennies-a-pound at Trenton-Robbinsville Airport. It's interesting to note that 99 trips were made by nine airplanes, providing 266 passengers with a memorable experience. Proceeds were shared with the Mercer County College Flight Team.

We welcome two new members to our chapter. Susan Kennedy has jumped in with both feet by enthusiastically participating in both the pennies-a-pound and the fall section meeting, and Carol Yunker has undoubtedly had good guidance, support and inspiration from her chapter mom, Janet Davis.

Alice Hegedus has qualified for Phase V of FAA Proficiency Award Wings, and Betty and Jim Pifer placed third in Connecticut's Nutmeg Air Rally.

*by Alberta Bachman*

### Long Island Chapter

We had already started the celebration a few weeks earlier with a fly-out when members gathered after the October 8 business meeting for a champagne and cake party in honor of the chapter's 20th anniversary. Two charter chapter members, Doris Abbate and Ruth Dobrescu, were with us.

Bozena Syska, a prospective member by transfer from the San Fernando Valley Chapter, flew her Cherokee Warrior from California to Long Island to attend our anniversary meeting. The trip was solo, VFR, 2,500 miles, and it took 27 hours over a period of seven days. Thunderstorms, the Grand Canyon, sleeping under the stars and survival gear for the mountain portion of the flight all made for a memorable trip.

Jill Hopfenmuller and Pat Rockwell flew to the New England Sectional in Mystic, Connecticut, and six gals flew the Empire State 300 where Doris Abbate and 49½er Ron took second place. All the USPFT rallies Doris has been flying are really paying off. Also participating were Joyce Malkmes, Terry Stengel, Pat Bizzoso, Ronni Minnig and Joan Scarpinato.

Dorothy Campbell, 66, has completed her long cross-country and will soon take her flight test. Another 66, Joy Cacoulidis, has obtained her license and will soon be a 99.

Vivien Ellis can be heard on WGSM Radio and seen on television Channel 21, giving stock reports and financial investment weekend news.

*by Patricia Rockwell*

## NORTH CENTRAL SECTION

### Cape Girardeau Area Chapter

A tour of the Cape Girardeau FSS was part of our October activities. Chris Kurianowicz flew her Cessna 150 from Carbondale to Cape, while Frances Walker ventured in a Mooney. Prospective 99 Nancy Sangerman provided the necessary "navigation." Lois Feigenbaum also made the trip, and Norma Fairchild flew her Cessna 172 from Mt. Vernon. They all thoroughly enjoyed their trip to Cape and found the tour most interesting.

The collegiate Region VIII air meet, held in Carbondale, kept several 99s busy. Chris Kurianowicz, Nancy Lebetzki and Frances Walker all served as judges. On crutches from a recent motorcycle accident, Frances judged the simulator event, while Chris and

### NOTAM

The Long Island Chapter is no longer selling notepads as they are out of stock. Please cross the information off your latest roster.



## NORTH CENTRAL SECTION REPORT

The invitation "Barnstorm Iowa" September 27-29 was accepted by 136 Ninety-Nines from 18 chapters as the Iowa and Central Missouri Chapters, led by Barbara Brotherton, section meeting chairman, were hosts to the North Central Sectional in Des Moines.

Friday was a beautiful day for flying. Nancy Cherkas, Karen Hildreth and the transportation committee provided a warm welcome at Des Moines Municipal Airport, while Judy Van Blarcum and the hospitality committee were sure that the red carpet was out in the hospitality room.

Marcene Grant and her committee arranged Friday evening's walk through history with a tour of the Living History Farms, a 600-acre open-air agricultural museum. A sumptuous pig roast followed, and we were just in time to see a big, beautiful harvest moon rise over Iowa farmlands.

Saturday was busy, beginning with a very informative chapter chairmen's meeting chaired by Governor Joan Kerwin, followed by committee roundtables. Educational seminars included "Anatomy of a Decision" with Tim Griffith (Iowa DOT), "The Proposed TRSA Changes" with Bob Bishop (Des Moines tower chief), a medical seminar with Dr. Otto Senft (FAA medical examiner), and "The National Ballooning Championships" with Bob Bartholomew. A host of other activities were available for 49'ers and guests.

Scholarship winners were introduced and presented with Amelia Earhart medals at the luncheon. Those honored included Connie McConnell, who has completed her multi-engine training, and Gayle Vail, research scholarship winner.

It was an honor to welcome Canada's B.J. Schermerhorn to the business meeting, which included an opportunity to meet candidates for the upcoming section election.

Good weather never lasts too long. Saturday evening's reception at Terrace Hill, the mansion for Iowa's governor, was bright in spirit and good times but damp with rain. Ninety-Nines were welcomed by Iowa's charming and gracious First Lady Chris Branstad. Later in the evening, Karen Haunas, Geraldine Walker and the decorations committee let us review Iowa geography with banquet table centerpieces that featured the products of Iowa and the areas from which they come. Iowa folksinger Dan Hunter shared the humor of the area in his program.

The Section Safety Award was earned by the Indiana Dunes Chapter, while the meeting's Attendance Trophy went home with the Chicago Area Chapter.

As fate would have it, Sunday morning was no better than Saturday evening. We said goodbye and headed for home in the rain.

*by Martha Norman*

Nancy were stationed out in the corn field judging base to final.

An airplane winterization program is slated for our November-December meeting. It will be presented by Anita Goben's husband, Charles.

*by Nancy Lebetzki*

### Chicago Area Chapter

The 36th annual Chicago Area Air Meet September 7 was under truly 99 skies of puffy cumulus with a 99-degree temperature reading. "Mean Norma Jean" Freier and Mary Panczyszyn came in first for Norma's fourth win in the chapter race. They tallied 99.19 percent, and rumor has it that other members are looking for Tri-Pacers. Bev and Chuck Greenhill placed second, and Bev also took

Sharon Ann Schorsch got a lot of help lining up her plane at the Chicago Area Air Meet.



the Rookie Pilot Trophy as this was her first chapter air meet.

Diane Cozzi emceed the Saturday program, when Minnesota 99 Hope Issacson was the only woman speaker, during the recent Aerospace Education Convention at Notre Dame. Ellen O'Hara presented a "Back to Basics" program for the Suburban Aviation Association, and Joan Kerwin was guest speaker at the Stick and Rudder's general meeting at Waukegan Airport.

The chapter awarded Cadet Christine Steininger a \$200 flight scholarship to attend the Illinois Wing Civil Air Patrol Flight Encampment this summer. She had to solo by the end of the nine-day training period. In addition, Karen Acker received a chapter scholarship for her instrument rating, which she completed in September.

*by Debbie Karas*

### Greater Detroit Area Chapter

Our October meeting was a real treat. We were guests of the Budd hangar at Pontiac Airport for a presentation on the aircraft engine by member Pat Schroeder. The program included slides from the Lycoming Engine Course, which several members attended in June. There were "hands-on" demonstrations using the Frame's Cessna Cardinal. Dorothy Gillis spoke about spark-plug cleaning and rotation, inviting members to join her when she performs permissible maintenance tasks on her aircraft.

The October 20 Treasure Hunt was a real challenge. Participants were off and flying as soon as they received their clue sheets. It

took all day to come up with a winner, thanks to the ingenious clues devised by Melba Smith and associates. Mearl Frame and crew strutted away with the first-place trophy and \$99. Ironically, during a recent chapter meeting, Mearl volunteered to present the winning trophy at the awards banquet. She added, "but I'll want to present it to myself!" And she did! Nancy Hecksel and crew placed second in her Mooney. She received a beautiful trophy and \$66; lots of enthusiastic plotting went on in that plane. Third place went to Willie Bitterman of Livonia, who also won the third place in spot landing competition. Willie received a trophy and \$49.50. Lake Michigan's Maisie Stears, in her Bonanza, snared first place in the spot landing contest. The committee that made it all possible included Phyllis Wood, Elaine Evans, Dorothy Gillis, Margaret Demond and Melba Smith.

Sherry Giesler is devoting her personal time, effort and revenues to publicize and preserve "Women in Aviation" through the museum and media. She produces a TV program, aired on Metrovision Channel 12 in Farmington Hills, Michigan. It's called "All About Aviation" and is broadcast monthly. She has presented four shows to date, highlighting the Yankee Air Force and various local air shows. Sherry is currently editing her raw footage of a program about military women in aviation, featuring a refueling mission of a B-52 at FL 270 from a KC-135. Captains Monica Betor and Vicki Hale, along with a six-woman ground support team, are interviewed in this segment, clearly illustrating our aviation career choices are new, varied and exciting.

Sherry recently accompanied Del Johnston of the YAF to Washington, D.C. to truck a helicopter donated to the Yipsilanti museum.

*by June L. Beers*



The Treasure Hunt first-place winner is Mearl Frame (above), while second-place honors go home with Nancy Hecksel and 49'er Warren (below).





## Greater Kansas City Chapter

The 45th anniversary of the Greater Kansas City 99s was held October 3 at the Hilton Plaza Inn. Among the 55 people attending, 25 were members.

Four former 99s, dating from 1940 until the present, received awards. Marguerite Fisher received two awards, one for the earliest membership date and the second for the pilot with the greatest number of years with a license.

Fay Glenn was recognized for coming the longest distance from Sun City, Arizona.



Loretta Jones, with over 15,000 hours, received honors for the most pilot hours, and Sarah Ratley was honored as the earliest chapter chairman present.

Fred Scheiszer, assistant professor of transportation at Central Missouri State University, Warrensburg, was the guest lecturer. He discussed research on non-traditional developments in regard to Amelia Earhart's disappearance.

by Laura W. Midgley

and enjoying the beautiful fall colors in the park. Some members are avid campers, and they took advantage of the beautiful campgrounds, even though the weather failed to cooperate.

Eleven guests and 22 members attended an early dinner, enabling them to join a guided candlelight tour of the old pioneer village later in the evening. This was a very impressive and informative tour on how the village was settled. The village has been restored to its original state.

Sunday morning, at the close of our two-day event, Chairman Dorothy Niekamp presided over the business meeting. Rae Cawdell was recognized for making chapter reports to *The 99 NEWS*.

by Mary B. Nicholson

## Indiana Dunes Chapter

The chapter is happy to welcome new members Mardelle Gunlach, Glenwood, Illinois; Katherine Rubin, Calumet Park, Illinois, and Linda Evans, Key Biscayne, Florida. Linda will be attending Hawthorne College in New Hampshire.

Our newest 66 is Wendy Rohde, South Bend, who soloed October 2 and is enthusiastic about finishing her license.



Membership Chairman Pat Barron pins new Lake Erie 99 Evelyn Moore.

Members have welcomed new member Evelyn Moore. She is based at Burke Lakefront and Cuyahoga and belongs to the T&G Flying Club. Evelyn flies 152s and 172s.

Over 200 pilots turned out for the Mayfield Heights safety meeting, co-sponsored by the chapter and Baron Aviation. Another session is planned November 21 at the same location with Ray Heyde as our featured speaker.

Two days of excellent weather contributed to a very successful NIFA meet October 3-4 at Kent State University. All-Ohio's Charleen Mehaffie, Barb Mosher and Jeane Wolcott served as judges together with Meigs Adams, Dodie Jewett, Marg Juhasz and Paula Adams from our chapter. For once, we got the cross-country navigation event in! All-Ohio awarded the Women's Achievement Trophy and a check to Jane Saddler of OSU.

Members are eagerly completing their applications for our annual Pilot of the Year award, to be combined with our charter anniversary party this year.

by Marg Juhasz



Chairman Meigs Adams visits with OSU's Jane Saddler following the NIFA banquet.

## Michigan Chapter

Mother Nature had developed a fabulous depression during the night hours. The ragged edges of her gray dress hung in ethereal fashion over airports, seaports and highways. Our October 12 meeting was at Wurtsmith Air Force Base, Iosco County, Michigan. The program provided was "See and Avoid."

A brunch to destroy all weight and balance greeted us. It was good and plentiful. After gorging, we proceeded to the base theater, where we viewed a slide program on sighting

# CHAPTER NEWS, ETC.

## Greater St. Louis Chapter

Eleven members and 49½ers flew and drove to Des Moines, Iowa for the September 27-29 North Central Sectional. Jan Evens, Dorothy Haupt, Mary and Jack Kinnaw, Amy and Jack Laws, Martha Norman, Jan Pocock, Loretta Slavick, Barbara Wilper and Rosemary Zander all reported a fun weekend. Those flying were able to log IFR hours on the return.

Balloonists Jane Buckles, Don Caplan, Vivian and Bernie Waters, along with 66 Lori Greenstein, were in Albuquerque, New Mexico, October 4-13, for Balloon Fiesta '85. With 535 balloons registered for this yearly event that draws balloonists from around the world, Vivian met 99s from Alberta, Canada and Honolulu, Hawaii. Her balloon was seen by millions on "Good Morning America" and the national news with Dan Rather.

Rosemary Boyd and Jan Pocock hosted the regular meeting October 15. Nineteen members and guest Teilla Parrish met at Executive Beechcraft, Inc., Spirit of St. Louis Airport. Speaker for the evening was Mike Kratz of National Aviation Underwriters Insurance Company. He presented facts about insurance coverage for the owner, renter and FBO. Rosemary, who sells and instructs for Beech, had us surrounded with beautiful aircraft — the perfect atmosphere for the evening.

by Nelda Lee

## Indiana Chapter

We met at Spring Mill State Park Inn October 19-20, when members of the Indiana Dunes, Three Rivers and Kentucky Blue Grass Chapters joined us. Dorothy Haupt, Greater St. Louis Chapter, drove from St. Louis to attend the meeting.

Saturday afternoon was devoted to visiting

Several chapter members journeyed to the North Central Sectional to enjoy the hospitality of the Iowa 99s. Thanks to the hard work of Joy Black and other chapter members, we again received the Section Safety Award. All those safety education reports, FAA and AOPA seminars, safety-oriented programs and published reports added up!

Joy Black has received Phase I Wings, and Linda Mattingly has completed Phase IV.

Vice-Chairman Ellen Herring has moved to Louisiana. Filling her vacancy is Phyllis Webb, 227 Woodside Dr., N.E., Grand Rapids MI 49503. Phyllis is also our program chairman.

by Diana Austin



Indiana Dunes 99 of the Year is Linda Mattingly.

## Lake Erie Chapter

Dorothy Sturman is now the proud owner of a Cessna Cardinal (non-retractable).



moving objects and reacting to the movement. It takes six seconds to react to the object and initiate avoidance. The base doctor discussed the faulty judgment that occurs with depth perception during night flying, as well as the effects on vision in clear VFR flying.

Some of us climbed into the cavernous transport and refueling KC-135. The volunteers on board explained the refueling process while we crawled into the lower tail section to watch the simulation of refueling. We climbed into a B-52 to check the static system, then on to the 97-foot-tall control tower to swap flying stories.

Members braving the weather included Toni Babcock, Linda Druskins, Bev Mitchell, Nancy Walters, Margaret Napierala, Valerie Palazzolo, Nancy Brandon and Grace Lienemann, along with guests Barb Seely, Donna Shuell and Yvonne Strem. We departed the base at 1600 hours, picking our paths through Mother Nature's gloom and falling tears, taking with us pleasant memories.

by Grace H. Lienemann

The plaque reads: "The American Cancer Society awards the Friendship Award to 99s in recognition of uncommon effort in the elimination of cancer."

by Catherine M. Balazs

## NORTHWEST SECTION

### Columbia Cascade Chapter

Our annual fly-in/drive-in pancake breakfast in September was the usual great success with 250 meals served. The weatherman cooperated again with a no-rain day.

Eight members attended the section meeting September 26-28 in Boise, where Dorothy Mercer won the Achievement Award for the second time. Chapter members have now won this award five times. Who can say we aren't busy?

Portland's own Commander Gordon Fullerton was opening day guest of honor at the Oregon Museum of Science and Industry's week-long "Adventures in Aviation and Space" display.

### Eastern Idaho Chapter

We held our first fall activity, a Mountain Flying Clinic, at the Flying "B" Ranch in the Middle Fork of the Salmon River the last weekend in September. Two flight instructors — Bob Jones from Idaho Falls and Bill Lane from Pocatello — gave pilots dual instruction into several landing strips in the Middle Fork area. The weather was crisp and clear, the accommodations were fantastic, and the participants had a great time.

Members also met at the schoolhouse in Dell, Montana, October 20, and at Cactus Pete's in Jackpot, Nevada, November 9.

We plan to replace the windsocks at Howe Airport and at the Glenns Ferry Airport from the money made selling T-shirts at area air shows this summer. We have also donated 1986 subscriptions to *Flying Magazine* to the Pocatello Public Library and the Idaho Falls Public Library.

by Sandi Bills

# CHAPTER NEWS, ETC.

### Minnesota Chapter

Iowa 99s showed us a "barnstorming" good North Central Sectional. Although the Attendance Trophy was our goal, we watched the award go to Chicago Area 99s. Weather created a shortened weekend for many, and Monday found most of us safely back north.

The American Cancer Society recently presented the chapter a Friendship Award for five years of service with the statewide Daffodil Days. Terry Herron and Hope Isaacson accepted the award at a luncheon October 26.



"Blue vesting" it at the section meeting are (above) Clara Johansen, Hope Isaacson and Joan Wyland, while Rita and Burl Orr (below) enjoy the section banquet. Rita has been a 99 for 42 years.



Several local WASPS and other pioneer aviation women of the Northwest were honored. Also in Portland for this event was California's Brooke Knapp, who holds numerous records in jets and hang-gliders. Chapter member Pegge Blinco chaired the OMSI event, with several other members working on a large 99s display depicting our numerous activities.

Section Governor Ellie Cansdale honored us by attending our October 17 installation banquet. New officers are Chairman Linda Berger, Vice-Chairman Pat Lundahl, Treasurer Judy Orton and Secretary Dorothy Mercer.

by Pegge Blinco and Mary Wohlgemuth

Cascade members Mary Wohlgemuth (left) and Pegge Blinco (right) visit with record-setter Brooke Knapp and her secretary, Ellen McMahon.



Those present at Columbia Cascade's installation include: Linda Berger, new chairman; Gayl Ratigan, outgoing chairman; Pat Lundahl, vice-governor; Dorothy Mercer, secretary, and Judy Orton, treasurer.



Hazel Jones visits with Sparky Immerson and his wife at the Northwest Sectional banquet.

### Idaho Chapter

The Northwest Sectional was an informative, well-attended, fun event, co-hosted by the Idaho, Eastern Idaho and Eastern Oregon Chapters. We are very proud of our chapter and individual members who contributed so much time and talent. Gene Nora Jessen deserves special praise for chairing the section committee. Pat Jenkins did a wonderful job on the elegant banquet, and Carolyn Martell will go down in history for assisting so many 99s in creating a truly wonderful International 99 treasure.

We were really delighted in Pat Roberts' successful bid for the 99 quilt and her generous offer to donate it to the new International Headquarters building. Knowing that all of our individually loved and sweated-over little airplanes will be a part of the 99s forever is a special honor for all of us.



A special option of the section meeting was another of our famous Mountain Flying Seminars. Karen Marchbanks conducted an educational weekend for the serious back-country pilot, an event that was open to the general flying public as well. Any other chapters wanting to know how to put together a worthwhile program should get in touch with Karen. She is now a full-time aviator, the manager-instructor of a large flying club in Boise.

In addition to Karen, we have three other fixed base operators. Anita Lewis runs Falcon Air in Boise, Jody Hisaw operates the Burley Airport, and Lyn Clark operates charters and instruction in McCall. They all contributed to the section meeting or flying seminar, so you can see we are utilizing our talents.

*by Barbara Sall*



Ellen Thisted, Beryl Fitzpatrick, Jonalea Tonn, Barbara Thisted and Millie Shinn display the leaded-glass window display donated to the section meeting by the Intermountain Chapter.



Celebration '85 at Spokane International Airport includes the Intermountain 99s booth.

#### Intermountain Chapter

Our chapter was represented at the Northwest Sectional in September by four members and two spouses. We were honored with the FAA Proficiency Award for Wings Program participation.

At the end of September, Spokane International Airport celebrated the 20th anniversary of the opening of its terminal building with an air show and static displays. The turnout for our booth was good, even though the weather was on the chilly side.

Our October meeting was a luncheon at the Ramada Inn at Spokane International Airport, preceded by a visit to the control tower. We watched the local and radar approach controllers in action, and it was enlightening

to see the other side of the picture. We'll now be more patient with busy controllers!

Before our meeting, we took a tour of the airport fire control facility. It is reassuring to know that it is there, but fortunately the equipment we saw has not been needed to contain the fire of a major crash.

Members were out painting the runway at Ritzville, Washington, October 19. The letters had been outlined the day before, and four planes arrived Saturday morning carrying grubby 99s with their paint rollers. The 10-foot letters required 20 gallons of paint, completed just before a very brisk wind started to howl. The painters were very happy to retire to the airport restaurant for warmth and sustenance!

*by Barbara Mayfield*

#### Mid-Columbia Chapter

This summer, the chapter was represented at two air shows — Richland and Pasco. Thanks to Ellen Larimer and her husband, we had a booth that they designed and built.

Members painted Prosser's runway during October. The weather wasn't cooperative. So, to get it done, we assembled five members and three 49½ers the third day after the rain. Since we had completed an air marking last year, the project went smoothly. After the first coat, the painters went to lunch to warm up. The second coat and finishing touches were completed easily and without rain.

*by Anne English*



The Mid-Columbia paint crew for the Prosser project includes Danny English, Anna Rademacher, Linda Keller, Bob Collins, Freddie Davis and Dee Collins.



#### NOTAM

EOM October 1985 mailings to section governors and chapter chairmen included:

Joy of Flying calendar brochure, "AM Weather" brochure, AE Scholarship letter, USPFT information, applications for outstanding academic leaders from the University of South Dakota information sheet, "Aviation & Space Records — World & US," and section meeting dates request.

#### Oregon Pines Chapter

The lure of competition took Ginger Simmons and Mary Roscoe to Albany for the annual Petticoat Derby. Members Gabels, Griffiths and Roaches attended the awards banquet to cheer for these two adventurous pilots.

A highlight of our August meeting in Lisa Hadley's home at Independence Airport was a guest speaker from Adelaide, Australia. Adrienne Williams, a 99, shared experiences and pictures of her flying in Australia's outback.

Returning from a visit to Oshkosh, Adrienne accompanied Jane Roach to Airport Day in Salem, where several 99s assisted OPA in a fund-raiser for the YWCA. Jane flew 19 passengers, while Trish Hanna, Dorothy Haben and Linda Fetsch sold tickets and assisted passengers.

Seven 99s traveled to Boise, all by private aircraft, for the Northwest Sectional in September. A local ranch visit for barbecue, horseback riding and gold panning, as well as a tour of an old mining town and a seminar on mountain flying, were some highlights of a superb section meeting.

*by Trish Hanna*

Visiting the Idaho City Museum are Oregon Pines 99s Linda Fetsch, Jane Roach, Betty Griffiths, Ginger Simmons, Mary Roscoe and Trish Hanna.





### Rainier Chapter

Fall has arrived, but we can look back on summer fly-ins, the poker run, and the fun of planning and working with the Puget Sound Antique Flying Club in September, when our chapter served breakfast both Saturday and Sunday mornings. Besides serving the pancake breakfast, we also helped the tower spot traffic when visiting antique aircraft came roaring into the controlled field, guided by light signals.

It was our luck to meet Bob Hope, who had been in Puyallup to open our Western Washington State Fair. While waiting for Bob before takeoff, the pilot allowed us to go aboard the Hawker Siddeley jet.

One last treat before winter was the Northwest Sectional in Boise, Idaho. Chapter Chairman Margie Fremont, Juanita Morrison, Nita Schumacher and Liz Lundin, past governor, were delegates from our chapter.

The section meeting will be held in Port Angeles in 1986. Chapters working together to host the event are Rainier, Mt. Tahoma, Greater Seattle and Far West. Selecting the date of July 25-27 wasn't an easy decision. Weather conditions in September can be foggy in our area of the country, and we think women from distances like Alaska and the Dakotas would like to fly in.

Hats off to Donna Wilson, who has been elected president of the Washington Pilots Association.

*by Juanita Morrison*

### Southern Cascade Chapter

Fall began for the chapter with a presentation on gliding by Terry Weathers of Montague, California. Terry explained the rating requirements for glider pilots and encouraged our members to try gliding.

Members then worked on yet another successful fund-raiser. A garage sale was held at Joani Heysell's house, where we could monitor Medford tower frequencies while selling our excess "stuff."

We recognize a new name on the mailing roster. Betty Olson, Sturgis, South Dakota, is the mother of Chairman Dana Hardie. She figured if daughter Dana could fly, then so could she!

Southern Cascade members Linda Mayfield, Laura Smith, Dana Hardie, Molly Hufford, Susan Shipley and Marianne Marsden fly to Eugene to visit member Molly Hufford.



Susan Shipley flew an IFR training flight to Eugene to say hello to Willamette Valley Chapter 99s and our member, Molly Hufford.

*by Laura Smith*

## SOUTH CENTRAL SECTION

### Arkansas Chapter

The flaming fall colors of northern Arkansas invite all to a breathtaking visit. The annual fish fry at Emmy Hall's lakefront home in the center of the Ozarks was the highlight of the chapter's October fly-in.

April Shurgar of Carlisle has a new instrument rating, as does Carole Burke of Jacksonville. Paula Johnson, who flies charter, has "modestly" added Learjet to her talents. She even blushes when anyone mentions it.

Kay Newth, air marking chairman, has participated in or presided over more than 100 air markings. Where would aviation and small airports be without ladies like our Kay?

*by Donna Hale Harris*

### Austin Chapter

We met at Carol Towerton's home in October, when our newest member, Hollis Drake, shared her flying adventures in a

Enjoying the section banquet are Judy Reinhart, Paula Faught, Pat Johnson and Thelma Havice (standing).



C-180 in New Zealand and her five-week summer trip from Austin to Alaska and back. Her experiences and the photos were exciting, breathtaking and enviable.

We toured Bergstrom AFB in November, including a look at the RF-4C and dinner at the Officer's Club.

Laura Cuthbert is our newest 66, and she's soon to become a 99.

*by Judy Reinhart*

### Colorado Chapter

A "Blast Off" at the United Airlines Training Center in Denver was hosted by the Nebraska Chapter October 5.

Nancy Aldrich is now a second officer, flying DC-10s with United.

Dan Ankarlo was guest speaker at the October meeting. His topic was propeller care. Dan is qualified as a chief inspector, and he has his repairman's certificate. He has been working around propellers for about seven years.

## CHAPTER NEWS, ETC.

The Flight Without Fear Clinic is now well underway. A full class is participating, with the graduation flight slated in late November.

*by Susie Sillerud*

### Dallas Chapter

We held our October meeting in the board room of Associated Air Center at Love Field. We have completed major arrangements for the South Central Sectional in September, so we spent the evening brainstorming details.

Members were on hand October 26 to help at the air show celebrating Addison Airport's 30th anniversary. We worked at the gate, tabulated votes for favorite aircraft and ran the 99 information booth.

A big Dallas welcome goes to Kim Williams, who transferred from the Abilene Area Chapter. She's working at Addison's newest FBO and aiming toward a pilot's job with a major airline.

*by Margie Carter*

### Dallas Redbird Chapter

At the October meeting at Kathy Long's home, Fran Shelton reported that she and 24 other 99s enjoyed a high-speed taxi ride at Sheppard AFB during the Wichita Falls section meeting. Other members attending the session included Jessie Bilbo, Elizabeth Jordan and Helen Wilke.

We have a new member. Shirley Forner has joined us after only three meetings, and we are very happy to have her in our group.

Hazel Jones attended the NIFA regional meeting in Waco and reported that all went well, but they could have used a few more experienced hands. In addition, we were unable to complete the navigation portion of the meet because of rain.

Kitty McGee has announced that she has opened the Flying Club to more new members. The club has three planes — a 152, 172 and 177RG. They are accepting membership with hourly rates for plane rental. They are located at Addison Airport.

*by Margie Taylor*



### El Paso Chapter

The big news in El Paso October 5-6 was the Amigo Airshow! The outstanding attraction was the Snowbirds from Canada. Dick Green, 49'er of Fara, was a contracted aerobatic performer for this year's event.

As always, 99s were active participants in the Airshow held at Biggs Field. We sold sponsorships for incoming military aircraft to be on display. Pilots were welcomed with refreshments, and placards were placed by the aircraft. A hospitality tent for workers and performers was open both days, serving food and drinks compliments of 99s. After the Saturday performance, we sponsored a hangar party, complete with entertainment.

The Saturday preceding the Airshow, El Paso 99s manned a booth, along with the Civil Air Patrol, at Bassett Shopping Center. All aviation-oriented associations could participate in this one-day exposure to aviation for the general public.

The October 19 meeting at Carlos & Mickey's Restaurant featured Mexican food and a safety seminar presented by Didi Shaffer.

Past International President Ruth Deerman and 49'er Charlie report a wonderful time on their cruise to Alaska in September.

Members are looking forward to our annual fly-in to MacGuire Ranch in November, and we plan to repaint the "happy face" on their runway. One mischievous 99 suggested we "paper the desert" with toilet tissue left over from the Airshow!

by Lynn N. Stover



El Paso 99s Margaret Thompson, Didi Shaffer and Chairman Marsha Mascorro man the 99 booth at Bassett Center.

### Golden Triangle Chapter

We celebrated our 16th anniversary at our October 15 meeting. Members and guests met for a potluck salad supper at Meacham Field, where they shared favorite flying experiences.

Mary Wheelock, Helen Hill, Betty Thomas, Miriam Fortune and Barbara Bethea attended the South Central Sectional in Wichita Falls. The chapter sold colorful, stuffed, cloth airplanes and ceramic airplane planters as a fund-raising project.

### Kansas Chapter

The October meeting at Brown's Grill West in Wichita featured guest speaker Rod Davis, one of the nation's top ferry pilots. Davis owns and operates his own ferry service, Pilot International, which ferries planes all over the

world. He also flies part-time for Midwest Corporate Aviation in Wichita. Davis was formerly George Wallace's private pilot. After leaving this position, he made his first ferry flight to Pakistan. He spoke to us about flying over the North Atlantic, and we were able to see some of the weather charts which cover that area.

The chapter presented a flying companion seminar November 8-9 in Wichita.

Marilyn Copeland has been nominated by our chapter as an Outstanding Individual who has made a significant contribution to the aviation industry in the state of Kansas. The recipient of the award will be named at the upcoming Wright Brothers Celebration.

by Debbie Klein



A Central Missouri State University student competes in a NIFA preflight while Norma Vandergriff, judge, records his comments.

### Oklahoma Chapter

October 6 saw a large group of members and 49'ers on hand to air mark David Jay Perry Airport at Goldsby. Observing the rolling of paint with astonishment was David Jay Perry, director of the Oklahoma Aeronautics Commission.

A brown bag lunch and business meeting conducted by Chairman Charlene Davis followed. Asima Syed gave a brief report on the proposed ARSA with emphasis on the area around Tinker Air Force Base.

Despite low ceilings Friday and fog Saturday morning, all of the scheduled events of the NIFA Region VI SAFECON at Altus were completed October 11-12. Judging events were Charlene Davis, Norma Vandergriff,

Oklahoma 99s, 49'ers and friends pause for the camera while painting David Jay Perry Airport.



Susie Mitchell and 49'er Phil, Pam Jones, Helen Moulder, Lu Hollander and Mary Kelly. Jo Ann Carpenter coordinated the event, greeted people and completed. She placed second in power-off landings and received the 99 Trophy for top-scoring woman pilot. The winning teams, in order, were Oklahoma State University, Southeast Oklahoma State University and the US Air Force Academy. Top pilot was Phil Martin of OSU.

Charlene Davis and Jo Ann Carpenter discussed the SAFECON on an Altus radio talk show preceding the event.

by Nancy Smith



**SAN ANTONIO CHAPTER** 99s Margaret Cosby, Laura Richter, Gloria Blank and Emily Patterson (above) help one of the contestants check out his plane during an air show at the South Central Sectional.

Another San Antonio member, Mary Ann Greer (below) is completely surprised to be named the Jimmie Kolp Award recipient during the section meeting.





### Shreveport Chapter

We really have a news flash this month! Two of our members were in complete command of a recent Royale Airlines flight. Captain Renee Sharp served as pilot-in-command and her first officer was Amy Pilkington. Can any other chapter top this?

Our October meeting, held at the home of Janet DuCote, had a surprise ending. As our last order of business, the entire chapter united their voices in "Rock-a-Bye, Baby," and then presented our two expectant mothers, Becky Netherton and Sandra Shaw, with gifts.

We are delighted to hear that Ray Christy, Martha's 49 $\frac{1}{2}$ er, has volunteered his services as trailer engineer to help us look after the mechanical details involved in our local headquarters, Hangar 99. This is really a labor of love and we appreciate it.

Our 99 instrument ground school is now completed, and several students will take the instrument written exam, administered by our own Mary Jo Voss, designated FAA written examiner. At present, Mary Jo is visiting London and Bombay, India.

As usual, we save the best until last! Our annual fish fry fund-raiser was a huge success, so Treasurer Ray Hardey can relax for a few months. Eileen Anderson chaired the event and did a fantastic job of orchestrating all the details.

*by Helen Hewitt*



Ziggy Novak enjoys the South Louisiana Chapter's October meeting at the Houston Space Center.

### South Louisiana Chapter

Margaret Standing has joined Pat Ward as our chapter's registered nurses. Pat served as an official for USPFT in June and WPFC in August in Florida, then flew to Los Angeles to connect with Ann McMahon for a flight back to Baton Rouge in Kathy Schwab's Piper Archer. Kathy has a new garment alterations business in a popular shopping mall — and a new 49 $\frac{1}{2}$ er.

Ann, new chapter chairman, and Pat attended the section meeting at Wichita Falls.

Thanks go to all the 99s who bought raffle tickets for our in-flight TV, and congratulations go to Jody McCarrell who won it after buying a handful of tickets. Pat also attended the Charter 99 Reunion in October, as well as the Harlingen CAF Airshow. She had the privilege of a courtesy ride in General Hap Arnold's specially furnished airplane from World War II.

Our delegate to Baltimore, Marion Brown, showed us a TV film special produced in New Orleans. It highlighted her WASP experiences, as well as her present job as flight instructor and FAA examiner in Patterson, Louisiana.

Judy McLane has moved her flight instruction operation to a small airstrip at Prairieville, hanging up her "Judy's Place" shingle.

Our project to have the streets at the Baton Rouge Metro Airport renamed to honor pilots of aviation history is within reach. Women pilots whose names will appear on the streets include Amelia Earhart, Sally Ride, Harriet Quimby, Blanche Noyes, Bessie Coleman and Jacqueline Cochran.

## CHAPTER NEWS, ETC.

The Louisiana Aerial Photo Contest is underway for any color or black and white 8x10 photo of the Louisiana landscape. The contest sponsored by the chapter will end March 31, and the winner of a pair of round-trip tickets on Delta Airlines to any domestic destination will be announced at our 20th anniversary celebration next May.

Things should liven up a bit at meetings with the return of Dee Wilson and Shirley Penton to the membership roster. Welcome also goes to Jan Scheunaman, copilot on a Lear out of Baton Rouge, and to Karen Milchanowski from the section member roster. Karen has arranged for us to air mark the Hammond Airport in November. Our chapter was proud to win the Membership plaque at the recent section meeting. Two years ago, we had 14 members; today we have 37. We must be doing something right!

### Texas Dogwood Chapter

The chapter gathered at Tyler Aero at Pounds Field for the October meeting to view the excellent film, "It Only Takes Once." This is a film worth showing for all chapters.

Chairman Jan Maxwell then conducted a business meeting, during which we reviewed some of our accomplishments this past year and outlined plans for the months ahead.

NIFA activities were emphasized. Jan and Jerry Anne Jerenka journeyed to Waco October 17-18 to help with the NIFA competition that weekend. Although all of Friday's activities were held as scheduled, the weather failed to cooperate for those on Saturday.

Our chapter continues to grow, and we were pleased to have several prospective 66s attend the meeting.

*by Elaine White*

### Tulsa Chapter

Jan Mauritson helped organize the 1985 Air Show at Riverside Airport. This citywide event attracted pilots from all over the region, as well as many non-flying folks who wanted to see an outstanding air show. Jan con-

vinced Fran Rankin that a good project for chapter members was to sell programs and posters. Fran organized and scheduled 26 members into teams at the game, in two booths and on the ramp. Over 5,000 programs were sold during the two-day event.

In addition, our chapter display was set up inside the exhibit tent. At least one prospective member was contacted by this approach.

Anyone who had just finished reading Chuck Yeager's biography was thrilled to see Bob Hoover perform in the afternoon air show. Chapter members who enjoyed collecting autographs from the performers are glad that the planners are considering making this an annual event.

Safety Chairman Phyllis Scott organized the safety seminar for our October meeting. We had requested information on windshear. This part of the program was presented by George Reynolds, chief pilot for Cities Service (known as CITGO in some parts of the country). Sandy Rathburn updated the group on new Flight Service procedures.

Ozelle and Bill Landrum attended the opening ceremonies at the new consolidated FSS at McAlester, Oklahoma, October 29.

*by Janet Minnerath*



Melissa Whitehead, Hazel Matson, Karen Greenawalt and Ozelle Landrum represent the 99s at Airshow '85.

### Wichita Falls Chapter

Linda Colwell was the hostess for our October 21 meeting. Several notes from 99s who attended the fall section meeting were read, and we certainly appreciate all the kind remarks that we received, both in person and in writing, regarding the sectional!

Interest in having a chapter yearbook was expressed, and several members volunteered to serve on a yearbook committee.

Linda Colwell, air marking chairman, discussed ideas that she had obtained from talking to other 99s at the section meeting. We enjoy our air markings and are always happy to get suggestions that will improve them.

*by Betty Kidd*



## SOUTHEAST SECTION

### Alabama Chapter

The chapter met at Camden in October to air mark the runway. Connie May had everything organized and ready for painting when we arrived, and we could not have had a more beautiful day. Connie, Harriett Hall, Ruby Dickerson, and Sandy and Grant Reeves repainted the numbers and a section of centerline stripe on each end of the runway.

Hilda Ray and Ruby and John Dickerson attended the Southeast Sectional at Gatlinburg, Tennessee.

Congratulations are due Carla Coggins on her private license and official chapter membership.

*by Ruby Dickerson*



Alabama 99s refurbish the Camden runway numbers.

### Florida Gulf Stream Chapter

October 26 was a beautiful day in southeastern Florida for our fourth annual poker run. The airports we flew to this year included Pompano Beach, Lantana, Stuart, Vero and Clewiston. On arrival at Clewiston, everyone participated in a spot landing contest. There was plenty of food and country music to pass the time while the poker hands were being totaled.

First prize of \$99 went to Mimi; along with quite a few other hands, Mimi's was carried by Betty Dodds. Many other prizes followed, with many happy winners.

This event takes place the third Saturday of each October.

*by Sue Perrigo*

### Florida Suncoast Chapter

Mary Fletcher and Barbara Sierchio attended the Southeast Sectional in Gatlinburg, Tennessee, and Grace Whitecar interrupted her camping trip in the Smokies to attend the business meeting.

Members took advantage of the one day of the year they can legally fly into MacDill Air Force Base to attend the open house.

Our October meeting was held at Lake Wales Airport, with Nancy Cadorette and Connie Farrell tying for first place in the spot landing contest. We welcomed new member Kathryn Fuqua of Lakeland. Kathryn is a third grade teacher, a captain in the Civil Air Patrol, and has completed Phase II of the FAA Wings Program. Dennis Kochan of Jack Brown's Seaplane Base presented the program, and Mary Webb gave us a safety quiz.

Chapter Air Marking Chairman Ruth Hubert was featured in the "Active Retiree" section of the *St. Petersburg Times*. She is a former WASP, a major in the Civil Air Patrol and commander of the Pinellas Senior Squadron.



Mary Fletcher presents first prize in the spot landing contest to Nancy Cadorette and Connie Farrell.

We sponsored FAA safety meetings in Clearwater and St. Petersburg, with Nancy Wright and Jim Pappas in charge of the Clearwater meetings.

*by Barbara Sierchio*



Kitty Hawk 99s work on the Dare County air marking.



### Kitty Hawk Chapter

The chapter got off to a good start for 1985-86 with a membership increase of two plus one transfer. Our membership meeting was a fly-in to Fayetteville, North Carolina, where 99 Myrtle Carnevale, new owner of Fayetteville Air Service, greeted us with coffee and goodies followed by lunch.

The slide presentation, "For the Fun of It," and the film, "On a Wing and a Prayer," proved to be a perfect program for our seven pilot guests, new members and 66s.

Our October 19 meeting brought us to Smithfield-Johnson County Airport under beautiful sunny skies. After a Halloween sandwich buffet, C.D. Holbrook, special unit supervisor and chief pilot of the State of North Carolina Bureau of Investigation, spoke on drug trafficking in the state.

With a slide presentation of what to look for, how to become alert and suspicious to drug trafficking around the airport in our community and other airports we frequent, many startling points were made. With only 200 agents and 400 airports in North Carolina, the Bureau of Investigation needs help in alerting them before the action takes place.

Lorrie and Diane Tunnell and Hazel Monroe attended the Southeast Sectional, and Gatlinburg received us in all its glory of beautiful fall colors.

*by Hazel S. Monroe*

### Memphis Chapter

We finally had good weather and a fly-in to Reelfoot Lake planned the same day. Five planes came from Memphis and Arkansas. In fact, everyone there flew in, setting a record for the Memphis Chapter. Mary Needham and Jean Zielke came first, and soon Gladys Estes landed with June Pentecost and Rosemary Williams as passengers. Joe and Mary Stanley, Augusta, Arkansas, taxied in just as Marge Fields touched down. We thought we were all there and started lunch when Charlotte Gordon came in with Dora Dunavant and Julie Perugini. The weather was pure Indian summer and the country ham was the best.



Mary Needham and husband Lester are going to India in February for the International Aviation Congress. With Chris Brown also hoping to make the trip, Memphis will be well represented.

by Rosemary Williams

## SOUTHWEST SECTION

### Aloha Chapter

"Madam Chair" Sue Hillman has instituted a new tradition — the "Na Ka Oe" bracelet. It's a silver bracelet, engraved with the Hawaiian phrase, which translated means "the best."

Laurie Lippert was the first recipient to be honored with this perpetual bracelet. The concept behind it is that the person who has been given the bracelet has the honor to wear it for 60 days in recognition of her contribution to aviation. At the end of that time, she must pass it on to someone else she has found to have contributed to or achieved something in aviation.

It's a nice way to recognize someone for outstanding achievements and contributions to aviation. We all hope to wear it some day!

by Cheryl Zarbaugh

attended the annual Mission Bay Chapter picnic.

Members Dottie Campbell, Frankie Clemens, Lynn Coulthard, Lynne Greer, Dottie McAuley, Eleanor Richardson and Dottie Sanders, former member Irene Rogers and prospective member Gloria Greenamyer attended the annual San Diego 99s dinner September 18 at the San Diego Country Club.

Our chapter was represented at the Southwest Sectional in Concord by Chairman Frankie Clemens, Vice-Chairman Marian DeLano and Susan Maule, who was again selected first runner-up for Southwest Section Pilot of the Year honors.

October 5-6 found members serving soft drinks at the Brown Field EAA Fun Fly-In. Polly Brown, Frankie Clemens, Marian DeLano, Jean Keys, Susan Maule, Dottie McAuley, Dottie Sanders, Joyce Smith and 66 Elaine Suter helped with this fund-raiser.

The 20th anniversary Pacific Air Race, sponsored October 19 by El Cajon Valley and San Diego 99s, was a memorable one with china cup souvenirs for racers. A special award was presented by the El Cajon Chamber of Commerce Aviation Committee to Emma McGuire for her record 20 entries.

speaker at the October meeting. He shared his slides of the first Transatlantic Air Rally race to Paris.

A poker run was held October 26 to benefit the AE Scholarship Fund, with 18 planes entered. Peggy Hart, Orange County Chapter, won the poker run, and Evelyn Craik, Fullerton Chapter, won the spot landing contest. Following the flying activities, a spaghetti dinner was served at Eagle Aviation, Long Beach Airport.

by Gloria F. Myers

### Marin County Chapter

The fall season has been a busy time for our members, who have again been involved in a variety of aviation activities.

LaVonne Boyle, Will McGuinness and Anne Silverman participated in the Southwest Sectional. They caused a bit of a stir at Friday's theme banquet when their interpretation of the "Flighty '20s" had them wearing unusual barnstormer headgear. Since Marin County has come to be known for its proliferation of redwood hot tubs and peacock feathers, the ladies showed up in helmets (shower caps) adorned with redwood hot tubs, out of which fluttered peacock feathers. Their goggles were clear plastic, and their long, white scarves were strips of terry toweling.

The next weekend, Anne Silverman participated in the California Aviation Council statewide meeting in Concord. Ninety-Nines from across the state were in attendance, and Anne and Southwest Section Vice-Governor Shirley Winn participated in a great owner-assisted seminar conducted by Ed Nielsky, a 49½er from the Fullerton Chapter. Shirley moderated a legislative panel that was most informative.

October 12 found eight 99s, 49½ers and kids in the sky for a trip to Half Moon Bay for brunch and a visit to a pumpkin patch. Flight planning was critical because the Blue Angels were sharing the air space with us; they performed for the opening of Fleet Week in San Francisco. Weight and balance were critical when Will McGuinness was seen loading a wheelbarrow of pumpkins in a C-172! We welcomed Maureen Garrett as a new member.

by Anne Silverman

### Monterey Bay Chapter

Seven chapter members were on hand at the Southwest Section banquet to see Cindy Bergstrom receive a medallion for completing the ATP rating with her Amelia Earhart Scholarship. Cindy is flying Learjets for a charter company in Livermore. Geneva Cranford, Carolyn Dugger, Lynne Hsia, Ann Haile, Theresa Levandoski, Bobbie Garin and Diana Peterson were also picking up pointers at Concord for next fall's section meeting in Asilomar.

Janice Gray, vice-president, California Aviation Council, Region 2 (and a San Joaquin Valley 99), spoke at our October meeting on the activities of the council in monitoring legislation and regulations that affect general aviation. She also elaborated on why we must be concerned about the installation of ARSAs at airports near us.

It was cold, windy and threatening to rain, of course, October 6. It must have been the day for another air marking! Harriet Brin and

## CHAPTER NEWS, ETC.

### Arizona Sundance Chapter

The October meeting was held at Andros Restaurant, with two guests in attendance — Viki Decherson, Kalispell, Montana, and Tammy Kahle, Flagstaff. Also attending this meeting was Charter 99 Melba Beard, who brought along a copy of *Amelia*, the beautiful book written by Shirley Dobson-Gilroy.

Bonnie Krentler, Pat Fick and Marge Thayer flew to the Southwest Sectional in Concord, California, Marge piloting her 210. Joining them there were Ruth and Marshall Benedict. A section report was given at our October meeting.

Kachina Doll Air Rally participants included Margo Myers and Gordon Helm, Pat and B.D. Fick, Lucy Enos and Joyce Kienitz, Jeannie and Darrell Hissem, Janna and Jim Shea, and Marge and Ron Thayer. The only comment gleaned from any of them was, "Participation is the name of the game." A little further probing revealed that, although there was no win, place or show in this group, they all had a good time.

Pat Moreland and Bonnie Krentler took fourth place in the 20th anniversary running of the Pacific Air Race, thus adding to Pat's collection of air trophies.

Janna Shea has checked out as copilot in a Citation 3, and Marge Thayer, an experienced photo pilot, recently made a photo flight for a fall issue of *Arizona Highways*.

by Kay Kohler

### El Cajon Valley Chapter

A busy fall schedule began with the Ramona Airport air marking September 7. Air markers included Dottie Campbell, Frankie Clemens, Marian DeLano, Cay Hatch, Jean Keys, Joan McNeil, Elaine O'Connor and Eleanor Richardson. That same evening, Dottie Campbell, Frankie Clemens, Lynn Coulthard, Pam Jackson and Claire Welch

An Amelia Earhart lithograph was won by Pam Vander-Linden. Our chapter boasted three team entries — Joyce Smith and Doris Ritchey, Polly Brown and Dottie McAuley, and Frankie Clemens and Marian DeLano. All five San Diego County chapters and five states, including Texas, were represented.

by Marian DeLano



PAR Route Chairman Betty Wharton presents the first-place trophy to pilot Fran Bera (right) and copilot Marian Banks (center), all of San Diego.

### Long Beach Chapter

Attending the Southwest Sectional in Concord were Chairman Susan Kennedy, Margaret Callaway, Mary Pinkney, Mary Jane McNeil and Sharon Crawford.

Jacquie Sprague and Terri Manriquez placed second in the "Back to Basics" air race held at Santa Monica Airport. Pilots are allowed the use of only primary instruments and are not given the course until 30 minutes before takeoff.

The chapter held an October 5-6 rummage sale, raising over \$800 to be donated to the school for handicapped children in San Felipe, Baja. The money will be presented to the school November 8, when the chapter has their annual fly-in to Baja.

Pat Schiffman, 49½er, was the guest



Geneva Cranford led the group — Doug Cranford, Mary Crawford, Becky Beener, Lynne Hsia, Carolyn Dugger, Theresa Levandoski, Ann Haile, Kim and Andy Madorola, Ron and Kay Harmon, and Marge and Len Brenner — in repainting "SALINAS 119.4" and two "X's" on the closed runway. Then they layed out and painted a beautiful 90-foot blue and white compass rose and 99 logo, which looks spectacular from the air.

Carolyn Dugger flew as copilot with Susan Tarabetz of the San Joaquin Chapter in the Pacific Air Race, and they brought home a leg prize trophy. Ann Haile and Diana Peterson flew the race in Ann's Cherokee 6, enjoying the beautiful scenery along the route and the great weather at Bullhead City. We also had five members in our own Great Pumpkin Classic October 6, with Diana and Dick Peterson taking fourth place.

*by Diana Peterson*

### **Mt. Shasta Chapter**

To top off our busy year, we had our first White Knuckles Clinic October 19. It was well-received and, being our first, we can congratulate ourselves on a job well done. We managed to attract a large turnout of members to add their expertise to those who were giving the presentation, and we also interested two new 66s in joining. Donna Taylor and Brenda Crotts did a superb job of organizing, and Hillside Aviation personnel went out of their way to provide the "little extras" that help make things flow smoothly. The "flying companions" were all smiles when Chairman Bev Romero presented the certificates.

We plan to relax a little since the weather is slowly becoming less than CAVU. Our motto for 1985 has been: "We're Mt. Shasta 99s and we fly with flair, but we never have time to get in the air." Merry Christmas!

*by Bev Tickner*

### **Orange County Chapter**

The regular meeting included so much to say that we had to bypass the movies from Oshkosh, which we hope to view soon. We had a lovely time at Cynthia Shofer's home, meeting a lot of 66s and prospective 99s.

One of our newest 66s, also a new student, and her husband are the proud owners of a new C-182. At this meeting, we were all kindly reminded to get APT. In addition, we welcomed new members Jessica Hatfield and Renatta Webb.

Charlene Hengesh hosted a fantastic bon voyage dinner October 4 for MaryAnn Iameson and her husband, who are off to Kenya for an air safari. Their plan is, upon arrival, to take the local test and flight training before renting a plane for a tour of the game parks.

October 25-26 we'll head for the Magaw building at the north of the Orange County Airport with broom handles and gallons of red racing paint to air mark the same building. We did this same building last spring, but the sun did a bleach job on the paint. This time we're using a special paint that will last a lot longer — at least, that is the plan.

In addition to all the other activities, we even managed a fly-in to Big Bear for Oktoberfest. Big Bear is about 90 statute miles from Orange County Airport, elevation 3,750 feet. The weather was great, and the

food was abundant. This fly-in was for ladies only — 99s, 66s and friends. Big Bear is a nice place for a short cross-country. The town is within walking distance, and there is a nice restaurant on the field. Because of the altitude, however, beware of density altitude and how your airplane handles.

*by Mary Lee Mershon*

### **Phoenix Chapter**

The chapter has participated in three events to benefit unfortunate children in October and November. The 18th annual Kachina Doll Air Rally and the Desert Sportsmen Pilot Association Air Show provided funds for the Make-A-Wish Foundation to make otherwise impossible fantasies come true for terminally ill children. A Minimum-Donation Airlift raised money for two child crisis centers, agencies established to prevent child abuse. Events were scattered around the Salt River Valley, with the Kachina Doll Air Rally at Litchfield, the DSPA Air Show at Deer Valley and the Airlift at Falcon Field. Phoenix and Sundance Chapters cooperated with the latter two, increasing both fun and funds.

While the Kachina Doll Air Rally is Phoenix Chapter's annual big event, a proud new association was made this year, with the sponsorship of Sawyer Aviation, a long-time, respected FBO on Sky Harbor International Airport. Generous cash prizes and trophies were financed by Darrell Sawyer's contribution (see "Air Racing"). New Chairman Carole Tobey did double duty as chairman of the rally, for the second time.

Air markings, flying companion seminars, membership contests, APT drives, nurturing of 66s and the FAA Wings Program are ongoing activities. Sometimes the calendar becomes crowded!

Our missionary member, Donna Reaser, has been in Ireland for a year and loves it, 66s are flying out of the nest and emerging as eagles at a rapid rate, and Bonnie Ravenscroft, our 1985 scholarship winner, is so busy with ASU classes tuitioned by the scholarship that her attendance at chapter meetings is pre-empted for the semester.

On with the show!

*by Mary Lou Brown*

### **San Joaquin Valley Chapter**

The racers in the 16th annual Palms to Pines Air Race, sponsored by the Palms Chapter, were timed in Modesto again this year and served snacks and refreshments. Marilyn Hancock, Linda Griffith, Mavis Saul and Annette Baker worked the tower, timing the racers, while Martha Byous, Jean Murray, Pat Titus and Roberta Gottschalk worked on the refreshment crew at SkyTrek. Clyde Byous, 49½er, joined the ground crew to be the official greeter, and Fran Gustavson kept an eye out for familiar faces. Susan Tarabetz and Janice Gray flew the same C-172 as last year and again placed eighth — at least they know that last year wasn't just luck!

Marilyn Hancock, Janice Gray and Susan Tarabetz attended the fall section meeting in Concord. Marilyn and Janice jumped into the activities with their '20s barnstorming outfits, complete with goggles and rabbit's foot, at the Friday night cocktail party and banquet. Janice gave a timely report on the ARSA situation and strongly urged everyone to

write to the FAA and their representatives in Congress. She also urged everyone to attend the scheduled meetings in their geographic areas regarding this matter.

Susan Tarabetz participated in her first Pacific Air Race with Carolyn Dugger of the Monterey Bay Chapter as her copilot. They took a leg prize and thoroughly enjoyed the scenery from San Diego to Bullhead City, Arizona, via Needles and St. George, Utah. They won't discuss their results at the blackjack and craps tables in Laughlin.

*by Susan Tarabetz*

### **Santa Clara Valley Chapter**

The annual awards banquet was held September 19, arranged by Stella Leis at Moffett Field Naval Air Station. Presentations of two \$1,000 Marion Barnick Scholarships were made to Linda Dutch and Bay Cities 99 Patricia Tormay. Chapter Pilot of the Year is Barbara Murren, who was also selected as the Southwest Section Pilot of the Year. Anne Tapay was named Professional Pilot of the Year, and Service Awards went to Pat Johnson and Debby Cunningham. Helping Hands recipients included Vera Arnold, Mayetta Behringer, Peggy Ewert, Claire Florio, Willy Gardner, Lois Letzring, Evelyn Lundstrom, Lynn Meadows, Debbie Morton, Sue Schiff and Dottie Theurer. Speaker of the evening was Carol Hallett, assistant to the Secretary of the Interior and a Monterey Bay Chapter 99.

Diane Little recently organized a tour of the Bay TRACON in Oakland.

*by Lois Letzring*

### **Tucson Chapter**

Barbara Smith had a wonderful month in the 210, flying to Arkansas, Washington, D.C., Boston and back to Arkansas — a mixture of business and pleasure with the flying part all the pleasure. While this was going on, Wyn Hayward took off on a quick trip to Casper, Wyoming to visit her daughter and son-in-law, returning in time to help judge the aerobatics competition at Avra Valley Airport.

Our October meeting was another successful fly-in/drive-in to Ryan Field. This time, we toured the new facility, Air Center West. Ryan Field becomes busier and more important as Tucson International Airport handles more traffic each day. Private operators and owners must shift their flying away from the congestion.

The October 24 dedication of the new terminal, a "by invitation only" bash, was well attended by members of our chapter. Walking around in the beautifully done spaceship setting were Lorraine and Ray Newhouse, Terry Robertson, Lum and Virginia Edwards, Mary and Jerome Mercker, Norma and Nat Wilcox, Lee and Tom Unger, as well as Barbara and Dale Harper, who won a round-trip ticket to Disneyland. Attendants and hosts were dressed in silver jumpsuits with sparkly hair and makeup — very outerspace.

Less festive but very important to the 99s are the coffee and homemade cookies we again served at the Air Safety Seminar. Everyone has come to expect this from the chapter now, and we made \$46 this month for the AE Scholarship Fund.

*by Maggie Schock*





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Contestants, workers and friends enjoy a sumptuous western steak barbecue in the big hangar at Phoenix-Litchfield Park.

## Kachina Doll Air Rally

Phoenix Chapter's 18th annual Kachina Doll Air Rally was sponsored by Darrell Sawyer of Sawyer Aviation, a long-time respected FBO on Phoenix Sky Harbor International Airport. Sawyer's contribution provided generous cash prizes and trophies for five place winners. First place won \$500; second, \$400; third, \$300; fourth, \$200, and fifth, \$100.

Other FBOs have indicated an interest in contributing further support for the rally, which bodes well for the organizations receiving the proceeds. This year, it was the Make-A-Wish Foundation of Arizona, which makes dreams come true for terminally ill children.

Chapter Chairman Carole Tobey chaired the rally for the second time. The 300-statute-mile course was completed by 31 entrants, who located five checkpoints and made a mandatory stop at Avra Valley Airport near Tucson.

Competition has reached a fine point. The top five winners all scored above 99 percent. On the other hand, some acknowledged "pros" were well off the mark on estimates of fuel consumption and time. Many teams have returned year after year, and their proficiency is showing!

by Mary Lou Brown

### KACHINA DOLL AIR RALLY RESULTS

1st Place	David Richardson/John Bjornholt	PA 28-236	99.9961%
2nd Place	Don Gobel/Barney Huser	177B	99.9564%
3rd Place	Kenneth Wyatt/Michael Rodriguez	A-36	99.8738%
4th Place	Pam Gorman/Nancy Rogers	T-182RG	99.6431%
5th Place	Carole Tobey/Bill Tobey	172RG	99.0186%
Spot Landing	Fred Jackson/David Dumond	J-35	

## Autumn Gold Air Rallye

Participants in the Autumn Gold Air Rallye, October 21, Asheville, North Carolina, enjoyed an exhilarating flying experience. Gordon Roberts was chief judge for the event, supported by several hard-working people. The Autumn Gold is sponsored by the Blue Ridge Chapter, with emphasis on pilot skills, good sportsmanship and fun.

The awards banquet was held at the Hollow Creek Community Center, where pilots and guests were treated to a "pig pickin'," thanks to the efforts of Neil and Louise White. The Bob Caldwell Band provided music for dining and dancing pleasure.

Cash prizes were awarded with first place paying \$400 and second place, \$200. Special recognition went to Louie DeJonckheere, who was the low-time entrant, and to Jon Concheff and Robert Forcht for traveling farthest to participate in the event.

by Madeline B. Kennedy

### AUTUMN GOLD AIR RALLYE RESULTS

1st Place	Needham Cheek/Roy S. Clemmons
2nd Place	Walter Rouse/Doug Wentz
3rd Place	Caroline Grubbs/Jerry Salmans
4th Place	Louie DeJonckheere
5th Place	Jon Concheff/Robert Forcht

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# Air Racing News



Key planners and movers of the 18th annual Kachina Doll Air Rally include Toni Patino, Elaine Ralls and Carole Tobey.



Marian Banks and Fran Bera are winners of Pacific Air Race XX.

## Pacific Air Race XX

The annual PAR is now history, having been flown October 19 from El Cajon to Bullhead City, Arizona, via Needles, California and St. George, Utah, a distance of 503.98 statute miles.

The race, well-managed by Dottie Campbell, race chairman, and committees, attracted 37 planes and 73 pilots from five states. Eighteen of the fliers had placed first or second in previous Pacific Air Races.

The results were announced during an evening banquet at the Riverside Resort Hotel in Laughlin, Nevada.

### PACIFIC AIR RACE RESULTS

1st Place, PAR #34, Fran Bera/Marian Banks	PA28-181	HCP 130	+19.290
2nd Place, PAR #15, Jackie Petty/Nancy Rodgers	PA28-181	HCP 130	+18.996
3rd Place, PAR #16, Sharon Crawford/Marie Hoefler	C-177	HCP 132	+17.958
4th Place, PAR #10, Pat Moreland/Bonnie Krentler	C-172	HCP 121	+16.992
5th Place, PAR #28, Shirley Thom/Linda Johnston	PA28-181	HCP 130	+16.897



Second-place PAR winners are Nancy Rodgers and Jackie Petty (above), with third-place honors going to Sharon Crawford and Marie Hoefler (below).



## His & Hers Great Pumpkin Classic Air Race

The 10th annual Great Pumpkin Classic had a record 32 entries for the 250-statute-mile race October 26, with fly-bys at Coalinga, Five Points, Dos Palos and Turlock, and return to Salinas. This fun race is sponsored annually by the Monterey Bay Chapter and the Salinas Owners and Pilots Association (SOPA). Kay Harmon, 99, served as chairman with help from 49½-er Ron, Geneva and Doug Cranford, Geri and Jim Chappell, and the entire gang from SOPA.

Audrey and Ray Schutte won a plaque for guessing closest to their actual score. Dick Macinnes and Ann Haile won the Tail-End Tony and Tonette Awards and were advised to remove the distinctive race number (XXV) from the plane quickly as they were being sought by the Dos Palos Police for low-flying over the town when they were looking for the airport.

The "challenge" of the race, finding Five Points, inspired a new award at the Saturday night costume banquet. The racers were invited to divulge the best story of what happened in the cockpit on the Coalinga-Five Points leg. The prize went to Dan and Maureen "Indian Scout" Motola.

### HIS & HERS GREAT PUMPKIN CLASSIC RESULTS

1st Place Don Bennet/Lilian Holt	Grumman Tiger	+19.154
2nd Place Don Crawford/Sharon Crawford	Cessna 177	+18.704
3rd Place Sonia Scheimberg/Ron Pope	Cessna 172	+18.482
4th Place Diana Peterson/Dick Peterson	Beech F33A	+17.660
5th Place Robert Stromquist/JoAnn Linder	Cessna 172	+17.651



At the PAR Takeoff Banquet are Race Chairman Dottie Campbell, Honorary Starter Monica Zech, Official Starter Claud Wharton and Route/Inspection Chairman Betty Wharton.



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