

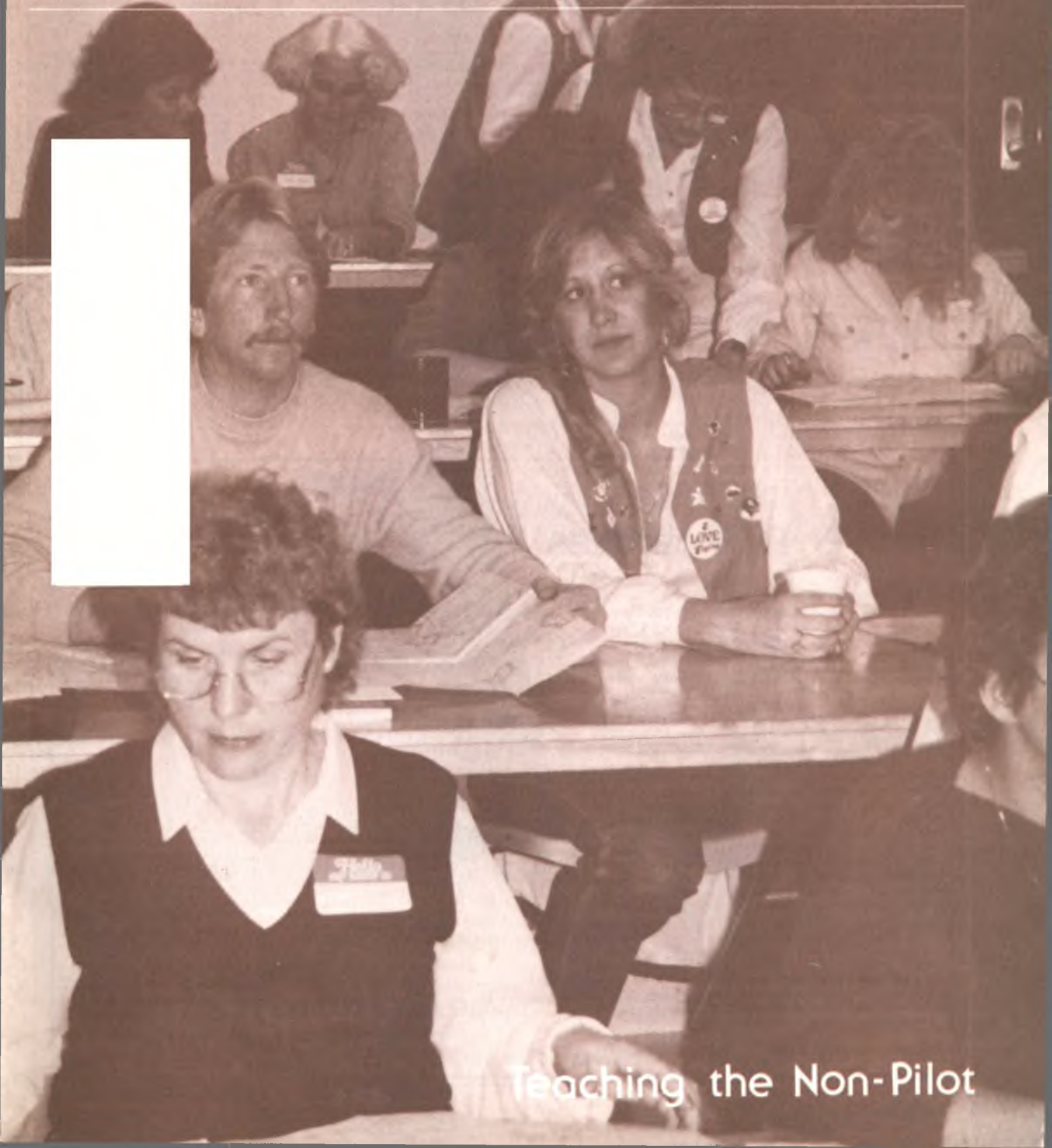
the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 13

JANUARY-FEBRUARY 1986

NUMBER 1



Teaching the Non-Pilot

TIP #1: Don't let the kids get out of sight.

An alarming number of eye injuries seen at the Royal Victorian Eye and Ear Hospital in Australia involve children. While adults are becoming aware of eye protection, our youngsters are still taking some terrible risks.

Severe injuries are sustained from sharp objects, such as darts and knives, as well as from the misuse of sharp tools, such as screwdrivers. Missiles thrown from motor mowers are a hazard for children, as is the indiscriminate use of air rifles.

Naturally, we should try and avoid exposing children to these dangers, but at times, with high-spirited children, accidents are unavoidable. So, when a child presents a sore, red eye, *assume* an injury. Don't rely on what the child tells you as they may be trying to avoid involvement with some forbidden object. Do not delay seeking medical attention.

TIP #2: Treat all blows to the eye seriously.

A blow to the eye from a blunt object is often treated lightly once the original pain has passed. This can lead to loss of sight from a secondary bleeding inside the eye, which may take place several days after the incident.

Treatment of these injuries usually means complete bed rest in hospital with both eyes covered. This minimizes the chance of internal secondary bleeding.

There are many such cases wherein the eye is not cut or penetrated.

The highest single cause in Australia is squash. A squash ball is particularly dangerous because it is approximately the size of the eye socket, and it hits with great impact. Ballgames accounted for nearly half the admissions to Royal Victorian over the past year.

Wearing eye protection during sport and at work would prevent most of these accidents.

TIP #3: Properly treat victims of fire.

Most common among the complaints of fire victims are smoke irritation and foreign bodies in the eye.

Wash the eye with a sterile eyewash, squeezing the bottle to regulate flow. Inspect under the upper eyelid and remove any foreign bodies, using sterile moistened cotton.

For minor irritations, use artificial teardrops or a bland eye ointment. Pad the affected eye after removing a foreign body, then remove the padding when the eye feels comfortable.

Seek medical treatment if irritation persists.

TIP #4: Steam is not good for eyes.

Royal Victorian has treated a number of injuries resulting from careless use of steam. The resulting pressure-cooked eye is not a pretty sight. It is also permanently blinded.

Some tips that could save your sight!

Adapted from a Royal Victorian Eye and Ear Hospital bulletin, courtesy of Alcon Laboratories.

continued on page 8

NOW you have **THREE** choices

Before, when you wanted the best possible replacement engine, you had only two choices. You could buy a brand new Lycoming engine, with proven reliability. Or you could buy a factory remanufactured Lycoming engine, for like-new reliability at lower cost.

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For further information, contact Graf Johnston at:

Lycoming Service Center
Williamsport-Lycoming County Airport
P.O. Box 129
Montoursville, PA 17754
Telephone: 717/327-7267 • Telex: 841415



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the 99 news

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Out of the Blue!

As two beautiful but deadly plumes of smoke etch an indelible image against a crystal blue sky, spectators cheer and then suddenly fall silent, stunned by an event they would never wish to witness.

Sixty-three seconds is a long time, but the aftermath seems endless. Chunks of debris trail brilliant white smoke as they gradually fall away to the ocean below.

The lost lives of seven not-ordinary individuals, the *Challenger* space shuttle crew, caused a nation and a world to pause and to honor their passing.

Though not 99s, Judith Resnick and Christa McAuliffe were part of the "Amelia Earharts" of the world, women who have taken on the unknown, the untried, accepting challenges wherever they are encountered.

Because we as 99s are also a part of that community of achievers, because we share that same blue sky (though not at such a grand altitude), we also pause... and then add their names to the list that includes Amelia Earhart, Bessie Coleman, Amy Johnson, Thea Rasche, Harriet Quimby, Elisabeth Thible....

by Lu Hollander



On the Cover

Many chapters conduct flying companion seminars for non-flying individuals. (See page 23 for additional information.)

New Ratings

WESTERN CANADA SECTION

Linda Stoesz, Greater Winnipeg
— Balloon

MIDDLE EAST SECTION

Sue Abrams, Eastern
Pennsylvania — ATP

Carolyn Boxmayer, Eastern
Pennsylvania — CFII

Kathy Rodziewicz, Eastern
Pennsylvania — CFII, AMEL

Marie Starer, Eastern
Pennsylvania — CFII, AMEL

Morgan Greschel, Washington, D.C.
— Multiengine Instructor

Morgan Hapeman, West Virginia
Mountaineer — COMM, AMEL

NEW YORK-NEW JERSEY SECTION

Terry Caputo, Long Island — CFI

NORTH CENTRAL SECTION

Dolly Haghighi, Lake Erie — BGI

Dianna Aising, Minnesota — ATP

Dawn DeLucia, Minnesota — CFI

Mary Dodson, Minnesota — AMEL

Bonnie Lewis, Minnesota — IFR

Mary Woehrl, Minnesota — IFR

Judy Graham, Three Rivers — ATP

SOUTH CENTRAL SECTION

Jackie Veed, Ft. Worth — IFR

Janie Bailey, Lubbock — AMEL

Kathy Booth, Lubbock — AMEL

Terri Long, Lubbock — IFR, AMEL

Mary Trusler, Lubbock — CFI

SOUTHEAST SECTION

Ruby Dickerson, Alabama — CFII

Dana Wade, Florida Crown — AMEL

Aleta Vinas, Embury-Riddle — CFI

Mariann Smith, Florida Gulf Stream
— AMEL

Susan Rice, Florida Suncoast — ASES

SOUTHWEST SECTION

Diane Win, Los Angeles — CFII

Diane McCormack, Reno Area — CFI

Jan Moon, Santa Clara Valley — COMM

Linda Anderson, Utah — IFR

NOTAM

A scholarship of \$500 is given by the Illinois Pilots Association to a college student who is a resident of Illinois and registered in a school in Illinois in an aviation curriculum. The deadline for application for the scholarship is April 1.

For applications or more information, contact, Jay B. Hocking, 388 Sebring Rd., Springfield IL 62704.

Calendar

FEBRUARY

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

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

February 28: The 99 NEWS deadline for April issue.

MARCH

March 7-9: TICO Warbird Airshow '86, Space Center Executive Airport, Titusville, Florida.

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 15: Third Annual Shamrock Derby, Chandler Municipal Airport, Chandler, Arizona, sponsored by Arizona Sundance Chapter. Kits, Shirley Cochran, 1500 N. Markdale, #70, Mesa AZ 85201; deadline, March 7.

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 4-6: Spring Southeast Sectional, St. Augustine, Florida, hosted by Florida Crown Chapter.

April 5: USPFT Local Rallye, Carbondale, Illinois, approximately 100-nm, cross-country with spot landing contest. Top two finishers qualify for July 2-6 tryout for Nationals. Contact Chris Kurianowicz, 610 S. Tower Rd., Carbondale IL 62901, (618) 529-4945.

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

April 12: Second Annual Easter Egg Hunt. Contact Dee Collins, Rt. 4, Box 324, Berney Dr., Walla Walla WA 99362, (509) 529-1559.

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

April 18-19: Middle East Sectional, Airport Quality Inn, Richmond, Virginia.

April 25-26: New York-New Jersey Sectional, Marriott Hotel, Saddle Brook, New Jersey, hosted by North Jersey Chapter. Contact Barbara Meade, 432 Club Way, Hackensack NJ 07601.

April 28: "Reach for the Skies," WW II Symposium, MGM Grand Hotel, Las Vegas, Nevada. Contact Virginia Bader Fine Arts, 1305 King St., Alexandria VA 22314, (703) 548-4440.

April 30: The 99 NEWS deadline for June issue.

MAY

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

May 3-9: Sixth Annual Grand Prix Air Race. Contact Marion Jayne, 1918 W. Banbury Rd., Palatine IL 60067, (312) 358-5100.

May 9-10: New England Sectional. Howard Johnson Motel, Manchester, New Hampshire. Contact Leslie O'Shaughnessy, 13 Bates Dr., Nashua NJ 03060.

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 10-11: Southwest Sectional, Tucson, Arizona.

May 14-18: Great Southern Air Race, sponsored by Marathon Chamber of Commerce and Florida Race Pilots Association. Contact Roni Johnson, 184 Baltic Circle, Tampa FL 33606, (813) 254-3350.

May 16-18: Hayward to Las Vegas Proficiency Air Race. Kits, \$4, Hayward Air Race Committee, 20301 Skywest Dr., Hayward CA 94541, (415) 581-2345, ext. 5285.

May 30-June 1: 17th Annual Illi-Nines Air Derby, Champaign, Illinois. Limit 60 planes, men or women pilots, 225-nm or less round robin. Kits, \$3, Mary Panczyszyn, 1505 Sequoia Trail, Glenview, IL 60025, (312) 729-1309.

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

JUNE

June 11-15: Texas Sesquicentennial Air Show, TSTI Airport, Waco, Texas.

June 21-24: 10th Anniversary Air Race Classic. Start, Santa Rosa, California; terminus, Toledo, Ohio. Entries open February 28, close April 14. Contact Pat Jetton, 2305½ Hermosa Ave., Durango CO 81301.

THE PRESIDENT'S MESSAGE



by International President Hazel Jones

Happy New Year to you all! I hope you had a fun-filled, safe holiday season and that you received what you wanted (and not what you deserved) from Santa Claus. As the old year wound down, I thought about 1986 and the 365 days of brand new opportunities for us all. I also thought about the New Year's resolutions I would make, and wondered how long I would keep them.

For example, I start a new diet each Monday and sometimes I last until noon of that day, and I make all kinds of excuses as to why I didn't make it through the day. For 1986, I will try to make some resolutions that I have at least a chance of keeping.

I also heard Dr. William Banowsky, president of Gaylord Broadcasting Company, speak one Sunday morning, and he said something that applies to us all:

"If your mind can conceive
and your heart can believe,
your body can achieve."

He went on to say you should write that down and say it three times a day. Visualize yourself doing what you want to do or being what you want to be or achieving what you want to achieve. I must admit that I have tried, and I simply cannot visualize myself in a space shuttle orbiting around the world. Can you?

Possibly that is one of your goals for this year. It is not one of mine, because it is unrealistic. But it is certainly one of my fantasies.

Women are doing so many new things that we are really in an age where the sky is the limit. Possibly your goal is like one of mine; that is, to improve my overall health by losing some weight. Possibly your goal is to attain another rating or go out and get current. Maybe your goal is to try your hand at precision flying during some of the local rallies, or to at last go to the Forest of Friendship or Oshkosh, or attend your first International meeting. How about your first section meeting? How about being more faithful attending your own

chapter meetings? Maybe your goal is to quit smoking.

Whatever your goal is, if you succeed in 1986, you will be a better person for having set a goal and attaining it. Don't get into the trap of setting a goal that is impossible to achieve, only to give up because of failure. Remember that failure is only one step toward success. How can you truly savor the joy of success if you have not known the pain of failure or momentarily getting side-tracked?

Dr. Banowsky went on to say that you shouldn't tell anyone what your goals are. Just write them down, say them three times a day, and visualize yourself doing whatever it is or being whatever it is you want to be.

I am, however, going to tell you what some of my goals are for 1986.

I want to do a better job of communicating with you, the members, and also with the Board of Directors. That is realistic and I can do that.

I want to be more prompt with my correspondence to Lu Hollander, our patient, long-suffering editor.

I want to get a multiengine rating and my instrument ground instructor's rating. (That may be an "iffy" one.)

I want the 99s to be involved with the "Back to Basics" program, both from the standpoint of giving seminars and also maintaining our proficiency as pilots. That is also realistic, and we can do it.

I want the 99s to achieve the goal of funding for the new building so we can get on with some other programs.

The year 1986 will be filled with 365 chances to get that new job, to earn that new rating, to graduate with that new degree, to lose those unwanted pounds, to go to meetings, meet new members, renew old acquaintances and a myriad of other things. Just remember as you go down this road called 1986, if your mind can conceive and your heart can believe, your body can and will achieve.

Blue skies and tailwinds!

INVITATION TO INDIA '86

India Section of the Ninety-Nines is anxiously waiting to welcome the delegates to its first-ever World Aviation Education and Safety Congress, February 22-26 in New Delhi.

Delegates registered are Australia, Britain, Canada, Bangladesh, Italy, Pakistan, Korea, Japan, France and the USA. Ninety-Nines who have not yet registered are urged to do so as soon as possible to avoid disappointment — this is going to be a most thrilling experience! Bridge the gap between East and West, come enjoy our warm hospitality and have a first-hand insight into our 5,000-year-old culture.

We can assure you that you will get your money's worth, and you are bound to return home with a sense of satisfaction never before attained. You will not regret it, and you will want to come again to India.

Please mail checks payable to World Aviation Congress to India Section Governor Mohini Shroff, 10th Rd., Khar, Vinod Villa, Bombay, 400 052, India.

NOTAM

Please be aware of deadlines for *The 99 NEWS*, which are published well in advance in each issue's "Calendar."

We receive inquiries about material which has not appeared when the reporter thinks it should have. On investigating, in nearly all cases, we find the material was not received in time for the issue in question.

NOTAM

I would like to correspond with any former WASP pilots who might have had the opportunity to ferry P-40s from the Curtiss/Buffalo plant in August 1944. I am presently writing the history of 44-7619, P-40N-35CU (whose present pilot is a former WASP) for the Kalamazoo Aviation History Museum.

Anyone with information about this time period is encouraged to write Ted Damick, librarian, Kalamazoo Aviation History Museum, 2101 East Milham Rd., Kalamazoo MI 49002.

NOTAM

Watch for 1986 International Convention registration forms in the March issue of *The 99 NEWS*.

Membership Corner

by Stacy Hamm

How to Gain Five Members in Five Months

Here is a proven method for increasing your membership rapidly and holding on to those new members over the long run.

I. MAKE A COMMITMENT

The decision to increase your chapter size needs the support of your officers and members. Make a proposal to your executive board so they can put the idea before the membership. Or, if your meetings are less formal, introduce a motion directly before the members at your next business

meeting. By getting a vote of approval from the chapter, everyone feels a part of the idea, and you are assured of cooperation from all your active members.

II. PROVIDE INCENTIVES

Make the effort fun and exciting. Have a special Bag-A-Member Night (bring a guest). Offer rewards to both the new member and the 99 who sponsors her. Put their names in a drawing for a big prize, or give each of them a choice from an assortment of small gifts, shirts from your last air race, visors, pins or stationery. It is not the prize they will strive toward, but the recognition and ceremony of the occasion when they receive it.

III. MAKE EACH 99 AWARE OF HER RESPONSIBILITY AS A SPONSOR

When a pilot actually submits her application, take advantage of the event to make a fuss over her and her sponsor. Let the sponsor pin her protege and take a pledge to be a good sponsor, to offer transportation to meetings, share her flying stories and sit with her at meetings.

IV. PUBLICIZE YOUR CHAPTER

Put up posters and/or tearsheets at every airport, in FBO offices, terminal buildings, restaurants, pilot shops, weather briefing rooms and ladies' restrooms. One chapter puts their poster inside a frame on the inside of the door. It is sure to get attention and isn't easily removed. Send a copy of your chapter newsletter to every resource. Make phone calls, send postcards and offer rides to new prospects. Have a luncheon for flight instructors. Encourage each member to bring a guest pilot to your next meeting or activity.

V. PROVIDE STIMULATING PROGRAMS

Keep members and guests physically involved. Have a volleyball game with a nearby chapter or FBO staff, visit a military base, museum or fly-in resort. Invite a hang glider pilot, parachutists or flight surgeon to speak at your meeting. Play a game of aviation trivia or show an aviation film from your public library.

VI. PUT A TIME LIMIT ON THE BIG PUSH

This should be announced when the contest is started. Although we want to bring in new members continuously, members become insensitive to hearing the same song again and again. A formal membership drive needs a beginning and an end so we can finish the project and enjoy the feeling of a job well done.

When you are ready to begin your "growing season," write to Stacy Hamm, 5710 E. Camelback Rd., Phoenix AZ 85018. For only \$8.50, you will receive a kit containing five 8½"x11" posters, two 11"x14" posters, 10 membership applications, 10 sponsorship pledges and sponsor ribbons, one growing chart and a list of suggested programs to promote 99s membership.

NOTAM

Remember that proposed International Bylaws changes must be submitted by MARCH 1 to International Bylaws Chairman Pat Jenkins, Barton Lake Ranch, Diamond OR 97722, (503) 493-2420.

NOTAM

International Vice-President Barbara Sestito has a new office number. Please correct page v of the current membership directory to (916) 638-1403.



Gifts to International Headquarters

Amelia Earhart Birthplace

Zonta Club of Tyler, Texas
Texas Dogwood Chapter

Archives

PHOTOS AND NEWS COPIES OF THE 1934 AIR RACE
Glenn Nash

Building Fund

MEMORIALS TO CHARTER MEMBER TEDDY KENYON

Dorothy Niekamp, *Indiana Chapter*

Doris Abbate, *Long Island Chapter*

MEMORIAL TO JOHN HAMMOND

Diana Dade, *Garden State Chapter*

AOPA Air Safety Foundation

Mary Goodrich Jenson, *Charter Member*

Frances Leistikow, *Charter Member*

Thon Griffith, *Past International President, Orange County Chapter*

Betty McNabb, *Past International President, Florida Panhandle Chapter*

Harriet Fuller, *International Board, Eastern New England Chapter*

Barbara Engel, *International Headquarters Secretary*

Virginia Oualine, *International Headquarters Archivist*

New York-New Jersey Section

North Central Section

Southeast Section

Colorado Chapter

Greater Seattle Chapter

Hampton Roads Chapter

Houston Chapter

Idaho Chapter

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Puget Sound Chapter

San Diego Chapter

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Kathleen Walton, *Clear Lake Chapter*

Joyce Hilchie, *Colorado Chapter*

Marie Seaver, *Eastern New England Chapter*

Alexis Montague-Ewanchew, *Florida Gulfstream Chapter*

Gene Nora Jessen, *Idaho Chapter*

Charlene Falkenberg, *Indiana Dunes Chapter*

Lois Hawley, *Indiana Chapter*

Dorothy Dickerhoof, *Kansas Chapter*

Lenore Kensett, *Kansas Chapter*

Delores "Dodie" Jewett, *Lake Erie Chapter*

Roth Dobrescu, *Long Island Chapter*

Nancy Guernsey, *Long Island Chapter*

Alice Hammond, *Long Island Chapter*

Georgia Lambert, *Los Angeles Chapter*

Bernadine Stevenson, *Los Angeles Chapter*

Lois Knapp, *Mat-Su Valley Chapter*

Carolyn Sullivan, *Memphis Chapter*

Mary Jane Rice, *Minnesota Chapter*

Joanne Nissen, *Monterey Bay Chapter*

Harriet Bregman, *New York Capital District Chapter*

Eleanor Todd, *Orange County Chapter*

Peryl E. Ashton, *Palomar Chapter*

Ann Newcombe, *Phoenix Chapter*

Penny Becker, *Reno Area Chapter*

Ruth Mayle, *San Fernando Valley Chapter*

Susan Tarabetz, *San Joaquin Valley Chapter*

Mardo Crane, *Santa Clara Valley Chapter*

Patty Shea Saxton, *Santa Clara Valley Chapter*

Nellie Jackson, *Washington, D.C. Chapter*

Adelaide Tinker, *Washington D.C. Chapter*

Convention Fund

Oregon Pines Chapter

Memorabilia

WORLD PRECISION FLIGHT TEAM MEMORABILIA

Hazel Jones

Resource Center

New York-New Jersey Section

Idaho Chapter

Ruth Garrison, *Idaho Chapter*

Lucille Wright, *Wyoming Chapter*

NOTAM FOR CANDIDATES SEEKING INTERNATIONAL OFFICE

Ninety-Nines who have filed an Intent to Seek Election form for International offices may choose to include *one* campaign ad in the April 1986 issue of *The 99 NEWS*.

The ad must be a horizontal half-page in size (7-1/3" wide x 4-13/16" deep), black and white only, camera-ready and received by *February 28* in order to appear in the April issue. Cost for the ad is \$150.

Each campaign ad will be placed on a lower right-hand page in the magazine, exact location to be determined by the editorial staff.

A copy of this information was mailed to all candidates seeking International offices. If you have any questions, please feel free to call Lu Hollander, (405) 949-1187, or Norma Vandergriff, (405) 341-3000.

NOTAM

For your information, advertising rates for *The 99 NEWS* have been updated. (Yes, that means the rates have gone up.)

For 99s who wish to advertise in the magazine, we offer a 25-percent discount off published rates.

Following is a brief outline of the advertising rates for members as of January 1, 1986.

AD SIZE	WIDTH x DEPTH	COST TO 99s
Full Page	7-1/3" (44 picas) x 9-3/4"	\$325
1/2 Page	Horizontal: 7-1/3" (44 picas) x 4-13/16" Vertical: 3-9/16" (21½ picas) x 9-3/4"	175
1/3 Page	Horizontal: 7-1/3" (44 picas) x 3-3/16" Vertical: 2-1/3" (14 picas) x 9-3/4"	125
1/4 Page	Horizontal: 4-7/8" (29 picas) x 3-3/16" Vertical: 3-9/16" (21½ picas) x 4-13/16"	100
1/5 Page	Horizontal: 3-9/16" (21½ picas) x 4-1/4" Vertical: 2-1/3" (14 picas) x 5-1/2"	75
1/6 Page	Horizontal: 3-9/16" (21½ picas) x 3-13/16" Vertical: 2-1/3" (14 picas) x 4-13/16"	60
1/8 Page	3-9/16" (21½ picas) x 2-5/16"	45
1/10 Page	3-9/16" (21½ picas) x 1"	35
1/20 Page	2-1/3" (14 picas) x 1"	25

Classified ads are \$2.50 per line (\$15 minimum. (Count 35 spaces per line.)

Display classified ads are \$15.50 per column inch; photos and/or artwork must be furnished when the ad is submitted.

Deadlines for the magazine are published in the "Calendar" on page 4 of each issue.

For a new rate card, contact Advertising Manager Norma Vandergriff, (405) 341-3000.

TIP #5: Watch out for alkalines.

If someone gets careless with acid, it worries anyone who sees it. Alkalines are a different matter. Few people realize that an alkaline burn is worse for the eye than an acid burn.

This is because alkaline actually combines with the protein of the eye to make a particularly deep, blinding burn. An alkaline burn usually goes so deep that sight can never be restored.

Lime is a potent cause of blindness, and yet it is treated very casually in industrial situations and even in homes. Think about other chemicals that are treated carelessly. The list is endless, including pesticides, bleach, caustic oven cleaners, adhesives, plastic fillers, kerosene, detergents, disinfectants, cement and various kinds of spray.

TIP #6: Forget the antidotes.

Most of us know that every chemical has an antidote — another chemical which can neutralize the effect.

The Royal Victorian staff advises, if you get a chemical splash in an eye, forget antidotes and immediately wash the eye with plenty of cold running water for at least 15 minutes. Then see a doctor.

Imagine you have an eyeful of some burning, blinding chemical. Think how long it would take in this distressed state to identify the chemical, look in the medicine chest for the antidote chart (if you even have one), find the antidote (if you even have any) and apply it to the eye. During all that time, the damage is getting worse — particularly if it is an alkaline burn.

Get the head straight under the tap or the eye-washing equipment and you accomplish two things — you dilute the chemical and you wash it out.

TIP #7: Don't pull things out of the eye.

The instinctive reaction is to pull a penetrating object from the eye at once. Don't do it! There is more damage done by pulling things out than by original penetrations.

You have no idea what is on the other end of the piece of wire sticking in the eye or the splinter of wood, jagged lump of metal or whatever has gone in. It could have a hook or cutting edge that could do untold damage to the delicate structure of the eye as it comes out. Surgeons insist on an X-ray before attempting the removal of such an object surgically.

The other important factor to bear in mind is that the object is acting as a plug, preventing the contents of the eye from coming out. The eye contains liquid under pressure. Remove the plug and the eye can collapse.

TIP #8: Get a gun license for the mower.

A police .38 pistol is a dangerous weapon. So is a rotary lawn mower. It can eject a stone from its blades at a faster velocity than a bullet from the .38! The pistol's speed is 980 to 1,280 feet per second; the mower, 1,200 to 1,300 feet per second.

You wouldn't want your children or friends standing around if someone was firing a pistol indiscriminately on your front lawn, so keep them inside away from the mower.

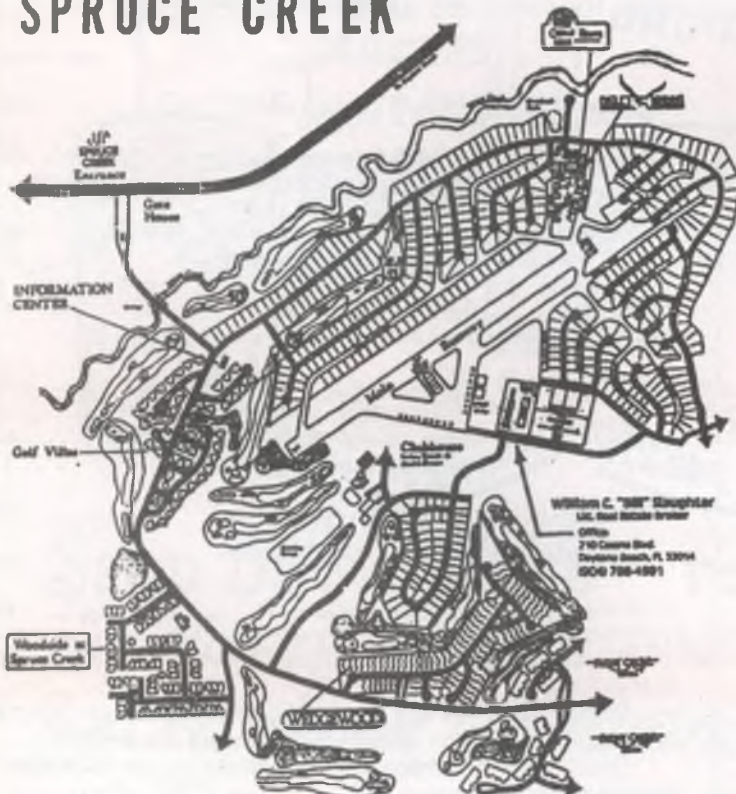
A speeding stone, dog bone, bit of wood or length of wire has a disastrous effect on an eye.

More tips!

Adapted from a Royal Victorian Eye and Ear Hospital bulletin, courtesy of Alcon Laboratories.

also see pages 2 and 17

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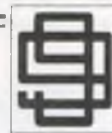
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New Horizons



Margaret Hawk 99

The Kansas Chapter has been saddened by the death of long-time member Margaret Anne Hawk.

Margaret, 52, Wichita, Kansas, was coordinator of counseling at Northwest High School.

A memorial has been established with West Heights United Methodist Church, Wichita, Kansas.

by Debbie Klein

Kirby Grant Friend of Ninety-Nines

Kirby Grant, loyal and dedicated member of the Sea World staff since 1979, served as a goodwill ambassador all the world respected and admired.

Grant served the Ninety-Nines by acting as the master of ceremonies at the World Precision Flight Competition awards banquet last August in Kissimmee, Florida.

Estelle Kirkpatrick Hannon 99

The El Paso Chapter was deeply saddened by the tragic death of Estelle Kirkpatrick Hannon, who died in the crash of a Cessna Caravan, November 1, 1985 at Bethel, Alaska. She was 35 years old. At the time of her death, she was employed by a charter service in Bethel, flying passengers, mail, food, supplies and medivacs into numerous Alaskan villages.

The highlight of Estelle's career was being named a recipient of an Amelia Earhart Memorial Scholarship this year. She was planning to use the scholarship to obtain her multiengine ATP. She obtained her private pilot certificate through a military club in Germany before moving to El Paso, Texas. While in El Paso, Estelle earned a commercial certificate in single engine and multi-engine airplanes, an instrument rating and numerous ground instructor ratings. She flew for air cargo companies in El Paso, Tucson and Phoenix before moving to Bethel in 1984. While working in Alaska, she obtained her single engine ATP.

Estelle was an active member of the El Paso Chapter, and she held several offices. She was a frequent delegate to section meetings, as well as two International

continued on page 10

The 99 NEWS 9



TEDDY KENYON 99

It is with sadness that the Connecticut Chapter learned of the death of Charter Member Cecil "Teddy" Kenyon on December 13, 1985. Teddy's flying accomplishments are legion — barnstorming, aerobatics, test piloting for Grumman, air racing — you name it, she did it! At a time when few ladies ventured into a dangerous flying machine, Teddy was leading the way for all pilots.

A rare, kind and gentle spirit, Teddy was born in 1905 and married an MIT graduate in 1926. Husband Theodore was a smart man who chose to forego the painful early years of a new college graduate, making his living barnstorming. Teddy said that sometimes a pilot could make as much as \$17,000 a summer giving rides at \$5 per person. Not a bad living in those days for someone who liked to fly!

Teddy suffered a stroke a few years ago, taking her from the sky before her time. Nancy Tier visited Teddy recently, and flew over her house during the air rally last August.

Teddy leaves her sister, Barbara Magaletta, whose husband taught Teddy to fly, as well as several nieces and nephews.

The Connecticut Chapter will be making a donation in Teddy's honor and would appreciate consolidating any donations to International to assure proper recognition for this very fine lady, a pioneer of aviation in the truest sense.

by Sally McDonough

The Last Flight

When I was young I learned to fly,
And spent many hours in God's blue sky.
Now I am old and fly no more,
But one last flight to Heaven's door.
When I arrive some starry night,
I'll hope the landing lights are bright.
As I touch down my prayer will be,
My Lord and Savior welcome me.

— from the OX-5 organization,
submitted by Barbara Kibbee Jayne,
who flew with Teddy Kenyon during
World War II.

"She was a gracious, warm, outgoing
personality who will always be
remembered."

— Nancy Hopkins Tier
Charter Member

Bob Oppen 49½

Bob Oppen, husband of Lynne and father of current member Mitchel Lu, passed away suddenly December 17.

Lynne was an active member of the Los Angeles Chapter until moving to Valley Center after their retirement. Bob was an active pilot until grounded for medical reasons. Both participated in 99s activities, with Bob flying the Jim Hicklin Air Race twice.

by Sally La Forge

Nellie A. Palmer
September 12, 1985

New Horizons continued from page 9



Conventions. Estelle was also a pilot in the El Paso Composite Squadron of Civil Air Patrol. Even after leaving El Paso, she was an occasional visitor at our meetings. Estelle always kept us up to date on her career through her many cards and letters.

Equal to her love of flying was Estelle's fondness for travel. Her many journeys after graduation from Hamline University in St. Paul, Minnesota, took her to 60 different countries around the world. Her last trip was to Japan and China this past summer with a close friend from her college years.

Estelle was laid to rest in Billings, Montana, where she grew up. She is survived by her husband of three weeks, John Hannon, Anchorage Alaska; her parents, Joe and Pauline Kessler, Billings; a brother, Walter, Memphis, Tennessee, and many friends throughout the world. Although we mourn her passing from this life, we are confident she is "soaring with the eagles."

Memorial contributions may be made to the Amelia Earhart Memorial Scholarship Fund, Estelle Kirkpatrick Memorial, The Ninety-Nines, Inc., International Headquarters, P.O. Box 59965, Will Rogers World Airport, Oklahoma City OK 73159.

by Didi Shaffer

Charles Goodrich 49½

It is with sad adieu the Michigan Chapter bids farewell to Charles Goodrich, husband of 99 Lois Goodrich.

Charles was born January 24, 1922 in Pentwater, Michigan. During World War II, he flew 113 successful missions over Normandy, France, and into Germany in a

P-47 Thunderbolt. He was a member of the Ninth Air Force 362nd Division. At the close of World War II, he was decorated with the Distinguished Flying Cross and Air Medal with several clusters.

Civilian life afforded time to develop a private business, sail the Great Lakes in a 42-foot sloop and build a Cougar experimental aircraft, which he triumphantly piloted. He was a member of the Navion Range Masters.

Charles departed on a final mission to New Horizons October 22, 1985.

by Grace Lienemann

Susan Scott 99

Going on to New Horizons, beloved Intermountain Chapter member Susan Scott flew her last flight August 27, 1985.

Captain Scott, a copilot assigned to the 43rd Air Refueling Squadron, Fairchild AFB, Spokane, Washington, died in a KC-135 crash at Beale AFB, California. She was on temporary duty at Castle AFB, where she was undergoing upgrade training to aircraft commander. Six other crew members also died in the crash, which occurred while the KC-135 was conducting approaches and landings at Beale. Susan was not pilot on the flight when she lost her life.

Born in Belmond, Iowa, Susan came to Fairchild in 1982. She is survived by husband Michael J. Scott, mother Betty M. Boelman of Alexander, Iowa, and a sister and brother.

Commander Colonel James Meier of the 92nd Bombardment Wing said, "Captain Scott was a superior officer and pilot, held in

the highest esteem by her fellow aviators and superiors alike. She exemplified the best in an Air Force flying officer. As one of our leading female officers, her loss is felt by all of us at Fairchild."

Memorial services were held at the base chapel with her crew flying her KC-135 low over the chapel as a farewell salute to Susan. The crew had spent all week polishing the tanker so that it looked like a golden, satin bird as they glided out of the west, across the heads of the watching pilots and family.

Fairchild AFB organizations and personnel have shown their special regard for Susan by making donations to the Amelia Earhart Scholarship Fund in her name. At the base, she was called "our black-haired Amelia Earhart," said Lt. Colonel Gerald Beverly, 43rd A.R.S. commander, "for she was of Amelia's type — with an ever-ready word and happy smile."

Susan will be remembered by local 99s for their shared participation in a recent air refueling flight from the state of Washington, over Glacier Park, to rendezvous over eastern Montana. Susan was the pilot on this flight that carried members of the Intermountain Chapter. Not only was it an educational and gorgeous flight, but Susan gained extra commendation for her "almost perfect timing" in rendezvousing with the C-141 from Tacoma that day.

Susan's memory will be alive with us for a long time. Be with God, Susan, and may you watch over us all and forever be our "copilot."

Harold Wolfstone 49½

After a stormy flight, Western Washington 49½ Harold Wolfstone was cleared to land on October 2, 1985.

Mary Galbraith 99

Mary Galbraith was a devoted 99, an enthusiastic pilot and a hard worker for all our projects. As Central Pennsylvania chairman, she inspired all of us. Mary was always there when we needed her.

We will remember her devotion to 49½ Bob, his "Bamboo Bomber" projects and flying their beloved Navion all over the country. She flew in the last Powder Puff Derby and attended several International Conventions.

We were shocked and saddened when she suddenly became ill and died August 17. We all loved Mary and will miss her.

by Margaret T. Wellington

Ruth Reinhold 99

Women in aviation, tip your wings in tribute to a pioneer woman pilot — a woman who asked no quarter when she set out without fanfare to earn her livelihood in aviation while the economy of the country was in deep depression.



Ruth M. Reinhold, a professional pilot for more than 50 years, entered New Horizons December 17, 1985 at the age of 83 years. Acclaimed the foremost woman pilot in Arizona aviation history, Ruth was capable, generous, devoted to aviation and extremely modest. She was embarrassed by public accolade and denied that she had done anything worthy of note. The record shows otherwise.

Ruth learned to fly in 1933 in exchange for her services as office manager to the operator of a small field on the outskirts of town. That field grew to be Phoenix Sky Harbor International Airport, and Ruth played an important role in nurturing its growth. As one admirer said, "Ruth was Sky Harbor!" Her entire career was based there.

Assistant to the airport manager until 1946, she also was a charter pilot, corporate pilot, and flight and instrument instructor. She flew as pilot and copilot for Senator Barry Goldwater, members of his family and the Goldwater family business for 20 years, including during his campaign for the US Presidency in 1964.

During World War II, Ruth taught instrument flying to B-24 pilots and instructed in the Civilian Pilot Training Program. She was a captain in the Civil Air Patrol.

Dedicated to public service on behalf of aviation, Ruth served on the first City of Phoenix Aviation Board, and she was the first woman to be appointed to the Arizona Department of Aeronautics. She flew the AWTAR, was its chief impound inspector for many years, as well as en route timer for several more years. She was a past president of the OX-5 Aviation Pioneers, and she held various offices in the Ninety-Nines. The culmination of Ruth's career was the 1982 publication of her carefully researched book, *Sky Pioneering: Arizona in Aviation History*.

Through the years, Ruth received many awards and commendations. During the 50th anniversary celebration for Sky Harbor Airport in 1985, she was honored for her contributions to Arizona aviation as an Arizona Pioneer Woman in Aviation, and she was honored with Goldwater for service in aviation.

Phoenix Chapter, the aviation community and friends will long remember with

awe the accomplishments of this tiny, quiet, wisp of a lady. Our sincere sympathy and continuing caring are extended to her husband, Robert.

Barbara Glasson 99

The Mt. Tahoma Chapter lost one of its members, Barbara Glasson, in September.

Barbara and her daughter, Peggy, learned to fly together in 1980 and bought an airplane before either one had soloed. After obtaining their licenses, they immediately joined the Ninety-Nines and became enthusiastic air racers.

The loss of Barbara creates a great void in the hearts of those who loved her. We have our memories, so aptly expressed in this tribute to Barbara by a friend.

Memories of a Special Lady

Memories are the wonderful gift
A person leaves with others.
Some may be a hissy fit,
And others no real bother.
But the greatest one of all is love,
Let's not forget the ones above.
They've spread much joy
and many smiles,
To those they've touched
across the miles.
Barb, Barbie, Barbara,
either one she'd answer to,
When called on for anything
she was asked to do.
Be it dogs, planes or computer things,
She was the one with all the brains.
A philosopher, a pilot, a teacher,
Sometimes, even a very good preacher.
Broad shoulders were always near
When someone needed to shed a tear.
The kindness, giving and sharing,
Are traits of her wonderful caring.
Remembering the many little things,
Like the bell on her keychain and its rings,
And her singing "Good Morning" song,
Made her as big as old King Kong.
Mares Eat Oats — we laughed so hard
When the words run together
they sound absurd.
A proud lady she certainly was
Of all she had accomplished,
From Dogs and Family and Computers,
And even the skills of flying.
She meant so much to all of us,
And the way she'd say, "No Fuss,"
Now she is at peace with the Lord,
She'll not have time to get bored,
'Cause God has a place for her,
Next to Him — His own personal flier.

by Charlotte Dolney



Jo Fagan 66

On a rural road near her parents' home at Leesburg, Virginia, the evening of November 26, Jo Fagan swerved to preserve the life of a deer in her path, sacrificing her own life at age 36.

Jo was a social worker for seven years after graduating from William & Mary in 1970. She also loved the vagaries and freedom of life on the ocean, amassing over 8,000 hours as cook and crewmate on salmon and crab fishing boats in the Bering Sea, earning her Coast Guard master seaman's license. She lived in her own primitive cabin at Dutch Harbor in the Aleutians, where she started a newspaper and drove a taxi for a year.

Jo was a student pilot with 43 hours, many acquired in Alaska, and her written exam was completed. She had recently earned her real estate license, and Jo would soon have become an energetic 99 member of the Washington, D.C. Chapter.

The tragic death of this most vivacious, adventurous, gregarious woman is our loss, but we will remember her free spirit and her courage to do whatever she wanted.

by Lin Clayberg

NOTAM

Friends of Mary Able will want to know she has undergone heart transplant surgery. She is in St. Luke's Hospital, 6720 Bertner, Houston TX 77030.

The Biggest Birthday Bash

by Fay Gillis Wells

Don't miss the biggest birthday bash of all when we celebrate the milestone anniversaries of the International Forest of Friendship, four sections and 36 chapters of the Ninety-Nines, all celebrating birthdates ending in "1" or "6" in 1986.

And what more appropriate place to celebrate than the site of the Forest of Friendship on the beautiful slopes of Lake Warnock near Atchison, Kansas, the birthplace of Amelia Earhart? The Forest ties our past, through Memory Lane embedded with the names of those who have, or still are contributing to all facets of aviation, to the future with our Moon tree, surrounded by our Astronauts' Circle — from Amelia Earhart, our "First Lady of Aviation," to Sally Ride, our "First Lady in Space."

The Forest is made up of trees from the 50 states and from the territories, their roots entwined with the roots of trees from the 33 countries around the world where there are 99s — a beautiful, living example of the Ninety-Nines' credo: "World Friendship through Flying."

The Forest, a gift to America on her 200th birthday from the Ninety-Nines, the City of Atchison and Kansas State University's Forestry Extension, will celebrate its 10th birthday July 18-20.

The four birthday sections of the 99s are



Memory Lane contains plaques honoring aviation greats and near-greats, while an aerial photo (top) covers the entire Forest of Friendship in Atchison, Kansas.



the North Central Section (founded 55 years ago in 1931), followed by three International sections — Africa South (20 years old) and Caribbean and India Sections (both 10 years old).

Four chapters will celebrate their 45th anniversaries — Colorado, Eastern Pennsylvania, Greater St. Louis and Oklahoma — followed by San Diego and Tulsa, age 40. The First Canadian, Kansas, Long Beach, San Joaquin Valley and Tucson Chapters will all be 35. And right behind them are Eastern Idaho, Las Vegas Valley and Middle Tennessee, all boasting 30 years. Next in line are El Cajon and Mississippi, 25 years. Turning 20 are Kentucky Blue Grass, Palomar, South Louisiana and Willamette Valley. The 15-year-old teenagers are Coastal Bend, Dallas Red Bird, Greater Pittsburgh, Greater Winnipeg, Western New England and Saskatchewan. Next come Delaware, Imperial So-Lo, Indiana Dunes, Scioto Valley, Shenandoah Valley and West Virginia Mountaineer, age 10. But it is great to note that we have eight, exciting, young chapters — Aspen, Central Oregon, Embury Riddle-Daytona Beach, Eastern Oregon, London Bridge Havasu, Midnight Sun, Mission Bay and Mount St. Helens, just turning five.

We hope there will be representatives from all these sections and chapters in

Atchison to abet the birthday merriment. On perusing the roster, I find there are 17 Fayers, 11 Fays and one Fae 99, so I thought it would be "fey" to have them help me as honorary hostesses at our biggest birthday bash yet.

A hot air balloon will be available all three days, weather permitting, for photographers to soar over the Forest. Free telephone calls to the 33 countries where we have 99s are planned for some lucky winners. Judy Logue is organizing one of her fabulous scavenger hunts in cooperation with local merchants, with great reward for the ingenious. The McLaughlin brothers, Lennon, Michigan, have volunteered to handle the newspapers at Neuman Hall.

Our goal for Memory Lane in 1986 is 50 new honorees, and 99s do not have to sponsor all the nominees. Most interested corporations and families of deserving honorees are delighted to act as sponsors when they are presented with the facts about Memory Lane. Honorees are proposed by sponsors, who then contribute \$200 to the International Forest of Friendship to help defray the cost of installation of the 12"x16"x4½" granite plaque. A biography and a picture of the honoree, plus a tax-deductible check for \$200 made payable to the International Forest of Friendship, P.O. Box 99 AE, Atchison KS 66002.

Own A Piece Of History



Own a novelty deed to one square foot of the Amelia Earhart Birthplace in Atchison, Kansas. In order to preserve and restore the Amelia Earhart Birthplace, Ninety-Nines/AE Birthplace Trustees are offering a unique novelty item for sale. This deed to one square foot of the historic property is available for a \$100 contribution. Only 5,000 square feet are available; therefore, only 5,000 square feet will ever be sold.

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

Let us now prepare to restore this museum that will preserve America's aviation history. Please mail your tax-deductible check with the coupon below to:
99s/AE Birthplace Trustees, 4801 W. 87th St., Prairie Village KS 66207.

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

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ADDRESS _____

CITY/STATE/ZIP _____





Hawaii... where volcanoes live!

by Joyce Wells

The Island of Hawaii has many nicknames — "Volcano Island," "Big Island" and "Orchid Island." It is also the southernmost point in the US and larger than all the other Hawaiian Islands put together.

Formed by five volcanoes, two of which are still active, Hawaii is still growing in area today. Eruptions continue to send fiery lava down the slopes of Mauna Loa and Kilauea, enlarging the island as it spills into the sea on the southeastern coast.

This island, 76 miles by 93 miles, has more extremes in terrain than the other islands. Mauna Kea rises majestically to 13,796 feet, and its snow-capped peak offers winter skiing. It was once covered by a glacier 250 feet thick. Mauna Loa, the largest single mountain mass on earth, rises 13,680 feet

above sea level and more than 30,000 feet from the ocean floor. A well-paved road leads to Hawaii Volcanoes National Park, passing through beautiful fern forests to the 4,000-foot elevation. Here, from lodgings on the edge of the crater, visitors may view the steamy caldron of Kilauea. The Kilauea Visitor Center contains displays of volcanic formations, as well as lecture and movie areas. In the 1960s, astronauts trained for lunar missions on the moonlike lava fields.

This island was possibly the first to be reached by the Polynesian settlers about 750 A.D., and it was the birthplace of Kamehameha the Great. It was also the first landing place of missionaries, who brought both Christianity and American traditions to the islands.

Hawaii is a productively industrious island, with its citizens engaged in the sugar, tourism, cattle, coffee, orange, papaya and macadamia nut businesses. And, of course, many varieties of orchids and anthuriums, for which the Hilo area is famous, are grown.

Hilo is the county seat of Hawaii, and this charming city of about 35,000 is situated on the shore of Hilo Bay on the eastern side of the island. The deep water harbor is protected by a breakwater, which failed to shelter the waterside businesses in 1946 and 1960. A tsunami (seismic sea wave) destroyed much of the business area, which has since become parks and gardens.

A "must" visit in the Hilo area are two of the state's most spectacular waterfalls — Rainbow Falls and Akaka Falls. Hilo has a yearly average of 137 inches of rain and an average temperature of 73 degrees, making the climate ideal for agriculture. There are several tropical gardens open to the public in the Hilo area. The nearby Mauna Loa and Hawaiian Holiday macadamia nut processing plants have visitor viewing areas where a narrative describes the phases of production. Hilo Airport handles many large commercial flights.

Lying south of Hilo is the Puna district, known for its papaya groves, Lava Tree State Park and the black sand beach of Kalapana. The sand was formed when molten lava hit the water and exploded into fine crystals. One of the largest coconut groves on the island fronts the beach.

A drive to the southernmost tip of Hawaii, Ka Lae, is through open cattle land, past a deserted tracking station, to an isolated spot with the ocean breaking at the rocky edge.

The "Painted Church" on the leeward (west) side of Hawaii was the first Catholic church on the island. A tiny building, it houses brilliantly colored murals, said to have been painted by a priest to create the feeling of spaciousness.

Honaunau, at the southern end of Kealahou Bay, is a revered site to Hawaiians and Polynesian historians. There are the remains of the great walled City of Refuge and of the heiau, which once housed the remains of Hawaii's great kings. The City of Refuge is a National Historical Park.

Kealahou Bay (pathway of the gods) is the place where Captain James Cook wintered in January and February of 1779 and where he lost his life. A monument to him was erected in 1876. This sparkling bay is a favorite viewing area for glass-bottomed boats.

Midway up the western coast is the Kona District, home of the coffee industry and center of tourism for the island. Gourmet coffee is grown here on many small privately-owned plots, the only area in the US where coffee is raised commercially.



Lovely Rainbow Falls is located just a few minutes from the port town of Hilo on the "Big Island" of Hawaii.

Kailua-Kona is the oldest and largest resort area on the island, and it has a busy commercial airport. A deep water bay harbors many sport fishing and excursion boats. This quaint village has the first Christian church built by missionaries in 1823. It is constructed of lava stone and koa wood. Across the street is the Hulihee Palace, former summer residence of Hawaiian royalty and now a museum. Beaches in the area are small and more rocky than on other islands.

Traveling north of Kona, the terrain changes to more arid land with panini (cactus) growing in clumps. Here at Waimea (also called Kamuela) is the Parker Ranch, with 224,000 acres, the largest privately-owned ranch in the US. John Parker, a sailor, left his ship in 1815. He married a Hawaiian woman, acquired title to the land and founded a family that built herds of beef cattle from the wild stock.

Six miles south of Waimea, the Saddle Road leaves the highway and traverses the high pass between Mauna Kea and Mauna Loa, ending at Hilo. The route is passable only by four-wheel drive vehicles.

The island has many types of flowers growing wild, but the official flower is the Red Lehua. It blooms on the Ohia Lehua tree in the upland forests. The Lehua is sacred to Pele (the volcano goddess). The big island has much to offer in sports, including big game hunting (sheep, goat and boar) and marlin fishing.

Hele mai ame ike — come and see at the International Convention, August 12-17. ☺



A gift of \$500 flying credit at Hawaii Country Club of the Air has been donated by Aloha Chapter member Dottie Kelsey for the benefit of the International Convention, August 12-17. Flight time will be divided into five \$100 certificates and awarded by drawing at the Southwest Sectional, May 10-11 in Tucson.

If you are interested in having your name in the drawing, send a \$5 contribution for each coupon submitted. To be sure your name will be included in the drawing, coupons and checks should reach Sue Hillmann, 2251 Round Top Dr., Honolulu HI 96822, no later than May 1. Make checks payable to Aloha Chapter Convention Fund.

Notam: The types of planes current^{ly} available at Hawaii Country Club of the Air are Grumman's, a Cessna, a Varga and Beechcraft. Certificates will be valid for flight time only, and will not include flight instructor fees for check-out.

**Drawing for \$100 Flight Time Certificate
Hawaii Country Club of the Air**

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Australian 99s

organize an air show

by Sue Burdekin

The Australian Section was invited to organise the inaugural Warana Air Show, October 13 at Archerfield Airport in Brisbane, Queensland. If only we had employed the services of a long-range weather forecaster, we all could have stayed in bed that day; or was it a superstitious revenge for selecting the 13th of the month?

Six months of planning, sacrificed social events and good, solid work had gone into preparation for the show, and the small team of organisers were polishing their lucky charms and biting their lips when the day dawned overcast, with the threat of afternoon storms.

Determined to be optimistic, we set out early to put the finishing touches to last-minute static displays and prepare for the onslaught. Much to our surprise and delight, the inclement conditions did not deter aviation enthusiasts. By 1000 hours, the crowds were lined up in a queue that stretched half a mile around the perimeter of the airport.

Once inside, there were plenty of attractions to keep them occupied until the flying programme started. We had a science and space display, featuring a model of the space shuttle and various satellites, hot air balloons, a colourful and exciting "kite-ologist" display, marching bands, carnival rides and much more. But, by far, the section that created the most interest was the flight line of Air Force helicopters, warbirds, homebuilts, ultralights, transport aircraft and aerobatic machines.

One of our sponsors was a television station, and they were promoting a mini-series celebrating the life of our famous aviator, Sir Charles Kingsford-Smith. The "stars" of the series made personal appearances, and our own Nancy-Bird Walton (who was taught to fly by "Smithy"), was a special guest of honour. A full-scale replica of the "Southern Cross," which was the first aircraft to fly the Pacific from San Francisco to Brisbane, thrilled the crowd and brought tears to some eyes as they nostalgically remembered.

Light rain was starting to fall as we opened the show with a spectacular mass drop of 42 parachutists from a DC-3. Behind the scenes, much concern was mounting as we learned that a main chute malfunction had occurred and, with little steerage on his reserve, one parachutist landed in a nearby resident's back yard.

The warbirds were magnificent, but once again, at the operations headquarters, we were biting our nails because the rain was playing havoc with our pyrotechnics on the ground. The simulated dog fight proved popular, but the laser aerobatics, performed

by Frank Fry, the Australian aerobatic champion, were incredible. He flew a free style sequence to perfection while lightning bolts highlighted the threatening clouds around him.

Our luck had run out. Within minutes, 35,000 spectators were running for shelter as the heavens opened and torrential rain, hail and squalls engulfed the airport. Just another 30 minutes and the Australian and American Air Force would have arrived with F-111s, F-4s and a KC-135 tanker, but there was no way that the show could resume. It rained for three solid hours, and those who were still sheltering almost had to swim to the parking lot.

It was a sorry sight when the drenched organisers finally made their way to the bar for some "medicinal alcohol" late that day. Tales of how they were lucky to escape with their lives when a traffic jam occurred on the runway as fabric aircraft scrambled to reach the safety of hangars were prevalent.

At the so-called "wash-up" meeting some weeks later, the sponsors were ecstatic, however. They had a marvelous day, and they talked of televising the next show. Such was their enthusiasm despite the downpour.

So we may have the opportunity to present another show next year, but I think we will choose another date, just in case. The 13th was not at all lucky this time. ☹



The first aircraft to cross the Pacific from San Francisco to Brisbane was the Southern Cross, here replicated, flown by Sir Charles Kingsford-Smith.



Aircraft marshals find shelter from the deluge.

TIP #9: Steel on steel is bad news.

Hammering steel on steel is the cause of far too many serious eye injuries. Two hardened surfaces hitting together produce steel chips that fly with great velocity, penetrating deep into eyes.

Motor mechanics are the worst offenders, but nobody should risk sight when hammering. Use a brass or copper drift, a plastic hammer or rubber mallet.

Don't invite trouble by hammering steel on steel.

TIP #10: Yes, you can do-it-yourself.

These are the days of "do-it-yourself." Many of us who are not tradesmen during our working hours become on the weekend what we believe to be the world's best motor mechanics, carpenters, fitters and turners. We use all sorts of power and hand tools.

You can save a lot of money this way, but you can also get a serious do-it-yourself eye injury.

The home workman doesn't have the benefit of an enlightened management actively promoting an eye safety campaign. If he has goggles, they are likely to be hung on a nail somewhere gathering dust. "Safety glasses are only for factory workers, aren't they?" he would say if asked why he wasn't wearing them.

TIP #11: These odds are stupid.

Very few, if any gamblers would be stupid enough to back a horse if the odds were so bad they could get only their own money back if the horse wins. The odds are the same when people work without their safety eye protection.

Even if no accident occurs, the best a worker without safety eyewear can hope for is to stay the same as they were before. Their sight will certainly not improve.

But what if they are not so lucky? They face blindness at worst, or at least varying degrees of pain and impairment.

Statistics show the dramatic drop in eye injuries in plants where total eye protection has been made compulsory. These companies have had full backing from concerned unions and cooperation from shop stewards who realize the importance of protecting their members from injuries that could jeopardize useful employment.

Approved safety eyewear protects from three main types of injury — the blunt blow, penetrating wounds and chemical splashes.

TIP #12: It can happen to you.

Every one of the people admitted to the Royal Victorian Eye and Ear Hospital in Australia with eye injuries believed it couldn't happen to them — until it did. Then, in a split second, they knew they were wrong.

Consider the dentist who was hit in the eye with a champagne cork, the factory supervisor who scratched his eye deeply while pruning roses, the schoolboy who became permanently blind when lime splashed into his eyes as he was marking an athletic track, the boiler attendant who hit a stuck safety valve with a hammer and suffered terrible injury when it disintegrated.

These are just a few of the people who have recently come to Royal Victorian for help. There are hundreds more. Some were working without eye protection. Some thought seatbelts are effective if you sit on them. Others pried lids off tins with scissors or screwdrivers. Many were hit by stones and stocks. Still more were careless with explosives and guns.

Eye danger lurks everywhere, but awareness of the problems may save your sight. It has been estimated that 95 percent of eye injuries are caused by carelessness and half of all blindness is preventable.

Take our tip — think safety and act safely.

More tips!

Adapted from a Royal Victorian Eye and Ear Hospital bulletin, courtesy of Alcon Laboratories.

continued from pages 2 and 8

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Bex-

Scene of the Largest International Meeting in Europe

by Sigrid Ramelli



The Aerodrome de la Placette and its less than 2,000-foot grass strip was surrounded by over 45,000 spectators on both days.

Late summer 1985 — The Swiss Alps were echoing back the sounds of their neighbor, Germany, the sounds of 42 years ago, while a crowd of 60,000 spectators looked up into the sky to capture the thundering images of a Mustang P-51, a Curtiss P-40, a Spitfire Mk9, a Beech 18/C-45, a DC-3 Dakota and the mighty "Flying Fortress," the B-17F.

The place was Bex, 20 miles southeast of Lake Geneva in the French part of Switzerland, not far from the mighty Mont Blanc where the beauty of nature comes close to paradise. The stage was a tiny grass strip of less than 2,000 feet. In the native language, it's called "Champetre," the French description of "country atmosphere." The story was real: "Aviation of yesterday, today and tomorrow."

A little less than a decade ago, this town of less than 5,000 residents was unknown to most European aviators. That is when a unique aero club was born, the Group Vol A Moteur de Chablais (GVMC), where no one hesitates to plan on a large scale! In the early part of 1973, the club did not own a single aircraft. Twelve years later, this same group drew a crowd of 90,000 spectators from all corners of the globe to see rarities from the dawn of aviation, like the 1910 Deperdussin, the Macchi C-205 Veltro, the Fokker DR-I triplane and the SE5, the fighters and bombers of World War II up to the tactical combat aircraft of today, impressively represented by our "Fighting Falcon," the

F-16. They came to admire the national aerobatic teams of five countries, and they came to be a part of the helicopter competition for the first "Coup Suisse" ever presented. It is the place where Ray Hanna and his son, Mark, celebrated the 42nd anniversary of the Spitfire Mk9 — the place where the late, great fighter ace of the Battle of Britain, Sir Douglas Bader, announced to all aviators and the world, "Nowhere does a Rolls Royce Merlin make as beautiful a music as in Bex!"

On the first of four spectacular days, schools were closed within a 50-mile radius because Bex had offered a free demonstration to warm up the show crowd for the things to come.

Three thousand students with happy faces arrived to see model aircraft perform, to admire aerobatic gliders, to be thrilled by the precision formation teams from three different countries — the Patrouille de Suisse, the Patrouille de France and the Royal Falcons from Jordan — and finally, the surprise from the US, Kinnie Gibson from Sun Valley, California. He is the famous "Rocket Man" from the Olympic Games! He came to fly in Bex.

THE INCREDIBLE STORY BEGAN....

In November 1972, when the nucleus of the idea first began to form, Tony Kupfer and his wife, Arlette, were part of the Swiss group who visited the Piper factory in Vero Beach, Florida. They were impressed with the Cherokee 180. On their way home, they began to "dream the impossible dream" and wondered how to "reach the unreachable goal."

They began collecting Swiss francs in donations from members. Their first sponsor was Claude Nicollin, destined to be the first Swiss astronaut to ride in a US space

shuttle in 1986! The newly formed GVMC bought their own "Challenger" (then the name of the Cherokee 180) to be their first available spacecraft in November 1973.

HOW DOES ONE LEARN TO FLY IN SWITZERLAND?

Most of Switzerland's landing fields resemble the strip in Bex as opposed to the paved runways of Geneva or Zurich. Most private pilots seem to specialize in short and soft-field takeoffs and landings in VFR conditions. The majority prefer to fly in a 50 to 100-mile radius from their home base with pilotage as navigation aid. The Swiss VFR chart indicates only four VOR stations in the entire country. The import expenses of most trainers from either the US or France, the maintenance costs, insurance and expensive aviation fuel (up to \$4 per gallon) make it virtually impossible for most pilots to own a private aircraft. So clubs began to form and, for many more aviators, the dream to fly came true.

The group in Bex has been very successful with their format. With an initial investment of approximately \$460 (SF 980) entry fee and a yearly contribution of \$60 (SF 130), one joins the pilot group GVMC, the national organization of the Aero Club Suisse, as well as the social branch CAP (Club Aviation de Placette), to which glider pilots and enthusiastic non-pilots also belong. They meet ever weekend at their tiny aerodrome, their camaraderie giving a sense of belonging.

The next step to learn to fly in Switzerland is to accept the fact that the average cost of a private license is between \$3,500 and \$4,000 (SF 8,000). Close to US requirements, the rules require 40 hours, but the average student needs 50 to 60 hours of

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.



Kinney Gibson, known to most of us as the "rocket man," thrills the crowd in Switzerland.



One of the sponsors of the Super Show was the Swiss "Swatch" company. For creative publicity, they were using their four-minute time slot to show the crowd the largest Swatch watch ever produced.

training, including five hours under the hood. Many pilots like to extend this rating to aerobatics by passing a test for spins, loops, slow rolls, hammerheads and Immelmans. Other extensions for a private license, of SEL category, are ski landings, night flying and high-performance aircraft with retractable gear and/or constant speed prop. An additional test is required for a permanent radio license.

The prospective pilot needs to pass a 30-minute theoretical exam, preferably in English. When taken in French, however, it limits the pilot to use only restricted air space over the French part of Switzerland or France. Within each six-month period, the pilot needs to land at a controlled airport. Finally, the medical examination is similar to that in the US, from the six-month validation for first class to the two-year validation for third class. After enduring and passing all these inspections, the novice is legally a full-fledged pilot.

To remain a flying member of the club, however, the pilot needs to pass a 20-minute checkride once a year (usually between January and March) with one of the GVMC's three flight instructors. The aircraft requires a full load and three landings, one with flaps, one without flaps and one go-around. To upgrade from the club's two trainers, the Piper Cub and the French two-seater Robin with a 160-horsepower Lycoming engine, the pilot needs to go through a transition period of four to five hours of instruction in the club's four-seat Robin or the PA-28 Dakota (235).

After digesting all this information, one should feel more than safe to experience the grandeur of the Alps from the air.

Herve Blanc, who is one of the 110 licensed pilots in this nature wonderland of the Rhone Valley, gets a special thrill from

ski landings and knows each canyon's shape, each glacier's name and each little alpine settlement's peculiarities. We booked the Dakota on a Wednesday afternoon, hoping for low humidity to secure visibility; in Bex, that also means, "cleared for takeoff!"

I tried to remember my flying time in a Dakota. Somehow it was not the same as at Long Beach's 5,000-foot paved runway. This bumpy ride lifted us just in time to cross the wires and the trees. We slowly rose above most of the peaks into a sky that had turned into a scattered sea of clouds during the last hour. It formed unforgettable pictures in my mind, to join my memories of Alaska's uninhabited terrain and the unique experience of the Caribbean. The Matterhorn was once again shrouded in clouds this day, and I felt that I had touched eternity when we approached the Alpine glaciers. An hour and a half had passed like minutes. I knew we were approaching home base when we crossed one of my favorite remote restaurants, the Miroir d'Argentine.

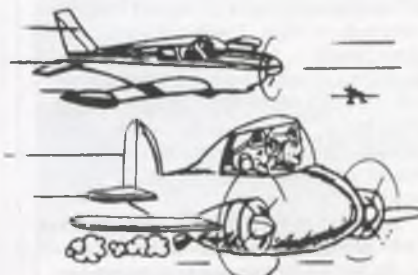
Needless to say, I made a prompt inquiry the next day in Bern at the Federal Office of Civilian Aviation, and following are their regulations. In order to obtain a temporary extension of your FAA certificate, private or commercial, you need 700 hours or more flying time and a current medical. The extension, which costs \$23 (SF 50), is valid until your medical expires. You may then take a test concerning Swiss aviation laws and regulations to receive a permanent ticket with VFR rating — not IFR (even if you have it in the US).

Robert Kurzen, a captain for Swissair, likes to fly a P-2 during the frequent get-togethers in Bex. This Swiss ex-military trainer compares to our T-6 and belongs to 15 members of the GVMC at Bex.

According to Robert, the first female pilot is now in training with Swissair for the right seat in their transport jet fleet. The GVMC itself has, so far, five women pilots. You may or may not want to get your license extended the next time you are in Switzerland, but do not forget to visit the magic aero club in Bex, creators of the Super Show and its motto, "Tout ce qui vole, volera!" — which means, "Everything that flies will fly." Personally, I would add, "like nowhere else against the majestic background of the eternal Alps!" ☺

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Remembrance of a Reunion Past

by Sandra Lapsley

I still have the silver thread of hair that I spotted clinging to the AE pendant around my neck as I watched our Charter Members disappear into the Rio Grande Valley International Airport terminal. Fay Gillis Wells had authoritatively taken that pendant from her own neck and planted it around mine as she clambered from my battered van, in which I had transported our guests during the four-day reunion. Fay's gesture, along with the many other expressions of appreciation, have been touching during the months since tiny Rio Grande Valley Chapter hosted a reunion for Charter Members during the Confederate Air Force's annual airshow. But the unintended gift of a silver strand of hair has had special meaning.

It was, of course, a great privilege to visit at length with women who have contributed

so much to the history of aviation. I was struck, most of all, with their humility, amiability and adaptability. They coaxed, "Come on old beast," for my van to start, insisting on a photo stop when the mileage passed the 100,999.9 mark. They even laughed when the "old beast" lost its air conditioning in the 95-degree heat. In their '70s and '80s, our Charter Members are darn good sports who know how to have a good time.

A year ago when our chapter decided to invite the Charter Members to a reunion, I wondered how difficult it might be to satisfy a group of celebrated ladies. I debated about whether it might be presumptuous to invite our aging members to travel long distances. It was with some trepidation that I mailed the first round of invitations, timidly asking if anyone would be interested in a get-

together of Charter Members.

To my surprise, 13 of our 25 known Charter Members replied in short order. Frances Ferguson Leistikow and Madeleine Kelly Royle already had travel plans. Although health prevented Retha McCulloh Crittenden's attendance, the rest, even Margaret Thomas Warren in Ireland, indicated they would try to come. Confronted with a possible guest list larger than the number of hosts, we then extended the invitation to the general 99 membership.

The volunteers who work with our own Charter Member, Ila Loetscher, known for her efforts on behalf of endangered sea turtles, were thrilled at the prospect of a visit from these history-making ladies. They spurred local interest, offering beach-front condo accommodations and an evening dinner party. In addition, the South Padre



Ninety-Nine "madres" Jodie Wallingford, Fay Gillis Wells, Nancy Tier, Mary Jensen and Ila Loetscher party on Padre Island.
Photo by Tiner Lapsley

NOTAM

A summer camp for high school students, titled "Careers in Aerospace," will be offered at Parks College of St. Louis University in June. There are three one-week sessions, beginning June 2, 9 and 16. Each session is limited to 24 students, who will live on the Parks College campus in Cahokia, Illinois, with field trips to Lambert-St. Louis International, St. Louis Downtown-Parks and Spirit of St. Louis Airports.

There will be orientation sessions on such aerospace career fields as professional pilot, aerospace engineer, aeronautical administration, avionics, aircraft maintenance, meteorology, transportation, travel and tourism. Campers will have flight simulator instruction and a flight in a training aircraft. They will also construct and launch a rocket. Instruction will be given by Parks College faculty members.

The cost for a one-week session, including room and board, is \$240 per person. Call Parks College, (618) 337-7500, ext. 203, for additional information.



Chris Rakestraw (in CAF uniform) shows Charter Members Jodie Wallingford, Betty Gillies, Ila Loetscher, Fay Gillis Wells, Mary Jensen and Nancy Tier her 99s display.
Photo by Sandra Lapsley

Formations of AT-6s re-create Pearl Harbor for spectators at the Confederate Air Force's Airshow '85.

Photo by Sandra Lapsley



Island Tourist Bureau cooperated with brochures and use of their copy machine.

The press was only mildly interested, but most disappointing was the initial reaction of the Confederate Air Force.

"Ninety-Nines? What theater did they serve in during the war?"

"You know, the Ninety-Nines, the famous women pilots group organized in 1929 by Amelia Earhart."

"Oh, that's nice. Were any of them military pilots?"

"Well, Betty Huyler Gillies, who may come, was the first American accepted for the WAFS."

"Oh, that's nice."

"Don't you think they deserve some recognition at the airshow — in the interest of history and all?"

"We'll get back to you."

Weeks passed without word from the CAF. The organization was rumored to still have a "macho" outlook, even though women were finally admitted as members several years ago. We were embarrassed to think we had invited our Charter Members from all across the country to attend an airshow where their presence might not even be acknowledged.

We began receiving more confirmations. Fay Gillis Wells of Virginia would arrive after an all-night flight from her son's home in Hawaii. Betty Gillies confirmed from California despite her husband's ill health. Josephine Wood Wallingford would fly from her Houston home, while Mary Jenson and Nancy Tier were coming from Connecticut.

Thanks to the timely return of members Adelle Baker and Christine Rakestraw, both active CAF volunteers, the earlier slight was rectified two weeks before the reunion. The Charter Members would receive complimentary tours with VIP seats on the reviewing stand. I was reminded of the time passed before the women who served as WAFS and WASPS during World War II were officially recognized by our country and accorded veterans' benefits.

Chris Rakestraw, an aviation history buff, took a couple of weeks from her TWA St Louis-based flight attendant duties to help with the airshow and reunion. She resurrected a series of displays on women in aviation that had been consigned to a dusty back room in the CAF museum. Evelyn Sizemore copied Charter Members' pictures from our 99 history book and I prepared biographical captions for an airshow site welcome display.

D-Day found Chris, resplendent in her blue CAF flight suit, and me at the airport terminal with "Welcome Charter Member Ninety-Nines" signs. A tall, stately woman in an immaculate business suit squinted at our signs and burst into a wide smile. A 99 maybe, we thought, but definitely not old enough to be a Charter Member. Jodie Wallingford introduced herself. Explaining that Fay would be deplaning momentarily, Jodie exclaimed, "Ye gads and little fishes!" It was easy to see why a woman of her

nature would have been nonplussed by the dangers inherent in pioneer aviation.

When both ladies were in the "old beast," I finally summoned the courage to break some bad news to Fay. "I hate to ask you this, knowing how tired you are," I said, "but I have a young lady reporter who would like to interview you and Jodie at Ila's and she can only do it at about 2:00 today." I fully expected our globe-trotting journalist and former White House correspondent to tell me that the podunk reporter could wait until she'd had some sleep. But, like the warrior she is, Fay grimaced and said she thought she could make it. I dropped the two at their condo and hurried to Ila's beachfront home, where we had to make ready for the evening's party.

Greeting me at the door in her underwear was 80-year-old Ila. She had just finished cleaning the huge turtle tanks that encompass the lower level of her home. She thrust a lemon-oiled cloth into my hand and told me to get busy on the rest of the house.

When the one reporter interested in 99s arrived, bright-eyed 76-year-old Nancy Tier was among our group. She explained to the reporter, who didn't know a throttle from a tailwheel, how she had traded a week's pay of \$25 for an hour's flying time. I was astounded to learn that flying in the '20s cost more than it did when I learned in the '60s. The reporter was so fascinated that she stayed for the party and interviewed everyone. The 99s gained a media friend.

Mary Jenson arrived at the party with her traveling companion and old flying friend, Priscilla Affeld. They related tales of flying their rare biplane in the days before flying by the seat of one's pants became an impossibility. Mary left aviation when she was no longer able to pass the then-strict vision test, going to work in the Disney Studios.

The evening passed rapidly and tiring guests were rejuvenated when Judy Roeder arrived with Betty Gillies, who related tales of her Acrocat and lamented selling her beloved Baron.

Chris, who had been busy getting herself elected a CAF safety officer, couldn't make it to the party. She and Golden Triangle 99 Beverly Stephens, also a CAF member, made sure every 99 in town for the airshow knew that the Charter Members would be honored. When we arrived with our guests, we surprised to be greeted by, not only Chris and Beverly, but some 30 additional lady fliers.

With a great rush of pride, we watched our Charter Members ascend the reviewing stand steps — the first time 99s had been honored at this great airshow. As "Tennessee" Ernie Ford invited the crowd to imagine themselves in a time machine that emerged in pre-WW II Spain, and as the 130 warbirds acted out the major air actions of the war in the gleaming sun above us, we felt that, in addition to commemorating with the CAF the Allied victory of 40 years ago, we were also celebrating a victory of our own.

We hope the CAF will not have forgotten

who the 99s are by next year, and we hope that more credit will be given to the role of flying women in the war whose history they so ably preserve. But, in case they do forget, we will keep reminding them.

A decade ago, when I served as *The 99 NEWS* editor, I designed for the dedication of our Oklahoma City Headquarters the logo that appears with the introduction to this year's membership directory. When I glimpsed that silver strand of Fay's hair wrapped around my unexpected gift, I became more conscious than ever of the belief, expressed in the logo, that one of the most significant functions of our organization is to serve as a link — a silver thread — from past to present and future. Many times during my 20 years as a 99, I have heard expressed the opinion that one not actively flying has no business belonging to a chapter. Charter Members have indicated they feel out of place at 99 meetings, and many good members have dropped out because they have ceased to fly.

To me, this is a tremendous loss of a precious heritage. Perhaps I am just too sentimental, but I nevertheless value that single silver hair — that silver thread — just as I treasure the pendant on which it came to me. I'm going to hang onto both of them.

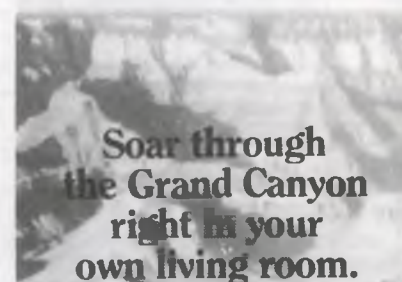
NOTAM

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 Oualline



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PROJECT "PROGRAM"

Did you ever stop to think how many meeting programs there must be among us? How many presentations have been prepared for various meetings that now rest in hiding in our closets?

The Eastern Ontario Chapter has taken on the project of collecting information about these programs and preparing a bibliography that can be shared by us all. There is no obligation for those who have programs. Any arrangements for presentation will be made between the individual Ninety-Nines or organizations involved. This is a chapter project, therefore there will be no cost to individual Ninety-Nines or chapters. A copy of the completed bibliography will be forwarded to each chapter.

PROGRAM INFORMATION

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Please mail with a short outline to PROJECT "PROGRAM"
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ON THE COVER: Oklahoma Chapter members teach at least one Flying Companion Seminar each year. The overall impression from each class of students is that they feel more comfortable with flying - some go on to obtain their licenses.

Promoting a better understanding of aviation is just one of the things 99s do worldwide. If your chapter has yet to plan and teach a Flying Companion Seminar, Future Women Pilots Program or Fear of Flying Clinic, it's time you did!

Future Women Pilots Program

by Elizabeth Dinan and Diana "Ace" Nichols

For the past four years, a group of women pilots in the San Fernando Valley have been helping women who are not pilots to join their ranks. The women pilots are the San Fernando Valley Chapter 99s; the non-pilots are women who are interested in becoming pilots and would like the support, friendship and encouragement of those who have gone before them.

When the chapter decided to revive its Wing Scout program, it was decided to open the scholarship to women 18 years and older and call it the "Future Women Pilots Program." It's no secret that learning to fly takes money, ambition, time and the maturity to accept the responsibilities demanded of flying in today's system.

Every year in the spring, we send out press releases and notices to announce on the radio that we are looking for women who want to be pilots. We usually receive 50 or more applications.

The committee, which includes Chairman Tina Gossman, Elizabeth Dinan, Melinda Lyon, Delores Mathews, Sylvia Sanderson and Ceci Stratford, review, grade and select 10 to 12 applicants to personally interview. After the interview, five to 10 women are selected to attend the Future Women Pilots Ground School. This ground school is presented by 99s under the supervision of Ceci Stratford and Diana "Ace" Nichols, both ground instructors.

The instruction is free, with the students paying for their textbooks. Southland Aviation and the Van Nuys Airport donated classroom space this year. There were also field trips to the Flying Tiger Line and Burbank TRACON.

During the three months of ground school, we get to know each other better and encourage the Future Women Pilots to attend our chapter meetings, flying activities and social events. However, it is not all fun and games, as there are quizzes and homework assignments for every lesson. There are also mid-course and final exams. During this time, most of the students are also taking flying lessons and usually solo before the end of ground school.

By the time they have taken the final

exam, it has become very difficult to select the two who will receive the \$1,000 scholarship. They are called back for another interview, and the past three months are evaluated. The two winners are at last selected, and we start planning for the graduation celebration.

We had a big turnout this year, including the ground instructors, committee members, Future Women Pilots (past and present) and guests. A potluck lunch was provided by the committee, and special gifts were given to the ground instructors.

This ground school was quite a production. It involved a lot of chapter members and introduced the students to many people who care about aviation enough to teach a class. Ground instructors and their subjects included: Sandra Coverly, weather reports and forecasts; Bill Howes, engines and systems; Carol Lawing (former Future Woman Pilot), AIM, ATC and publications; Barbara Michaels, flight controls and instruments; Pat Moore and Mark Shapiro, weather theory; Chris Newman, FARS and NTSB; Roger Newton, E6B computer; Ace Nichols, weight, balance and aircraft performance; Melody Rich, charts and plotting; DiAnne Roberts (former Future Woman Pilot), medical facts; Carol Rose, radio navigation; Sylvia Sanderson, magnetic compass; Cec Shulman, the airplane and aerodynamics; Jeri Snyder, airports and radio communications; and Ceci Stratford, flight planning.

Five women — Rosemary Brenner, Suzanne Dardeau, Marcia Fuller, Aileen Maale and Terisa Rhoades — completed this year's ground school. All received a ground school certificate to use when they take their FAA written test. The two scholarship winners were Marcia Fuller and Terisa Rhoades, who have both soloed.

Everyone in the chapter supports this program. We believe we are doing a community service by educating and encouraging women to become pilots. Five of our members started their association with the San Fernando Valley Chapter as Future Women Pilots. ☺

NOTAM

Applications are available for the \$1,000 Marion Barnick Memorial Scholarship through chapter chairmen or MBMS Chairman Marilyn Orloff, 4614 Corrida Circle, San Jose CA 95129.

This annual scholarship is awarded to a 99 or a female pilot attending one of the local colleges in the Santa Clara Valley. Additional awards were given in 1983 (\$500), 1984 (\$1,000) and 1985 (\$1,000).

Applications must be postmarked no later than June 1, 1986.

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RACE FOR SPACE is the theme of our final months of fund-raising for the 99 Headquarters Expansion. In the December issue of *The 99 NEWS*, there were a number of suggestions for money-raising ideas to meet our goal of \$300,000 by August 16, 1986. Remember that Sheldon and Pat Roberts have offered to match funds up to \$50,000 for the expansion before this date.

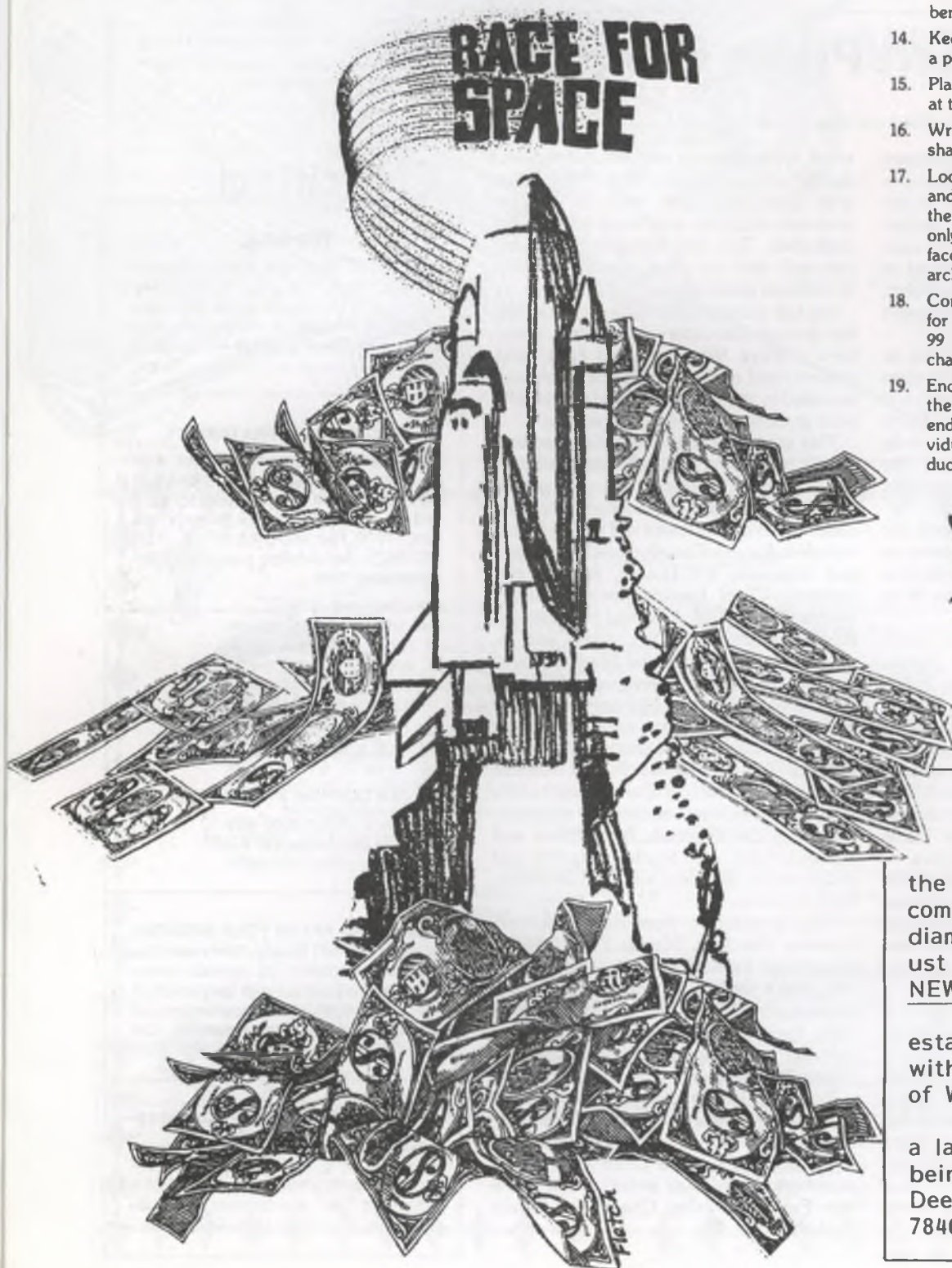
Here are some ideas (beginning where we left off last issue):

9. Organize a VCR movie night for 99s and 49½s in a member's home where there is a large-screen TV. Rent a couple of movies (or show home movies of air shows or flying events). Bill it as a double feature. Charge admission, as well as have a concession stand with popcorn, candy and soft drinks. It's all for a good cause, so charge plenty!
10. Organize a 99-49½-guests Bingo Night. Have members bring prizes. Charge for cards and concessions. Have one grand

door prize for the evening, chances based on the number of bingo cards purchased.

11. Plan a series of progressive dinners or luncheons with 99s, 49½s and guests participating as a benefit tax-deductible activity.
12. Plan an aviation memorabilia, junk, etc. auction to include the general public — or make it a treasure hunt with all who participate required to buy the card of clues.
13. Be creative. Organize your own RACE FOR SPACE. How about an aerial treasure hunt with cards of clues to be purchased as a benefit, offering plaques or other prizes?
14. Keeping current, raising funds and planning a poker run could be most rewarding.
15. Plan a spaghetti dinner or pancake breakfast at the airport as a benefit activity.
16. Write to me with your ideas. They will be shared.
17. Look over your chapter savings accounts and CDs. Share the fun by contributing to the 99 Headquarters Expansion. It is the only resource center that is preserving all facets of women in aviation and space archives.
18. Consider an additional chapter contribution for 1986. Check the December issue of *The 99 NEWS* to see how much (or if) your chapter has contributed.
19. Encourage individual members to include the 99 Headquarters in their wills and endowment policies, and encourage individual contributions. They are tax-deductible!

by Marilyn Copeland



NOTAM

Foothills Chapter of the 99s has completed a compass rose 236' 4" in diameter (see July-August '85 issue of *The 99 NEWS*, p. 28).

They are trying to establish a world record with the Guinness Book of World Records.

If anyone knows of a larger compass rose being done, please call Dee Steely at 803-288-7846 as soon as possible.

Want to contribute but short of cash?

Many people who want to help their favorite charity, but don't have any ready cash available to donate, do so by remembering an organization such as The Ninety-Nines, Inc., in their wills. You, too, can make such a gift simply by including these words in your will or in a codicil (an addendum to your will):

"I give to The Ninety-Nines, Inc., located in Oklahoma City, Oklahoma, the sum of \$ _____, to be used in its charitable, educational and scientific purposes."

Instead of money, you can also leave tangible property, which can be sold or used as needed, or, in the case of archival material, added to the organization's Resource Center and Archives. Donors frequently leave property to their charity that has appreciated in value, thereby giving their estate a tax deduction at the appreciated value. Stocks and bonds are also included in that category.

If you already have a formal will and do not wish to go to the trouble and expense of having another executed, you may make a

gift in a hand-written codicil, using the following format:

"I declare that this is my first [or other number] codicil to my will executed on [give date your will was signed]. The following new paragraph is added to Paragraph _____ [insert the number of the paragraph where you have disposed of your property]. I give to The Ninety-Nines, Inc., located in Oklahoma City, Oklahoma, the sum of \$ _____ [or specified property] to be used in its charitable, educational and scientific purposes."

"In every other respect, I hereby confirm and republish my will, dated _____ [date your will was signed]."

"The foregoing first codicil to my will, dated _____ [date your codicil was signed], is subscribed by me on the _____ day of _____, 19 _____, at _____ [city and state]."

If you DATE and SIGN the codicil, and it is entirely in your OWN HANDWRITING, it will be a valid codicil to your will, and it should be put in the same envelope with your original will.

Your future gift through your will is needed and appreciated by the organization in order to meet its future goals and in order to continue to grow, just as present gifts help current projects. Please act now while you are thinking about it.

NOTAM

Recognition is due Cape Girardeau Area Chapter 99 Mona Marcec for being one of Illinois' finalists in the "Teacher in Space" program. She attended the October 1985 NASA Launch Seminar for Launch 61A.

MY OFFICE

Office on the go. Stationery organizer. Includes tape measure, 15-cm ruler, staple remover, pencil, penknife, high-lighter, slim pen, stapler, #10 staples, tape cutter, pencil sharpener, eraser, scissors, writing pad, paper clips, rubber bands. \$20. Order from The 99s, P.O. Box 59965, Oklahoma City OK 73159.



Headquarters Expansion Update

What's the progress on our RACE FOR SPACE?

Terrific! Donations and pledges have been coming in quite nicely.

Berni Stevenson, Los Angeles 99, has pledged \$10,000, of which \$4,000 has already been contributed to the Expansion Fund. Berni has been a fine air racer that I have admired for many years. She can really make a Mooney move, as well as support our 99 activities.

Another \$10,000 gift has been received from Lucille Wright, a Northwest Section member from Cody, Wyoming. Lucille has accomplished several records in airline travel through the years.

These large gifts certainly boost our fund

when matched by Pat and Sheldon Roberts.

Other individual members have also been pledging and sending contributions at a steady pace.

If you have not made a contribution to this fund, please consider doing so soon. Our goal of \$300,000 will be reached by 1986 Convention if we all "dig a little deeper," clean out the old piggy bank or simply write a check to "99 Headquarters Expansion Fund," P.O. Box 59965, Oklahoma City OK 73159.

Keep those cards and letters coming, and thanks to all for your find support thus far!

by Marilyn Copeland

WALL OF WINGS

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

Please find enclosed my tax-deductible check or pledge for the
99 Headquarters Expansion Fund,
P.O. Box 59965, Oklahoma City OK 73159

PLOTS 
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A Look at International Archives

From time to time, we'll take a look at just a few of the items given to the Ninety-Nines over the years. With the assistance of International Archivist Virginia Oualline, we would like all 99s to know just how many wonderful items we house.

Among the collections (many still packed due to the lack of display space in our present building) are those of Hilda Paul Jarmuth, Manila Davis Talley, Opal Logan Kunz and Mary Wright Bain.

As a matter of fact, Virginia has been trying to gather additional information on Hilda Jarmuth, who was still living in 1947. She lived in the Chicago area during the mid-1920s, and left there after her husband drowned while swimming in Lake Michigan. She moved to the West Coast and was very active in the Bay Cities and Los Angeles Chapters for a long time. She was also Southwest Section reporter for the old 99 Newsletter.

Hilda's collection came to us via the Los Angeles Chapter, but it was received so long ago that no one seems to know just how it came to be here. Included in her things are a pair of metal-framed goggles with adjustable nose piece, flying gloves and several autographed helmets.

Manila Talley's collection is quite extensive and, in fact, has been used a number of times to verify information about other pilots and aviation events. Donated by

General B.B. Talley, it contains a copy of the *Blue Book of Aviation* in 1933 among other items.

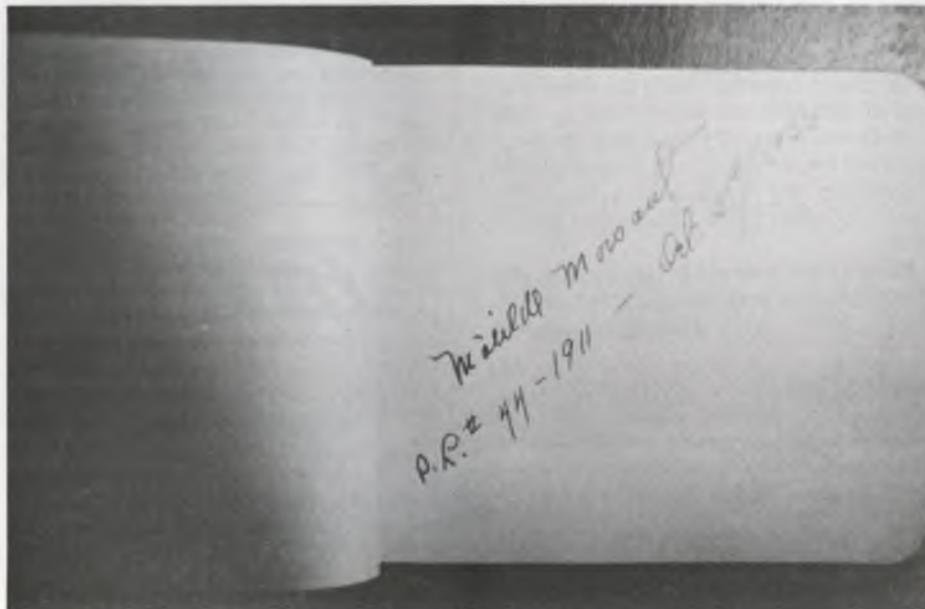
Opal Kunz, who originated the Betsy Ross Corps, was considered one of the best aviatrixes of her time. She was a close friend of the Thomas Edisons and other prominent people of her era.

Martha Bost, Orange Vale, California, contacted the Sacramento Valley Chapter (after reading about some AE memorabilia being donated to the Ninety-Nines) and offered Opal's memorabilia to the organization. Her scrapbooks contain many beautifully engraved invitations to the White House and other important social activities, as well as a great deal of aviation-related items.

Mary Bain was a well-known pilot who, among other things, made a flight up Fifth Avenue in New York to drop Salvation Army leaflets boosting employment in 1929. She also set a speed record for seaplanes in 1936. Her daughter, Margo Bain Tanner, has contributed her scrapbook.



Jean LaRene Foot, wearing a divided riding skirt, stands by her biplane.



Purchased at auction by Past International President Thon Griffith is this autograph book containing several early-day women pilots' autographs. The signature show is that of Mathilde Moisant.

The book in the background is an early *Ground School Text* belonging to Manila Davis Talley. The bracelet, one of AE's favorite pieces, is made of elephant hoof and hammered silver.





Recently acquired through the generosity of Marcia-Marie Canavello is one of Amelia Earhart's flight suits. She was photographed by *Vogue* magazine in the suit. Courtesy *Vogue*. Copyright 1935 (renewed 1963) by Conde Nast Publications, Inc.



Pages of a scrapbook made exclusively for the early Woman's International Aeronautical Association contain interesting photographs, including the one on the left of AE. The scrapbooks belonged to Ora Held Blackmore, first president of WIAA.

continued on page 28



One of several overflowing display cases contains personal memorabilia belonging to Wichita Falls 99 Jimmie Kolp, including this silver cigarette case and lighter. Still packed in a trunk are several helmets, jodphurs, and other items.

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

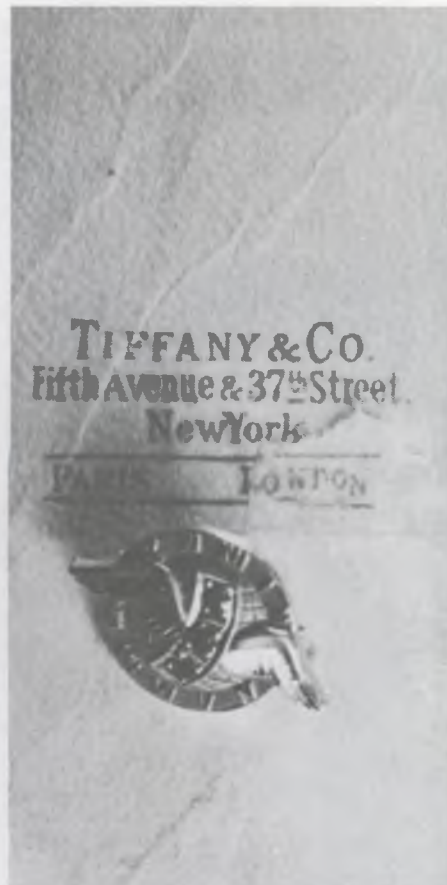
A Look at International Archives

continued from page 27



The sterling silver Lady Hay Drummond Trophy was presented to Manila Davis Talley (holding in the snapshot) in 1957. It was awarded to the outstanding woman pilot of the year, and Manila's husband, General F.B. Talley, presented it to the 99s in 1978.

This *New York Herald* newspaper, dated September 25, 1911, was received from Charter Member Betty Gillies.



HELP US IDENTIFY THIS PIN! Belonging to Manila Davis Talley, the outer ring contains Roman numerals like a clock face. The center is a world with wings, and the narrow band contains three sapphires. If anyone knows what it represents, please drop International Archivist Virginia Qualline a note.

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.





This photograph appeared in the September 1935 edition of *Airwoman* magazine. Meeting at the Candler Field Club House of the Atlanta 99s are Southeastern 99s Erin Darden, Clayton Patterson, Mary Nicholson, Charlotte Frye, Madaline Johnson and Alberta Barber.

Valentine Ryabchenko was the first woman pilot-instructor at the Kharkov Flying Field in 1933. Her students were workers from the offices and factories of Kharkov, as well as from nearby collective farms.

SOVFOTO (Soviet Foto Agency)



A large air show took place August 18, 1933 at the Moscow airdrome. Events included jumps by these women parachutists.

SOVFOTO (Soviet Foto Agency)

Chapter News, Activities and Projects

AFRICA SOUTH SECTION

The stalwart Transvaal Chapter gals had their monthly meeting November 12 with five members present and five apologies. The flying scene seems quite active. Jeanette van Ginkel has taken to microlights with a first lesson in winds gusting to 30 knots! Amalie, Pam and Brigitte went off to the Okavango Swamps in an airborne armada for the long weekend in October, and Eva visited New York, San Juan and the West Indian Islands courtesy of the airlines.

Did you know...

- that Caroline Puzey won the Zimbabwe Sun Air Rally for the second year running?
- that Jenny Zeederberg, as secretary of SAC, was largely responsible for the very smooth running of the recent World Aerobatic Masters contest?
- that, while the others had the headaches, Lindsay Glaum just had the fun side of the Masters? She was assistant to the chief judge, visiting American Don Taylor.
- that Val Humphreys is busier than ever (if that's possible)? In addition to the flying training, she's doing the schedule run from Nelspruit to Maputo. Are the LM prawns as good as they used to be, Val?
- that the 1986 AGM and convention of the Africa South Section will be held in Margate, Natal to coincide with the annual EAA fly-in? Dates are not known for certain at this stage, but it is usually over the Ascension Day long weekend in May.

INDIA SECTION

The Federation Aeronautique Internationale held its 78th General Conference November 17-23 in New Delhi. The conference was attended by delegates from 23 countries.

A balloon mela was organised November 14-17, and participants from eight countries took part. This was the first balloon mela in New Delhi at the Safdarjung Airport. Surprisingly, five 99s attended the FAI conference.

Indian Women Pilots and the India Section made history November 26. On a flight from Calcutta to Gauhati, the F-27 had an all-woman crew on board. Captain Saudamini Deshmukh was in command, with Flying Officer Nivedita Jain Bhasin (both 99s) as her copilot and two air hostesses. Hats off to these young women. India Section and the Indian Women Pilots are proud of them.

by Mohini Shroff



Saudamini Deshmukh (right) received her F-27 command just over a month before the all-female flight.

EAST CANADA SECTION

First Canadian Chapter

The chapter's annual general meeting took the form of a buffet dinner at the Brownstone Hotel in Toronto with 22 members attending. Receiving their 1985 pins, 21 members were APT. We also approved our donations for the year, elected our new executive and heard about Mary Norman's 9,500-foot Skywatch mission that lasted five and a half hours.

Our September "Bunch for Lunch" was at Hamilton Airport where a mini-airshow by some warplanes was just starting to "cheer" a cold, windy day.

In October, we toured the Wardair Maintenance Hangar, which houses two 747s, two DC-10s and Max Ward's first airplane in

which he flew mail — a Tiger Fox with a fresh certificate of airworthiness! This mammoth structure pulses with the excitement of aviation, its history and its continuing vitality.

In keeping with the theme and romance of flying long distances to far-off countries, Margo McCutcheon, Daphne Schiff and Adele Fogle spoke about their participation in the New York-to-Paris Air Rally. Their slides of icefloes, the icecap, the lush greenery of Iceland and the cold, dark waters of the Atlantic were breathtaking. They shared some humorous moments, the challenge of instrument approaches up a fiord and constantly adapting to new accents and procedures, and then the thrill of arriving in Paris to receive a trophy at the awards celebration.

by Donna Deaken

Maple Leaf Chapter

Our heavy winter weather has now set in, so it is difficult getting together for meetings. Study your charts and you will see (taking London, Ontario as our centre) how we are surrounded by the Great Lakes.

Five members fly their own aircraft, and Marie Spence and husband Bob are building a Fairey Swordfish. I am told there is only one other flying in the world.

Karin Williamson is involved with CAP and flying for Operation Skywatch. Sharon Moon and husband Richard operate their own flight school, Aero Academy, located at London Airport for six years. Doris McKenzie has been instructing at St. Thomas Flight School for the past year, and Peggy Smith has managed to work into her busy schedule a number of cross-country trips, including to San Francisco and the West Coast, Florida and Pennsylvania.

We would like to pass on an idea to US chapters. Maple Leaf and South Louisiana Chapters have decided to adopt each other as "sister chapters," and now the paperwork is being done to familiarize each with the other. Pat Ward and I have been friends for years, and we believe this idea can strengthen a chapter and encourage its members to take an interest in 99s outside their immediate territory. If you do not get to International Conventions, you never really get to know many of the wonderful flying women who belong to our organisation.

EAST CANADA SECTION

For the first time, there was no fall section meeting this year. In response to a drop in attendance at section meetings over the last few years due to time commitments, distances and costs, East Canada Section has chosen to try a fall Governor-in-Council meeting instead.

The first of these sessions was held at the home of Governor Betty Innes in September. Section officers were joined by members from the Maple Leaf, First Canadian and Eastern Ontario Chapters. A wide variety of topics was discussed and a great deal of business handled in what was a most useful, enjoyable and effective meeting.

by Donna Deaken



Attending the FAI conference in India were 99s (from left above) International Board Member Chanda Budhabhatti, Canadian Susan Fischer, Kyung O. Kim Lee from Korea, Indian Section Governor Mohini Shroff and Marie McMillan, an FAI award recipient.



Bill Piper and Anne Shields (left) are named Silver Wings Man and Woman of the Year, while Laura Fonseca (right) presents a belly dancing performance at the Eastern Pennsylvania Chapter Christmas party.

As a chapter, our annual meeting was held in October with the present slate of officers being reinstated. Our November 23 meeting then gave us a chance to get together before Christmas and to welcome a new member and a prospective member.

We read *The 99 NEWS* very carefully because that is where many of our past ideas have originated — 1986 will find us celebrating 17 years as a chapter and looking for more aviation activities in which to participate.

by Hilda Devereux

WESTERN CANADIAN CHAPTER

Greater Winnipeg Chapter

Edna Towke, who has been news reporter for some time, is now living in Pineimuta, Manitoba. She and 49½ Stan are designing and building their retirement home.

Linda Sotrsz completed her training and now has her hot air balloon license. Besides giving rides and instructing, Linda is doing some promotional advertising.

Special honors go to 99s Elizabeth Wieben for winning an AE Scholarship, and to Barbara Scaife, who was presented with the Governor General's Shield at the Winnipeg Flying Club's annual Wings Banquet.

Janice Cannell received her novice rating in the National Aerobatic Championships held in Gimli, Manitoba.

They were fun days when 99s recently had fly-ins to Grand Oaks, North Dakota and to

Saskatchewan Chapter members attending the fall section meeting include Chapter Chairman Noreen Proudlove, Sharon Spence, Sharon Hall, Mildred Beamish, Angela Spitz and Melody Jackson.



Minaki Lodge in Ontario, and a Christmas party was held December 15 in the home of Janice Cannell.

Dianne Klassen, one of our chapter's founding members, is starting her new position with Transport Canada in Edmonton, Alberta early in 1986. She will be super-intendent of air regulations.

by Jeanne Allan

Saskatchewan Chapter

The Winnipeg section meeting was attended by seven chapter members. We traveled on Friday the 13th, and let me tell you, the weather was totally uncooperative, forcing us to land 100 miles short of destination. The highlight of the affair was hearing first-hand from Heather MacMillan, woman investigator for the Canadian Aviation Safety Board. Irene Henley spoke about aviation as a career, and Liz Weiben reviewed her life as a bush pilot in northern Ontario.

Estevan was air marked in August and, in liaison with Alberta Chapter, Lloydminster was marked in September.

A Christmas party November 30 found members reminiscing over albums, videos, slides and scrapbooks while enjoying holiday food and drink.

Our Tree of Friendship, which Mildred Beamish brought home July 26, 1983 from the Forest of Friendship, has recently been planted at the newly landscaped Regina Airport. It was kept in a nursery for two years while it grew large enough to withstand our Canadian winters.

by Nadine M. Cooper

MIDDLE EAST SECTION

Central Pennsylvania Chapter

Our November 9 meeting was at the Bellefonte Sky Park Airport with FBO hostess Marion Gerbrick. Members attending included Joan McDonald, Mine Edwards, Debby Mastromatteo, Martie Pool, Mary Beth Dunlap, Hazel Bartolet, Vicky Williams and 49½ Nick, and Vicky Williams with her 49½.

New member Mary Beth Dunlap is Marion Gerbrick's daughter. A student at Penn State University, she received her private pilot license in December and is working on her

instrument rating.

Tucson 99 Joan McDonald is currently working at the FSS in Martinsburg. Since 1980, she has worked in Blythe, California; Truth or Consequences, New Mexico, and Watertown, New York. With no 99s in any of these locations, Joan was glad to find a chapter in this area.

Marion Barbrick has joined the Silver Wings, and Helen Sheffer attended the section meeting in Pittsburgh. Flo Shirey weathered "Hurricane Gloria" in Cape Cod, Marion Garbrick attended the AOPA convention in Washington, D.C., and Vicky Williams spoke at the aviation safety education seminar in Clearfield.

Margaret Wellington attended the fifth annual Aviation Conference of the Commonwealth of Pennsylvania October 1-3 in Wilkes-Barre. She reported a new optimism in the state's attitude toward aviation. Tom Larson of the state DOT reported that aviation contributes \$6.5 billion to the economy of the commonwealth.

by Margaret T. Wellington

Eastern Pennsylvania Chapter

We proudly display the 1985 national award as the most active chapter in aerospace education at home base Penridge Airport.

Kate Macario worked hard to provide a very interesting bus trip to the aircraft carrier *Intrepid* in New York's Hudson River. It is a fascinating museum of naval aviation from World War II to the present.

Anne Shields was named Silver Wings Woman of the Year at their annual dinner in Harrisburg. Bill Piper received the Man of the Year award. Since Anne learned to fly at Lock Haven in 1941 while working for Piper, it was "old home week" for them at the dinner.

Nina McKissock was hostess for our covered-dish Christmas party, attended by 36 members and guests. While everyone enjoyed the food and Louise Sacchi's short aviation test, the highlight of the evening was Laura Fonseca's really super belly dance.

We welcome new members Lynn Forbes, Anne Keen, Mary Rose Myers and Barbara Reed. Ann Walton has married Stewart Humphries. Ros Snyder has been appointed the only female member of the Bucks County Airport Authority, and another of us joined the ranks of professional pilots when Janice Holl started flying for Allegheny Commuter out of Cape May County Airport.

by Louise Sacchi

Hampton Roads Chapter

Custom Antique Aeroplanes was the location for the November meeting. Al and Mary Jenkins, currently working on a Swift and Waco, take great pride in the restoration of various aircraft. They are assisted by two 75-year-old pilots who remember flying what they are now helping to restore. The Jenkins' greatest accomplishment is that each restored aircraft is flyable.

Enthusiasm, pride, interest and public relations were evident November 17 at the Langley NASA Visitor Center when members presented a panel discussion and slide show about women aviators. Participants Linda Bangert, Joan Brockett, Rosemary Doud, Edith Fischer and Linda Hollowell each offered insights, information, job opportunities and pleasures relating to flying.

Alice Borodkin scheduled the program, moderated the panel and arranged for local TV news coverage. Exposure such as this promotes flying and aviation-related careers as well as the 99s.

Maryland Chapter

Our November meeting, the air marking of a compass rose, was at Frederick Airport on a beautiful but windy fall day. After breakfast in the coffeeshop, we were well-prepared to begin painting the rose, which had been marked out the day before by Air Marking Chairman Sabrina Kipp, Joan Kosek and her 49½ Ed. Work was quickly completed due to a large turnout of 99s, 49½s and friends. Section Governor Linda Hollowell flew in to join us for the painting and business meeting.

Treasurer Kris Little has resigned for personal reasons, and Bobbie McAdam has agreed to assume her duties. Flying Activities Chairman Jet Hobbs presented an airplane-shaped cookie-cutters to Bobbie McAdam's daughter, Melissa, for her outstanding participation in September's scavenger hunt, and Pat Carey presented Jessica Krakow's 66 pin.

We sponsored a November 15 safety seminar, organized by Jet Hobbs at Essex Community College. The subject, first-aid, was the first in a series on survival. Guest speaker Kathy Robey, a paramedic and first-aid instructor, presented an informative program. We had plenty of laughs as we practiced using blankets to move an injured person from one location to another. The Wings Program was also described, with Phase V Wings presented to Kay Hanson.

Our Christmas Party was held at the home of Jet Hobbs, where (as usual) the food was terrific. We sang off-key, exchanged gifts and had a great time. Jake Jacobson conducted the 49½ ceremony in the style for which he is known. New 49½s include Donald Jennings, Larry Jones, Richard Little, Mac McAdam and William Niles. Jet presented certificates of appreciation to Lou Burriss, Mac McAdam, Jim Mickenson and William Niles (newlywed of Joan Bates) for the help they gave us during Convention.

by Catherine A. Hanson



Maryland Chapter scavenger hunt winners are Kay Hanson and Jim Mickenson.

Washington, D.C. Chapter

Jean Ross Howard and Peggy Doyle, representing both the chapter and the Whirly-Girls, attended the October 25 dedication ceremony of the Colleen A. Cain Hall at the US Coast Guard Reserve Training Center, Yorktown, Virginia. Colleen, who died while

NEW ENGLAND SECTION

Governor Sharon Simmons (left) presents the Aviation Honor Award to Frankie Sutton, while 1984 AE Scholarship recipient Evelyn Kropp (right) accepts her medal.



The section meeting was held at Mystic Seaport in Connecticut.

The 1985 Aviation Honor Award was presented to Frankie Sutton for her dedication to safe flying, her enthusiasm for teaching flying skills and her vast accumulation of aeronautical knowledge. She has taught aerobatics, and she is a CFII in helicopter and both single and multiengine land. Confidence and the "love of flying" have been instilled in hundreds of pilots as the result of her patience, expertise and professionalism.

It was with great pleasure that Governor Sharon Simmons presented the AE Scholarship medal to Evelyn Kropp, 1984 scholarship recipient. Evelyn completed her multiengine flight instructor rating within one year, and she was able to return a portion of the scholarship money to the fund.

by Peg Davidson

responding to a distress call from a sinking vessel near Hawaii, was a member of the Aloha Chapter, which asked that our chapter represent them at this ceremony.

Twenty of us hosted a reception and covered-dish supper November 16 for 10 guests, including seven from the Kitty Hawk Chapter who were in Washington for tours of the Silver Hill facility and the Air and Space Museum. Carolyn Pilaar described her experiences as the only woman member of the USPFT, and Fay Gillis Wells answered questions about the Amelia Earhart and other pioneer 99s. Concluding a fun evening, Hazel Monroe presented Chairman Lin Clayberg and hostess Marty Poteat with handsome, bronze, compass rose paperweights.

Our first Christmas party in two years was superb! Twenty 99s and 10 guests feasted on our second covered-dish menu in less than a month. Membership Chairman Bev Sharp, Ed Sharp and George Stalk initiated new 49½s Jim Franklin (Marie), Warren Hottle (Peggy Doyle), Dan McGlasson (R.J. Robertson) and John Rogers (Jean Marson). We also welcomed Jane Robens and our newest pilot, Amy Leete.

Barbara Rohde and Joan Stalk enjoy the Washington, D.C. Chapter Christmas party.



Our Christmas box for the needy was donated to the Loudoun County Social Services Department in memory of 66 Jo Fagan, who died November 26 (see "New Horizons").

by Lin Clayberg

West Virginia Mountaineer Chapter

Our chapter co-sponsored a safety seminar November 26 at Marietta College in Marietta, Ohio. Bob Dippi, Charleston GADO, discussed safe winter flying with some 40 pilots.

The beautiful home of Mary Lou and Chuck Lewis sits on a hill overlooking Charleston's Yeager Airport, on a direct straight-out from Runway 33. Two stories of windows provided a view of traffic and occasional vibrations from low-flying helicopters and C-130s for our December Christmas party. After an excellent lunch (and too many second helpings), the business meeting included a \$99 donation to the state flood relief program and a welcome for a prospective new member.

by Marjorie Kirkpatrick

NEW ENGLAND SECTION

Connecticut Chapter

It was standing room only at the November meeting at Bridgeport Airport. Kas Thomas, editor and founder of *Light Plane Maintenance*, a highly respected aviation publication, was the featured speaker. His discussion ranged from proper engine leaning to preventive maintenance allowed by FARs. He explained the pros and cons of auto gas, use of TCP additives, choosing the right oil and selecting filters and parts.

Thomas, who holds private, multiengine and rotorcraft ratings, has logged over 1,000 hours.

by Carol Phelps



Vice-Chairman Mary Harwood chats with author Ken Thomas after his presentation about light plane maintenance.



New 99 Barbara Ladd received her 66 pin in December 1984, the same month husband Richard presented her with the keys to her very own C-152. She obtained her license last October.



Central New York Chapter members (front row) Marilyn Kamp, Muff English, Nancy Morgan, Shirley Ludington, Barbara Ladd, Marcia Buller, (back row) Joyce Revelle, Dorothy Mercier, Elaine Roehrig, Marolyn Wilson and Millie Murray show off their EAA certificate.

Preparing Garden State Chapter's birthday celebration at the fall section meeting are (bottom row) Diana Dade, Alberta Bachman, Alide Hegedus, (standing) Janet Davis, Pat Valdata and Racquel McNeil.



Northern New England Chapter

Our November meeting involved a fly-in luncheon to the Dillant Hopkins Airport in Keene, New Hampshire. The clear November weather enticed a large attendance.

Two members became section officers at the recent fall meeting. Mary Kelly is vice-governor, and Betty Erickson is secretary.

Helen Guay is now working for United Airlines as a mechanic. Her present responsibilities involve duties in the cockpit while a plane is down for maintenance.

On a crisp, clear December afternoon, members and guests participated in a New England-style sleighride. Most flew into the Silver Ranch in Jaffrey, New Hampshire for the day's events.



Northern New England Chapter's Christmas sleighride.

CHAPTER NEWS, ETC.

Two very large horses pulled each of the two sleighs used to accommodate the group. Bundled in winter coats, boots and gloves, 99s boarded the sleighs and set out on a most enjoyable ride. New-fallen snow and the sleigh bells completed the experience.

Returning to the stables, the group was greeted with hot chocolate and homemade doughnuts. While warming by the roaring fire, we enjoyed watching videos of various chapter events. It was a most unique get-together, providing everyone an opportunity to relax and review our accomplishments.

by Leslie O'Shaughnessy

NY-NJ SECTION

Central New York Chapter

The chapter received a certificate of appreciation from the Experimental Aircraft Association's Air Academy for contributing to the scholarship of Michelle Zochowski.

The academy is a unique aviation opportunity for young people, ages 15-17. At the museum on Wittman Field in Oshkosh, Wisconsin, some 30 to 50 young people come every August to share in the skills and lore of aviation.

In 1984, Nancy Morgan and Millie Murray attended the EAA convention, saw these students at work and brought their enthusiasm back to the chapter.

Feeling it is a beneficial project for aviation, the chapter hopes to encourage other 99s to participate in this program.

by Millie Murray

Garden State Chapter

Vice-Chairman Diana Dade is still euphoric from receiving so many accolades for the great job she and her committee did organizing the birthday-section meeting in October.

November 21-23 brought the NIFA Regional SAFECON to Trenton-Robbinsville Airport. Mercer County Community College hosted the competition, and 99s were asked to judge. Workers included Chief Judge Racquel McNeil, Joe McNeil, Mary Helfrick, Diana Dade, Doris and Bill Miller, and Janet and Dick Davis. Participating schools, including Dowling of New York, Delaware Tech and Mercer County, competed for three days of intensive flying and ground activities. Mercer took first place in both ground and flying.

The chapter enjoyed its annual Christmas party December 8. Good food, interesting company and lively conversation created a festive mood for the evening.

Our good friend, John Hammond, husband of Alice, is going to be sorely missed by all of us. His passing reminds us of how much we welcomed his presence at all our activities.

by Alberta Bachman

Greater New York Chapter

Our special meeting November 11 at JFK International Airport with American Airlines pilot Bonnie Tiburzi was without question a once-in-a-lifetime opportunity. After all, how often do we have a chance to see a 727 from the pilot's point of view — and with Bonnie at our disposal?

Twenty-seven members and guests from the Greater New York, Long Island and Garden State Chapters attended the meeting. Our tour began by visiting operations, where Bonnie picked up her schedule for the next several flights and logged in her arrival.



Greater New York 99s join Long Island and Garden State Chapter members at Kennedy Airport for a special American Airlines tour with pilot Bonnie Tiburzi (above). The Greater New Yorkers later celebrate Christmas at Eleanor Friede's home.



Bonnie also distributed souvenirs, including real flight plans from previous trips.

Then we climbed aboard the 727 and, in groups of eight, sat in the cockpit while Bonnie explained the various gauges, alarms and navigation aids. We found Bonnie a wonderful instructor as well as hostess. And, speaking of hostesses, many thanks go to Jill Shamoon, a flight attendant with American for 18 years, who shared her many experiences, including a hijack to Cuba.

After the tour, several of us visited one of the many snackbars and made plans for future meetings. Bonnie quizzed us on all that we had learned about 727s, and Penny Amabile won a logbook.

Secretary Eleanor Freide hosted our December 11 Christmas party, with cuisine by Nina Claremont. Keeping with tradition, we handed out awards for the year's flying accomplishments. Nina walked away with three for most exotic flight, longest flight and most hours in the air this year. Denise Lamneck collected the most solo hours with 25. Penny Amabile shared the most enjoyable story and won the prize in that category. Marion Andrews said there were two other members of her family who have licenses, which earned her a prize. Ginny Hart won for being the newest member at the party, while Phyllis Sproul and Arax Simsarian shared the prize for the dubious honor of not having been in a plane this year.

Long Island Chapter

The third annual Ida Van Smith Flight Club Day came after a week of snow and rain with the forecast of freezing rain and snow by noon of the day the children were to get their first flight in an airplane.

Pat Rockwell, joined by Mae Smith and Ida Van Smith Club member Ross Armstrong, flew constantly for two hours without getting out of the airplanes for the customary commemorative photographs. Jill Hopfenmuller had the hourly task of calling FSS for weather updates. Pat had arranged that, when the freezing rain reached a certain point near Farmingdale Airport, she and Jill would hastily fly back home. When this occurred at 1100 hours, one more quick flight around the pattern and away they flew, reaching home in pouring rain (not quite freezing). There was great satisfaction in knowing that all of the approximately 60 children and adults did get their airplane ride.

The chapter held a Flour Bomb Contest (using kitty litter in plastic baggies) three weeks later. First-place bombardier was Jill Hopfenmuller with Pat Rockwell as pilot. First-place spot landing honors were tied by Mae Smith and Terry Caputo at 20 feet from the line. Both had been practicing for USPFT rallies, and Terry had just finished practicing for and receiving her CFI.

The winners were announced at the Christmas party the following evening. The party, organized by Ronni Minnig, was a hangar flying success.

Doris Abbate spent time at some of these events plus, in 10 days, attended 10 aviation activities, including flying events, judging contests and showing USPFT slides. Doris and Judy Logue, historian, visited and interviewed 99 Charter Member Cecil "Teddy" Kenyon in Old Lyme, Connecticut to take an oral history on videotape.

Barbara Evans, treasurer of the Amelia



Participants in the third annual Ida Van Smith Flight Club Day managed to enjoy successful flights in spite of the cold weather. Club founder Ida Van Smith is in the white hat on the front row.

CHAPTER NEWS, ETC.

Earhart Memorial Scholarship Fund welcomed International Director Chanda Budhabhatti, former governor of the India Section, to Long Island. They took in the sights in Manhattan, and Doris joined them, giving Chanda an air tour of Long Island.

Dorothy Campbell, 66, received her private pilot license and will soon be a 99. She has already helped at many chapter events, and she currently co-chairs the hospitality committee. In addition, Pat Bizzoso soloed a sailplane at East Stroudsburg, Pennsylvania, and at least 10 members attended recent safety seminars.

by Patricia J. Rockwell



With Charter Member Teddy Kenyon (center above) are International Historian Judy Logue and Doris Abbate. Flour bomb contest participants include (below) Debbie Bonnard, Jill Hopfenmuller, Nancy Davis, Pat Rockwell and Red Guernsey.



North Jersey Chapter

Charter Member Nancy Hopkins Tier of Connecticut enthralled us and our guests with her witty and dramatic review of 58 years



Charter Member Nancy Hopkins Tier (above) speaks about her 58 years of flying, while (below) Chanda Budhabhatti, Charter Member Nancy Tier and Barbara Mead enjoy hangar flying at the Teterboro School of Aeronautics.



of flying experiences. She discussed getting her license (it took 10 hours), scraping up the money to fly, meeting the world's greatest aviators, her feelings about what happened to Amelia Earhart. Guests included International Director Chanda Budhabhatti and Historian Judy Logue.

Carol Cross recently earned her Phase III Wings, and Lesley Highleyman completed an instrument ground school course.

We painted letters at Sussex Airport, where a pilot landed on the grass after seeing us on the runway, and at Flanders Airport.

Our Christmas dinner party was a huge success and, instead of a grab bag, we donated toys to children at a nearby hospital.

by Carol Emmens

NORTH CENTRAL SECTION

All-Ohio Chapter

The annual Achievement Awards Banquet at the October meeting in Tiffin, Ohio was hosted by Connie McConnell.

Top honors went to Carol Deitsch, 99 of the Year. Others recognized for their outstanding records were Janeen Adrion, Salley Berryhill, Marcia Greenham, Jayne Herman, Elinor Kline, Joan Mace, Kathy Samuelson, Vi Blowers Stamm and Jeane Wolcott.

Roberta Jones hosted November's meeting in Port Columbus at the new History of Flight Museum. Foster Lane, founder of Lane Aviation and the museum, discussed barnstorming days and airplanes in the museum that are special to him and his flying career.

Later in November, several members met at Heartland of Beavercreek to present Les Stamm, Vi's 49½, with the Emmett Blowers Award. Les has been residing at the nursing home since his stroke. In addition to Vi, Salley Berryhill, Elinor Kline, Marty Velesky, Marcia Greenham, Izetta Thompson and Robert Jones attended.

December's Christmas party was at Lunken Airport, Cincinnati, with Carol Deitsch and her mother, Pat Fairbanks, hosting. We had a visit from Santa (Marilyn Vogelpohl kept saying he looked so familiar!), who passed out the exchange gifts and let us all sit on his lap. We were entertained by the Children's Choir for St. Ursula Villa School. Helena Perry's daughter is in the group from the school which is, appropriately enough, under the approach path for 20R at Lunken.

by Roberta Jones



Carol Deitsch (above) receives the 1985 All-Ohio 99 of the Year award from Sandy Gordley, last year's winner, and (below) surrounded by Vi Stamm, Izetta Thompson, Marty Velesky, Marcia Greenham, Elinor Kline, Salley Berryhill and Roberta Jones, Les Stamm displays his 49½ award.



Aux Plaines Chapter

The October and November meetings were at the Stick and Rudder Club, Waukegan, Illinois. A 1986 schedule of meetings was pre-

sented, with various fund-raising activities explored. We learned that our own Anna Osborn was recently elected president of the Stick and Rudder Club.

Toni Reinhard graciously invited us to her home for the Christmas potluck get-together. Once again, 99s proved they are not only good pilots, but great chefs as well. As we gathered around the fireplace with its crackling logs (kept ablaze by Mary Wedel's 49½, Carl), flying stories, accompanied by hearty laughter, filled the air. Sue and Marcel DeWulf were the envy of all with their fresh Virgin Island tans.

Joanne Noll took some visitors from Austria for a flight over Lake Geneva in a Cessna 172 from Palwaukee Airport in October. Bonnie Foley, who is attached to the medical division at the Dayton, Ohio air base, attended October's FAI meeting in Stockholm in line with her research in space medicine. She also visited Prague and Moscow, where she met with Dr. Oleg Gazenko, chief of the space medicine program in the Soviet Union.

As a member of Silver Wings, Virginia Rabung flew her Cessna 140 to an October brunch at Lake Lawn, Wisconsin. Sally Strempel (Chicago Area Chapter), who is governor of the Illinois Wing, was chosen Silver Wings Woman of the Year, along with FAA Administrator Donald Engen, who was honored as Silver Wings Man of the Year.

by Virginia Rabung

Greater Detroit Area Chapter

The Christmas party held at Heather Highlands Golf Course in where else but Holly, Michigan, was a delightful affair. As part of our gift to others, members brought beautifully wrapped presents for the children of the Methodist Children's Home. It was great fun having our long-time friends from the Michigan Chapter join us for the start of a great holiday!

An important activity currently pending is the FAA Safety Seminar being co-sponsored by our chapter and the Plymouth Mettetal Aviation Association. Landings will be the seminar topic for the evening at the Plymouth-Salem High School in Canton, Michigan.

Under the excellent leadership of Dorothy Gillis, the chapter will again sponsor the ever popular pinchhitter course May 16-18 at Ann Arbor Airport. Each year in the last decade of presentation, we have learned a little more about how to efficiently conduct this education-packed weekend dedicated to bringing our sometimes reluctant participants from fear to fascination.

Board members serving Dorothy this year include June Beers, Dorothy Bobrowicz, Dorothy Butler, Mearl Frame, Ilene Hemingway and Virginia Sutherland. Advisers are June Jarvis, Bernice Millar and Joan Woodruff. In past years, other interested 99 chapters have monitored this program, and we are pleased to have them.

Dorothy Gillis, pinchhitter course chairman, plans an ambitious weekend at Ann Arbor Airport.



It's not just "ground," but real hands-on flying!

by June L. Beers

Indiana Dunes Chapter

November's meeting was at the home of Carol Zander, with an abundance of 66s attending. Chapter 66 Chairman Joy Black announced, with mixed emotions, that our 66s are becoming 99s so fast that she barely has time to work with them as 66s.

Continuing our emphasis on safety education, Courtney Bargerhoff presented tips, including scanning techniques, on avoiding mid-air collisions.

Two new 99s, Kathy Rubin and Mardelle Gundlach, were pinned in November. Joy Rickell, newest 99, was pinned at our Christmas meeting and, on the same occasion, Joy's husband, Vern, was initiated by 49½ Chairman Linda Mattingly.

Each member brought a gift for a nursing home resident to the annual Christmas party at the home of Phyllis and Jim Petcoff. In addition, another tradition of bringing the host an aviation ornament for the Christmas tree netted Phyllis and Jim a vast array of miniature airplanes.

Several members took advantage of a generous December offer made by a local restaurant. Any woman pilot was given a 75 percent discount on dinner in celebration of the 75th anniversary of both the restaurant and the first license earned by a woman pilot.

by Carol Zander



With new members Kathy Rubin and Mardelle Gundlach are Indiana Dunes Chairman Diana Austin (left) and 66 Chairman Joy Black (right).

Lake Erie Chapter

Members met at the Rocky River home of Dolly Haglighi in November to begin planning for the 1986 North Central Sectional, September 19-21 in Akron. Dolly introduced new members Sandra Stokes, graduate assistant in special education at KSU, and Peggy Humbert, who is a travel agent in Rocky River. Peggy owns a Comanche based at Hopkins.

The December meeting was hosted by Jackie Salestean and Ruth Ensley at Akron-Canton Airport. Ruth, who is moving to Pompano Beach, resigned as secretary. Helen Keidel will fulfill that function, together with her vice-chairmanship, until the June election. In addition, Pat Baron brought two new members who work for Baron Aviation to the meeting. Elizabeth Lacy has been a pilot for four years, flying Cessna 172s out of Cuyahoga County, and Gail Lewis, CFI, CFII and ground school instructor, is originally from Connecticut. Gail's husband and father-in-law are airline pilots.

Our second FAA Safety Seminar this fall in Mayfield Heights was attended by over 250



Visiting at a recent Lake Erie Chapter meeting are (above) Elizabeth Lacy, Pat Baron and Gail Lewis, while (below) Dolly Haghighi introduces new 99s Peggy Humbert and Sandra Stokes.



pilots, and we are sponsoring one at that location in January and February. Fisher, APS from Columbus, Ohio, who covers the Cleveland region as well, will present the "Back to Basics" program with new films provided by FAA. In addition, we are sponsoring a safety meeting at KSU Stark campus for our Akron area pilot friends, with a speaker from the FSS outlining forthcoming automation changes.

Our members are continuing their advanced ratings. Pat Stark is working toward ground instructor, while Dodie Jewett and Bernice Barris have completed Phase V of the Wings Program, and Pat Stark, Phase IV.

Traveling for Edy Maxim has included Oshkosh in July and the National Air and Space Museum, Washington, D.C., in September. Bev and Paul Demko flew their 172 to Wytheville, Virginia, but got weathered in by the effects of the hurricane, continuing their vacation in the area by car.

by Marg Juhasz

Michigan Chapter

Delicious hot coffee and steaming cups of tea greeted mid-morning arrivals for the November meeting at the Detroit Boat Club. We gathered to share with the Greater Detroit Chapter the annual brunch hosted by Lillian Snyder and Julie Clarke. Guest speaker Joel Alexander discussed helicopters. While Joel pilots his radio show at 1515 hours every afternoon, he stays atuned with a helicopter flying over the city's highways. Of particular interest was the landing technique. Claire Ojala held the lucky raffle number drawn for a picture clock.

A cozy, carpeted room had been provided for our general meeting before the assembly of the brunch. It provided warmth from the chilly, damp winds whirling about the stone Gothic building. It was announced that Marlene Savine had successfully completed a 180-degree turn from 66 status to an upstanding 99. Guests included Yvonne Strem, Loretta Vogt, Opal Witte and private pilot Marilyn Rose.

Toni Babcock will be coordinating the Basket of Cheer to be raffled at the January Zonta/Michigan 99s/Civil Air Patrol Amelia Earhart Brunch in Lansing's Kellogg Center. Babe Ruth has made the arrangements. Fay Gillis Wells will be MC, and the speaker will be Dr. Mary Good. The Zonta ZE Brunch official from our chapter will be Claire Ojala.

by Grace Lienemann

Minnesota Chapter

Winterizing Minnesota has been this chapter's greatest avocation in November and December. Cockpit fever has hit! Not to get out and fly runs spirits low, so we socialize — and fly!

Winona Airport welcomed six planes-full of CIA participants November 2, including Lorraine Kearney, Carol Bartsch, Mary Woehrl, Hope Isaacson, Harry Thornberg, Terry Herron, Vicki Knutson, Barb Chambers, Elaine and Glen Morrow, Liz and Lew Groth, and Clara and Arnie Johansen. Ground transportation to Beier's Restaurant was provided by Mary Dodson and Lucille and Roy Thern. Janet Frederickson missed for an excellent reason. She passed her private pilot checkride and is now a 99!

Despite windchill, November 7 found 99s meeting under the windsock on the "coldest flight line in the lower 48" — the Minnesota Air National Guard simulator building. The 133rd Tactical Air Wing hosted us for simulator rides in the C-130 and Sabreliner, movies and personalized tours of the C-130 on line. TSGT Ron Kabat directed the tours and, besides facts, related some colorful information about the planes in action. Simulator flights were aided by MSGT Darwin Smith, MSGT Ralph Flohr and MSGT Robert Mickley. Practicing flame-outs, oil pressure problems, instrument approaches and turbulence with the 133rd was a "warm experience in the cold."

Clara Johansen demonstrated the Compass Rose Game at Jefferson Elementary School. Her airborne personality even made a convert of the teacher, who now wants to learn to fly! Clara and Arnie also introduced the Creek Tribe of the YMCA's Indian Guide program to private aviation in November. They toured the tower at Flying Cloud Airport, planned the trips and preflighted. Of the five daughters and four fathers who participated, four had never flown before the short flights that ended at Elliott's for chart work.

The winter holidays party was celebrated at the University of Minnesota December 4. Hangar flying and 99 ground support makes the "winter blahs" disappear.

by Catherine May Balazs

Three Rivers Chapter

Several of us made it to the fall section meeting in Iowa. Then it was on to our annual state chapter meeting, held this year at Spring Mill Park Inn. It was rain and fog all weekend outside, but sunshine inside. The next weekend found us joining the Indiana Chapter for a compass rose painting at Wabash Airport. Linda Parker was in charge of the layout.

Next we sponsored a spot landing contest at Ft. Wayne Smith Field. Of course it rained! But Sheila Dick was prepared and brought her simulator for our practice.

Our Christmas banquet was enjoyed by all those who attended, and we continued our custom of packing cookies to deliver to surrounding FBOs and towers.

Individual accomplishments include: Judy Graham, a job with Britt Airlines; Linda Rice, now Linda Murphy; Dee Ditton, Phase I



"North meets South" at Sky Harbor Duluth September 8 (above), and Minnesota members ride the trolley that will transport North Central 99s during the 1987 spring section meeting (below).



Wings and instrument written passed; Sandy Shull, a baby who, at nine pounds, is already half a 99; and Ellen Warford and Jane Rhea, a trip to the space center as applicants for the Teacher in Space program. In addition, we welcome three new members — Shelly Jornod, Carolyn Yarger and Dr. Joyce Rockwell.

by Dee Ditton

NORTHWEST SECTION

Eastern Idaho Chapter

Members held their November 19 meeting at the FBO at Blackfoot Airport.

This chapter is donating wind socks to public use runways at St. Anthony, Howe and Glenns Ferry, Idaho, with funds we raised from various projects this year. The State of Idaho Department of Transportation has donated half the cost of the wind socks, so we may be able to replace even more next year!

When the group inspected the wind socks, we were amazed at the size. They're much bigger than they look when you're trying to locate them at 1,000 feet agl.

The group is planning to put the wind socks up the first weekend of decent weather, when the temperature is above freezing and the windchill factor is tolerable. We hope this happens before next July!

by Sandi Bills

Mid-Columbia Chapter

The November meeting was in Walla Walla. Unfortunately, the weather didn't cooperate, so only the Walla Walla members attended. The meeting centered around guest speaker Norah O'Neil, who recounted her experiences from novice pilot to ATP. O'Neil is currently flying for the Flying Tigers on international routes.

The December meeting and last activity of 1985 was a Christmas party at Jean Davis' home in Walla Walla. In place of a gift exchange, a basket was placed by the door for donations to Jerrie Cobb so she can continue her work. The party was a good way to say goodbye to the old year.

Welcome to Lynda Meyers, who has earned her private pilot certificate.

by Anne English

North Dakota Chapter

Audrey Baird, Diana Dwell, Beth Lucy and Kay Vogel attended the Northwest Sectional in Boise in September. Diana was recognized for receiving an AE Scholarship, and Audrey was elected to the section board. Our chapter won the attendance award for the second year in a row.

Dianne Herr, raffle chairman, directed our October 15 drawing, with winners from Minot and Granville, North Dakota, as well as Columbia Heights, Minnesota.

A regional NIFA meet October 18-19 in Grand Forks found Wynola Eide, Shirley Frost, Beth Lucy, Kay Vogel and Cindy Weyenberg judging. We presented a \$200 scholarship to aid the education of a young woman who works at the UND Flying School. UND, meet winner, will compete in Nationals in Texas.

The November meeting was in Minot with 13 members and one guest. Shirley had

arranged for a tour of the radar facility at Minot Air Force Base.

In cooperation with CAP, we co-sponsored two flight safety seminars in December — one at Bismarck and one at Minot.

by Lorraine Boehler

Rainier Chapter

She threw the book at us! Or so we felt when Joanne Andrus conducted a biannual review as our November program. The material covered (for those who fly locally) made us realize how rusty we can become. To stay current and proficient, we must keep reviewing our ground school training in such things as magnetic variations and weight and balance problems.

The November meeting was held at Carol Ochsner's home at Crest Airport with 10 members and two guests. Like all chapters, we are striving to increase our membership. Chapter Chairman Margey Fremont has appointed a special committee to develop a more effective approach by way of brochures and airport bulletin boards to educate new women pilots and the general public as to who we are and what we do. It is not unusual to hear, "99s? What is that?"

Margey Fremont, Juanita Schumacher and Joanne Andrus have been working with the Fear of Flying Clinic, held at Sea-Tac Airport. They report the time spent was well worth the effort when they could see such dramatic results from participants.

by Juanita Morrison

CHAPTER NEWS, ETC.

Southern Cascade Chapter

The chapter welcomed fall with an appropriate topic, instrument flying, presented by Dwane Jensen of PIC. Dwane also stressed the IMSAFE personal checklist for flying — illness, medication, stress, anxiety, fatigue and emotion.

November brought a visit with Mary Jo Knouff, 1985 winner of the Frank G. Brewer Trophy for excellence in aerospace education. Members expressed a willingness to assist in educational projects wherever needed. We're certain we could not have a better mentor than Mary Jo!

Dana Hardie once again hosted our annual Christmas party. The highlight of the evening was a presentation by Bill Warren of Dana's version of "Twas the Night Before Christmas." Dana skillfully and imaginatively included members in her poem, while reviewing the activities of 1985 and forecasting 1986 activities. Music was provided by the Siskiyou Chamber Singers, and the evening's finale was the traditional exchange of aviation gifts.

by Laura Smith

Willamette Valley Chapter

Shirley Teutsch, Laura Schneider and Wanda Joyner were hostesses for the October meeting at Eugene Airport. Section Governor Ellie Cansdale presented slides of a balloon trip over the Alps in which she had participated.

The November-December meeting was our Christmas party at Eugene Country Club, with Jan Amundson and Verda Giustina host-

ing. Many interesting airplane ornaments were then exchanged.

We welcome new members Carol Skinner, Springfield, and Pat Bruck, Roseburg.

by Mary Ellen Hobin

SOUTH CENTRAL SECTION

Abilene Area Chapter

Safety continues to be one of our top priorities. We were privileged November 15 to co-sponsor with the Lubbock GADO the most beneficial safety seminar most of us had ever attended. James L. Harris, manager of the Aero Medical Educational Branch of the FAA, reviewed many pertinent medical facts for pilots. Mike Moroney, CAMI, kept us spellbound with his spatial disorientation presentation, and Lynn C. Barns, Jr., Southwest Region FAA flight surgeon, was extremely informative. It was great to be able to discuss first-hand personal medical curiosities and concerns. This meeting satisfied the "safe pilot seminar" requirement for our Phase II Wings, and we urge every active 99 to join in being a "Wings wearer."

December 7 was a special fun day for me. It was my birthday, and I hosted the chapter Christmas party. None of our members knew it was my birthday until they arrived (though I discovered one exception). What fun! A potluck dinner really exposes the talents of great 99 cooks and eggnog-makers.

by Penny Montgomery

Arkansas Chapter

Evelyn Kreth and 49½ Keith have cross-crossed the US, flying more than 5,000 miles in their Cardinal.

When Emmy Hall picked up her new aircraft, "Dolly the Duchess," at the factory, Beechcraft personnel really made her day unforgettable.

Doris Jameson and 49½ Ernest vacationed in nine European countries.

And this reporter was completely captivated by a beautiful, romantic week in HNL. What a 99 meeting place — paradise!

by Donna Harris

Austin Chapter

We had a Christmas dinner party December 12 at Thelma Havice's home, where we ate, drank and exchanged "white elephant" gifts. We shared lots of giggles and good fellowship. Just before Christmas, we took cookies to the Control Tower at Mueller Airport and to the FSS to let them know we appreciate their work and assistance.

by Judy Reinhart

Dallas Chapter

Martha Ann Reading had us rolling in the aisles with her November book review of *Old Soggy Number One*. In fact, several of us have asked her to do it again in monthly installments. The book features exploits and adventures of an early Dallas flier. It includes people and places we all know. Martha Ann's tale of trying to check the book out of the



Pam Smith, Edna Wright, Damarys Mercado and Dorothy Warren slowed down long enough for a photo at the recent Addison Air Show. Dallas 99s erected a booth where they conducted polling for the public's favorite planes, provided general information about the show and recruited for the Ninety-Nines.

University's Aviation Collection was as funny as her review. She finally tape-recorded it on the spot!

We shared food specialties at the groaning buffet and enjoyed the toe-tingling fire at Sandra Simmons' home. The Christmas get-together featured fine hangar flying and tales of trips from Martha Ann Reading, Jo Allison and Carol Morris.

by Margie Carter

MacGuire. Fred Weick, designer of the Ercoupe, was the event's speaker.

A flock of 15 planes landed at MacGuire Ranch November 10 for the annual fly-in. We are always excited to see what new planes John MacGuire has added to his flying museum. John is responsible for building the first Fabens Airport, as well as starting the first area flying club, the Fabens Fliers.



El Paso 99s gather for their annual fly-in photo (above) at MacGuire Ranch, where the group repainted the "wall-eyed" happy face (below).



A large group was on hand to repaint the happy face at the end of the runway, and then workers were rewarded with a potluck lunch and a video viewing of the morning's work. The only comment came from a pilot flying overhead. He said the eyes were a little too close together, making the happy face look a little "wall-eyed."

The year ended on a happy note with our Christmas party December 14 at the home of Lynn and Aksel Stover. A turkey and ham potluck dinner drew wall-to-wall attendance. Chairman Marsha Mascorro tested us with a Christmas scramble word game, and John McLaughlin won the prize bottle of wine.

by Lynn N. Stover

Ft. Worth Chapter

A cheerful group of 99s got together after the banquet at the Mooney convention last October in Kerrville, Texas. We had no idea there were so many "99s cum Mooney maniacs" present.

Our November meeting brought together an eager bunch of gals, ready for the activities planned for the year.

Edna Gardner Whyte will surely remember her grueling 1985 schedule as guest speaker at countless banquets throughout the year. Carole Sue Wheeler ferried Edna to Houston for a 99 banquet and Lubbock for the annual joint meeting of Altrusa, Pilot and Soroptimists Clubs, where Edna was guest speaker. She was inducted into the Texas Women's Hall of Fame in November.

Members met at Ridglea Country Club for our annual Christmas party. Entertainment was provided by the Castleberry High School choir group.

Allan Moller offered a presentation on microbursts for our January meeting at Meacham Field, and members enjoyed meeting Depa Potnis from India. Depa is working on her commercial, instrument and multiengine ratings.

Members then attended the annual AE dinner January 8 at the Colonial Country Club to hear NASA's Kitty Havens speak.

by Jeri L. Gault and Jackie Veed

CHAPTER NEWS, ETC.

Dallas Redbird Chapter

Sister 99 Betty Hundly joined us for the November meeting at Elinor Johnson's home. The outstanding disclosure was that 49½ Rowland Johnson can cook!

Addison Airport Aviation Day was held October 26, with Kitty McGee, Helen Wilke and Elizabeth Jordan selling tickets. They enjoyed their work and said there was a great static display, which included everything from experimental planes to business jets. There was also an exceptional aerobatic show, and they found the wing-walkers especially interesting. Special guests included Representative Sam Johnson, former astronaut Scott Carpenter and Addison Mayor Jerry Redding.

Bryant Hutchinson writes from Kona that she is having a lot of fun flying in Hawaii. The views are spectacular, but she has to constantly watch the changing altitudes. Pat Jetton is now working for the *Durango Herald* newspaper in Durango, Colorado.

Fran Shelton was snowed-in in Colorado in mid-December, so the annual Christmas party was moved to December 21. She hosted a wonderful evening of Tex-Mex potluck dinner. It was a beautiful night with lots of people and lots of neat gifts. Bryant Hutchinson, former chairman, and husband Ralph arrived that day from Hawaii, wearing leis.

by Margie Taylor

El Paso Chapter

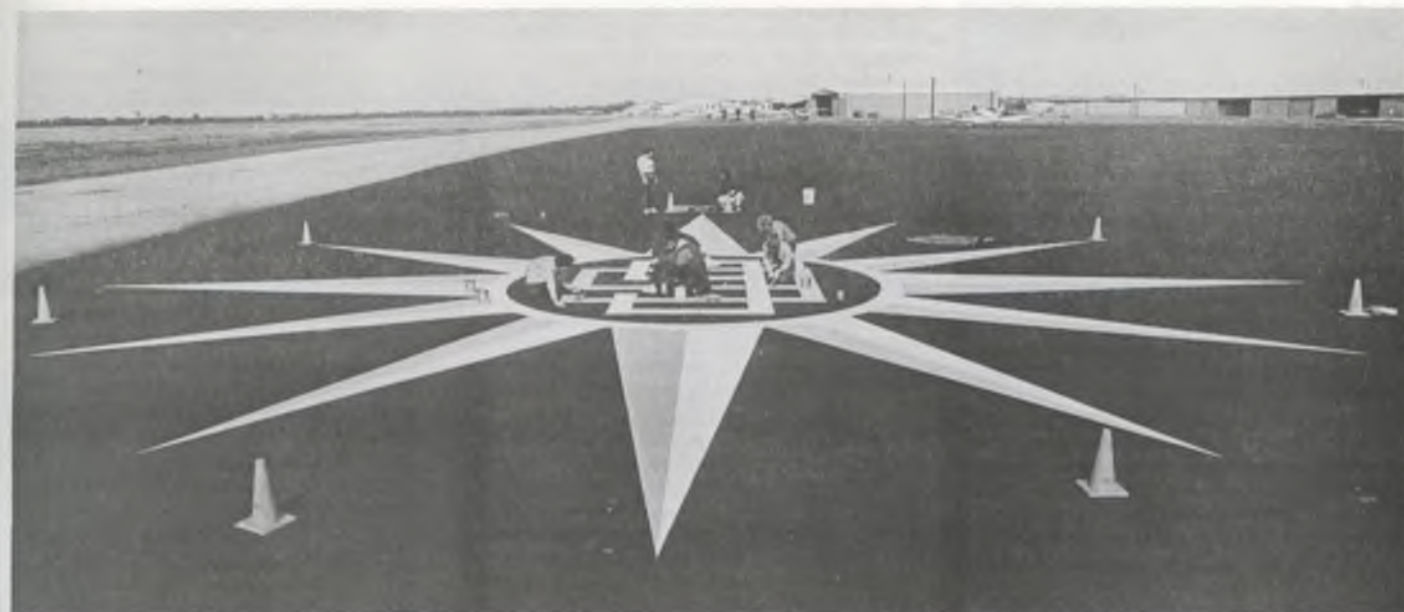
Members were well represented at the El Paso Aviation Hall of Fame, November 8 at International Airport. WASP Lois Hailey was formally inducted, along with 49½ John



Ninety-Nines attending the Mooney convention include (standing) Dee Maddox, Nancy Hecksel, Rose Lepore, Margaret Lawson, Beverly Sims, Dottie Westby and Caroline Grubbs. Seated are Ella Nellis, Louise White, Mary "Bruce" Young, Jessica McMillan, Julia Black, Velma Schram, Jackie Veed and Dorothy Taylor. Also present but not in the photo were Cathy Massey and Eileen Morgan.

ATP rated Kelly Hughes, who began flying in 1977, stands in front of the Learjets and King Airs.





Barbara Bethea and Winky Fortune check the north point, while Beverly Stephens, Victor Counts, Mary Wheelock, Helen Hill and Suzanne Frias-Counts work on the center section of the Denton compass rose. *Photo by Donna Bagby*

Our annual Christmas party was hosted by Winky Fortune December 7, when 22 members and guests shared a great covered-dish meal and, of course, our Chinese gift exchange. A pair of aircraft-decorated mugs were the hot item again this year.

by Suzanne Frias-Counts



Golden Triangle 99s and 49½s visit Headquarters.

Houston Chapter

The highlight of the fall season was a visit from Edna Gardner Whyte. The owner and developer of Aero Valley Airport, Roanoke, Texas, and a member of the Ft. Worth Chapter, discussed contributions of women to aviation at a dinner meeting November 19. Edna entertained some 50 members and guests with amusing anecdotes drawn from more than a half-century of achievements in aviation. Section Governor Carole Sue Wheeler accompanied Edna, and several members from the Houston North, Space City and Austin Chapters were also present. Houston was especially honored to receive Edna just a few days following her induction into the Texas Women's Hall of Fame.

A few days later, eight planes took to the air for a lunch fly-in to Woodville. We enjoyed a wonderful country-style meal at the Pickett House in the piney woods of East Texas. Earlier in the day, three planes participated in a service flight to Jacksonville. Chris Cobb, Carol Lee, Rose and Bill Lepore, Carol and

John Phillips, and Cathy and Mike Wappler transported a cargo of Christmas gifts donated by the chapter to benefit "Operation Santa" at the Rusk State Hospital.

Everyone enjoyed a holiday dinner, great conversation and hilarious gift exchange December 7 in the home of Mike and Cathy Wappler. Jim Brackley was kind enough to don his Santa suit once again to preside over the Christmas gift exchange.

by Cathy Wappler



Houston Chapter Chairman Cathy Wappler visits with guest speaker Edna Gardner Whyte (above), while 99s Barbara Lee, Carol Phillips and Margaret Nelson (below) show off the gifts they received at the annual Christmas party.



Kansas Chapter

The November meeting at San Miguel's Restaurant in Wichita was held in conjunction with the November 8-9 Flying Companion Seminar at Citation FlightSafety.

Following the luncheon, a short business meeting was held. Contributions to various 99 activities were discussed, voted on and approved, and nominations were brought to the floor for section offices.

The seminar was a success with 11 participants, 10 women and one man, who were very receptive to what we taught. Topics included radio work, navigation, instrument interpretation, weather and medical aspects. We were able to preflight a Bonanza A36 and plan a cross-country from Wichita to Dodge City.

The annual Christmas dinner was hosted by Carol and John Lanning. A short business meeting was held, with Pat Mlady discussing travel arrangements for the International Convention in Hawaii. Special fares have been arranged for all 99s.

One of our members has won a 1986 Thunderbird. Dorothy Dickerhoof's name was drawn during halftime of the Kansas State-Iowa State football game in November. Dorothy now has a road "bird" of her own to add to the flock of "birds" she flies!

by Debbie Klein

Lubbock Chapter

Six highly energetic 99s motored to Post October 12 to air mark the Post Municipal Airport. Tom Drake, Airport Board chairman, met us to make sure we had all necessary supplies, while Wes Burnett of the *Post Dispatch* kindly covered our story. City Manager Bill Pool hosted lunch at Jackson's Restaurant.

A garage-bake sale was held October 26, then five 99s made a return trip the next day to apply a final coat of paint when we discovered the Post paint had not been properly prepared. Do notice "POST" when flying south-east of Lubbock.

At a cold, foggy November 11 meeting at the Bartos Barn, members were clad in their

"grubbies" for a demonstration and short lecture on engine parts. Warmth and refreshments were provided!

The chapter sponsored a safety meeting November 21 at Lubbock International Airport on "Medical Safety for the Pilot and Family." KTEZ-FM and KLLL Radio carried public service announcements for the event.

Governor Carole Sue Wheeler piloted Edna Gardner Whyte to Lubbock November 21 to speak to a joint meeting of the Soroptimist, Altrusa and Pilot Clubs. Mary Trusler and Nancy Viaille represented 99s.

A newcomer to our ranks is Kathy Boone, who is working on her instrument ticket. She and husband Dan are active in the foreign exchange student program, with a girl from Switzerland currently living with them.

The Christmas brigade met December 14 at Texas Air Center and put together coat-size boxes of Christmas goodies for the men and women of the tower, fire station and FSS.

We met the following afternoon at Lubbock Regional Airpark for a fun Christmas party. Hors d'oeuvres and hangar flying began the affair, followed by dinner and desserts. Nancy and Larry Viaille arranged delightful games and prizes. Auctioneer Mike Long, 49½ of Terri, made the chapter some added funds by auctioning his prize, a wooden gun that shoots five rubberbands. And we all flew cardboard stunt planes, gifts from Angela and Doug Boren, who had brought them all the way from Harrod's of London.

by Pat Cantrell



Working on the Post air marking are Lubbock 99s Pat Cantrell, Jane Bartos, Mary Trusler, Nancy Viaille, Janie Bailey and 66 Rhonda Smith.



David Smith and 66 Rhonda Smith, Janie Bailey and Bill Cantrell (back to camera) enjoy the Lubbock Christmas party.

Oklahoma Chapter

Many members participated in our eighth annual Flying Companion Seminar in November, and 24 people completed the two-day course. Due to publicity generated by Sharon Carter, a front page story appeared in

the local newspaper's Women's Section. In addition, a television crew interviewed class participants, and enthusiasm was really at a high point when the sessions began.

A lot of member help is required for the seminar because we provide lunch and other refreshments to the participants. Shirley Brown chaired the event, while Colleen King managed the food arrangements. Some members instructed, while others brought food for the buffet.

After evaluation sheets had been collected, class participant Nancy Greer contributed \$50 simply because she appreciated the effort of the 99s, numbering approximately 30, who worked on the program.

The bar opened at 1900 hours, followed by a covered-dish buffet, when 42 souls braved the snow, ice and sub-freezing temperatures December 13 for our Christmas party at the home of Bill and Sue Halpain. The traditional drawing and taking of presents followed. Guests included Pat Mlady, section vice-governor, and Carolyn Schmalz from the Kansas Chapter.

We welcome our newest member — Vicky Homan of Elk City.

by Nancy Smith

Rio Grande Valley Chapter

After hosting a reunion of Charter Members during the Confederate Air Force's annual hometown airshow spectacular, the 99s of tropical Texas have been taking a needed rest. Adelle Baker invited all to her home in Progresso for a November 30 luncheon meeting. Those present elected those not present to office: Sandra Lapsley, chairman; Christine Rakestraw, vice-chairman; Betty Parsons Heitsch, secretary, and Judy Roeder, treasurer.

We hope that the new year will bring many 99s south to winter with us, and we do encourage you to call us and participate in our 99 meetings.

We're also proud that our celebrity Charter Member, Ila Loetscher, has added yet another feather to her bonnet with an appearance, sea turtles and all, on the "David Letterman Show." Evelyn Sizemore, who accompanied Ila to New York, with arm in cast, brought a turtle on stage and was asked by Letterman what happened. Evelyn's one-liner: "Training for the turtle olympics."

by Sandra Lapsley

Shreveport Chapter

It's a boy! In fact, it's two boys! Becky Netherton and Sandra Shaw welcomed bouncing babies in November, and we are proud to add them to our 99 family.

Mary Jo Voss recently traveled to New Iberia to teach a ground school course to airline pilots on hazardous materials.

We're sorry to report that Corinne Strickland is confined to her home with a severe case of shingles, and Mary L'Herisson is recovering from major surgery. Since she didn't feel up to Christmas cooking and entertaining, Mary devised a novel way to cope with the situation. She took her three visiting children and 49½ Larry on a holiday cruise in the Caribbean!

Helen and Whitey Hewitt returned from a visit to London and Zurich just in time to attend our annual Christmas dinner at the home of Dottie and Bud Ports. This is our



Twenty-four participants, two of them men, learn the basics at a recent Oklahoma flying companion seminar.



Dana Gibson helps Sandy Moulder open his Christmas package while Charles Vandergriff, Kay Roam, and Lee and Bill Coates watch.

favorite chapter get-together, and a wonderful evening of conviviality was enjoyed by all.

Several of our members took to the airlines to spend the holidays with families. Evelyn Snow jetted to California for a visit with Betty Heise, her 99 daughter in Sacramento. Eileen Anderson and 49½ Don took off for Long Island, New York, and Helen and Charlie Wray departed for England, where her daughter's family now resides.

by Helen Hewitt

South Louisiana Chapter

Several entrants in our state's aerial photo contest have been received, and we hope to provide a proper setting to present the Delta Airlines round-trip tickets for two at the Hammond Balloon Fest and Airshow in May. Karen Milchanowski, 99 liaison and member of the Hammond Board, is our official chapter representative for airshow plans.

The "For the Fun of It" 99 slide show was aired at several community functions in November, well received by both pilot and non-pilot groups.

A holiday function was held in conjunction with local CAF, EAA and Baton Rouge Aircraft Pilots Association members December 7, with static displays of World War II aircraft and a smashing dinner-dance that evening.

The chapter voted in November to nominate and support Pat Ward in her candidacy for section secretary. She is our first candidate for office outside the chapter. Pat has also been appointed to the USPFT Council, attending her first council meeting December 5-8 in San Francisco.

Our river birch, planted at the Baton Rouge Airport Terminal on the same day as the dedication of its sister tree in the Forest of Friendship, is thriving, thanks to an opening in the roof of the newly-renovated terminal. It is a living tribute to an also-growing and

thriving organization of the most unique and fascinating women in the world.

And we're still on a roll with our rollcall of new members. We welcome Delonah Shinn of Alexandria, our northernmost member, bringing our number to 38.

by Pat Ward

Tulsa Chapter

Mary Jordison planned the program for November, inviting instructors Chris and Mike Morgan to present their "Ladies' Guide to Self Defense." A longer version of the program may be presented later in the year, so we can all have the chance to learn the techniques.

We welcome new member Mary Jacobs, and prospective 99 Barbara Hinson. Barbara recently joined Melissa Whitehead at Riverside Airport to fly Boy Scouts earning their merit badges. Additional pilots and planes were supplied by Green Country Pilots Association members.

Bob and Jean Willis hosted the annual holiday party. Prospective Tiana Pickle and Chuck Etzkorn attended the party, but they had to leave before the 49½ initiation ceremony. The solemn oath for this special group

was taken by John Duncan, Dale Knott, Dave Rankin, Bob Wills and Mike Jacobs. Mike told the group about learning to fly so he could return to Colorado on weekends for his favorite sport of white water kayaking.

Janet Newton prepared a petition for members to sign requesting a proposed landfill dump not be located in the flight path of Tulsa International Airport. (Landfills attract birds.)

by Janet Minnerath

Wichita Falls Chapter

Seven members, new 66 Fern Bloodworth and two young daughters of a 99 attended the November 25 meeting in the home of Sue Stillely. Linda Colwell had secured a video cassette, which focused on Apollo 1 Loran C by 11 Morrow (a long-range navigation system), for us to view.

One of our young guests won the raffle prize — two jars of Sue's delicious homemade jalapeno jelly. Betty Kidd distributed lists of activities and hostesses to be included in the yearbook, and Carolyn Baker read a letter from Charlene Davis inviting chapter members to a fly-in breakfast at Cole Airport near Oklahoma City.



With Tulsa 99s Karen Greenawalt and Jean Willis is Joe Cunningham, editor of the *Oklahoma Aviator*.

Our Christmas party, a lovely cocktail hour, dinner and gag gifts, was December 15 in the home of Hellen and Tom Hutchison. A video cassette, "The Aviator," was shown, and Betty Kidd distributed the yearbooks for 1986. Fourteen members, one 66 and 11 guests attended.

by Betty Kidd

CHAPTER NEWS, ETC.

Columbia Gorge 99 Donna Davidson (second from right below) visits Sandy Leder, Margaret Standing and Pat Ward at the South Louisiana 99 booth during the Lake Charles Airshow, while (at right) Ziggy Novak and Dee Wilson instruct a Chinese student on safety factors when marshalling transient aircraft.



South Louisiana Chapter 99s (below) Pat Ward, Karen Milchanowski, Gloria Holmes, Marion Brown and Margaret Standing work on the Hammond air marking.



SOUTHEAST SECTION

Alabama Chapter

The December meeting was held in the Museum of Flight in Birmingham, where Kenneth D. "Bud" Warner, director of the museum, showed three films, "To Fly," "Blue Angels" and "The Flying Tigers."

A short business meeting followed, with the door prize won by Nancy Crews, one of our newer 99s and a former WASP.

Guest Beverly Petty is a charter member of CAP. Other guests included Kay DeLong, and Joe and Michael Hall, sons of Harriet Hall. Members present included Ruby Dickerson, Janet Mayfield, Harriett Hall, Nadine Rose, Miriam Pullins, Pat Frierson, Sandy Reeves, Rachel Hunt and Chairman Renee West. The 49½s present included Rick Mayfield, Charlie Rose, Grant Reeves and Albert C. Hunt.

by Rachel Snead Hunt



Alabama 99 Ruby Dickerson is a newly-rated CFII.

Carolinas Chapter

Our October meeting, intended to be a joint session with the EAA and Antique Airplanes for their annual fly-in, was, unfortunately, a rained-out, fogged-out drive-in for 10 of us. Chairman Louise Smith was out of the state for a Sportsman Pilots Association meeting, so Jeanne Stackhouse presided.

We gave up hope for Antique Airplanes or EAA fly-bys and aimed, instead, for a Chinese dinner, which took hours since the gas ran out for the stove.

The flying weather was no better the next day, but we did have fun. Evie Brooks, Nancy Wrenn, Nita Hudman, Ruth White and Page Shamburger followed the arrows and drove by all the renovated houses, battlefields and churches in Camden, South Carolina. Not antique fly-bys, but antique drive-bys.

by Page Shamburger

Florida Crown Chapter

WE GET AROUND....

Helping with the Grand Prix Air Race in August gave us all racing fever after seeing how much fun the contestants were having. We enjoyed the learning experience of participating as hosts of the Jacksonville stop, where we met pilots from all over the country.

problems. It's surprise cargo had to be transferred to another member's plane, but that aircraft was then forced to land in Lakeland because of bad weather from a lingering cold front. Even though the cake never arrived, however, 12 hardier (instrument rated) members did make it through the muck to find beautiful weather for painting and partying at the destination.

Our chapter hosted a reception at the Florida Institute of Technology campus November 13 for female students of the School of Aeronautics. We set up several tables with displays illustrating our favorite aviation activities and opportunities, from aeronautical education and air marking to air racing and poker runs, with special emphasis on 99 scholarship programs. We were visited throughout the day by both students and faculty members, who asked many questions and otherwise expressed quite an interest in the group.

by Martha Loss

CHAPTER NEWS, ETC.

Marleen Williams and Chris Walker flew to Kissimmee for the last two days of the WPFC in August, and they wished they could have been there for the entire competition. Exchanging flying stories with international pilots, watching proficiency contests and rooting for everybody were experiences they will not soon forget.

Marleen and Chris flew to Gatlinburg in September, joining Irene Kramer and Jacque Marsh for the fall section meeting. The beautiful weather was topped only by the beautiful mountains — a pleasant change for those of us from "flat Florida." Irene and Jacque were busily taking notes to help in our organization of the August 4-6 spring section meeting in St. Augustine. The nation's oldest city may never be the same!

Jane and Alan Potter survived Oshkosh '85 and brought back stories and pictures to entertain us all at our October meeting in their home. Their enthusiasm left us all planning ways to go en masse next year. During that meeting, we all had a chance to talk with Mike Reynolds and hear about his experiences as the Florida representative of the Teacher In Space program.

Our December 8 Christmas party in the home of Jacque and Jim Marsh was nicely topped off by singing carols around the piano — guaranteed to "get you in the mood."

AND WE ACHIEVE....

In August, our youngest member, 17-year-old Dana Wade, attained her multiengine rating, and Pam Stephens has been granted her bid to fly international flights in the 747s of Northwest Orient Airlines.

by Marleen Williams

Florida Space Port Chapter

November 9 was the day chosen to fulfill two enjoyable purposes — an air marking at Arcadia and a surprise baby shower for Bonnie Carr, whose son, Aaron Etienne, was born in early October. Bonnie and 49½ Wayne are the proprietors of this small airport near Lake Okeechobee in South Central Florida. Sadly, the aircraft carrying the decorated cake was waylaid by magneto

Florida Suncoast Chapter

We gathered at Sarasota-Bradenton Airport in November for a safety meeting with Major Willis, F-16 instructor from MacDill Air Force Base. Alice Cutrona arranged lunch at the 306th Aero Squadron.

We have sponsored FAA safety meetings in St. Petersburg and Clearwater, and Doris Briggs has completed her Phase I Wings.

Two members flew missions for the Florida Regional Bone and Tissue Bank in November. Mary Webb transported a young patient from Port Lucie to Tampa for a kidney transplant, and Barbara Sierchio flew a technician from Tampa to Sarasota to pick up bone and tissue samples for typing.

Mary Fletcher hosted 36 guests in her St. Petersburg home for our Christmas party, where Ethel Gibson initiated six 49½s.

by Barbara Sierchio



At the Florida Suncoast 49½ initiation are (above) the Hartmans, Baynards, Farrels, (below) Lesters, Oards and Williamses.



Kentucky Blue Grass Chapter

The chapter held a luncheon in October to honor the 18 new members acquired since January.

In November, the chapter held two flying companion seminars, one in Louisville and one in Lexington, with Charlene Falkenberg as featured speaker. Jim Perkins, Louisville FSDO, also gave a short presentation.

November 30 was the annual Active 99 Achievement Awards Banquet at the newly-renovated Brown Hotel. The group met for lunch, followed by an officers/board meeting and/or Christmas shopping. Then there was a private showing of the multi-projector presentation, "KentuckyShow," before the banquet.

Diane Stafford was recognized as Active 99 of the Year, and presented a \$50 check to be used for a BFR, medical, rental, instruction or anything else to maintain aviation safety. Louis Bornwasser was named 49½ of the Year, and Kay McGee was honored as 66 of the Year. Diane Stafford received a bottle of "prop wash" for her efforts as chairman of the chapter air race — the Kentucky Air Derby. Skip Gumbert was given a bottle of extra-strength aspirin for the upcoming North Central Sectional, May 9-11 in Lexington.

Members recognized for new ratings included Debra Johnson, Van Hamilton, Jeanette Rode, Terri Donner, Kathy Osborne, Stephanie Finn, Tiffany Skaggs, Priscilla Thompson, Melinda Harris, Gayle Prichard, Leslie Rosenbaum, Holly Stull, Gail Wood and Evelyn McKeever. Evelyn earned her Phase III Wings.

Special guests were Dorothy and Walter Niekamp from the Indiana Chapter. And several 49½s were initiated.

by Terri Donner



Kitty Hawk Chapter members tour the Paul Garber aircraft restoration facility in Silver Hill, Maryland.

Kitty Hawk Chapter

We got off to a good start for the new year with a membership increase of two and one transfer. Our membership meeting was a fly-in to Fayetteville, North Carolina, where Myrtle Carnevale, new owner of the 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-Johnston County Airport under beautiful, sunny skies. After a Halloween buffet, C.D. Holbrook, special unit supervisor of the North Carolina Bureau of Investigation, spoke about drug trafficking in the state. His slide presentation outlined what we should look for to become alert and suspicious of the drug trafficking at our airports and in our communities. Many startling points were made. The bureau needs all the help it can get from citizens.

Members were guest of the Washington, D.C. chapter November 16 for a potluck supper at the home of Martha Poteat. It didn't matter that she wasn't there; the Washington Chapter carried on just as though she was. The delicious "spread" was welcome after our chilly day of touring the Paul Garber facilities at Silver Hill. Dark clouds had turned inside out to reveal a silver lining to a Carolina blue sky the next day. The morning was spent visiting the galleries of the Air and Space Museum, after which we climbed into the van for a six-hour drive home.

Chapter charter members Lorrie and Diane Tunnell joined Hazel Monroe at the fall section meeting in Gatlinburg, Tennessee.

by Hazel S. Monroe

Mississippi Chapter

The chapter hosted a successful USPFT Rallye in October at the Brookhaven-Lincoln County Airport. Winners were Rob Lea and 49½ Steve See. Both are planning to enter the regional competition. We received help from many local pilots, CAP cadets from Tyler-town and a troop of Girl Scouts from Natchez who are working on their aviation badges.

Jerry Sumrall was on the committee that sponsored the airshow in Tylertown in November. The purpose of the show was to stimulate local interest in and support for the airport. Judging by the size of the crowd, they certainly achieved their goal. Plane rides were given to the public after the show, and Mary See monitored the UNICOM while Steve flew their Cardinal.

A business meeting was held before the show, while the December meeting was a Christmas party at Janet Green's Biloxi home. After gifts were exchanged, members enjoyed a buffet luncheon.

Mary See received an early Christmas present. When Miriam Loe landed at Brookhaven to drop her off after the meeting, husband Steve handed Mary a letter from the FAA notifying her that she had passed her instrument written exam.

by Helen Drane

North Georgia Chapter

The November 16 meeting was at Hill Aviation, Fulton County Airport, where Robert Losurdo, accident prevention counselor for the FAA Pilot Proficiency Program, discussed many aspects of flying safety. Attendees were given the opportunity to enroll in the program to earn their Wings.

The annual Christmas brunch was December 15 at the Terrace Garden Inn near Lenox Square. Mary Toon delighted members with details of her trans-Atlantic flight in a Beechcraft Duchess.

The January meeting included Clark Harrison as guest speaker. He flew solo from Atlanta to Alaska this summer in a single-engine airplane.

New members include Kathy Bartman, who transferred from the Intermountain Chapter, and Bunny Outlaw, who transferred from the Indiana Chapter.

by Lucy Young

Tennessee Chapter

We held our annual Christmas party at Nell Weathers' historic home, which overlooks Chattanooga. It was the perfect setting for

our lovely brunch and afternoon of Christmas carols by the fire. We played Scrabble and talked of big plans for the coming year.

New officers are Chairman Nell Weathers, Vice-Chairman Anita Sasser, Secretary Mary West and Treasurer Irene Flewellen.

by Anita Sasser

SOUTHWEST SECTION

Alameda County Chapter

A special cheer for our special doll, Sara Pearl, who won a Marion Barnick Scholarship a few years ago. She has stepped up from instructing to flying for Pacific Coast Airlines. Pearl flies a Handley Page Jetstream (turbo-prop). She is based in Santa Barbara.

To air mark or not to air mark was the decision of Chairman Billie Sposito. Aside from discouraging weather reports for November 17, fears for still-wet pavements kept the decision on a go/no-go basis. After so many delays during the year to protracted airport improvements, we hated to put off the air marking again. The pavement dried, the cold winds abated somewhat, and it became a perfect day for painting. Rollers on the ready at "H" for Hayward at 0900 rolled steadily to "d" by 1600, when the weary but happy band of 99s and helpers called it a day. Billie Sposito, Sharon Moss, Lynette Menard, Bette Davis and Billie's boys headed the workforce for the day, plus others who appeared for short stints.

by Audrey Yeandle

Arizona Sundance Chapter

The air show sponsored by the Desert Sportsmen and Pilots Association was a great success, and 99s from the Valley helped to make it so. The proceeds of this event go to the Make-A-Wish Foundation.

"Fly with the 99s" — and many people did so in November at Falcon Field, Mesa, where an airlift was held to benefit the Phoenix Crisis Nursery and Mesa Child Crisis Center. This was a joint effort of both the Phoenix and Sundance Chapters. Pilots helping to make it a success from Sundance included Linda

BAY CITIES CHAPTER member Patricia Tormey receives the \$1,000 Marion Barnick Scholarship, presented each year by the Santa Clara Valley Chapter to advance the aviation career of an outstanding woman pilot. Patricia is currently serving as treasurer and working as a charter pilot while attending college.



Alameda County 99s work steadily to complete the Hayward air marking.

Marshall, Gabby Thorp, Pat Moreland and Marge Thayer. Ground crew helpers included Pat Fick and Kay Kohler.

A big issue in Arizona is whether or not aircraft should be allowed to fly in the Grand Canyon. Margo Myers attended one of several meetings being held throughout the state to discuss this issue. The outcome of this will have impact on the many aircraft now flying sightseeing trips in and around the Canyon, and it could have an effect on the tourist industry in Arizona.

Again this year, a Santa Claus flight was made to Guaymas, Mexico, to take packages to 500 needy children. This event was sponsored by the Mesa Rotary Club and McDonnell Douglas. Pat Fick and Marge Thayer were instrumental in rounding up airplanes, and both pilots made the trip with 66 Marge Brabandt.

"An Old-Fashioned Christmas" was the theme, and the place was the home of Linda and Bob Marshall. We got together with spouses and friends for a festive buffet and to sing Christmas carols.

Now a 66, Virginia Womack has soloed!

by Kay Kohler

Bakersfield Chapter

The seasonal Valley fog has put a damper on flying activities, but members have been very "ground-active" since early October.

Aviation Month included airport tours by 99s and an open house at Meadows Field where we hosted a very successful booth in October. To each child, we gave a free helium balloon emblazoned with "Ninety-Nines — International Organization of Women Pilots." We also distributed flyers describing our activities, and we sponsored a raffle of a "Blue Max" Pudgy plane.

We also sponsored an essay contest on "Women in Aviation" for junior high and high school students. Over 100 students participated in what proved to be a very tight race. Dorothy Robinson, Jacque Selgrath and Connie Smith had a difficult time selecting the best entries. Several prizes were given, including cash awards and airplane rides.

Several chapter members drove (Bakersfield was IFR) to Kern Valley Airport at Lake Isabella. The November weather there was beautiful, although cold and windy, so our scheduled air marking went off without a hitch. A warm fire and hot brunch awaited the thoroughly chilled crew at the end of the job, thanks to Airport manager Gene Nelson and his wife.

"Twas two weeks before Christmas, and at Anne and Dave's place
The Marin 99s (et al) were gathered with a smile on each face.
Let's recall our activities since June if we may,
First we flew to Redding, keeping the clouds at bay
For the Wright Sisters' takeoff on the great Classic Race.
They preceded the Blue Angels, and set a pretty smart pace.
Then a pool party in July with lots of good food and wine,
All stayed reasonably sober; not one fell in the brine.
August's fly-in to Rio Vista was arranged by our gal Will,
We arrived at the historic restaurant but all was very still.
So we toured the Delta, driving 'round from shore to shore,
We were all very hungry but enjoyed scenery galore!
Then we did our first fund-raiser at the Smith Ranch barbecue
Selling hot dogs and real lemonade; we had such a great crew!
LaVonne flew in with the T-34 creating quite a stir,
And after all was tallied, we had a profit in the coffer.

At Gness Field we took on a spot landing contest judging.
With our scientific expertise, there was absolutely no fudging.
At section meeting in September, our gals made a sensational appearance,
Arriving in hot tub hats with peacock feathers took a special VFR clearance.
In October, all those believers in Linus' Great Pumpkin
Flew to Half Moon Bay to gather a wheelbarrow full — it was really somethin'.
November found us back at Gness Field with a party in Lyn and Paul's hangar
Meeting lots of new pilots, then lunch and movies — a real humdinger!!
Did some air marking, too, Angwin by air and Healdsburg by car.
So if you're ever in unfriendly skies, you'll know just where you are.
We've been working very hard and have started off with a bang.
Doubled our membership in just six months — we've got a really great gang!
So here we are at the big Christmas bash catered by Elaine, and it's truly first class!
Now let me exclaim, ere I sink out of sight: Merry Christmas to all,
And to all A GOOD FLIGHT!!!

by Peggy Williams

Our November meeting featured Larry Galindo, the new manager of Kern County Airport. He discussed the recent runway expansion, its impact on aviation and the community, and its safety. He also presented the outlook for the airport, using slides and plans to clarify his points.

Several events made December a very exciting month. The Downtown Christmas Parade featured a beautiful float designed and built by the chapter. Connie Smith led us in our first attempt at float-building, which turned out to be a stunning success. We had a *real* airplane (compliments of J.R. Smith of Red Baron Banner Towing Service, who loaned us his mini-biplane). There was a beautifully decorated full-size Christmas tree at one end of the float, and a control tower, complete with rotating beam, at the other. Several gals walked with the float, wearing "authentic" antique flying gear, and Chairman Dorothy Robinson acted as pilot. Everyone was kept very busy handing out candy to children and explaining to all that, yes, it was a *real* airplane. Our efforts resulted in a first-place trophy in the Civic-Fraternal Division.

Two days after the parade, many of us gathered to celebrate the beginning of the holiday season at our annual Christmas party. Jane Rood and 49½ Bob opened their beautiful new home for the occasion. It was a wonderful evening that included a gourmet meal and a warm, "homey" Christmas feeling.

A new pilot has appeared among our members. Although Barkley Reid Nickel, newborn son of Kathy and Miller, will never be a 99, he will certainly grow up in an aviation environment. A future 49½, perhaps?

Borrego Valley Chapter

Members participated in November's annual Borrego Days Parade, which officially opens the tourist season in Borrego Springs.

Jan Hall and Mary Egarr rode small bicycles fitted with cardboard and wooden airplane frames made by Mary and 49½ Jack. Adrienne Parker, June McCormack, Colleen

Armstrong, Tammy Hendrixs and Joan Loob, along with prospective members Lisa and Carey McCormack, rode in Adrienne's decorated Oldsmobile convertible.

The parade attracted nearly 100 entrants and several thousand viewers in clear, mild weather. Although we didn't win an award, we intend to enter again next year. We did get responses from many unaware of our chapter, so it was effective publicity.

by Joan J. Loob

Los Angeles Chapter

Jane Vaughn's 49½, Link, is recovering from an accident in San Felipe. His upper jaw was broken in many places, requiring two separate operations.

Mary Haizlip was honored as the Outstanding Pioneer Woman Pilot by the OX-5 Aviation Pioneers at their annual convention in LA. In addition, the late Jim Haizlip will be inducted into the OX-5 Hall of Fame. Mary also went to Washington, D.C. for a reception at the Air and Space Museum, sponsored by the Bendix Aerospace Company. Jimmy was the winner of the firm's Trophy Race in 1932, and she was a guest speaker this year.

Bernie and Jim Stevenson, Eugenia Rohrborg and Rachel Bonzon attended the Long Beach Chapter's fly-in to San Felipe in support of a school for retarded children.

Diane Win reports she is now a busy, full-time flight instructor at California Aviation.

by Sally La Forge

Marin County Chapter

Our November 2 hangar party commemorating the founding meeting of the 99s was a great success. Aviation Activities Chairman Will McGuinness decorated Lyn and Paul Thompson's hangar at Gness Field with bright sailcloth streamers and pictures of 99 activities. "For the Fun of It" was well-received, as was the chili lunch. Members and guests enjoyed the bright sunshine and conversation, and we met several pilots who

have since become members. International Vice-President Barbara Sestito and Pat Forbes, section governor, joined us.

Peggy's persistence paid off when, after two rain cancellations, we finally were able to air mark Angwin Airport December 8. Peggy Williams and 49½ Rog, Anne Silverman and 49½ David with visiting sister Marilyn, worked with Will McGuinness. Peggy really wanted to air mark because, on departure from Gness Field, she experienced engine trouble and had to return. Undaunted, she obtained another plane and rolled out. She must have dreaded the thought of another delay!

We welcomed new members Julia Amaral, Randy Blume, Nancy Lemmon and Susan Lyon to our Christmas party at Anne and David Silverman's home. Peggy Williams coordinated, and Elaine Bull catered the event. Above is an edited version of Peggy's Christmas message.

by Anne Silverman

Monterey Bay Chapter

Our Christmas party at Deer Park Tavern was the occasion for the installation of David Tribolet as a 49½ by Jim Dugger. Diana Peterson was named Pilot of the Year by last year's honoree, Cindy Bergstrom. Carolyn Dugger and Harriet Brin received special recognition for their many contributions to the chapter this past year.

Our November flying activity was a shopping trip to Solvang, with two planes piloted by Dell Hinn and Carolyn Dugger making the trip between cloud layers to Santa Ynez Airport. After a delicious lunch, our Danish goodies were loaded for the flight home.

by Diana Peterson

Mt. Shasta Chapter

We may have been lacking in frankincense and myrrh, but a bear in a biplane created quite a stir. It was the annual Christmas party and exchange of goofy gifts.



Borrego Valley 99s Mary Egarr, Jan McCormack Hall and Adrienne Parker are parade participants.



Will McGuinness, LaVonne Boyle and Anne Silverman sport custom barnstorming headgear at the section theme dinner. "The Flighty '20s" (left), and Anne discusses chapter activities with prospective members (right).

The fog in the Valley lifted long enough for about 25 members and guests to arrive at the Corning Airport for hot cider, good food and lots of Christmas cheer. Barbara Boot and the FBO were great hosts and made everything run smoothly. We proved again that, not only can we fly, but we also cook!

by Bev Tickner

Orange County Chapter

Pam Mahonchak is flying right seat for Jet America, while Diane Myers is a 727 captain for Continental.

The chapter won the third-place public relations award for large chapters September 27 at Concord, and we welcomed two new members, Gloria Sullivan and Janice Hoover.

We hosted our second flying companion seminar November 8-9, with 35 students. Carol Ford hosted and organized the event, Bev Allen made sure enough 99s were on hand to do one-on-ones during the sectional and E6B segments, Beverly Niquette handled registration, Cynthia Shofer organized all the food preparation and service, and Peggy Hart made sure we all brought sectionals for L.A. Speakers included Lois Dillman, Barbara Ward, Karla Wattier, Lorrie Hasler, Bev Allen, Pam Mahonchak, Jane Cram, Eleanor Todd, Elaine Williamson, Adrienne O'Brien, Jan Pederson, Marci Mauthe, Peggy Hart and Paul Stebelton of Long Beach FAA.

Our annual night currency event was November 13 at Mission Beechcraft, followed by a super meal and complimentary champagne at McCormick's building on the west side of the airport. Barbara Ward coordinated the event and kept all the planes and instructors on time.

Bonnie Whitman, fly-in coordinator, had a great idea recently. Since we'd all gotten night current, 13 of us flew to Amelia's at Van Nuys Airport for dinner.

by Mary Lee Mershon

Phoenix Chapter

Arizona Sundance and Phoenix Chapters joined forces to produce another winning event. A minimum donation airlift November 16 raised more than \$1,200 for two valley child crisis centers.

Enthusiastic would-be passengers were lining up at Falcon Field before the publicized start time of 0900, and a steady flow was maintained until 1645 in perfect weather. One would be hard-pressed to find a more scenic route than that flown by 99s, 49½s and friends as they carried approximately 200 people on 20-minute tours. Eleven planes were donated by 99s and generous friends.

We deviated a bit from the traditional pennies-a-pound method, publishing a schedule of minimum donations: \$7.50, over age 16; \$5, 10-16; \$2.50, 4-10, and no charge for under four years. With no previous experience operating on that basis, we had no idea what the outcome would be. Much to our joy, the riders voiced their satisfaction at the reasonable costs, several made extra donations (one man handed us a \$100 bill before we started flying), and we ended up with more revenue than we had dared anticipate, even after settling the refueling bill.

Conducted safely (as, of course, all 99 flying activities are!), airlifts promote general aviation and provide much pleasure for many people. Some came because they had never



Big Bear's high altitude airport was the location for an Orange County fly-in (left), and Amelia's Restaurant (right) provided aviation atmosphere for 99s.

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flown before — others because they had and were delighted to be able to do so again, often bringing a friend to share their pleasure. One elderly gentleman brought his wife for her first flight on her 74th birthday, and parents brought their children because it was an opportunity for inexpensive family fun. In addition, proceeds from our labor of love help support a haven for children caught in stressful and hazardous situations. Our donation was presented to the Valley of the Sun Children's Festival of Trees at a televised press conference, thus providing additional favorable PR for the Ninety-Nines.

December 7 found 99s, 49½s, 66s and guests celebrating the Christmas season at Jimmie Hall's beautiful desert hideaway. The spacious and casually elegant home displays paintings and artwork by Jimmie and her daughters, as well as trophies, plaques and mementos commemorating the career and achievements of her late 49½, Jack, a PanAm captain and experimental plane enthusiast.

Toni Patino administered the 49½ pledge to husband Paul at the Christmas holiday, and home for a holiday visit was Donna Reaser, following 18 months as a missionary in Ireland. Although Donna's visit was cut short by transportation availability, Stacy Hamm quickly created a "happening" at the Hamm's unique Casa Manana.

The year 1985 flew into the past with our annual Airport Appreciation Day, spent showing our gratitude to airport personnel for their services to general aviation throughout the year. The 99s flew from airport to airport around the Valley of the Sun with trays and baskets of goodies.

by Mary Lou Brown

Reno Chapter

Kathy Gray hosted the fun-filled weekend at her mountain cabin during our annual summer fly-in to the "Cookie Jar" at Columbia, California.

Sandra Sweeney and her family were among the lucky ones to fly cross-country to the Baltimore Convention, and then on to Oshkosh, where they pitched a tent for a wonderful airshow and display of planes. Along with a fleet of planes from the West Coast, Cheryl Bishop also flew cross-country to Oshkosh for a fun-filled two weeks.

We donated several hundred hours of our time to this year's Reno National Championship Air Races. Duties included greeting

pilots, selling tickets, handing out trophies and manning the information booth. We kicked it off with a potluck dinner at Cheryl Bishop's house.

Diane McCormick won our local scholarship, wasting no time before acquiring her CFI in less than a month.

Irene Smith and Sandra Sweeney flew to Concord, California for the fall section meeting, along with Shirley Patterson and Penny Becker.

Our Christmas party was hosted by Sandy Hart, and included a delicious fish stew prepared by her husband for the 30 attending.

by Cheryl Bishop

Sacramento Valley Chapter

The chapter has been bustling with activities recently. Along with our weekend fly-in brunches, our flying companion seminar in July netted at least one new student pilot.

Shirley Winn was her usual intelligent, informative, hysterical self during her September 18 presentation about a recent trip to Yemen and Pakistan. She stayed in palaces with no working toilets or beds, bathed in the Red Sea and visited Moslem mosques, feasting on trail mix and granola bars.

October 12 was a cold, windy day, but Betty Alair, Mary Ben McClave, Isabel Warmoth, Dorothy Flynn, Shelah Morgan, Shirley Sandlin, Lynn Hoelscher, and Shirley and Dean Winn spent long, arduous hours air marking the Woodland-Watts airstrip.

November 5 was our Monte Carlo/Halloween Night. The food was delicious, and the costumes were fantastic. Isabel Warmoth was the world's most lovable penguin, Bonnie Neely dressed as a slice of watermelon, and Shelah Morgan wore a lovely sari.

by Shirley Sandlin

San Gabriel Valley Chapter

Members operated two booths at the El Monte Open House in November. Rain did not dampen the spirits of Claire and Gene Kopp, Margaret and Dave Lawson, Sheryl and Bob Sandhagen, Marge Harper, Anita Bennett, Vi Dobbins, Shirley Eckloff, Traude Gomez or Amanda Whisenand in selling our new plastic airplanes and hot dogs.

The Lawsons recently entertained New Zealand 99 Ngairie Kalilic and her daughter for two weeks. Margaret arranged aerobatic lessons and a ride in a Beech Staggerwing.



Gene Beggs poses with Wyn and Jason Hayward of Tucson beside the Christen Eagle they built from a kit.

The annual Christmas buffet party featured Newton Philips, an aerobatic and retired Marine Corps pilot from Edwards RAPCON, as our speaker. His movie of Edwards AFB history was most informative. Guests from the Inland Chapter included Maurine and Glen Wilson and Zona and Jim Appleby.

by Eve Hunt

Santa Clara Valley Chapter

The second 5¢-a-Pound airplane rides, co-chaired by Vera Arnold and Debby Cunningham, were a resounding success. Passengers included all ages as well as members of a Girl Scout troop and airport tower controllers. Of interest was one family whose total was \$99, with the last person weighing in at 99 pounds! Ground crew included Lynn and Tom Meadows, Pat Blouin, Pat Cain, Sue Capie, Claire Florio, Pat Johnson, Kathy Leigh, Diane Little, Debbie Morton, Sue Schiff, Dottie Theurer, Grace Voss, Marsha Doyle, Rochelle Anderson, Lynn O'Keefe and Sean O'Neil. Pilots were Suk and Paul Shuch, Mayetta Behringer, Debby Cunningham, Howard Johnson, Lois Letzring, Barbara Murren, Lewis Schiff and Bill Theurer.

November 3 saw Lynn Meadows, Sue Schiff, Pat Johnson, Barbara Murren, Dottie Theurer, Debby Cunningham, Vera Arnold, Mayetta Behringer, Claire Florio, Nancy Rodgers, Jackie Petty and Air Marking Chairman Grace Voss rolling yellow paint on 15,000 square feet of taxiway at San Jose

International Airport. The enthusiastic painting was accomplished to the roar of constantly arriving and departing jets.

Two DRI flights, flown by Debby Cunningham, Marsha Doyle, Mayetta Behringer, Phyllis Lapin, Rochelle Anderson, Vera Arnold, Carol Meeker, Nancy Rodgers, Jackie Petty and 66 Marsha Doyle, delivered a total of 729 pounds of medical supplies to Santa Barbara.

Another successful poker flight involved five airports November 9. The 99s who manned the windy, chilly airport stations included Barbara and John Murren, Sue Schiff, Anne Tapay, Dottie Theurer, Anita Kohfeld, Lois Letzring, Natalie Bossio, Pat Blouin, Mayetta Behringer and Dee Blum Ramachandran.

by Lois Letzring

Siskiyou Chapter

The chapter combined a meeting and Christmas party December 6 at Scott's Restaurant in Montague, California. During the short meeting, Chairman Mary Ann Weatherby presented Dorothy Reel with a 99 paperweight in appreciation of her 99 work.

It was through Dorothy's efforts that the chapter was formed March 29, 1978. She has served as chairman, and secretary-treasurer for many years. Dorothy also edits the *Siskiyou Flyer*, our chapter's newsletter.

by Virginia Raffaelli

Tucson Chapter

Chairman Lorraine Newhouse opened her beautiful home in Cholla Air Park for the Christmas party with lovely decorations, marvelous food and good company. Huge decorated cartons by the door were ready for guests to deposit their gifts for the three families we had adopted for the holidays. Instead of exchanging gifts with each other, 38 members and guests brought food, usable clothing, toys and a brand new gift for a child, as well as cash. Lorraine spent the \$165 the next day for groceries and, with the help of Aina Bell, sorted and packed it all in cartons and baskets decorated with Christmas paper and tied with ribbons. Dottie Blair joined Lorraine and Ray to deliver it to the families. Hugs and tears really made it a very special time, especially for the fatherless children.

Barbara and John Welsh are off on a ski trip, and Lum and Virginia Edwards are in San Francisco visiting their daughter and soon-to-be grandchild.

Wyn and Jason Hayward sent us a picture of the Christen Eagle they built from a kit. They both took the spin course offered by Gene Beggs in Midland, Texas. Gene is a member of the National Aerobatic Team, and the Haywards are enthusiastic about the course, describing it as a confidence-builder.

by Maggie Schock

Utah Chapter

We couldn't have asked for better weather for a weekend in Utah's Dixie. Jean Coffman, Alberta Nicholson, Dee Ricord, Vicki Ward and Harla MacQueen timed the Pacific Air Race St. George fly-by October 19. Carol Clarke and Shirley Florence flew in the race and joined the group Sunday morning to air mark Hurricane. The crew, also including Wilma Nichols and friends, made quick work of painting, followed by a delicious lunch prepared by the airport management.

Several new pilots were guests when the 35th anniversary of our chapter chartering was celebrated with a luncheon at the Ogden Hilton. Our newest members were introduced and recognized with flowers.

by Carol Clarke

Third San Felipe-Baja Fly-In Is Successful

by Connie Farmer



Margaret Callaway presents money raised by the fly-in to Eva Quinones, Betty Avila, Diana Alanes and Marie Guiterrez.

The Long Beach Chapter sponsored the third annual San Felipe-Baja Fly-In, November 8-10, to raise funds for the Centro de Education Especial, a school for special needs children in San Felipe, B.C., Mexico. Fifty-five pilots and guests from Sacramento to San Diego flew in for the three-day weekend, enjoying the Baja 1,000 Off-Road Race, a gourmet buffet, folklorico dancing by the local prep school, shopping, beautiful beaches, two margarita parties, ATC rides and a tequila auction that grossed \$153.

The Centro de Education Especial was founded in 1984 by concerned parents of handicapped children in the San Felipe area when the public school in Tecate failed because of cultural barriers. The government is now very reluctant to fund any endeavor for the handicapped, but did donate the land for the two-room school. Building materials and labor were donated by parents and friends.

The school is governed by a committee of five, including two teachers, a psychologist, the governor's wife and Betty Avila, spokesperson for the committee. Eight to 10 students now attend, with another 140 prospective students waiting for available space.

Many of the arrangements for the fly-in were made by the Mexican Department of Tourism and Conventions in Mexicali. Xaina Munoz, department representative, presented the 99s with a plaque in recognition of our support for the school and for promoting tourism in San Felipe.

Teachers and parents from the school sponsored a seafood lunch for fly-in participants on Sunday, at which time the school was presented with \$763. The chapter pledged additional funds for January. Chapter members also plan to deliver much needed school supplies, furniture and playground equipment.

Let's go air racing



Marathon Great Southern Air Race

Good news! Good news! The Great Southern is back!

The Florida Race Pilots Association is pleased to announce the second annual Marathon Great Southern Air Race will be flown May 14-18. Sponsored by the Greater Marathon Chamber of Commerce and the Florida Race Pilots Association, over \$10,000 in prize money, plus trophies, leg prizes and special awards will be presented in the 1,000-mile round-robin competition, which is open to men and women pilots with a private license or higher. An instrument rating is not required. The race starts at Marathon, then to Lakeland, Tallahassee, Jekyll Island, Orlando and Vero Beach, returning to Marathon, the host city.

A beautiful resort area, the Caribbean of the USA, Marathon has everything! (Last year's contestants almost refused to leave!) Good flying weather, full-service airport, swimming, diving, deep sea fishing, snorkeling, golf, tennis and beach parties make Marathon unrivaled in amenities. The host resort hotel is Hawk's Cay (at very special rates).

The Great Southern is a handicapped speed race with emphasis on fun and good sportsmanship. The shorter route and time involved proved to be successful last year, attracting 35 entries from nine states. Superbly organized by dozens of experienced race officials and pilots, 99s worked every stop. Free parties, food, drinks and ground transportation at every stop, along with the good fellowship of contestants and race officials alike, made this contest the most successful in many racers' memories.

Entries are limited and close April 14. Kits are \$7 through Marathon Great Southern Air Race, 3330 Overseas Hwy., Marathon FL 33050. For more information, contact FRPA President Roni Johnson, 184 Baltic Circle, Tampa FL 33606, (813) 254-3350, or FRPA Vice-President Pat Judges, 2233 Donato Dr., Belleair Beach FL 33535, (813) 595-6860.

by Pat Judges

Hayward-Las Vegas Proficiency Air Race

Now is the time to ready your airplane and fine-tune your flight planning skills because the 22nd annual Hayward-Las Vegas Proficiency Air Race is scheduled for May 16.

Race rules guarantee every participant an equal chance of victory by basing scoring solely on accurate navigation, correct estimation of time en route and precise prediction of fuel consumption. Sponsors and supporters, which include the cities of Hayward, California and North Las Vegas, Nevada, contend that the annual proficiency air race has no losers, because all contestants, copilots and passengers finish with a greater appreciation of the art of skillful flight — and a weekend in Las Vegas.

Open to all licensed pilots (female and male), the race will be flown in two stages with an intermediate stop at Meadows Field, Bakersfield, California, for timing and refueling. Pilots will be informed on the evening prior to departure of mandatory checkpoints over which their flights must pass to gauge navigational accuracy.

This year's race will depart the Hayward Air Terminal at 0800 May 16 with the support of the Alameda County, Bakersfield and Las Vegas Valley Chapters. Also cooperating with the race program will be the crews of the FAA control towers at Hayward, Bakersfield and North Las Vegas Airports.

Trophies and cash prizes will be awarded at a party in the Las Vegas Imperial Palace Hotel the evening of May 17. In addition, 99s will present a beautiful perpetual trophy to the top finishing 99 for the sixth year. In keeping with the race's notion that every participant is a winner, a special trophy will also be presented to the last place finisher. Racing pilots and passengers will be provided accommodations for Friday and Saturday nights at the Imperial Palace Hotel, along with free transportation from the airport to the hotel on Friday and return on Sunday morning.

Applications will be accepted on a space available basis until April 1. Race kits are available for \$4 from the Hayward Air Race Committee, 20301 Skywest Dr., Hayward CA 94541. Telephone inquiries may be made to Lou Chianese, (415) 581-2345, ext. 5285.

by Bette Davis

Grand Prix Air Race

Though the weather outside may still be blustery, it is not too soon to start thinking about the fun things that spring and summer will bring: warm blue skies, gentle breezes and vacations. And what better vacation than flying to places known for those warm blue skies and gentle breezes?

Pilots will begin gathering May 2-3 in the "Sun Capital of the Southwest," Scottsdale, Arizona, for the start of the sixth annual Grand Prix Air Race.

From the start in Scottsdale, the planned race route will head over the Painted Desert to Albuquerque, New Mexico, then northeast through the Rio Grande River Valley and La Veta Pass to Pueblo, Colorado. The next three legs are to the southeast across Texas to Jefferson County Airport, Beaumont, Texas, with stops in Amarillo and Ft. Worth. The home stretch passes through Little Rock, Arkansas en route to the final destination, Oklahoma City, Oklahoma. The total distance is approximately 2,000 statute miles.

Open to all pilots, the Grand Prix is a handicapped (no, this doesn't include the pilot nor the copilot) cross-country speed race for normally aspirated airplanes. Significant improvements have been made this year, including lower handicaps, lower entry fees, and simplified rules and regulations. These changes have been made as a result of suggestions by participants, and they are designed to enhance the fairness and competition, as well as open the contest to more racers.

As you probably noticed, this year's route covers some of the most spectacular terrain in the southern and southwestern US. Scottsdale is in a rapidly growing area near Phoenix, a locale long noted for its warm, sunny climate. There are many recreational activities in the area, including golf, swimming and tennis. There should be plenty of time between arrival for impound (the time for pre-race inspection of airplanes) on Friday or Saturday and the start of the race Monday morning to enjoy these activities or just soak up the sun. In addition, Grand Prix activities include Friday night's Welcome Cocktail Party, an FAA Safety Seminar during the day Saturday, a get-together Saturday night and a First-Time Racers Clinic Sunday afternoon. After the clinic, there will be a pre-race briefing. Nothing else is planned for Sunday so that you may complete those last-minute preparations for the competition and get a good night's rest for the Monday morning race start.

Monday through Wednesday are for racing. The route will be beautiful, interesting and challenging, taking you over deserts, through mountain valleys, across plains and marshes, and back over the foothills of the Ozarks.

A Welcome Back Cocktail Party will feature hangar flying Wednesday evening, and the only scheduled events Thursday are inspection of the winning aircraft and verification of scores. The rest of Thursday and all day Friday are free. You may want to visit the FAA Headquarters and try their high-altitude chamber, or you may prefer to just relax. There will be a mandatory debriefing late Friday afternoon, followed by the awards banquet. Although the cash, merchandise and trophies are nice, the greatest prize in the race is the opportunity to meet other people with similar interests and to share the experience of the race.

The Grand Prix provides a fantastic vacation opportunity for all pilots, both first-time and experienced racers. Entries are being accepted now with the first day drawing on March 1. For more information, or to order \$7 entry kits, contact Grand Prix Air Race, Ltd., 259 Lincoln Dr., Bartlett IL 60103, (312) 358-5100.

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